

COUNCIL CORRESPONDENCE UPDATE TO APRIL 19, 2023 (8:30 a.m.)

Correspondence

- (1) April 12, 2023, regarding “Ambleside Local Area Plan Options”**
- (2) 2 submissions, April 12, 2023, regarding Short Term Rentals**
- (3) April 12, 2023, regarding “Attention: Sharon Thompson” (Traffic Calming Request)**
- (4) 18 submissions, April 1-19, regarding Proposed Arts & Culture Facility**
- (5) R. Richards, April 14, 2023, regarding “Fwd: Spring Foundation News”**
- (6) West Vancouver Chamber of Commerce, April 14, 2023, regarding “FREE Zero Waste Coaching Program”**
- (7) A. Eady, April 14, 2023, regarding “Fwd: 4369 Erwin Drive - Potential Tree Removal”**
- (8) 8 submissions, April 16-18, 2023, regarding Preliminary Development Proposal for Daffodil Drive**
- (9) April 18, 2023, regarding “262 Bus Route Route Petition”**
- (10) Committee and Board Meeting Minutes – Lower Caulfeild Advisory Committee meeting November 29, 2022; Awards Committee meeting March 1, 2023; and Public Art Advisory Committee meeting March 14, 2023**

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (11) Director of Engineering & Transportation Services, April 12, 2023, response to G. Kravac regarding “Traffic on Taylor Way =+”**
- (12) Senior Manager of Community Planning & Sustainability, April 17, 2023, response regarding “Ambleside Local Area Plan Options”**
- (13) Senior Manager of Roads & Transportation, April 18, 2023, response regarding Responses to Correspondence regarding Roads and Intersections**

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 12, 2023 10:20 AM
To: [REDACTED] correspondence; Ambleside Local Area Plan
Cc: [REDACTED] s. 22(1)
Subject: Ambleside Local Area Plan Options
Attachments: DWV-#5596164-v1-APPENDIX_A_Ambleside_Local_Area_Plan_Options_Booklet.pdf

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.

Hi,

Given the critical importance of the AMBLESIDE LOCAL AREA PLAN OPTIONS (see attached) to residents in our neighborhood, will additional workshops be scheduled as the initial workshops are all full?

Please advise.

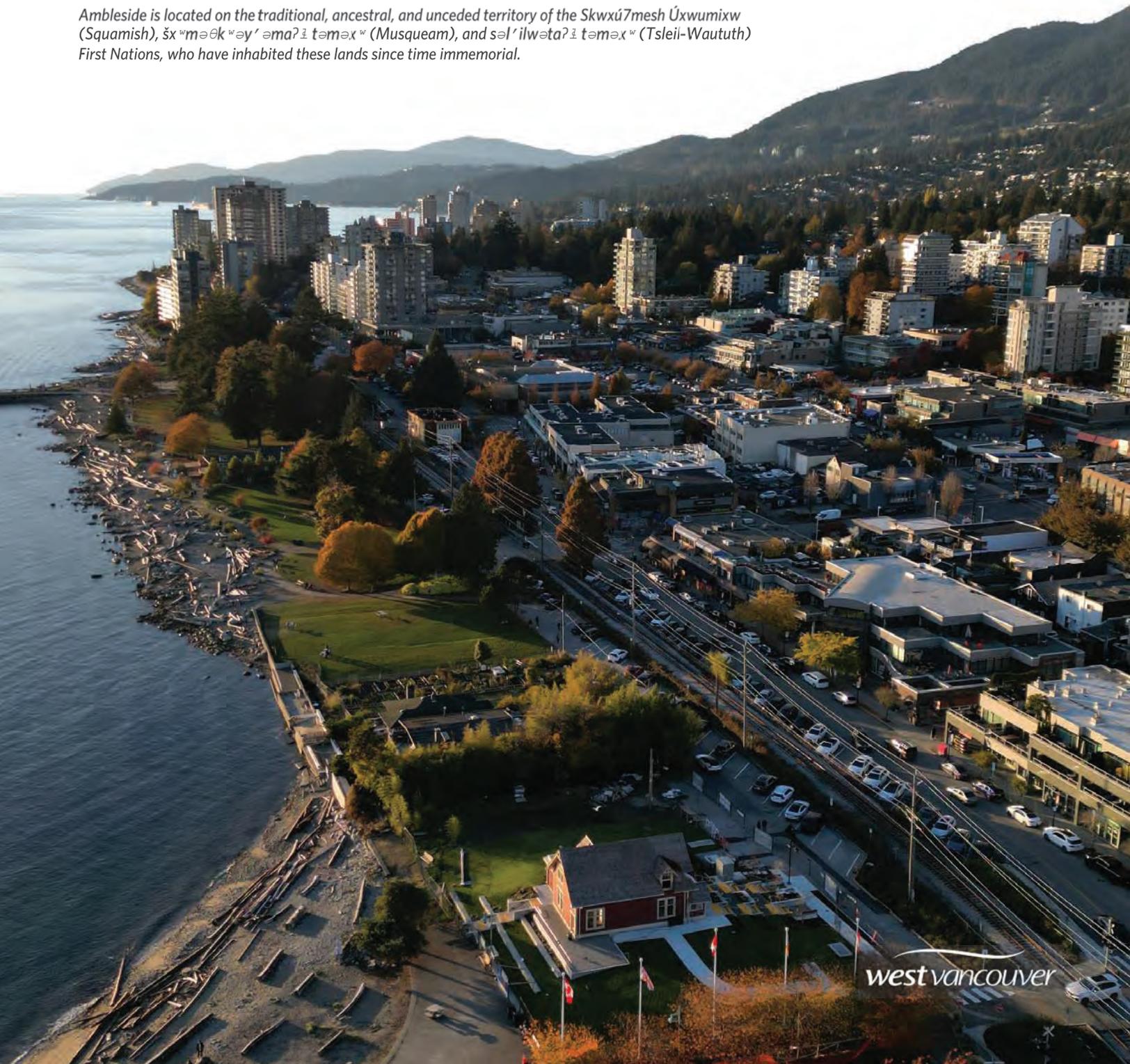
Thanks,

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

AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET

District of West Vancouver | January 2023

Ambleside is located on the traditional, ancestral, and unceded territory of the Skwxú7mesh Úxwumixw (Squamish), śxʷməθkʷəyʹəməʔɪtəməxʷ (Musqueam), and səlʹilwətaʔɪtəməxʷ (Tsleil-Waututh) First Nations, who have inhabited these lands since time immemorial.



Introduction

In June 2022, Council directed staff to prepare three high-level, draft local area plan (LAP) options for Ambleside. This booklet illustrates them for the community to discuss, respond to, and collaboratively shape. None of the three options are “the” plan for Ambleside. They are an engagement tool for your input, which will subsequently help lead to the LAP for Council to consider adopting into West Vancouver’s Official Community Plan (OCP).

The three options respond to existing OCP policies, including direction to: create capacity for 1,000-1,200 estimated new housing units (2.1.13); emphasize Ambleside as the heart of West Vancouver with commercial uses (shops, services, restaurants and offices), cultural spaces, civic facilities, and visitor accommodation (2.3.1); and prioritize mixed-use and apartment forms in core areas, with ground-oriented multi-family forms to transition to adjacent neighbourhoods (2.1.14).

These options are also informed by Ambleside’s local planning history. With over 30 studies completed in the last 75 years, many issues and ideas for the future have been explored.^[1] Six key themes emerged from this review:

1. The **character** of Ambleside and the appropriate scale and height of buildings.
2. The **housing mix** to accommodate current and future residents.
3. The **commercial hub** and the shops, services and employment the centre provides.
4. The **natural setting** and the way the slope, creeks and waterfront shape Ambleside.
5. The **public realm** and how people gather, spend time, and move around.
6. The **focus** of Ambleside, where it begins and ends, and where change makes most sense.

The three draft options respond to these six themes and the OCP policies in different ways. This allows you to see alternatives and puts a variety of ideas “on the table” for discussion. The options illustrate different ways of thinking about the future of Ambleside that are not mutually exclusive. Your response to these options—what you like, dislike, or think could be improved—will shape that future by distilling or refining the best elements of each option into the LAP.

^[1] These are summarized in a separate planning history document at: www.westvancouverite.ca/plan-ambleside



ambleside

The Study Area Today

Ambleside is located on the north shore of the Burrard Inlet, situated between—and complemented by—the smaller, single commercial block of Dundarave to the west, and the regionally-serving Park Royal shopping centre to the east. The area slopes up from the waterfront and rail line, crosses the main throughfare of Marine Drive, and moves northwards to the apartment area and single-detached neighbourhoods beyond. This natural, topographical “amphitheatre” around the commercial precinct includes McDonald, Lawson and Vinson creeks, which run through the backyards of single-detached houses before, in some cases, entering culverts through the apartment and commercial areas.

In addition to being a distinct neighbourhood and centre in and of itself, Ambleside plays a unique and primary role in the District as our “seat of government”, our largest social “hub”, and our commercial “main street”. It includes a range of signature parks, three schools within or adjoining the study area, and many public facilities (including the library, community and seniors centres). It remains a focus for residents, businesses, and visitors—and its continued success and long-term vitality is of importance to the entire West Vancouver community.

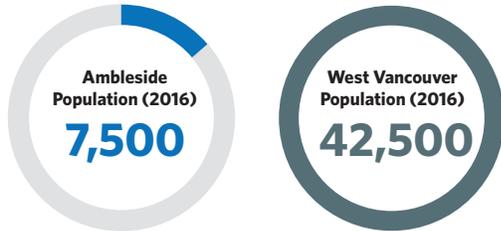
While the final LAP boundaries will be determined as an outcome of the planning and engagement process, the map below illustrates existing land uses within the study area. In total, about 71% of Ambleside’s land is occupied by residential uses, 22% by community and park uses, and 7% by commercial uses.



The Community Today

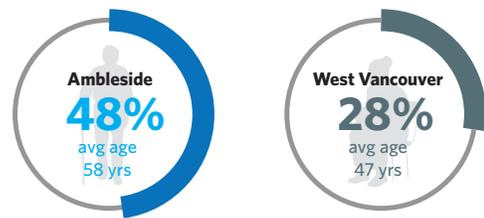
An important part of community planning is understanding the community today. These infographics summarize some of Ambleside's population characteristics compared to the District.

Percentage of Residents who live in Ambleside



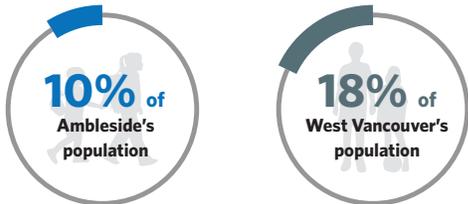
Ambleside is West Vancouver's main population hub and is home to 7,500 residents (nearly one-fifth of District's total).

Percentage of Residents above 65 yrs old



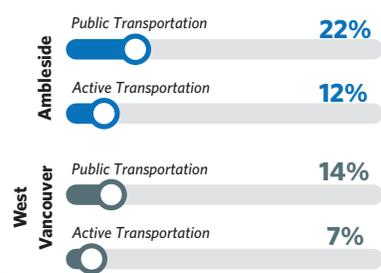
Ambleside has an aging population and is home to 45% of West Vancouver's low-income seniors.

Percentage of Residents who are Children + Teenagers (5-19 yrs old)



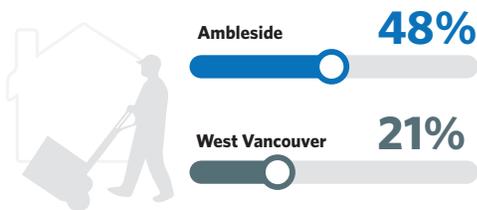
Ambleside has a low percentage of children, despite containing three schools within or adjacent to its boundary.

Percentage of Residents who Take Public Transit to Work



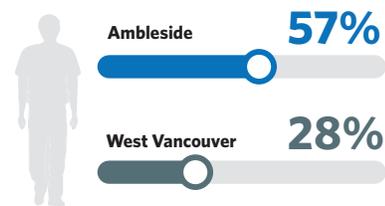
Ambleside's mixed-use environment offers opportunities to bus, cycle, or walk, and residents are approximately 50% more likely to commute to work using public transit.

Percentage of Renters



Ambleside contains 90% of West Vancouver's purpose-built rental units, and 74% were built over 40 years ago.

Percentage of Single Person Households



Ambleside's households average 1.8 persons, which is smaller than the District average of 2.5 persons.

Percentage of Low-Income Residents



Approximately half of households in Ambleside make less than \$30,000 and ~75% make less than \$50,000.

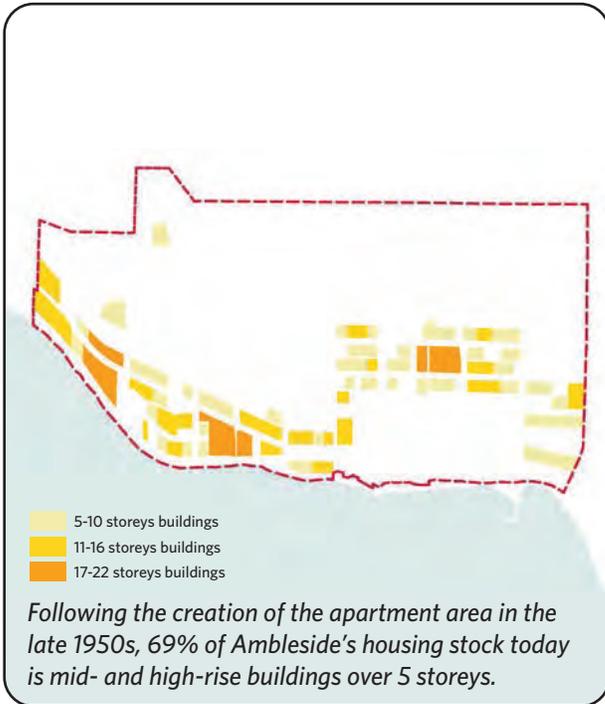
Percentage of Residents in Labour Force



Ambleside has 3,000 jobs (21% of West Vancouver's total jobs), but a lower labour force to work in local businesses.

From a History of Planning to Planning for the Future

Through the review of 75 years of planning, six consistent themes were identified. These themes frame the options and present planning and design considerations to be addressed by the LAP.

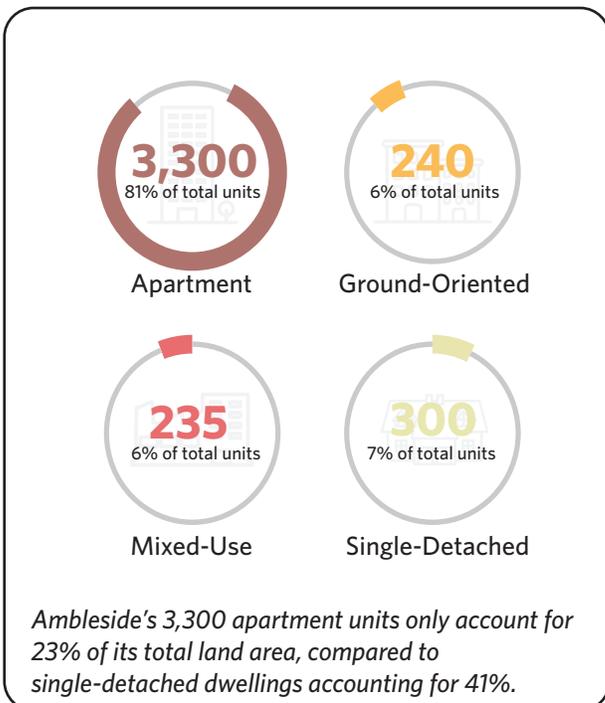


1. Height

Previous conversations about planning in Ambleside have often centered on height, notably regarding buildings over 4 storeys. Ambleside is generally a mix of low-rise commercial, mid- and high-rise apartments, and single-detached houses, which in places leads to abrupt height transitions or “zoning cliffs”. There is a desire to ensure the scale of new buildings is balanced with existing ones, housing needs, and revitalization objectives, so that Ambleside succeeds now and in the future.

The LAP should consider:

- Where could changes be made, and what building heights might be appropriate?
- How could building scale help define and identify different sub-areas?
- Should there be fewer sites changing to taller buildings, or smaller buildings over a larger area?
- Should height limits be fixed and uniform, or sculpted for variety?



2. Housing Mix

Ambleside's housing mix mainly includes aging apartment buildings and expensive single-detached homes, with limited mixed-use or ground-oriented “missing middle” options like townhouses. Ambleside's apartment area provides 90% of the District's rental stock, but these buildings will be vulnerable to redevelopment over time. Housing diversity is needed to provide options for families, workers, downsizers, and seniors.

The LAP should consider:

- How could we support seniors to “age in place” or younger families to move here?
- How and where could “missing middle” housing be introduced?
- Should the apartment area be expanded, or are there opportunities for new housing within it?
- In what ways could rental housing be protected, expanded or replaced?



3. Commercial Hub

Ambleside includes a concentration of small, independent businesses. Real estate, health and financial services, and restaurants are the three main sectors. Spread out over a long high street (around 3,000 feet) with a smaller commercial cluster in Hollyburn to the west, Ambleside doesn't have a single, compact core. Without a large local labour force, and with older commercial spaces in need of upgrades, planning needs to ensure the commercial area thrives for businesses, workers and customers.

The LAP should consider:

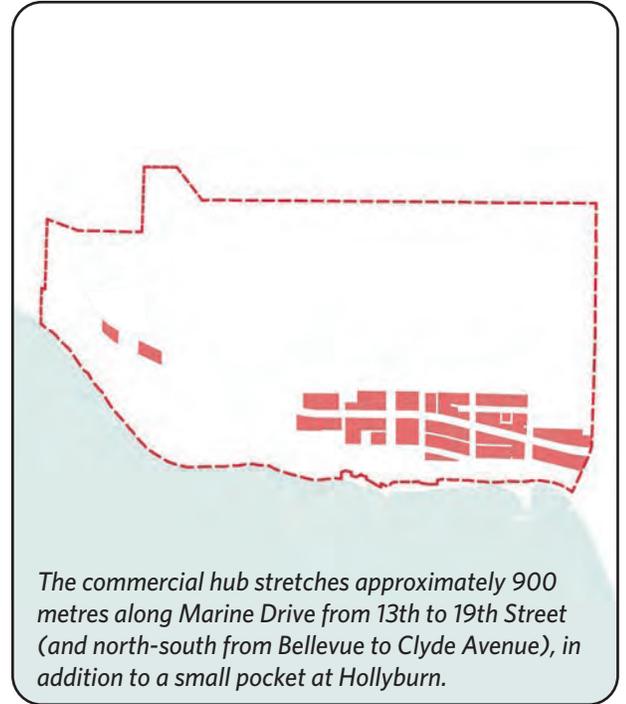
- What is the desired commercial mix to serve residents and encourage vibrant streets?
- Where could specific desired uses (e.g. hotel) be located?
- Should the length of the high street be shortened, or should different "character" areas be encouraged across it?
- Should new development be focused north-south, east-west, or both?

4. Natural Setting

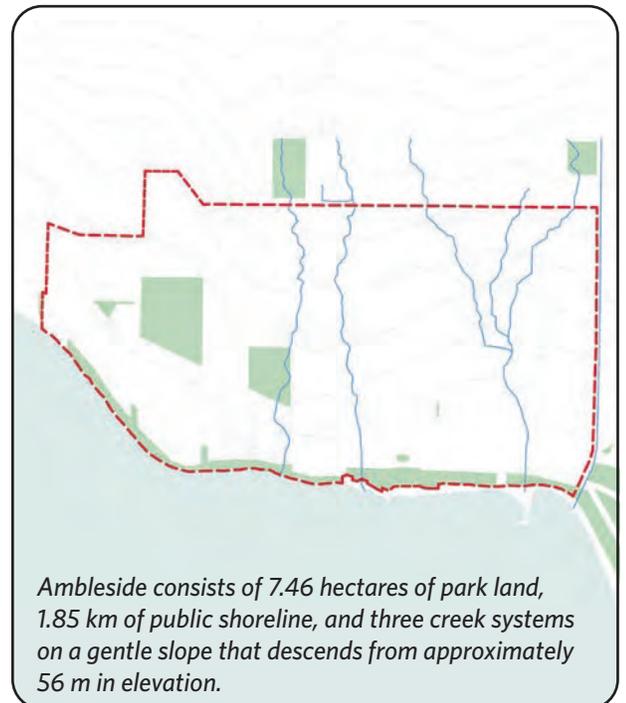
Ambleside's waterfront location—with natural watersheds, green spaces, and parks—reinforces the area's connection to nature. The topography, with a 6.5% slope, creates an "amphitheatre" effect with challenges and opportunities for development. Access to nature and recreational spaces will need to be balanced with natural asset protection and climate change adaptation.

The LAP should consider:

- How might commercial and residential buildings better integrate with nature?
- How can access to Ambleside's natural setting support its protection in the future?
- How can our watersheds and the waterfront become more accessible to the public?
- How should the natural slope inform the scale of new development?



The commercial hub stretches approximately 900 metres along Marine Drive from 13th to 19th Street (and north-south from Bellevue to Clyde Avenue), in addition to a small pocket at Hollyburn.



Ambleside consists of 7.46 hectares of park land, 1.85 km of public shoreline, and three creek systems on a gentle slope that descends from approximately 56 m in elevation.

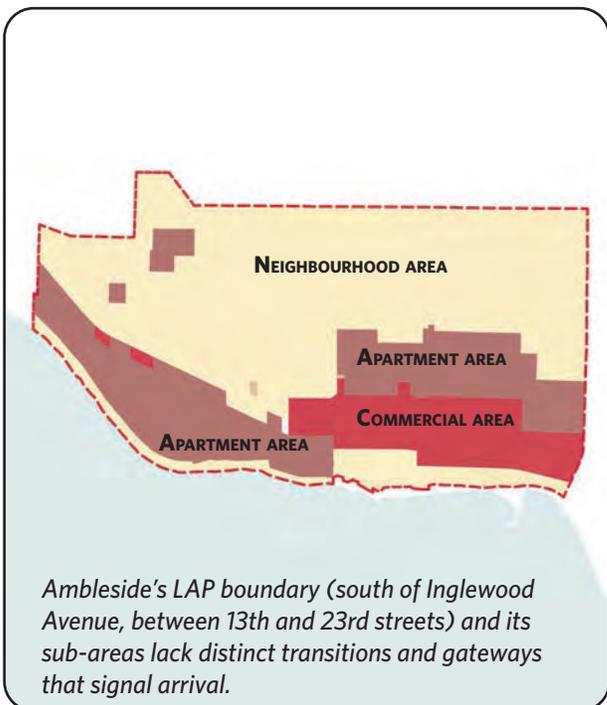


5. Public Realm

Ambleside’s public realm is enjoyed by many, featuring trails, waterfront recreational spaces, and some north-south connections to the commercial core. There have been a range of community perspectives on how the public realm could be improved. These include an interest in nicer laneways, more social gathering spaces, and better connections between the waterfront and commercial precinct.

The LAP should consider:

- How should we balance moving to and through Ambleside, with spending time there?
- Where might we introduce new social gathering spaces?
- Should different commercial streets (Bellevue, Marine, and Clyde) have a different character or function?
- How can we better connect trails and improve the pedestrian network?



6. Focus

Ambleside includes three different areas—commercial, apartment, and neighbourhood—with each having its own smaller sub-areas. Previous planning work has explored different boundaries or components of Ambleside, and the LAP study area is quite large. There is a desire for a more holistic view, better integration within and between areas, a clearer “centre” or focal points, and a stronger sense of arrival.

The LAP should consider:

- Where might change be considered, and should this be targeted or spread throughout the study area?
- How could we create a “sense of arrival” to Ambleside, as well as a strong identity within?
- Should the large LAP study area be reduced—and if so where?
- How can each sub-area collectively support a stronger and more cohesive Ambleside?

Introducing the Three Options

The following pages present the options. These are draft, high-level, and structured to show that there are a variety of ways to respond to the key themes that could subsequently be refined and combined into the LAP. Each option reflects a different overarching planning and design approach by arranging the following building types in different locations: 3-4 storey residential ground-oriented townhouses; 4-6 storey residential low-rise apartments; 6-8 storey residential mid-rise apartments; and 6-9 storey mid-rise mixed-use (must include a commercial use) or choice-of-use (may include a commercial use).

Option 1 - Frame and Accent

This option presents a compact approach, where development would be focused in a concentrated core.

Option 2 - Connect and Weave

This option presents a systems approach, where development would respond to natural creek and slope systems.

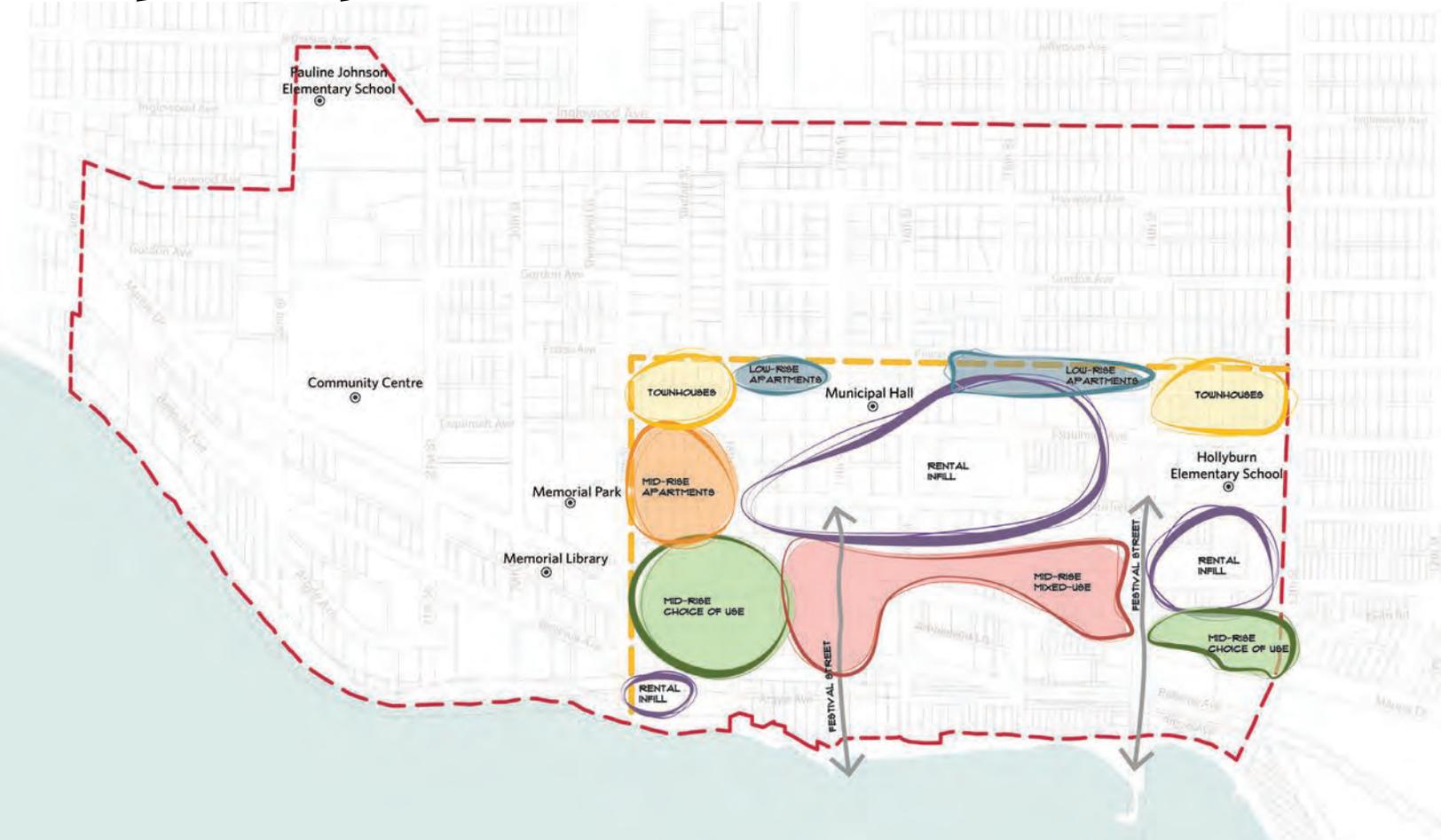
Option 3 - Blend and Punctuate

This option presents a transitions approach, where development would soften and vary existing changes in building heights.

Each option is first introduced as an annotated **land use concept** plan, so you can understand its main ideas; then **illustrated three-dimensionally** so you can see what it might look like in context; and then **evaluated against the six key themes** so you can measure how it responds to Ambleside's planning topics.



Option 1 | Frame and Accent



Option 1: Land Use Concept



Focus future development

The LAP boundary would focus on a compact “rectangle” between 13th, 19th, and Fulton, directing growth to a more defined and vibrant area.



Frame the Waterfront

Mid-rise mixed-use along 14th and 17th “festival streets” and Clyde would wrap around the low-rise, waterfront centre to the south.



Increase Flexibility

Choice-of-use on the 1300- and 1800-block “flanks” of Marine would support compatible “main street” uses next to the commercial core, like hotel, office, rental and seniors housing.



Support Rental

Twenty rental sites within the apartment area east of 19th would be allowed additional density in mid-rise forms to enable the increase of rental stock over time.

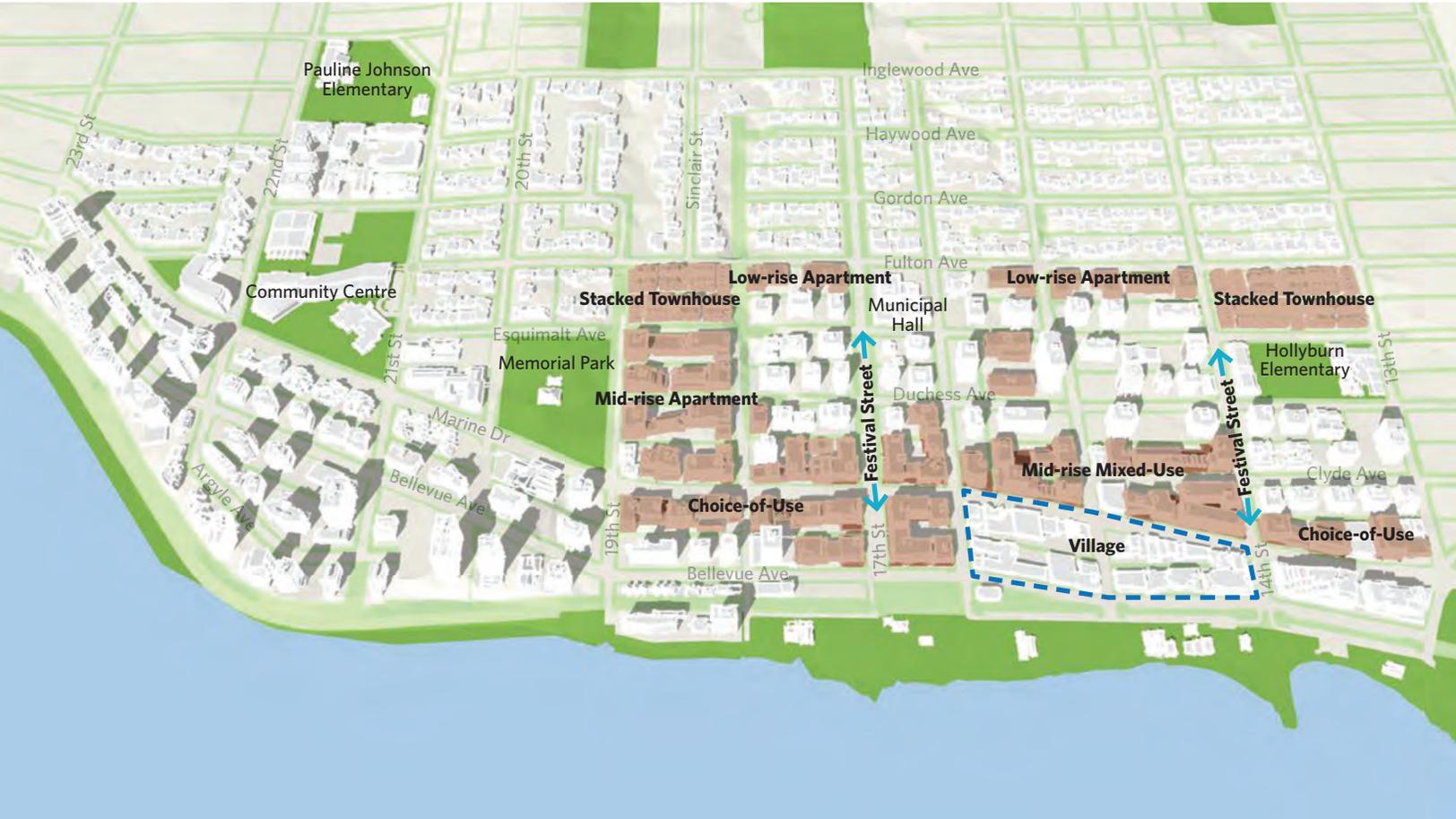


Complete the “Rectangle”

Townhouse, low- and mid-rise would transition outwards from existing commercial and apartment areas to Fulton and 19th.

Option 1: Overview

existing buildings
 potential buildings
 (#) number of storeys in existing buildings



Overview looking north

This option would frame and accent the centre by directing change to the rectangle south of Fulton and east of 19th. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.



Looking west over Duchess near 13th

Mid-rise mixed-use on the north side of Marine and both frontages of the 1400 and 1500 blocks of Clyde would place housing close to shops and services, and adjacent to existing buildings of a similar scale. Ground-oriented housing and low-rise apartments would transition from existing high-rises to single-detached houses across Fulton.

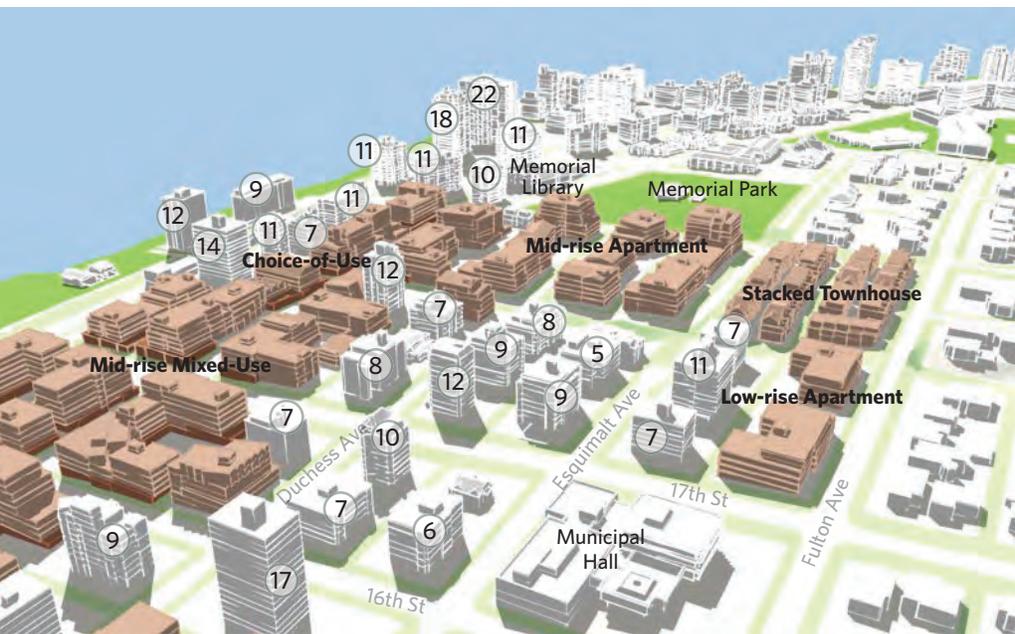
Option 1: Detailed Views

existing buildings
 potential buildings
 (#) number of storeys in existing buildings



Looking northwest from the waterfront

For the commercial core, existing low-rise would remain south of Marine between 14th and 16th, framed by the existing Grosvenor building at the 14th festival street and new mid-rise mixed used buildings along the 17th festival street.



Looking southwest from near 16th and Fulton

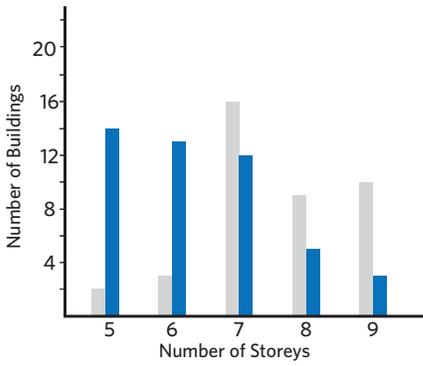
Mid-rise along the 1700 and 1800 blocks of Marine would connect the existing high-rise areas around Esquimalt and Bellevue, and transition between existing high-rises and Memorial Park.



Transect through Memorial Park looking east

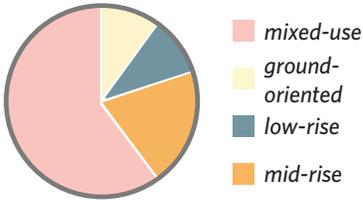
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 1 : Evaluated against the six key themes



Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); this option would prioritize 5-7 storey buildings.



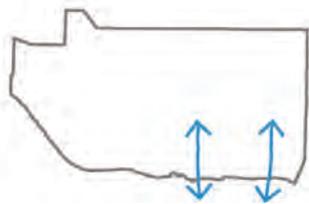
Housing Mix

Apartments in mixed-use buildings in the core would be predominant, with an estimated housing mix of 10% ground-oriented, 10% low-rise apartment, 20% mid-rise apartment, and 60% apartments in mixed-use buildings.



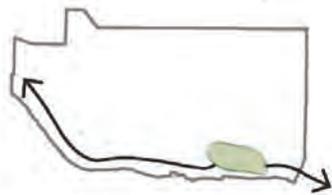
Commercial Hub

This option would shorten the high street, with a focus on Marine Drive between 14th and 17th, generally distinguishing between a mid-rise Clyde to the north and a low-rise Bellevue to the south.



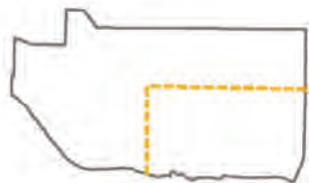
Natural Setting

Building on Ambleside's festival streets (which lead to the 14th and 17th street piers) this option would help bring the waterfront experience into the commercial core.



Public Realm

This option would direct public realm improvements (such as wider sidewalks, patio dining, and informal gathering spaces) to a defined and reduced waterfront-oriented centre.

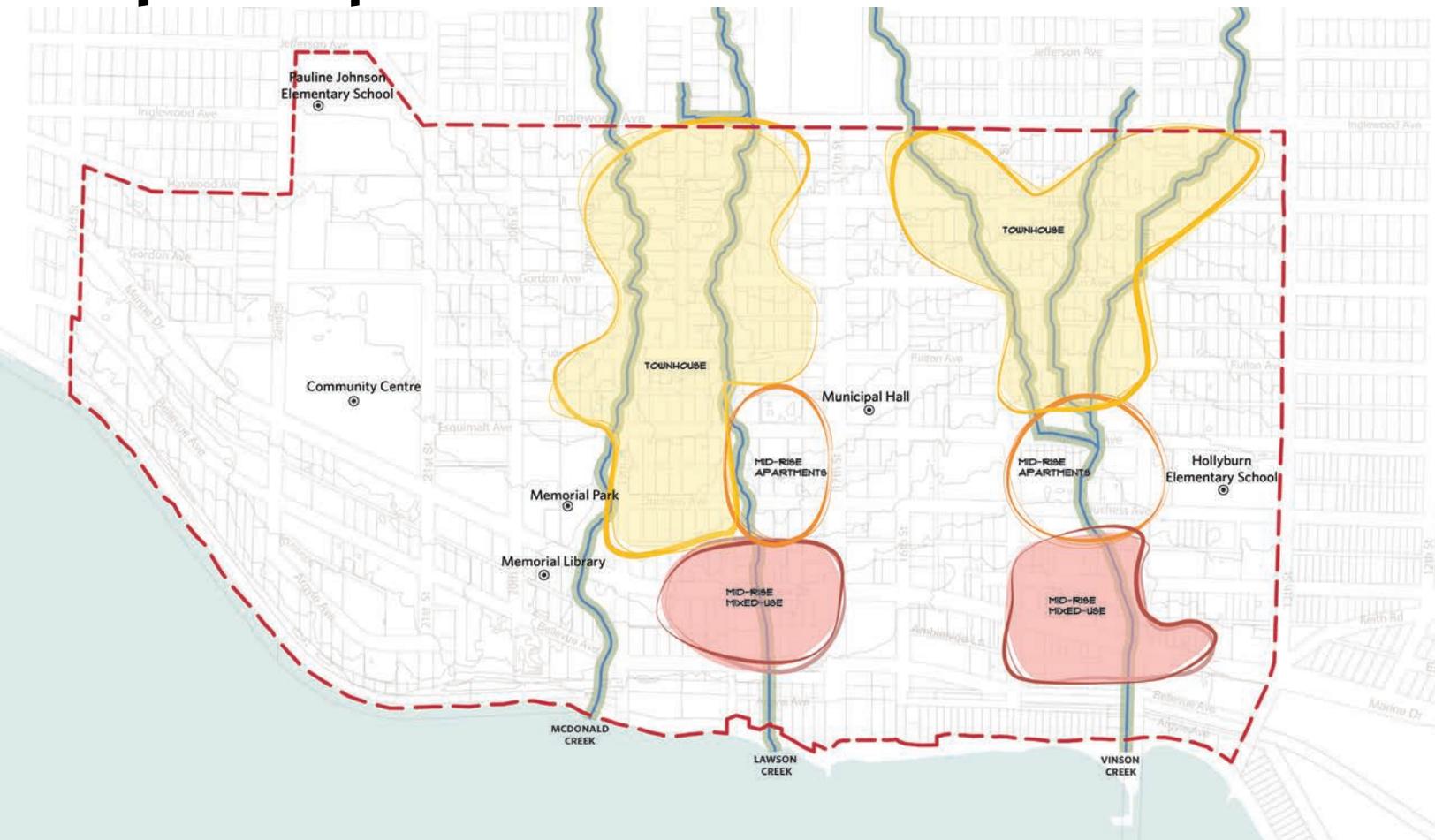


Focus

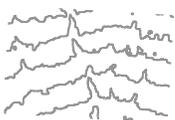
This option would provide a defined and smaller focus, meaning existing policies and regulations would be unchanged for study area lands west of 19th and north of Fulton.



Option 2 | Connect and Weave

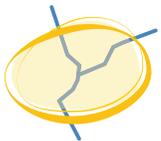


Option 2: Land Use Concept



Respond to the Slope

Building scale would reflect topography with mid-rise transitioning to townhouses moving up the slope.



Follow the Creeks

Townhouses along McDonald, Lawson and Vinson creeks would incrementally open up public access to these natural systems.



Naturalize the Apartment Area

Additional density in mid-rise forms would support the daylighting of Lawson and Vinson creeks as existing buildings are gradually replaced.



"Bookend" the Shopping Area

Mid-rise mixed-use around 14th and 18th would establish a sense of arrival in the commercial core, with public spaces along Lawson and Vinson creeks.



Make "Blueways" into Greenways

Tying the land use changes together, new north-south connections would enhance natural protection and create new creekside trails.

Option 2: Overview

existing buildings
 potential buildings
 # number of storeys in existing buildings



Overview looking north

This option would follow natural systems by directing change to the areas along McDonald, Lawson and Vinson creeks from the waterfront north to Inglewood Avenue. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.



Looking south over 16th near Inglewood

Ground-oriented and apartment housing would create opportunities to daylight watercourses where buried and to introduce public trails connecting the surrounding neighbourhoods to Marine and the waterfront.

Option 2: Detailed View

existing buildings
 potential buildings
 # number of storeys in existing buildings



Looking southwest where Vinson Creek parallels 14th near Clyde

For the commercial core, mid-rise mixed-use buildings between Bellevue and Clyde would emphasize daylit creek crossings, frame new public spaces, and mark the arrival to Ambleside's shopping area at the 1400 and 1800 blocks of Marine. These "gateways" are strengthened by the existing buildings in these locations, including the Grosvenor building along Vinson creek.



Looking south where Lawson Creek parallels 18th near Esquimalt

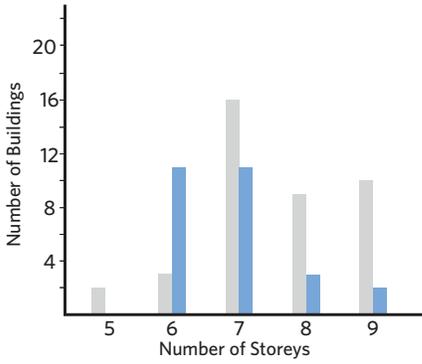
Ground-oriented and apartment housing would lead to mid-rise mixed-use buildings along Marine. This western "gateway" along Lawson creek already includes the Hollyburn Plaza and The Wentworth buildings. Ground-oriented housing supports the transition from the existing high-rises to Memorial Park.



Transect through Lawson Creek looking east

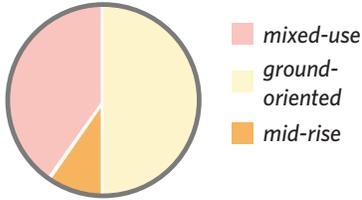
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 2 : Evaluated against the six key themes



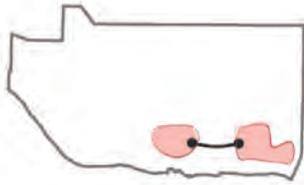
Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); with this option's focus on ground-oriented townhouses, most new buildings would be under five storeys (not illustrated in the chart).



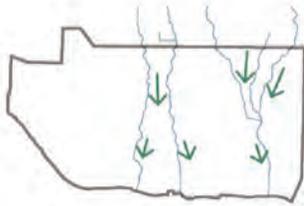
Housing Mix

Opportunities for ground-oriented housing would be prioritized, with an estimated housing mix of 50% ground-oriented, 10% mid-rise apartment, and 40% apartments in mixed-use buildings.



Commercial Hub

This option would "bookend" the main business area around 14th and 18th, providing a clearer sense of arrival or "gateway experience" from both the east and the west.



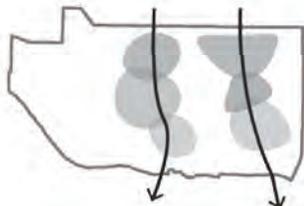
Natural Setting

Following the natural waterways and slope, this option would create incremental opportunities for areas of each creek to be naturalized, daylit and environmentally-managed.



Public Realm

New north-south creekside trails would expand and connect into Ambleside's existing parks and trail systems, providing an increased pedestrian and recreational network.

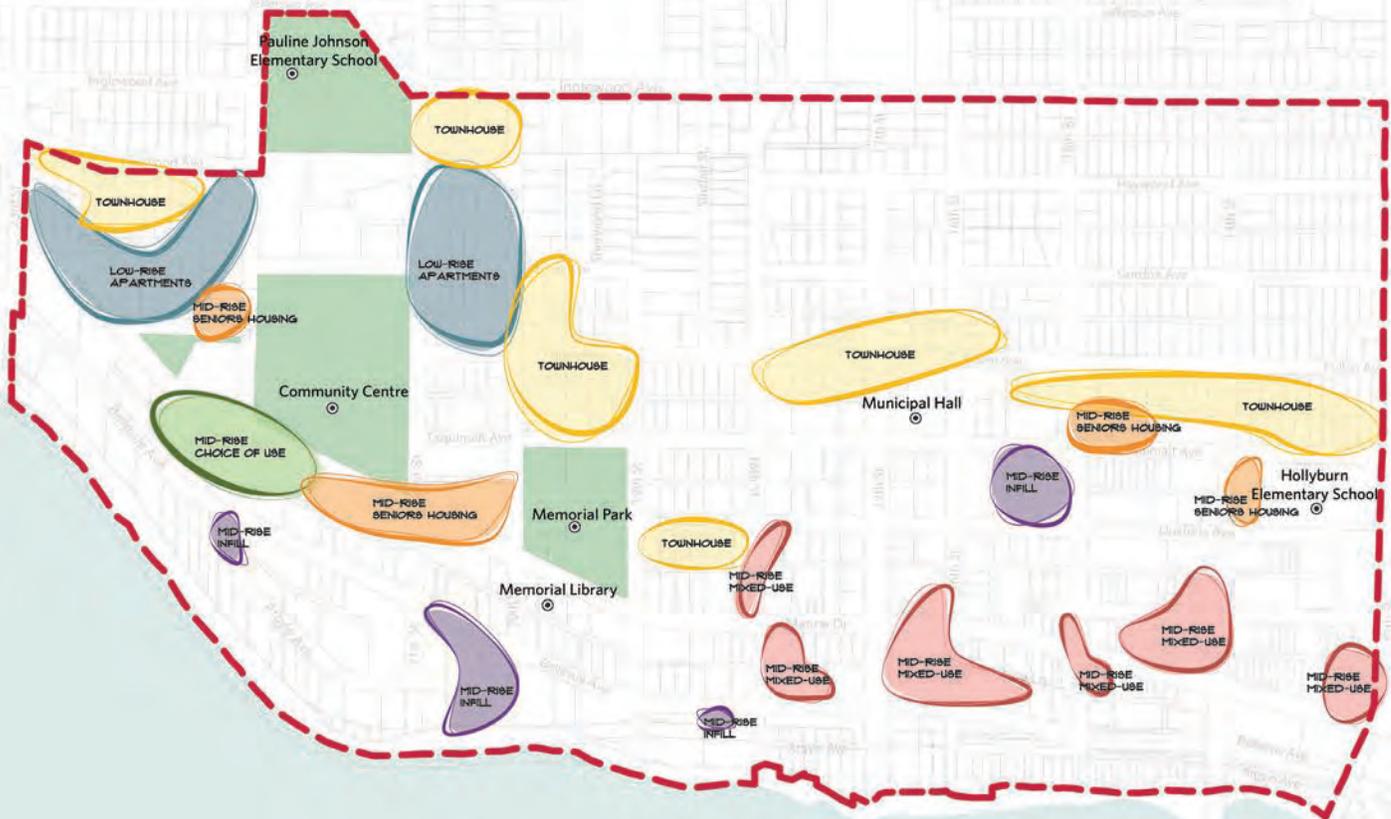


Focus

Responding to the creeks and the slope, the focus would be along north-south bands shaped by McDonald, Lawson, and Vinson creeks between Inglewood and the waterfront.



Option 3 | Blend and Punctuate



Option 3: Land Use Concept



Modulate the Main Street

Existing low-rise between 13th and 19th would be “punctuated” by limited mid-rise sites to create more distinct “pulses” of retail activity.



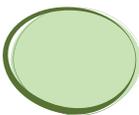
Infill the apartment area

Apartment infill within the existing high-rise area would be allowed on existing duplex-zoned sites and existing rental sites with underutilized site area.



Support our Aging Community

Existing age-restricted sites would be supported with additional density to enable the gradual increase of seniors-oriented housing.



Highlight Hollyburn

Mid-rise choice-of-use next to the existing apartment area would expand shops and services around this community and institutional hub.



Blend the Edges

Ground-oriented and low-rise housing diversity would be increased around parks, schools, and public spaces, with softer transitions from existing commercial and apartment sites.

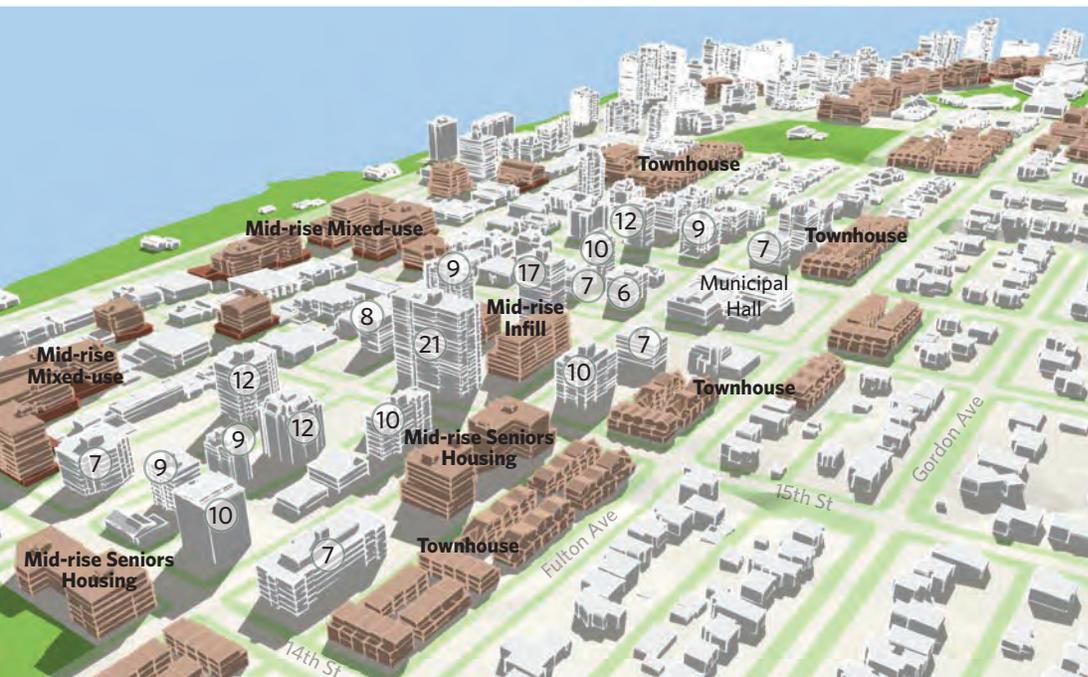
Option 3: Overview

existing buildings
 potential buildings
 (#) number of storeys in existing buildings



Overview looking north

This option would smooth abrupt shifts in existing building heights by directing changes to those transition areas. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.



Looking southwest near 14th Street and Gordon

Ground-oriented housing would transition between existing high-rises to single-detached houses, and this option would support the renewal and expansion of existing seniors housing by enabling mid-rise apartments on those sites.

Option 3: Detailed View

existing buildings
 potential buildings
 (#) number of storeys in existing buildings



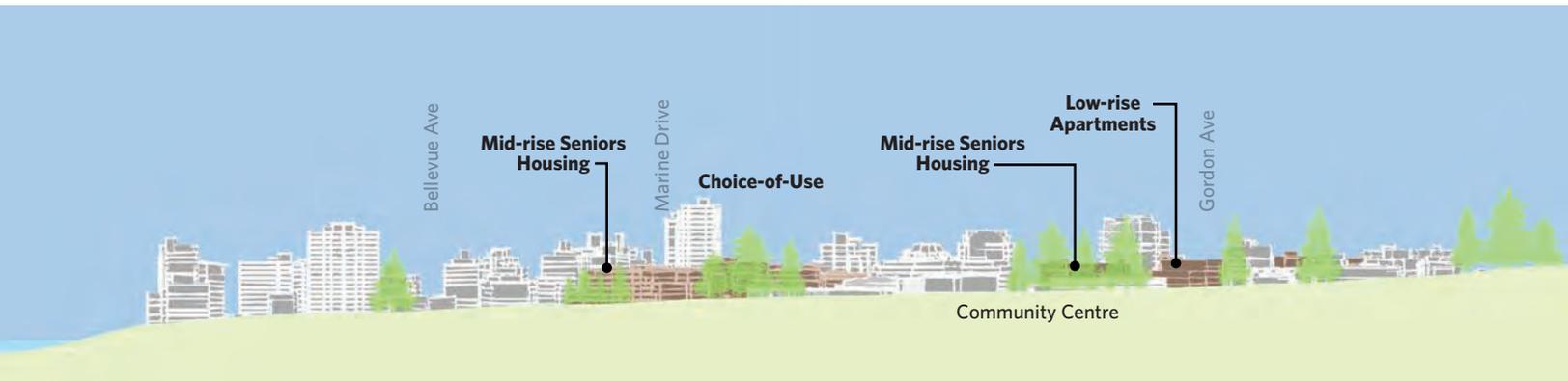
Looking east over Marine Drive near 23rd Street

Ground-oriented and apartment housing would transition between existing high-rises and single-detached homes. Mid-rise choice-of-use across Marine from the Community Centre and Westerleigh PARC buildings would allow flexibility along those blocks. This reflects the existing range of uses and could expand and support shops and services in the Hollyburn area.



Looking south over 21st Street near Haywood Avenue

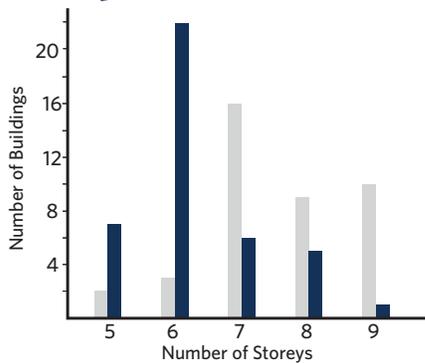
Ground-oriented and apartment housing would frame the 2100-block community and institutional uses, including the Community and Seniors Activity Centres.



Transect through 21st looking west

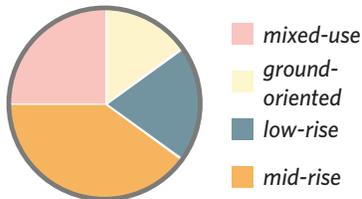
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 3 : Evaluated against the six key themes



Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); this option would prioritize 6 storey buildings.



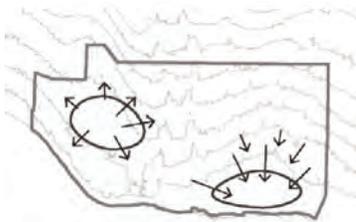
Housing Mix

This option would distribute new housing opportunities, with an estimated housing mix of 15% ground-oriented, 20% low-rise apartment, 40% mid-rise apartment, and 45% apartments in mixed-use buildings.



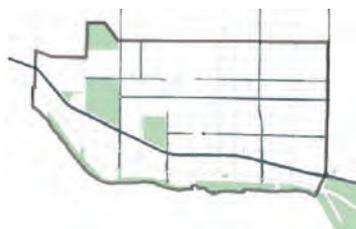
Commercial Hub

This option would retain the full extent of commercial sites along Marine Drive, with intentional "pulses" both within the 13th to 19th high street and at the Hollyburn hub to the west.



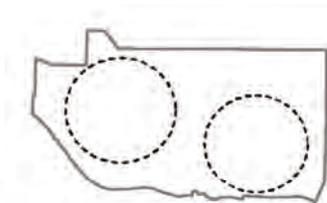
Natural Setting

Two responses to terrain would reflect the two topographies across the study area: one for Ambleside's natural "amphitheatre" to the east, and another for the flatter "plateau" to the west.



Public Realm

With a more distributed approach, this option would create wider opportunities for public realm improvements (such as better sidewalks and interfaces with parks and public amenities).



Focus

By punctuating within and blending outwards, this option would have a broader LAP focus, generally organized around the two neighbourhoods of Ambleside and Hollyburn.



Examples from Elsewhere

The three options show a variety of planning and design ideas – some that build on things Ambleside already includes, and some that are newer. The following photos show examples of how different ideas in the options have been achieved in other communities.



Mid-rise mixed-use can be oriented north-south to better connect the public realm with the waterfront and step building heights with the slope (Lower Lonsdale) | Source: District of West Vancouver



New townhouses and apartments can help define park spaces while contributing financially to these improvements and other community amenities (Moodyville) | Source: PFS Studio



Daylit creeks can provide recreational and environmental benefits, as well as a high-quality neighbourhood setting for new housing (Northgate) | Source: City of Seattle



Different forms such as mid-rise, low-rise, and townhouse, built in varied architectural styles and materials, can be successfully combined (Port Moody) | Source: Connect Landscape



Selectively introducing additional height both within and between buildings can add visual interest and create a more sculpted skyline (Santa Monica) | Source: Equity Apartments



Specific uses with distinctive architecture, such as a mid-rise hotel, can become focal points and landmarks for both visitors and locals (Napa) | Source: Napa Valley Register



What's Next?

The options in this booklet are an engagement tool and we want to hear from you. There are around 900 individual lots within the study area—this is an important project for West Vancouver's future, the ideas we've presented aren't definitive, and you can help shape and improve them as we work towards the LAP.

To find out more, including background information and how to get involved, please:

- Visit the project web page at www.westvancouverite.ca/plan-ambleside
- You can sign-up for project updates and find out about engagement events
- You can share your feedback with staff at 604-921-3459 | planambleside@westvancouver.ca

Prepared by the District of West Vancouver,
Planning Department, January 2023.

From: [Redacted] s. 22(1)
Sent: Wednesday, April 12, 2023 1:54 PM
To: Robert Bartlett; correspondence
Subject: Re: Why Rental housing is a hot topic in West Vancouver

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.

Good morning Mr Bartlett - 45 days have now elapsed which is more than enough time for you to reply by email to my letter below.

Again why is DWV not enforcing its Short Term Bylaw?

[Redacted] s. 22(1) West Van

On Tue, Feb 28, 2023 at 10:53 AM [Redacted] s. 22(1) wrote:

Good morning Mr Bartlett - why is DWV not enforcing its Short Term Bylaw?

Rental housing is a hot topic in West Vancouver, just after Traffic and the Budget.
Why build new rental buildings when enforcing the bylaw could creat 200+ Long Term Rentals

Here is a article well worth reading [BLOCKEDnews\[.\]com/local-news/30-per-cent-of-city-of-north-van-condo-owners-dont-live-in-their-apartments-6604284](https://BLOCKEDnews[.]com/local-news/30-per-cent-of-city-of-north-van-condo-owners-dont-live-in-their-apartments-6604284)BLOCKED

As of Feb 7, AirBnB claimed over 1,000+ homes in West Vancouver. VRBO says it has nearly 1,500 properties available.



All homes



Private rooms

Amæ

Over 1,000 homes in West Vancouver



Airbnb is the most popular platform West Vancouver with 92% of the market share of short term rentals renting for around \$500/night to \$2,500 for a house and \$350/night to \$450 for a suite. There are AirBnB property management companies that will manage a ST rental for the non-resident property investor.

These Short Term rentals to tourists are crowding out regular West Vancouver residents needing Long Term rentals. Investors take homes that could be rented to local residents and put them out of reach. They are the commodification of housing at its worst. Why do short term Visitors get Housing over long term Residents?

Officially, short-term rentals of less than 30 days are banned in West Vancouver (see Bylaw No. 4662, 2010). **But those rules are only enforced on complaint.** West-Van-party-house-fined-for-short-term-rental. Example Jan 2023: Long term renter evicted to allow Short Term visitor rental. **Why does DWV not enforce its Bylaw?**

If West Vancouver enforced its bylaws, would it be reasonable to assume that 200+ units could be returned to the Long Term rental market and might this avoid the construction of a building like Gateway or Clyde micro-units. If so why approve rental apartment buildings, when DWV can create more LT rental units without more density. Will the Clyde micro-unit project have a covenant not to do short term rentals of less than 6 months (nearly a hotel?)

In 2021, West Van had 27 complaints about short-term rentals, which resulted in 13 warning letters and four bylaw tickets. In 2022, there were 24 calls resulting in nine warning letters and seven tickets (at \$300 each).

Under West Van's bylaws, a host could be fined \$300 versus ST renting for say \$500/night. In North Van district, the fine is \$500 (which is lowered to \$375 if paid within 14 days). **But neither municipality proactively seeks out short-term rental hosts for ticketing.** It would be better if the \$500 fine was based on the number of bedrooms rented = say \$1,500 for a 3 bedroom property renting for \$2,000 per night.

While DWV needs the revenue, residents need LT rentals more. Residents need stability with long term rentals, not short term rentals for visitors

Residents are invited to complain about Bylaw offence to bylawdept@westvancouver.ca or 604-925-7152 between the hours of 8 a.m. to 8 p.m. seven days per week. If Squamish has an online complaint form why doesn't West Vancouver?

Which option should our Council implement?

1. To proactively enforce the current bylaw OR
2. Allow West Van principal residence owners to ST rent a licensed suite in their principal residence to defray taxes and utilities OR
3. Generate more revenue for DWV by regulating without limit (or limit to say 50 units) the number Short Term Rentals at the cost of West Van residents seeking long term rentals.

Cheers [REDACTED]
s. 22(1)

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

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

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 12, 2023 3:37 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: letter to mayor and council-re airbnb complaint from [REDACTED] s. 22(1)
Attachments: letter #2 to council Airbnb.docx

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.

Please see attached follow up letter to an earlier communication to council in Sept 2022 for which no response was ever received.
Kindly advise if there is any movement in this regard with respect to a workable policy.
Many Thanks

From: [REDACTED] s. 22(1)
To: "correspondence" <correspondence@westvancouver.ca>, "bsoprovich" <bsoprovich@westvancouver.ca>
Cc: [REDACTED] s. 22(1)
Sent: Tuesday, September 6, 2022 2:45:43 PM
Subject: letter to mayor and council-re airbnb complaint

per my conversation with councilor soprovich, please see attached letter for mayor and council.
thanks

[REDACTED] s. 22(1)

April 12, 2023

To: Mayor and Council,
District of West Vancouver,
British Columbia

Re: air BNB [REDACTED] s. 22(1) [REDACTED], west Vancouver, and Air BNB Policy in general

Further to my last letter of Sept 6, 2022, I am writing again to follow up on the issue of the District's policy regarding Airbnb's in light of the recent tragic events in Montreal, Quebec. As you may be aware, Airbnb now has a licensure policy relative to Airbnb's in Quebec.

Consistent with your current policy, we have already filed a complaint regarding the property we are aware of, in our neighborhood. We continue to be concerned about the issues highlighted in our last communication in addition to safety concerns with transient and high turnover 'guests'/'tenants, who may or may not be as vigilant as property owners, about safety issues. We suspect this issue may extend far beyond the one property we have listed in our complaint, to by-laws.

In keeping with direction from the by-law's office, we did provide information on the above Airbnb link to the property in question, and I am sure they can apprise you of the status of that property. It continues to be habited by multiple groups of people, although we cannot confirm the status of same. Most recently [REDACTED] s. 22(1) [REDACTED] there was [REDACTED] s.22(1) [REDACTED] incident that required attendance by the west van police department.

Your prompt attention to dealing with an issue that could have widespread ramifications if left unaddressed, is required if we are to avert a repeat situation of that which occurred in Montreal.

[REDACTED]
s.22(1)

From: s. 22(1)
Sent: Wednesday, April 12, 2023 5:14 PM
To: correspondence
Subject: Attention: Sharon Thompson

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Thought of you as a possible contact who might help us request a "traffic calming" response from the District.
s.22(1) Caulfeild School. The traffic on Caulfeild Dr. prior to and following school hours is quite heavy. More to the point, there are some drivers who simply don't understand speed limits around schools or show any common sense in driving in residential neighborhoods. I have seen numerous incidents of narrowly missed tragedies of young children and the drivers who seem to lack any judgement. In my simplistic view of the world, but based on where I have seen a benefit to the neighborhood involves speed bumps on the streets most impacted by heavy traffic and fast drivers. We do not appear to have any policing in our area so a non-people solution is the only thing that makes sense. I realize you have a lot on your plate but any consideration or guidance as to what I can do to further this along would be appreciated.

s. 22(1)

West Vancouver BC s. 22(1)
s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Saturday, April 1, 2023 7:46 AM
To: correspondence
Subject: Support for WV Arts & Culture Centre

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.

Greetings, as a resident of West Vancouver I'd like to voice my support for this new Arts & Culture Centre.

Sincerely,
[REDACTED] s. 22(1)

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

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 9:11 AM
To: correspondence
Subject: New Arts Facility

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.

Hello there ,

I'm writing to show my support for council to approve a new Arts Facility in our community . Please endorse the report and move forward with the recommendations to create a space for future generations to come . This is an extremely important vision for an purpose built arts facility to replace old deteriorating buildings . I believe in the transformative power of the arts .

Thank you

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

Resident of West Van for over 40 years .

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 4:31 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: Support for West Vancouver Arts & Culture Centre

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.

Sent on behalf of [REDACTED] s. 22(1)

April 12, 2023

Honourable Mayor Sager and Council of West Vancouver

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre.

First, I would like to commend all stakeholders Mayor (s) and Councillors who have directed the District to undertake the planning of a purpose-built arts facility to replace the wonderful arts facilities (Art Museum, Music Box, and Silk Purse), all of whom have provided the community with many wonderful experience's, subsequent memories, but who are at the end of life for these purposes, certainly, to the scale that is required for our vibrant community.

I am a musician, an avid concertgoer, a music student, and an arts patron. As a participant in the arts, I have had the opportunity to engage in the vibrant collective experience of playing in string ensembles. I am a student at the [REDACTED] s. 22(1) and have been a member of the [REDACTED] s. 22(1). I might add I began my musical career in my [REDACTED] s. 22(1).

My husband and I have travelled the world to see performances [REDACTED] s. 22(1) [REDACTED] (the list goes on).

All this to say, we have had the opportunity to experience the vast expanse of performance venues and speak with community members at times to hear firsthand the nuances of how the performances are built, rehearsal formats, venue rehearsal and how funding to bring this together works.

I have reviewed the work posted on westvancouverite.ca Arts Planning: Visioning, I have read the draft vision and guiding principles document and draw the conclusion that I put my hands together and say bravo to you for the magnificent job that has been done to date. The alignment

of the documentation and the thoroughness of what, why, where, whom, and when is so well done.

Measurable, Deliverable with a clear path forward for the most critical element;
Governance. Ensuring the intent of this wonderful project, if executed, will not stray from its intended user purpose(s).

I thank all of those who have directed this project and worked on delivering the package we see before us, and believe this is a critical, significant infrastructure investment that will differentiate West Vancouver for the future.

Sincerely,

s. 22(1)

s.22(1)

WV -

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 5:24 PM
To: correspondence
Subject: A new Centre

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.

Honourable Mayor Sager and Council of West Vancouver

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre. My name is [REDACTED] s. 22(1), and I have been a member of the [REDACTED] s. 22(1) for 5 years. [REDACTED] s. 22(1) founded [REDACTED] s. 22(1), and its roots are embedded in West Vancouver. The [REDACTED] s. 22(1) rehearsed in various WV facilities however, over the years, as the [REDACTED] s. 22(1) grew, we were faced with having to find the most economical rehearsal and performance space due to our constrained budgets. While we have tried to rehearse in the West Vancouver Recreational Centre, the facility is booked at the times we rehearse.

As a member of the performing arts community, I believe this critical infrastructure spend will be of infinite value to West Vancouver through the opportunities for the arts community to rehearse, perform, create, and provide entertainment and engagement to the community.

Thank you for reading this and for the support that you have shown this initiative.

Sincerely,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 5:43 PM
To: correspondence
Subject: West Vancouver Arts & Culture Centre

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.

Honourable Mayor Sager and Council of West Vancouver

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre. My name is [REDACTED] s. 22(1), and I have subbed for the [REDACTED] s. 22(1) for about ten years. [REDACTED] s. 22(1) founded [REDACTED] s. 22(1), and its roots are embedded in West Vancouver. The [REDACTED] s. 22(1) rehearsed in various WV facilities however, over the years, as the [REDACTED] s. 22(1) grew, we were faced with having to find the most economical rehearsal and performance space due to our constrained budgets. While we have tried to rehearse in the West Vancouver Recreational Centre, the facility is booked at the times that are convenient for us to rehearse.

As a member of the performing arts community, I believe this critical infrastructure spend will be of infinite value to West Vancouver through the opportunities for the arts community to rehearse, perform, create, and provide entertainment and engagement to the community.

Thank you for reading this and for the support that you have shown this initiative.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 5:43 PM
To: correspondence
Subject: West Vancouver Arts & Culture Centre

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.

Honourable Mayor Sager and Council of West Vancouver:

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre.

My name is [REDACTED] s. 22(1), and I have been a member of the [REDACTED] s. 22(1) for 13 years. [REDACTED] s. 22(1) founded [REDACTED] s. 22(1), and its roots are embedded in West Vancouver. The [REDACTED] s. 22(1) used to rehearse in various WV facilities however, over the years, as the [REDACTED] s. 22(1) grew, we were faced with having to find the most economical rehearsal and performance space due to our constrained budgets. While we have tried to rehearse in the West Vancouver Recreational Centre, the facility is booked at the times we rehearse.

As a member of the performing arts community, I believe this critical infrastructure spend will be of infinite value to West Vancouver through the opportunities for the arts community to rehearse, perform, create, and provide entertainment and engagement for the community.

Thank you for reading this and for the support that you have shown this initiative.

Sincerely,

[REDACTED] s. 22(1)

North Vancouver

[REDACTED] s. 22(1)

From: Monique Wilberg [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 7:11 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: Support for West Vancouver Arts & Culture Centre

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.

April 13, 2023

Honourable Mayor Sager and Council of West Vancouver

I am the President of Ambleside Orchestra and am writing you on behalf of Ambleside Orchestra, a community of 52 musicians to lend our voice in support of a new West Vancouver Arts & Culture Centre.

We commend all stakeholders Mayor (s), and Councillors to date who have directed the District to undertake the planning of a purpose-built arts facility to replace the wonderful arts facilities (Art Museum, Music Box, and Silk Purse), all of which have provided the community with many wonderful experience's, subsequent memories, but are at the end of life, need refurbishing and are not at the scale that is being proposed as a result of the planning advisory committees due-diligence into the arts facilities needs of the community of West Vancouver.

My experience in the arts is multi-faceted; I am a musician; I have sung with Carousel Choir, The Capilano Festival Chorus, with whom I toured and sang in Spain; I have played with The North Shore String Chamber Orchestra, Capilano Flute Choir and of course Ambleside Orchestra. I am a music student of voice, flute/piccolo and violin. I have served as the President of Laudate Singers and as a board member of the Whistler Chamber Society; currently, I sit on the Board of the Vancouver Academy of Music.

Ambleside Orchestra (West Vancouver's Orchestra), was founded by [REDACTED] s. 22(1) a resident of West Vancouver, a [REDACTED] s. 22(1) who, thirty-one years ago, canvassed French Hornist and composer Anita Sleeman to conduct a group of friends, amateur musicians on Wednesday afternoons for informal rehearsals in West Vancouver – hence the orchestra's name.

Career [edit]

At age 19 Sleeman composed a march that was played at her community college's commencement^[4] in 1950 (the first public performance of her work).^[3] Sleeman taught music appreciation at the Anahim Lake elementary school.^[3] While in Anahim Lake she played piano and organ at many community gatherings. Sleeman resumed music studies at the University of British Columbia, earning a BMus in 1971, and MMus (on a graduate fellowship) in 1974. At UBC she was a pupil of Jean Coulthard and during that time she taught at the electronic music lab, co-founded the Delta Youth Orchestra,^{[5][6]} and was involved in the establishment of the music program at the Capilano College in North Vancouver as a member of its music faculty. She returned to California to complete her doctorate (1982) at the University of Southern California attending master classes with Luciano Berio, Luigi Nono, and Charles Wuorinen. She also attended the Dick Grove School of Jazz.^[7] For 17 years she served as musical director and conductor of West Vancouver's Ambleside Orchestra, retiring in 2010.

BLOCKEDen[.]wikipedia[.]org/wiki/Anita_SleemanBLOCKED

The group grew over time, rehearsing out of members' homes, the legion hall, and performing in seniors' homes in West Vancouver. In time the orchestra was too large to perform in seniors' homes; it needed a home for Wednesday afternoon rehearsals that could accommodate a minimum of thirty members.

The orchestra moved to Highlands United Church in the early millennia. The majority of rehearsals and performances take place at Highlands United. The administrative team at Highlands United has been its most significant friend and supporter – we are and have been truly honoured to be part of this friendship.

The orchestra's audiences are growing, both physically and through live streaming, mainly due to Maestro Bujar Llapaj's impact on the orchestra in providing the tools and leadership to galvanize the orchestra and bring out nuanced musicality in each musician. In other words, we sound better; experienced players want to play with the orchestra, and the audience we have built is loyal, attend concerts and spread the word.

Born and raised in Albania, Maestro Llapaj studied at the Academy of Arts in Tirana, Albania, and the *Conservatoire National de Rueil-Malmaison* in Paris.

Maestro Llapaj has won multiple awards and remains a prominent figure in the Balkan classical music scene. He is currently working in Albania from April 17-30th, 2023 with the National Arts Orchestra (he is a going concern). He has conducted concerts throughout Europe and still travels abroad as a guest conductor. He immigrated to Canada in 2002 and has been the principal conductor of the West Coast Symphony Orchestra since 2007.

Maestro Llapaj is known for his pursuit of excellence in both music and music education. As artistic director of the Albanian National Theater of Opera and Ballet, he showcased music by famous composers as well as world premières of works by upcoming Albanian composers.

He was the founding conductor and artistic director for the New Philharmonic Orchestra, a non profit group of Tirana's best musicians whose first concert memorialized the victims of 9/11. He also chaired the department of conducting and singing at the Academy of Arts in Tirana, where he developed new programs in conducting and pedagogy.

Since joining us in 2021, Maestro Llapaj has made enormous progress in continuing to grow and develop the Ambleside Orchestra as an important North Shore arts organization.

All this to say, I hope this has given Mayor and Council a glimpse into the life of a musician, and a community arts group leader, provided some insight into the complexities, the resiliency of these groups and have managed to underscore the quality of the groups in the community in need of a purpose-built arts and culture centre, and most importantly to meet the needs of future generations.

I have been a benefactor of being involved in music; I wish this experience for all. Our collective responsibility as leaders is to make involvement and access to the arts available to everyone in our communities.

I have reviewed the work posted on westvancouverite.ca Arts Planning: Visioning, I have read the draft vision and guiding principles document and draw the conclusion that I put my hands together and say bravo to you for the magnificent job that has been done to date. The alignment of the documentation and the thoroughness of what, why, where, whom, and when is so well done.

Measurable, Deliverable with a clear path forward for the most critical element;
Governance. Ensuring the intent of this wonderful project, if executed, will not stray from its intended user purpose(s).

I thank all of those who have directed this project and worked on delivering the package we see before us and believe this is a critical, significant infrastructure investment that will differentiate West Vancouver for the future.

We hope Mayor and Council support this initiative, vote in favour and enable the Teams dedicated to this project to the next step – execution.

Sincerely,

Monique Wilberg
President,
Ambleside Orchestra

s. 22(1)

Whistler, BC

s. 22(1)

From: Monique Wilberg [REDACTED] s. 22(1)
Sent: Thursday, April 13, 2023 9:51 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: Support for West Vancouver Arts & Culture Centre

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April 13, 2023

Honourable Mayor Sager and Council of West Vancouver

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We commend all stakeholders Mayor (s), and Councillors to date who have directed the District to undertake the planning of a purpose-built arts facility to replace the wonderful arts facilities (Art Museum, Music Box, and Silk Purse), all of which have provided the community with many wonderful experience's, subsequent memories, but are at the end of life, need refurbishing and are not at the scale that is being proposed as a result of the planning advisory committees due-diligence into the arts facilities needs of the community of West Vancouver.

My experience in the arts is multi-faceted; I am a musician; I have sung with Carousel Choir, The Capilano Festival Chorus, with whom I toured and sang in Spain; I have played with The North Shore String Chamber Orchestra, Capilano Flute Choir and of course Ambleside Orchestra. I am a music student of voice, flute/piccolo and violin. I have served as the President of Laudate Singers and as a board member of the Whistler Chamber Society; currently, I sit on the Board of the Vancouver Academy of Music.

Ambleside Orchestra (AO), 'West Vancouver's Orchestra', was founded by [REDACTED] s. 22(1), a resident of West Vancouver, a [REDACTED] s. 22(1) who, thirty-one years ago, canvased French Hornist and composer Anita Sleeman to conduct a group of friends, amateur musicians on Wednesday afternoons for informal rehearsals in West Vancouver – hence the orchestra's name.

Career [edit]

At age 19 Sleeman composed a march that was played at her community college's commencement^[4] in 1950 (the first public performance of her work).^[3] Sleeman taught music appreciation at the [Anahim Lake elementary school](#).^[2] While in Anahim Lake she played piano and organ at many community gatherings. Sleeman resumed music studies at the [University of British Columbia](#), earning a BMus in 1971, and MMus (on a graduate fellowship) in 1974. At UBC she was a pupil of [Jean Coulthard](#) and during that time she taught at the electronic music lab, co-founded the [Delta Youth Orchestra](#),^{[5][6]} and was involved in the establishment of the music program at the [Capilano College](#) in North Vancouver as a member of its music faculty. She returned to California to complete her doctorate (1982) at the [University of Southern California](#) attending master classes with [Luciano Berio](#), [Luigi Nono](#), and [Crisles Vuorinen](#). She also attended the [Dick Grove School of Jazz](#).^[7] For 17 years she served as musical director and conductor of West Vancouver's Ambleside Orchestra, retiring in 2010.

BLOCKEDen[.]wikipedia[.]org/wiki/Anita_SleemanBLOCKED

The group grew over time, rehearsing out of members' homes, the legion hall, and St David's Church. The history books tell me that AO rehearsed in the West Vancouver Recreation facility for a considerable time. Still, it eventually became unavailable to us for reasons not known to me.

AO has performed in many seniors' homes in West Vancouver, St David's Church and St. Stephens Church, along with West Van Community Cultural Fest in June. We have had run open rehearsals to the public in Kay Meek during the annual September-October Culture Days. Finally, we have a relationship with the West Vancouver Library and recognize them on our concert posters.



In time the orchestra was too large to perform in seniors' homes, and the West Vancouver Recreational Facility was no longer available to us; the orchestra needed a home for Wednesday afternoon rehearsals that could accommodate a minimum of thirty members and that was within the financial means of the orchestra.

That venue was Highlands United Church, AO's home since the early millennia. Most rehearsals and performances occur at Highlands United; sometimes, the church cannot accommodate us due to scheduling conflicts. That said, the administrative team at Highlands United has been its most significant friend and supporter – we are and have been truly honoured and grateful to be part of this business friendship.

The orchestra's audiences are growing, both physically and through live streaming, largely due to Maestro Bujar Llapaj's impact on the orchestra in providing the tools and leadership to galvanize the orchestra and bring out nuanced musicality in each musician. In other words, we sound better; experienced players want to play with the orchestra, and the audience we have built is loyal, attend concerts and spread the word.

Born and raised in Albania, Maestro Llapaj studied at the Academy of Arts in Tirana, Albania, and the *Conservatoire National de Rueil-Malmaison* in Paris.

Maestro Llapaj has won multiple awards and remains a prominent figure in the Balkan classical music scene. He is currently working in Albania from April 17-30th, 2023 with the National Arts Orchestra (he is a going concern). He has conducted concerts throughout Europe and still travels abroad as a guest conductor. He immigrated to Canada in 2002 and has been the principal conductor of the West Coast Symphony Orchestra since 2007.

Maestro Llapaj is known for his pursuit of excellence in both music and music education. As artistic director of the Albanian National Theater of Opera and Ballet, he showcased music by famous composers as well as world premières of works by upcoming Albanian composers.

He was the founding conductor and artistic director for the New Philharmonic Orchestra, a non-profit group of Tirana's best musicians whose first concert memorialized the victims of 9/11. He also chaired the department of conducting and singing at the Academy of Arts in Tirana, where he developed new programs in conducting and pedagogy.

Since joining us in 2021, Maestro Llapaj has made enormous progress in continuing to grow and develop the Ambleside Orchestra as an important North Shore arts organization.

All this to say, I hope this has given Mayor and Council a glimpse into the life of an amateur musician and a community arts group leader, and we have provided some insight into the complexities facing the arts community. That you see the passion and resiliency of the arts community, AO, as illustrated in this case, has grown, expanded, and developed and will continue to do so. I hope I have managed to underscore the need for a purpose-built arts and culture centre for future generations. I hope it is clear that AO would prefer to rehearse and perform in the orchestra 'home'.

I have reviewed the work posted on westvancouverite.ca Arts Planning: Visioning, I have read the draft vision and guiding principles document and draw the conclusion that I put my hands together and say bravo to you for the magnificent job that has been done to date. The alignment of the documentation and the thoroughness of what, why, where, whom, and when is well done. Measurable, deliverable with a clear path forward and the critical element of Governance having been addressed. Ensuring the intent of this wonderful project, if executed, will not stray from its intended user purpose(s).

I thank all those who have directed this project and worked on delivering the package we see before us. I believe this is a critical, significant infrastructure investment that will differentiate West Vancouver for the future.

We hope Mayor and Council support this initiative, vote in favour and enable the Teams dedicated to this project to the next step – execution.

Sincerely,

Monique Wilberg
President,

Ambleside Orchestra

s. 22(1)

Whistler, BC

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Friday, April 14, 2023 9:05 AM
To: correspondence
Subject: Arts Facilities Advisory Committee (AFAC) report

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.

Honourable Mayor Sager and Council of West Vancouver,

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre.

My name is [REDACTED] s. 22(1), and I have been a member of the [REDACTED] s. 22(1) since moving to the north shore [REDACTED] s. 22(1) ago. Our current rehearsal space in Highlands Church, Edgemont, is really too small to grow the orchestra as we would like. In the last 5 years, we've tried a number of north shore churches and they are all too small for a symphony.

A great deal of what drew my family to the Vancouver area, and the north shore specifically, is the support for the arts, both visual and performing. While visual artists decorate space, performing artists decorate time. Getting to a great performance takes not only many hours of effort by each individual, but also by the group as a whole. Without adequate rehearsal and performance spaces, the performing arts can make do, but we cannot thrive.

I believe this critical infrastructure will provide excellent return on investment for West Vancouver through the opportunities for the arts community to rehearse, perform, create, and provide entertainment and engagement to the community.

Thank you for reading this and for the support that you have shown this initiative.

Sincerely,

[REDACTED] s. 22(1)
[REDACTED] s. 22(1), North Vancouver
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 9:35 AM
To: correspondence

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Dear Mayor and Council,

On Monday April 24, you will be voting on whether to accept an extensive report by District staff and the Arts Facilities Advisory Committee (AFAC) on three things:

1. the vision for a new Arts & Culture Centre to replace existing outdated and unsuitable facilities
2. the recommended governance model for a new Centre
3. suggested funding strategies for a new Centre

I am writing to ask you to please endorse the report and turn to the next stage of the project, which is to identify a location for the facility.

This report is the result of hard work commissioned from AFAC by Council starting in 2018, but preceded by more than a dozen previous reports going back at least 20 years, all recommending replacement of the District's existing undersized and deteriorating venues.

This is a great chance for you to seize the opportunity we have to create the kind of right-sized, purpose-built studios, rehearsal, exhibits, collections, conservation, and small performance spaces so desperately needed in our community.

Our visual arts, theatre, dance, music, and media artists and organizations are struggling every day to deliver fantastic programming in falling-down venues that are undersized, inappropriate for the activities taking place in them, subject to flooding, leaking, and insect infestation, and inaccessible to people with mobility issues.

West Van deserves better than this, and now is the time to recognize the work that's been done by countless volunteers, arts organizations and individuals, and District staff and specialists to confirm the vision for the facility, the governance model, and the funding strategies that will make this dream a reality.

Thank you,

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 9:49 AM
To: correspondence
Subject: Arts and Culture Center

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,

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1. the vision for a new Arts & Culture Centre to replace existing outdated and unsuitable facilities
2. the recommended governance model for a new Centre
3. suggested funding strategies for a new Centre

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This report is the result of hard work commissioned from AFAC by Council starting in 2018, but preceded by more than a dozen previous reports going back at least 20 years, all recommending replacement of the District's existing undersized and deteriorating venues.

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West Van deserves better than this, and now is the time to recognize the work that's been done by countless volunteers, arts organizations and individuals, and District staff and specialists to confirm the vision for the facility, the governance model, and the funding strategies that will make this dream a reality.

Thank you,

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 10:45 AM
To: correspondence
Subject: Support for new West Van Arts and Culture Centre

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Honourable Mayor Sager and Council of West Vancouver:

I am writing to lend my voice in support of a new West Vancouver Arts & Culture Centre.

I have been a member of the [REDACTED] s. 22(1) for over 10 years. We currently rent a space at Highlands Church for our Wednesday afternoon rehearsals, but as our orchestra has grown, this space is becoming too constricted for our use. Other locations are not economical for our small, community budget. While we have tried to rehearse in the West Vancouver Recreational Centre, the facility is booked at the times we rehearse.

As a member of the performing arts community, I believe this critical infrastructure spend will be of infinite value to West Vancouver through the opportunities for the arts community to rehearse, perform, create, and provide entertainment and engagement to the community.

Thank you for reading this and for the support that you have shown this initiative.

Sincerely,

[REDACTED] s. 22(1)

North Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 8:21 PM
To: correspondence
Subject: [REDACTED] s. 22(1) supports a new West Vancouver Art Centre

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Dear Mayor Sager and Council,

I live at [REDACTED] s. 22(1), West Vancouver BC [REDACTED] s. 22(1) and my phone number is [REDACTED] s. 22(1).

I have lived in West Vancouver for [REDACTED] s. 22(1) and fully support the recommendations of the West Vancouver Arts Facility committee to build a new multipurpose Arts Centre.

I recognize that the present facilities will soon need to be to be torn down.

I recognize that this council is action oriented and will vote to build a new art centre that we will use with pride.

Sincerely,
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 9:31 PM
To: correspondence
Subject: West Van. Art studio desparately needed

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Dear Members of the Council of West Vancouver, British Columbia:

I'd like to emphasize that the artists in West Vancouver Community have been waiting for a long time for right-sized, purpose-built studio/s/ for creating various artworks.

Therefore, I emphasize how much our community needs studios, spaces for creating artworks, for rehearsals, for exhibitions, collections, art lectures and small performances.

Those who are responsible for the well-being of our Society and for each human being should consider the importance and the urgency of the matter for the present and future artists and for all those who will benefit from the good result.

[REDACTED] s. 22(1)

(member of the [REDACTED] s. 22(1))

[REDACTED] s. 22(1)

West Vancouver, B.C.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, April 17, 2023 11:09 AM
To: correspondence
Subject: YES to a New Arts Centre

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.

To Mayor and Council

I am a local resident, an artist, a parent. I believe firmly that society as a whole is deeply enriched by the arts. As an artist I observe things and try to portray and convey an idea that I hope will enlighten those who are engaged in the conversation with me. Those who look at my art also are observing, learning something and in turn will use that knowledge to educate others. This applies to artists in all disciplines: visual artists, actors, writers, inventors, you name it. People are all designers in some way and we seek to broaden our children's horizons and, through education, offer a multitude of possibilities in this world. It is for this reason I would strongly urge you to endorse the plan for the Arts Centre which has been in process for far too long and needs to proceed to the next stage. West Vancouver is a very vibrant community with much to offer both in terms of stimulation and patronage. Please don't let this project fail - we will be a much poorer community as a result.

I won't get started on the current state of dilapidation of many of our art amenities against which the new Ferry Building shines like a jewel and beacon on hope. Shows one how it can be done!

Thank you.

[REDACTED] s. 22(1)

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

From: Carol Mackay [REDACTED] s. 22(1)
Sent: Monday, April 17, 2023 4:52 PM
To: correspondence
Subject: YES to Multipurpose Art Centre

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Dear Mark Sager and Council,

On behalf of the North Shore Artists' Guild (NSAG) I am asking you to support the recommendations of the West Vancouver Arts Facility Committee. Our guild started 75 years ago in West Vancouver as the West Vancouver Sketch Club. It has grown and been renamed the NSAG. The NSAG uses the WV Senior Centre for workshops and will be returning there for monthly meetings in September. We were displaced during COVID and at this time meet in a church that is not adequate for our needs. NSAG holds one art show a year at West Van Community Centre in the main atrium and an adjoining room, we would like to hold two but are limited as others are also vying for the space. NSAG rent space in the Silk Purse and the Music Box for paint groups and events. We are also in the process of partnering with them for other events/activities. There have been rumours that these buildings may be demolished in the near future. There have also been buildings that were once used by the art community that have already been torn down. In the future there will be less and less space for artists and more demand for those spaces. NSAG believes that art is intrinsic and should be available to everyone. A new multipurpose Art Centre is needed so the district can continue to support their constituents to express and/or experience art in a myriad of ways.

Please vote YES to building an Art Centre! It is needed.

Thank you,

Carol Mackay

NSAG President

president@nsartists.ca

[REDACTED] s. 22(1)

North Vancouver, B.C.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 5:11 PM
To: Mark Sager; +ccassidy@westvancouver.ca; Nora Gambioli; +plambur@westvancouver.ca; +ssnider@westvancouver.ca; Sharon Thompson; +lwatt@westvancouver.ca; correspondence
Subject: Support for a purpose-built arts center in West Van

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Dear Mayor and Council

I'm asking that you **accept the AFAC's report on Apr 24**, and continue the path towards an iconic, centrally-located, adequately-spaced venue dedicated to arts and culture.

Cornerstone Planning Group did an outstanding job of quantifying the needs of West Van's arts community and made recommendations of the sort of facility required to meet those needs. While we may not be able to meet their recommendations entirely, we need to aim to meet as much of it as possible now so that in future as we grow, we don't sell ourselves short. Their data bears out the need for space.

A dedicated arts center with adequate, purpose-built space would allow:

- Our art museum larger, more professional premises to showcase art and safely store their collection
- Dance, theatre, literary arts, music and visual arts to rehearse, meet and collaborate
- Art groups to meet, exchange ideas, see and show artworks
- West Vancouver to be a destination for art-loving visitors
- Another venue for residents to socialize, find fulfillment and connect

Thank you for your consideration.

Best

[REDACTED] s. 22(1)

West Vancouver BC

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 19, 2023 8:23 AM
To: correspondence
Subject: West Vancouver Arts and Culture Centre

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Mayor and Council

I am writing in support of the proposed custom designed and built Arts Facilities for West Vancouver.

We need to replace the Silk Purse The Music Box and the Art Museum. We need to make progress.

This issue has been discussed for over a decade. Time for action.

I suggest that we use the very underused land occupied by The West Vancouver Lawn Bowling Club.

The Club has a very small membership. The land is in a wonderful location. Opposite the Library and 1 block from the Community

Centre. A new bowling green is relatively easy to install in another location (much smaller and 1 green) with artificial turf and the clubhouse could be moved.

With respect.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

From: Ray R [REDACTED] s. 22(1)
Sent: Friday, April 14, 2023 12:05 PM
To: Linda Watt; Christine Cassidy; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; Nora Gambioli; correspondence
Subject: Fwd: Spring Foundation News

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I am forwarding the report of the West Vancouver Foundation although I suspect that you have read it. There is no need for the District to have a Committee to give away taxpayers money as the West Van Foundation does a more than adequate job. Giving away tax revenue is not an appropriate activity for a Council and the Committee should be disbanded. I don't need a committee to give away my money as I am better able to do that myself.

Ray Richards - [REDACTED] s. 22(1) West Vancouver.
Please do not delete my name.

----- Forwarded message -----

From: West Vancouver Foundation <info@westvanfoundation.ca>
Date: Fri, Apr 14, 2023 at 9:14 AM
Subject: Spring Foundation News
To: [REDACTED] s. 22(1)

The West Vancouver Foundation supports charitable organizations working to create and sustain a healthy and vibrant North Shore, where everyone is valued, contributes and feels they belong. Last year we granted over \$600k to charities that support those on the North Shore. We recently completed our 2023 Community Grants program, are in the middle of the Recovery Fund grant program and are just starting the Neighbourhood Small Grant program. Thank you to the community members that donated or have funds with the Foundation, allowing us to continue this vital work.

We are pleased to announce we have a new team member, Barbara McMillan, starting in July. For the youth in our community, the next 100 Youth Who Care event is happening in June - all high school students are welcome.

Read on to find out more about these upcoming activities.

Community Grants 2023

Our Community Grants program supports a wide range of community programs and projects that create

connection and belonging for the North Shore community. This year we received 48 applications through our Community Grants program, with requests for over \$630k. Working with our volunteer grants committee, donors and fundholders we are pleased to be able to fund 43 requests for over \$350k.

Grant applications were received from some familiar charities, as well as some that are new to the Foundation, as they expand their support to the North Shore. You can see the complete list of recipients [here>>](#)

Thank You!



Community Grants are made possible thanks to funding from many of the funds at the Foundation including: Howard Martin Memorial Fund, Ian and Rosemary Mottershead Fund, Bonnie J McLaren Memorial Fund, Mayor's Endowment Fund, Smart & Caring Fund, Hender Family Fund, Fred/k E Russell Fund, Mrs Kay Meek Fund, Musica Nautica Fund, Robillard Reading Fund, Irene Carpenter Fund, Robertson Taylor Fund, Haworth Fund, Denning Chunn Family Fund, Adine Mees and David Van Seters Fund, Joshua Goos Fund, and Ernie and Audrey Kershaw Fund. As well as community members that donate to our Caring Community Fund. Thank you so much for for your donations. Your support makes a positive impact in our community and allows these charities to continue supporting those on the North Shore.

Neighbourhood Small Grants

The Neighbourhood Small Grant (NSG) program was started in 1999 as a way to combat loneliness and social isolation, by making communities stronger, safer and more welcoming. By offering a small grant (up to \$500), to **residents**, we enable the applicant to bring their project to life, often in a more impactful way or with people in the community they may not have previously been familiar with.

If you are interested in running your own project you can learn more at our **information session on April 19th, 5:30-7:00 pm**. Please register>>

Applications are accepted now until April 30th, 2023.

Apply by April 30

Organizational Update

Welcome Barbara McMillan

We are thrilled to announce that Barbara McMillan will join the Foundation as Director of Donor Relations and Community Engagement, in July.

Barb has extensive knowledge of the West Vancouver and North Shore communities, in addition to considerable experience in the non-profit sector, including philanthropy, community engagement, network development, and program planning. Barb has worked at Vancouver Foundation, Community Foundations of Canada, Health Canada's Health Promotion Directorate, and United Way BC.

In addition, Barb has had a long-term relationship with the West Vancouver Foundation as a past Board member, committee volunteer, consultant, and Vital Signs lead.

Welcome Barb!



100 Youth Who Care

The next 100 Youth Who Care event is on being held in June. This 'giving circle' is open to students in grades 8-12. Come and hear from local charities that support youth on the North Shore and vote on how to disperse

the funds. A West Vancouver Foundation Youth Philanthropy Council event.

Date: Wed, June 14

Time: 7:00-8:00 pm

Where: West Van Community Centre

[Register](#)

Did you miss our last newsletter? See past newsletters and publications on our website any time.>>



[view this email in your browser](#)

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775 15th Street
West Vancouver, BC V7T 2S9
Canada

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From: West Vancouver Chamber of Commerce <info@westvanchamber.com>
Sent: Friday, April 14, 2023 3:20 PM
To: correspondence
Subject: FREE Zero Waste Coaching Program

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Unsubscribe

It appears that you have subscribed to commercial messages from this sender. To stop receiving such messages from this sender, please [unsubscribe](#)

West Vancouver Chamber of Commerce

View this email in your
browser



Zero Waste Coaching Program launches to prepare North Shore small businesses for upcoming federal and provincial single-use item regulations.

How it Works

Coaches provide businesses with a short, informal audit of their current practices, make suggestions to help them decrease their volumes of single-use items, increase recycling and food scraps diversion, and move towards zero waste. The coach suggests the best

options for reusable, or single-use, materials for each business and provides education ideas for staff and customers. Participating businesses will receive window decals and digital and paper marketing assets acknowledging their efforts.

[Click for More Information](#)

Rotary Ride for Rescue - Early-Bird registration available until May 9th.

We are proud to partner again with The Rotary Club of West Vancouver Sunrise for The 12th Annual Rotary Ride for Rescue in support of North Shore Rescue and Rotary Humanitarian Causes.

For more information and to register, please visit rotaryrideforrescue.org.

The 12th Annual

Rotary Ride For Rescue

Saturday, June 10, 2023



Presented by the Rotary Club of West Vancouver Sunrise & British Pacific Properties



SCAN ME!

REGISTER NOW!

Summit Cypress Mountain this Spring in support of North Shore Rescue and Rotary Humanitarian Causes, Scan the QR code for more information to register or to make a donation.

Train, fundraise, conquer and celebrate with us this June.

www.rotaryrideforrescue.org

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CONCERT
PROPERTIES
Building a people-first future™

Neptune
TERMINALS

pcurban
Potential. Created.

NORTH
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oni
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CAPITAL MANAGEMENT

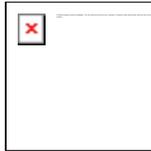
Join now!

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Develop valuable connections that lead to business growth and personal success. Access Chamber benefits only available to members.

Membership pays for itself...



Website

LinkedIn

SPONSORSHIP OPPORTUNITIES

Promote your business and help support the Chamber. Sponsor an event!

The West Vancouver Chamber of Commerce offers a variety of sponsorship opportunities that provide your business with the chance to be front and center in our community. Sponsors are an important part of our events! For further info: SPONSORSHIP

*Copyright © 2023 West Vancouver Chamber of Commerce, All rights reserved.
You are receiving this email because you opted in at our website.*

Our mailing address is:

West Vancouver Chamber of Commerce
2235 Marine Drive
West Vancouver, Bc V7V 1K5
Canada

Add us to your address book

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You can update your preferences or unsubscribe from this list

From: Anne Eady [REDACTED] s. 22(1)
Sent: Friday, April 14, 2023 3:58 PM
To: correspondence
Subject: Fwd: 4369 Erwin Drive - Potential Tree Removal

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Oops had the old email.

Begin forwarded message:

From: Anne Eady [REDACTED] s. 22(1)
Subject: 4369 Erwin Drive - Potential Tree Removal
Date: April 14, 2023 at 1:33:38 PM PDT
To: Mayor Council <mayorandcouncil@westvancouver.ca>

Good Afternoon all,

I know you have already received correspondence and had some telephone conversations with concerned neighbours regarding the requested removal of a large cedar tree located on the Municipal boulevard of the above property. I would just like to add "my 2 cents worth" as I believe this is not a simple single issue item, but rather an intersection of several problems that the District has to address in a timely fashion.

The purported main reason for this tree removal request is for a BC Hydro transformer installation (location determined by the BC Hydro "Design Team"). Wow, so do the whims of BC Hydro really control our old growth District trees? With a street frontage of at least 80' surely District, Hydro and Bradner builders could collaborate to find a more suitable position that would not necessitate removal of a theoretically protected District tree. Actually this really puts our Tree Bylaw under the microscope and maybe what we see is not all that impressive!

Furthermore, as a "secondary" reason to request removal is that the property's retaining wall could further disturb the tree roots. Surely the boulevard cedars were on the DVP's original plans for this property so why was the location of this wall not addressed by Planning Department at that juncture? As Sharon, Peter and Nora can attest this was a very studied and controversial DVP so how could this presumed oversight have slipped through the cracks?

In addition, I realize you are currently working through the Urban Forest Management Plan and certainly NS News readers are aware that protecting our Urban Forest will probably be costly. However, protecting the large trees we have right now is surely a believable, achievable and affordable immediate action. With the District having boldly declared "A Climate Change Emergency" four years ago, and the growing awareness of old growth trees' incredible ability to act as major carbon sinks and assist in mitigating environmental decline, to neglect in the protection of these does seem very hypocritical.

As one of our [REDACTED] s. 22(1) neighbours eloquently noted:

"These trees are not only beautiful but they are part of this ecosystem and it is our duty to protect them as they are beacons of this community"

Thank you for your time and consideration,

Cheers,

Anne Eady

s. 22(1)

West Van, B.C.

s. 22(1)

DO NOT REDACT MY NAME

From: [REDACTED] s. 22(1)
Sent: Sunday, April 16, 2023 3:22 PM
To: info@aquila.com; Planning Department; Lisa Berg; Jim Bailey; correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Letter of Concern regarding PROPOSED AQUILA DEVELOPMENT/EAGLE HARBOUR

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.

Jamie Harper, David Harper

Jim Bailey, Lisa Berg

Copy to
Mayor Mark Sager
Councillors Christine Cassidy
Peter Lambur
Sharon Thompson
Scott Snyder
Linda Watt
Nora Gambioli

PROPOSED AQUILA DEVELOPMENT/EAGLE HARBOUR

We have thoroughly reviewed your new proposal for development in Eagle Harbour. We find that although you have decreased the volume of homes to be built, you have ignored a lot of the public input from Eagle Harbour residents.

You propose to add 36 homes to the neighbourhood, which would be a major rezoning from the existing zoning of 10 single family homes.

We will review some of the points that have previously been mentioned to you, staff and Councillors during public meetings, letters and zoom calls, which have been ignored.

1. OFFICIAL COMMUNITY PLAN

Despite what you have written in submitted material, this spot zoning **does NOT align with the Official Community Plan (OCP).**

You have bought a property that was rezoned for 10 single family homes and this property should not be further rezoned.

When the last rezoning was done, West Vancouver had not declared a Climate Emergency. During the new existing conditions, this zoning is questionable to start with. To remove a massive number of trees, blast and dig in a sloping area of 4.5 acres will certainly create environmental hazards such a landslide risk, flooding (note rainfall intensity has increased a lot since the rezoning was made), and risk of ground movement.

However, to rezone this further is against the existing rules of the OCP:

OCP 2.1.4:

a. Considering proposals for sites adjacent to and across the road from neighbourhood hubs such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multifamily uses.

b. Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character and considering a range of housing types...to max of three stories.

The site in question does not fulfill criteria *a*.

- There is only one small Elementary Montessori School close by. To get to the Rockridge School, you need to drive a car.
- Limited services can be found at Caulfeild Plaza, but more services are in Dundarave or Ambleside. To any services you need to drive a car. Westport Road is very steep to walk up, so you absolutely need a car to drive to services.
- There is a park nearby and a beach, but there is no commercial node nor existing multifamily dwellings.
- There are no places of worship nor recreational activities (other than a tennis court).
- You mention that a trail through the property would ease access to Whyte Lake Trail. There is a parking lot on top of Westport Road and otherwise people walk up Seaview Walk and gain access through the old highway to the trail.
- As to access for public transportation, there is a bus that only runs east to west and reverse every 30 minutes, otherwise you need a car.

Point *b*.

- The site configuration is steep with a height difference from around 20 meters to 65 meters. However, what concerns us more is the “compatibility with neighbourhood context and character”. Eagle Harbour is a single-house family friendly quiet community without services nearby. Many houses in the area are ranchers and maximum 2-storey houses. So how can there be *compatibility with neighbourhood context and character*?

And for point OCP 2.1.7 c. *“minimal impact to access, traffic, parking, and public views in the neighbourhood”*.

- As has been mentioned before, your traffic study is inadequate and false as to number of expected cars. More of this below.
- You allow for 10 visitor parking spots and 2 car garages. If you consider the number of cars that the rest of the neighbourhood has per family, two cars are a minimum. Many families have teen aged children (which we assume would be part of your expected so called “missing middle” definition) and you can find both 3 and 4 cars/family. Therefore parking would quickly fill up making the rest of the roads a big parking space.
- With three “garbage trucks per week”, a massive amount of delivery trucks and various service vehicles, your road in and out of the property would quickly become a traffic hazard.

Furthermore, the proposal does not follow the framework set in the report from Neighbourhood Character Working group which was accepted by the District of West Vancouver end of 2020.

Quote:

“Neighbourhood character is defined in the West Vancouver Official Community Plan (OCP) as: “Sense of place and its distinct aspects that cause a specific area to be familiar to the people associated with it and recognizable from other areas.”

Other definitions include:

- *The look and feel of an area;*
- *Qualities that make one neighbourhood distinct from another;*
- *A range of physical components including: the built environment, architectural style, street width and layout, vegetation, fence height and style, and so on.”*

In addition to these issues of not aligning with the District’s own OCP and framework for what new developments in single family areas should look like, there are many other issues raised by concerned residents.

- Other key issues:
 - TRAFFIC
 - SAFETY
 - INFRASTRUCTURE
 - SCHOOLS
 - TRANSIT
 - ROADS/PARKING
 - WATER/SEWAGE ETC
 - ENVIRONMENTAL ISSUES
 - NOISE – both during construction and after

2. TRAFFIC AND SAFETY

As discussed two years ago, traffic is an important subject and involves other issues such as safety and parking.

The report you have submitted makes certain recommendation as to sightlines and stop signs on Daffodil. It does not address the roadway of Daffodil Drive and Marine Drive.

Furthermore, your traffic measurement is flawed.

We conducted a recent traffic study during a week, where we counted number of cars going up and down Cranley Drive, by Nelson Creek using electronic instruments. There are about 25 houses with cars on Bluebell and another 20 houses with cars on Cranley Drive north of Nelson Creek. This makes 45 houses. Assuming that 40% (it could be 50% or 30%) of the cars drive up and down Primrose and therefore do not go via Cranley.

This makes about 27 houses with cars driving up and down Cranley Drive.

Our count during a week in March (including a weekend) was an average of 45 cars between 7 AM to 12 noon and between 12 noon to 9pm 113 cars (both ways). This was fairly regular, and our conclusion is that there is no peak hours as mentioned in your report.

These 158 trips from 27 houses would be representative of traffic in your proposed development. These are not average North American standard number of cars that the Howes Technical report referred to, but real numbers.

With your proposed number of houses being 24 by the Daffodil Drive exit, the normalized value would be 140 trips, rather than 66 that you mention in your report.

I.E DOUBLE THE AMOUNT OF TRAFFIC.

This increased number of cars was extensively discussed with you two years ago, and you have completely ignored these numbers.

This increased traffic brings with it important issues as to safety:

1. Traffic heading from east to west on Marine Drive approaching Daffodil Drive are exiting a curve – **there is a very big blind spot prior to the corner of Daffodil** – cars exiting Daffodil and wanting to turn LEFT (east) have limited site of oncoming traffic from the east – many would likely prefer to drive along Daffodil Drive to Cranley and then head to Marine Dr. from Cranley as the access and site lines are better – less risk – this will **INCREASE** traffic on lower Cranley Drive.
2. Although Marine Drive in this area is a 30 km zone, a vast majority (including the bus) speed up on this stretch. The District's Traffic department has stated that they have no intention for any traffic calming actions.
3. During the spring, summer and fall, Marine Drive fills with cyclists and motorcycles. This increased traffic makes it a higher risk for accidents.
4. Eagle Harbour beach has become a very popular destination to launch SUPs, kayaks etc. and the traffic to this beach along the same stretch of Marine Drive has increased over the last few years.
5. Ferry traffic, tourists and visitors increase in the summer.

Further to these issues, we are very concerned about the safety of our young children. Many young families with small children have moved into the neighbourhood over the last three years.

- **Our children's SAFETY – Will Sterling Development, DWV Councilors and staff take responsibility when a child, cyclist, pedestrian is hurt because of the increased traffic and dangerous crossings required because of this development?**

Children who are walked to daycare or elementary school are extra vulnerable when crossing Marine Drive to the South side's sidewalk.

- There are **No sidewalks** on Daffodil Drive, Cranley Drive, the north side of Marine Drive between Eagle Harbour School and Cranley Drive and further to Primrose. Most neighbours want to preserve the Daffodil and Cranley Drive as it has been for ages. These are roads where people stroll, meet to chat, bike and where cars are gently passing the pedestrians.
- Children play, bike and walk on these streets and so do lots of adults and seniors.
- **No crosswalk** on Marine Drive at Daffodil (which is already a dangerous spot to cross Marine Drive.)
- Daffodil Drive cannot handle **parking for construction workers, large construction trucks** entering and exiting the property where there are many pedestrians, children, and cyclists.

3. LACK OF INFRASTRUCTURE

Schools

- Note that there is currently a wait list for Eagle Harbour elementary school (about a 2 ½ years wait) as well as the daycare there.
- Other schools – Rockridge, Gleneagles are full – traffic jams daily on Headland Drive for families DRIVING to and from Rockridge School.
- If density will at all be increased, then WV School Board or the District need to make sure that the school bus system is resumed for Rockridge, Gleneagles, Caulfield schools , which was removed by Mary-Ann Booth.

Childcare – Early Childhood Education/Care

- Existing families in the Eagle Harbour area already scramble for childcare and Early Childhood Education spots for their young children – increased density will only make this issue worse

Storm Water/Sewers/Water/Land Erosion

- Given the age of the current systems in place – this development will only increase the load on an already very aged systems – who will pay for upgrades? West Vancouver taxpayers? Perhaps the developer should pay for this with extensive grants ear marked for this area.
- Will the DWV take responsibility when there is flooding and erosion down the slope onto the existing homes on Cranley Drive or Daffodil Drive.
- During the Springtime, Eagle Creek is like a river and when removing all these trees, there is likely to be large issues. Has anybody from the District calculated the additional amount of water that the creek

can handle and what the resulting additional rain water from the removal of all the trees would be. Nelson Creek has already flooded more than once. Where are the considerations for this environmental hazard?

4. ENVIRONMENTAL ISSUES

- **CLIMATE CHANGE – DWV has a Climate Change Mandate – should it not be followed? Increasing the number of automobile trips with 36 families goes against this goal!**

- Given recent weather events – heat dome, extreme rainfall and flooding – it does not make sense to clear this large piece of land of the trees and add paved roads for 36 families to drive in and out of the property – how does this help solve climate issues?

- There are already issues of erosion and flooding from the property down onto the existing Daffodil properties – this will only increase once land is cleared.

- It is noted on the DWV website that 41% of GHG are derived from on road commuting – increased density of this development will only contribute to this issue – not help to solve the issue—as we all must commute by car from Eagle Harbour for our daily work/school/chores/shopping etc.

TREE LOSS and RIPARIAN BUFFER impacts

The arborist report suggests that the construction would result in the removal of 87 trees including several mature trees. Replacement does not adequately compensate for the loss of those trees in terms of carbon storage or habitat value.

- Significant trees (>75cm) within the Eagle Creek Riparian Setback Area (park dedication) will require removal due to conflicts with proposed grading, retaining walls, and playgrounds.
- Tree retention opportunities on this site are limited by the grading and road works required for the development. Most trees within the core of the site require a stable group to be retained successfully. Retaining such a group is not feasible considering the site plan and required grading.
- The proposed plans (building footprints and grading) conflict with several significant trees within the riparian setback areas and will require tree removal. The development may also increase the likelihood of windthrow within riparian areas as it will create a new stand edge.
- The construction is very close to a riparian area of a salmon stream and could endanger the fish and the environmental values of these already degraded habitats.

5. NOISE – BOTH DURING CONSTRUCTION AND AFTER

- The noise levels of construction will be unbearable with the current Noise Bylaw – Monday to Friday – 8 am to 5:30 pm and Saturday 8-5pm. Specific restrictions must be set on this development that no construction is permitted on Saturday or Sunday.

- “Resident Only” parking should be enacted and signage posted on Daffodil, Marine Drive (between Cranley and Primrose) and Cranley Drive to dissuade construction workers or visitors to Aquila from parking in the area.

- So where will all these construction workers park? And even if a parking area is secured for them somewhere in the vicinity – we know that they will not all use this as they will prefer to be parked close to their job site.
- We know that Westport Road is very steep and curvy and has restrictions against heavy vehicles. Therefore, we are assuming that all heavy vehicles will pass Eagle Harbour elementary school and navigate Marine Drive and Daffodil Drive. This is definitely not only a safety issue, but also a substantial noise issue.
- As Cranley, Daffodil and much of Eagle Harbour is geographically in a bowl – how will we all be affected by the traffic noise as cars move through the development? When the previous owner of the [REDACTED] s. 22(1) would have a neighbourhood summer party – we could hear the conversations and music very clearly down on [REDACTED] s. 22(1) – this will be even louder once trees are removed and sound can move more directly and bounce off the structures in the development.
- What kind of sound barriers will be erected, but during construction and after construction?

6. CONCLUSION

Reading all the DWV reports, the Developer's proposal, and staff answers to questions, we feel that neither the Developer nor staff have listened to our legitimate concerns. This new proposal has not changed much.

We feel that this development does not fit into the Eagle Harbour area neighbourhood. To add 36 units, which means at least over 75 people, maybe more, it would also imply adding around 150 cars or more.

What is even more important is that Eagle Harbour is a community where house prices are already in the so called "missing middle" (whatever that term means). Houses sell for \$1.8-2.3 million typically. And they are single family detached units. This development would not get any new type of residents to come.

We propose that a Local Area Plan is developed BEFORE a developer can start a project that changes a neighbourhood character.

As for aging seniors, to build 3-story houses in an area lacking stores, restaurants and services is not viable. It is mentioned that maybe elevators would be incorporated. At what cost? This is not a project for young families nor down-scaling seniors who prefer ranchers.

Considering all of the above, I strongly recommend that you withdraw your latest application and this construction should not be approved.

Respectfully,

s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 9:33 AM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Sharon Thompson; Linda Watt; Jim Bailey; Lisa Berg
Subject: Daffodil Drive Development

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Date: April 18th

To: West Vancouver Mayor and Councillors

Cc: WVD Planning (Julie Berg and Jim Bailey)

RE: I Oppose the Proposed 36 Unit Daffodil Drive Development (Aquila)

I am a resident of Eagle Harbour and live at [REDACTED] s. 22(1)

I am writing to advise the Mayor and Council members and WV Planning that I **completely OPPOSE** the current **Daffodil Drive development proposal (Aquila)** of 36 units and ask that this property be kept with single family homes.

Whilst the land has been purchased by the developer and the construction of some residential dwellings is inevitable, I ask for you to look at the current plan for 36 homes with a very open mind and imagine it completed and in our neighbourhood. Does it really fit? Are those types of houses really what are in demand in Eagle Harbour? I would support a plan for building a mixture of single family homes on the site, with gardens and space. I think having a 2000-2500 sq ft foot print would be ideal so that they remain in the \$2m-\$2.5m price bracket and in keeping with the sizes of houses most of us live in here.

Massive 9000 sq ft homes don't fit in our neighbourhood, duplexes don't fit in our neighbourhood. Please don't blast apart the essence of Eagle Harbour.

With the Thunderbird Marina ripe for development and this Aquila proposal on the table I really feel like Eagle Harbour will change beyond recognition should they both go ahead.

I am not being a "NIMBY" person but instead would support a more realistic development in keeping with our neighbourhood.

Sincerely,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 11:12 AM
To: correspondence; Planning Department; Lisa Berg; Jim Bailey; Mark Sager; Christine Cassidy; Peter Lambur; Nora Gambioli; Scott Snider; Sharon Thompson; Linda Watt; info@aquila.com
Subject: Aquila Development Concerns

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Dear DWV,

I am writing to express my concern with the proposal at Daffodil Drive.

Our family is relatively new to the area [REDACTED] s. 22(1) and we have [REDACTED] s. 22(1) children, and have seen more and more young families moving here in recent years which is really positive. We absolutely love this neighbourhood and feel that it would be great to allow more young families a chance to buy a home here.

While we are not outright opposed to a development at this property (the currently approved 10 lot subdivision or something of a similar "gentle density" scale, with a mix of duplexes and SFHs), there are existing road safety concerns that will be exacerbated by this development. **The fact that 24 of the 36 homes are proposed to be accessed via Daffodil (a quiet, residential street [REDACTED] s. 22(1) kids can bike somewhat safely because Marine Drive is not safe), is not acceptable. ALL or a majority of any new homes on that property should be accessed via Westport Road.**

The recent traffic memo discusses sightlines from Daffodil and Westport, but not the actual traffic impacts and vehicle movements of the revised proposal - with the reduction in units, what are the technical arguments for keeping 2 points of access to the site? If it is a matter of fire access, the developer can create space for emergency vehicle turnaround within the site. I would be interested to understand DWV Engineering comments on site access of the recent proposal.

We walk [REDACTED] s. 22(1) Marine Drive and while there is a narrow sidewalk on one side of the road, we don't let our kids walk anywhere near the edge for fear of them getting clipped by the cars speeding past. Drivers rarely follow the 30km/hr speed limit (even the buses do not, which is a bigger concern) and without adequately sized or protected sidewalks, it is a **harrowing and dangerous walk**.

While this is a separate issue that many of us have raised with staff and council previously, it absolutely will be made worse by the addition of homes and cars in the neighbourhood, especially when they are mainly being directed to use Daffodil Drive. We need to understand how staff and council have considered these safety issues and what the developer will be required to do in this regard to improve the situation. Regardless of the scale of the development approved, we would like to know how staff and council intend on using the Aquila CAC funding and request a significant portion be directed towards pedestrian safety improvements along [REDACTED] s. 22(1) Marine Drive.

I would be happy to support a development on this site and welcome more families to the neighbourhood if I did not feel that our roads and kids would be at risk. Unfortunately, I am not yet convinced that this proposal meets those needs.

Respectfully,

s. 22(1)

West Vancouver, BC s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 12:41 PM
To: correspondence; Linda Watt; Mark Sager; Peter Lambur
Subject: Daffodil/Westport development project

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Dear Council,

I would once again like to express my rejection of this development that Sterling is proposing and request that NO rezoning be allowed and that the original plan of 10 single homes remain.

Eagle Harbour is a quiet neighborhood of single family homes with no ridiculous high density areas such as the Sterling proposal. There is no taste for this with those that actually live here. The result would be increased traffic on Westport which is the not the most user friendly road to use.....go back and look at the accident statistics!

Building single family homes that have a lane house or another small rental building would be a more acceptable solution. Of course Sterling only wants the plan for the most units they can possibly build...\$\$\$\$\$.

I am hoping this council that I voted for will consider what a neighborhood really is before allowing a dense development that does not belong in such an area.

Best regards,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 12:51 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Cc: Jim Bailey; Lisa Berg
Subject: Aquila development- opposed
Attachments: EH Development WishList[1].pdf

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.

April 18, 2023

To: West Vancouver Mayor and Councilors
Cc: WVD Planning (Julie Berg and Jim Bailey)

RE: I Oppose the Proposed 36 Unit Daffodil Drive Development (Aquila)

We are residents of Eagle Harbour and live at [REDACTED] s. 22(1)

We are writing to advise the Mayor and Council members and WV Planning that I **completely OPPOSE the current Daffodil Drive development proposal (Aquila) of 36 units** and ask that this property be kept as single dwelling homes. Please see our attached letter which outlines an alternative to what has been proposed by Sterling Development.

Sincerely,

[REDACTED] s. 22(1)

SUMMARY OF EAGLE HARBOUR RESIDENT CONCERNS & WISHLIST

Over the last three years, Sterling Pacific Developments has proposed multiple renditions of their development, Aquila, situated in the Eagle Harbour neighbourhood, off Daffodil Lane. They started with a plan to build 67 townhouses with options for suites to put the occupancy over 80 dwellings. After their first public meeting, it was apparent that the community opposed such densification. From there, Sterling Pacific Development revised its plan to 53 dwellings in the form of townhouses but has now adjusted the site plan, to 36 dwellings in the form of duplexes and single-family homes. At the most recent public meeting on April 11, the consensus was that the community opposed this new plan.

Rather than batting back and forth in this negative and unproductive manner, community members gathered to discuss what we feel is the best fit for our neighbourhood. Many of us have lived in this area for over 20 years, and therefore have a strong understanding of the character and needs of this community. We appreciate that growth will happen, but we also know that this can be achieved with respect for the integrity of our natural surroundings and infrastructure.

In collaboration, the community has devised the following recommendations:

Protect the environment.

- In the Aquila proposal, the riparian zone around the creek has been set aside from existing lots and thus protected. As stated, "Aquila has this area completely fenced and separated." We suggest that this riparian area continues to be separated and protected. According to the WV District,
"Through the implementation of the Official Community Plan Guidelines NE13 and the designation of a Natural Environment Development Permit Area, the District meets or exceeds the RAPR by avoiding net loss of riparian habitat and providing protection to watercourses and riparian areas." ([WV District Website](#))
- In addition to protecting this riparian zone and natural habitat, more trees will need to be planted between the existing homes on Cranley Drive and the development. For sustainability and protection, we advise that multiple coniferous trees, six to seven meters in height, be planted along this border. Additionally, there should be a 100% guarantee of the survival of such trees after five years.
- We know the value of a forest therefore, we recommend that the new proposal should show an increase in the greenbelt allocated between the riparian zone and the proposed houses. Based on Aquila's most recent plan, we recommend reverting the proposed duplexes G1, G2 and G3 to a forested area. Increasing the size of the forest between the existing houses on Cranley and the new housing will substantially decrease noise pollution. The topography in this area is akin to an amphitheater, whereby houses will be

perched on a slope looking over the top of a small neighborhood with all noise echoing down the slope.

- Furthermore, a large greenbelt will benefit the environment as it acts as a carbon sink. As stated in the district's response to climate change and our natural assets,

"Trees give us...

- *Stormwater management: trees absorb rainwater and release it slowly, helping our infrastructure deal with heavy rain.*
- *Climate regulation: as trees grow, they take carbon dioxide from the atmosphere and lock it in their tissues—a process called carbon sequestration.*
- *Habitat: many of our local animals rely on the forest for food and protection.*
- *Recreational opportunities: our collection of hiking and biking trails draws locals and visitors.*
- *Aesthetic & cultural value: residents have a deep connection to the surrounding forests and trees, which give our community its unique character and beauty."* ([WV District website](#))

- Finally, we appreciate the developers commitment to building "greener" homes and would advocate that future development at this site remains at the "Step 5 Building Code."

Focus on the overall safety of this development.

- We recommend a detailed Geotechnical along with traffic and infrastructure surveys be completed to ensure the community's safety. We are familiar with recent incidents related to development. The unfortunate [landslide in North Vancouver](#) and the [sinkholes in the Sechelt development](#) were completed under the authorization of Engineers' reports and direction from their respective districts.
- In a recent article published by CBC News, "The risk of landslides in North Shore region could quadruple by 2080s." ([CBC.ca/news, 2021](#)). We must be proactive and ensure that the necessary assessments have been completed to the highest standards.
- The community is concerned with the safety of pedestrians and cars at the entrance to Daffodil Lane off Marine Drive. By readdressing the flow of traffic from this potential development, the information from a detailed traffic study by a third party consultant will need to be produced and reviewed with the community.
- Knowing the safety issue at the corner of Daffodil Lane and Marine Drive, we propose that most of the traffic from this development exits onto Westport. Aquila has designated a new entrance onto Westport further down the road from what presently exists. The revised entrance provides a clear visual of the traffic travelling up and down Westport

thus providing a safer option. Furthermore, Westport is a significant artery up to the highway and therefore built to handle larger traffic volumes. Finally, diverting most of the traffic up to Westport Road, as opposed to Daffodil Lane, decreases the volume of traffic that must travel past the Eagle Harbour School, an obvious safety concern for our community.

Fit into the character of the Eagle Harbour community.

- In keeping with the neighbourhood's character, we advocate that community members sit on the "District Design Panel." Housing in Eagle Harbour is varied in style and size. We recommend that the houses developed on the Aquila site remain diverse in size and style. Having community members participate on the District Design Panel will give us a voice and an opportunity to be authentically heard by the district and developer.
- Furthermore, in keeping with the neighbourhood's character, we suggest building two-level homes instead of three-levels. The optics of three-level buildings staring down onto Cranley Drive, Marine Drive and Eagle Harbour Road is daunting, impacting our privacy and substantially altering our neighbourhood's character.
- We suggest that Aquila focus on building a maximum of 16 single-dwelling homes. With the larger green belt and existing protected zones, the lot size for each home will be smaller than the approved ten properties. Smaller homes equate to a more affordable price point for younger families. Families will also be responsible for caring for their individual properties instead of added strata fees to maintain installed landscaping.

With the growth in our community, we would like to see the district invest in the infrastructure in this area.

- It is a well-known concern that public transportation West of Dundarave is nominal; this needs to be addressed. Furthermore, an increase in young families in our area may require the reinstatement of the "School Bus."
- The Aquila proposal provides a walking trail from Daffodil up to Westport. We advocate they keep this trail as it allows pedestrians to avoid heavy traffic on Westport.

To conclude, Eagle Harbour is a community that cherishes its natural surroundings. From the beach to the forests, along with access to excellent hiking trails, we take pride in the character and culture of our neighbourhood. The houses are small, many are ranchers, and we are far from the amenities offered to our neighbouring communities in the east. These factors make the price point for housing in our area more affordable, and thus the demographics boast young families and retired couples. In keeping with the neighbourhood's character, we suggest that the Aquila development consists of 16 single homes. As explained, protecting the environment, establishing high standards for the safety of our community, and providing single-family homes that fit into the character of our neighbourhood are our top concerns for this development.

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 1:33 PM
To: correspondence; Planning Department; Lisa Berg; Jim Bailey; Mark Sager; Christine Cassidy; Peter Lambur; Nora Gambioli; Scott Snider; Sharon Thompson; Linda Watt; info@aquila.com
Subject: Aquila Development Concerns

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 DWV,

I am writing to express my concern with the proposal at Daffodil Drive.

Our family is relatively new to the area [REDACTED] s. 22(1) and we have [REDACTED] s. 22(1) children, and have seen more and more young families moving here in recent years which is really positive. We absolutely love this neighbourhood and feel that it would be great to allow more young families a chance to buy a home here.

While we are not outright opposed to a development at this property (the currently approved 10 lot subdivision or something of a similar "gentle density" scale, with a mix of duplexes and SFHs), there are existing road safety concerns that will be exacerbated by this development. The fact that 24 of the 36 homes are proposed to be accessed via Daffodil (a quiet, residential street [REDACTED] s. 22(1) kids can bike somewhat safely because Marine Drive is not safe), is not acceptable. ALL or a majority of any new homes on that property should be accessed via Westport Road.

The recent traffic memo discusses sightlines from Daffodil and Westport, but not the actual traffic impacts and vehicle movements of the revised proposal – with the reduction in units, what are the technical arguments for keeping 2 points of access to the site? If it is a matter of fire access, the developer can create space for emergency vehicle turnaround within the site. I would be interested to understand DWV Engineering comments on site access of the recent proposal.

We walk [REDACTED] s. 22(1) Marine Drive and while there is a narrow sidewalk on one side of the road, we don't let our kids walk anywhere near the edge for fear of them getting clipped by the cars speeding past. Drivers rarely follow the 30km/hr speed limit (even the buses do not, which is a bigger concern) and without adequately sized or protected sidewalks, it is a harrowing and dangerous walk.

While this is a separate issue that many of us have raised with staff and council previously, it absolutely will be made worse by the addition of homes and cars in the neighbourhood, especially when they are mainly being directed to use Daffodil Drive. We need to understand how staff and council have considered these safety issues and what the developer will be required to do in this regard to improve the situation. Regardless of the scale of the development approved, we would like to know how staff and council intend on using the Aquila CAC funding and request a significant portion be directed towards pedestrian safety improvements along [REDACTED] s. 22(1) Marine Drive.

I would be happy to support a development on this site and welcome more families to the neighbourhood if I did not feel that our roads and kids would be at risk. Unfortunately, I am not yet convinced that this proposal meets those needs.

Respectfully,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

From: s. 22(1)
Sent: Tuesday, April 18, 2023 2:38 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; Jim Bailey; Lisa Berg
Subject: We Oppose Daffodil Drive Development Proposal

CAUTION: This email originated from outside the organization from email address 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.

Hi my name is s. 22(1), my wife and I reside at s. 22(1) We have lived at that address s. 22(1)

With respect to the proposed development on Daffodil Drive. We are extremely opposed to this development.

We have a problem with spot rezoning of the area based on the desires of a particular property owner when no local community plan has been done. This sets a precedent that will be hard to argue against if other owners come forward to redevelop their own properties. At what point does Eagle Harbour become a completely different community if this is the new precedent.

The owner of those lands are able to develop within the current zoning bylaws in effect. If one was to look at increasing density the community should get trade offs such as; keeping with unique single family homes, limit the size of homes, limit the amount of coach homes and suites in the new area, limit heights from the lowest level as it is a sloped property, keeping more forested areas and traffic moving away from Daffodil and towards Westport as that is a busy road.

We urge council to act in accordance with the wishes of the community.

Yours truly,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 18, 2023 5:02 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; Jim Bailey; Lisa Berg
Subject: I Oppose the Proposed 36 Unit Daffodil Drive Development (Aquila)

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.

Date: April 18, 2023
To: West Vancouver Mayor and Councilors
Cc: WVD Planning (Julie Berg and Jim Bailey)

RE: I Oppose the Proposed 36 Unit Daffodil Drive Development (Aquila)

I am a resident of Eagle Harbour and I have lived at [REDACTED] s. 22(1)

I am writing to advise the Mayor, Council Members and WV Planning that I **completely OPPOSE** the current Daffodil Drive development proposal (Aquila) of 36 units and ask that this property remain for single family homes as previously approved. The latest revision to the development plan remains out of character for the surrounding neighbourhood. The reasons why have been clearly communicated in the neighbourhood Wish List. Develop the land, but in a way that fits in to the surroundings

Claiming these 36 homes will address West Vancouver's "missing middle" housing option is misleading Council. True missing middle housing needs to be built adjacent to transportation hubs, and areas featuring walkable necessities, like the Upper Lands Plan, not forced into an existing neighbourhood.

Sincerely,

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Tuesday, April 18, 2023 10:28 AM
To: correspondence
Cc: Mark Sager
Subject: 262 Bus Route Route Petition

CAUTION: This email originated from outside the organization from email address 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.

Greetings from Eagle Harbour!

I wanted to let you know about an initiative s. 22(1) last year to route the 262 Lions Bay bus down to Marine Drive instead of the passenger-less highway above between Gleneagles and Westport Road, so residents between Gleneagles and Eagle Harbour could have a viable transit option to get up the hill to Rockridge High School and Caulfield shopping centre. Currently unless you drive a car, you have to bus all the way to Horseshoe Bay in order to access Caulfield and Rockridge High School directly above Eagle Harbour.

Former Mayor Mary Anne Booth had taken this initiative to Kevin Quinn, CEO of Translink and as I understand it, he told Mayor Booth he's onboard with the idea and had plans to roll out a pilot. As Mayor Booth is no longer managing that relationship with Quinn, it might be a quick win for you as new mayor and council to push it through with Quinn. We have over 550 community households between Westport Road and Gleneagles who have [signed in support](#).

Details of the initiative:

BLOCKEDeagleharbour[.]net/bring-the-262-through-gleneagles-eagle-harbour/BLOCKED

Petition:

<https://www.change.org/p/translink-bring-the-262-bus-to-marine-drive-where-the-people-are>

Happy to discuss anytime!

Many thanks,
s. 22(1)

s. 22(1)
West Vancouver BC
s. 22(1)

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
LOWER CAULFEILD ADVISORY COMMITTEE MEETING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
TUESDAY, NOVEMBER 29, 2022**

Committee Members: B. Helliwell, P. Hundal, J. Mahoney, S. Nicholls; and Councillor S. Snider attended the meeting via electronic communication facilities. Absent: R. Amenyogbe.

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

1. CALL TO ORDER

The meeting was called to order at 4:35 p.m.

2. ELECTION OF CHAIR FOR 2022

It was Moved and Seconded:

THAT Bo Helliwell be elected as Chair of the Lower Caulfeild Advisory Committee for 2022; and

THAT Paul Hundal be elected as Acting Chair of the Lower Caulfeild Advisory Committee for 2022.

CARRIED

3. COMMITTEE MEETING SCHEDULE FOR 2022

It was confirmed that there are no further Lower Caulfeild Advisory Committee meetings scheduled for the remainder of 2022.

4. ANNUAL COMMITTEE EVALUATION

The Lower Caulfeild Advisory Committee received the report regarding Annual Committee Evaluation for information.

5. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the November 29, 2022 Lower Caulfeild Advisory Committee meeting agenda be approved as circulated.

CARRIED

6. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the October 19, 2021 Lower Caulfeild Advisory Committee meeting minutes be amended by:

- Deleting S. Nicholls as an attendee; and
- Within the “Comments/Questions from the Committee” section of the minutes, revise the wording to reflect “at the top of Dogwood Lane today”;

AND THAT the minutes be adopted as amended.

CARRIED

7. REPORTS / ITEMS

4648 Piccadilly South (Proposed Driveway Security Gate)

Staff Overview:

E. Wilhelm, Senior Community Planner gave a summary of the proposal regarding a new security gate at the front of the property.

Applicant Presentation:

The applicant, Nam Myong, was in attendance and provided a brief overview and background regarding the proposal. Nam Myong outlined that he has applied for a security gate mainly due to the traffic is using the driveway for u-turns creating an unsafe situation. Plans are to close the gate in evening or during periods of heavy traffic. Nam Myong believes that the gate is compliant with the heritage guidelines and is requesting a heritage alteration permit so that the security gate can be installed. Following the brief overview, Nam Myong was available for questions.

Comments/Questions from the Committee:

B. Helliwell Question: Clarification requested on the location of the gate and if it slides. It was determined that the gate is located on the front of the property and will slide along the fence line on private property.

S. Nicholls: Outlined that the area out-front of the residence is a narrow road which makes difficult to maneuver and likes idea of not having direct access to driveway. Believes the gate presents a good design (compared to a solid gate) and supports keeping the gate open occasionally.

B. Helliwell Comment: Much improvement of the gate compared to the previous installed gate that was present and removed.

J. Mahoney: No questions.

P. Hundal Comment: Agree with S. Nicholls, previous gate was not good. This gate is favourable, better than not having a gate and appreciate the homeowners desire to have a gate. Fully support.

J. Mahoney Comment: Concur with others, the gate provides good permeability and visibility should be good. Fully support.

B. Helliwell Comment: Support, good openness and accepts the necessity of the gate. No need for decoration at bottom of the gate. Although, if that is something the owner wants, then fine. Looks like just a metal cut out to structure.

Applicant (Nam Myong) Comment: The decoration at the bottom of the gate is not necessary and could be removed.

B, Helliwell comment: Agrees that the decoration at the bottom of the gate are superfluous and should be removed.

S. Nicholls Comment: Okay with minimalizing by removing materials that are not functional.

Councillor Snider Comment: Agrees that the decorations are not needed.

J. Mahoney Comment: Simplification is good, and the gate does not need embellishment.

P. Hundal Comment: Agree to remove embellishments.

It was Moved and Seconded:

THAT the Lower Caulfeild Advisory Committee support the application at 4648 Piccadilly South regarding a proposed driveway security gate as outlined in the report from the Senior Community Planner dated November 10, 2022, yet recommend that the gate be modified to remove the decorations at the base of the driveway security gate.

CARRIED

8. Annual Committee Recruitment

Staff outlined that ongoing recruitment is underway currently and will be addressed by Council shortly.

9. Annual Work Plan

Staff outlined that the primary role of the Lower Caulfeild Heritage Advisory Committee is to review heritage alteration permits applications within the Lower Caulfeild Heritage Conservation Area (and any other items in compliance with the Terms of Reference).

P. Hundal Comment: Many heritage trails, within the Lower Caulfeild Heritage Conservation Area, are hidden and secret for the neighbourhood. P. Hundal hopes to have plaques mid-trail, not at the trail's entrance (designed for Lower Caulfeild) and mapping of the heritage trails with information regarding history. P. Hundal cites the Kilby Houses as being on the heritage register and as the starting point for a heritage trail system. Put forward as an idea.

E. Wilhelm Comment: This proposal may require additional staff resources and may involve costs to the District. Staff to report back to committee with information at the next meeting.

S. Nicholls comment: The proposed trail marking in the area needs community involvement and support as an initiative in the area for those who are affected by it.

Councillor Snider Comment: Signage all over may not necessary be wanted but could be desired in this area. Possibly staff should report to Council with costs and if there is desire for it in the neighbourhood.

It was Moved and Seconded:

THAT the discussion regarding Annual Work Plan be received for information and forwarded to Council for consideration.

CARRIED

10. PUBLIC QUESTIONS

There were no questions.

11. NEXT MEETING

It was Moved and Seconded:

THAT

1. the next Lower Caulfeild Advisory Committee meeting be scheduled for January 31, 2023 at 4:30 p.m. via electronic communication facilities;
2. the Raven Room in the Municipal Hall be designated as the place where the public may attend to hear, or watch and hear, the Lower Caulfeild Advisory Committee meeting proceedings; and
3. a staff member be in attendance at the Raven Room in the Municipal Hall for the meeting.

CARRIED

12. ADJOURNMENT

It was Moved and Seconded:

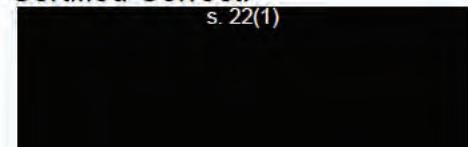
THAT the November 29, 2022, Lower Caulfeild Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 5:17 p.m.

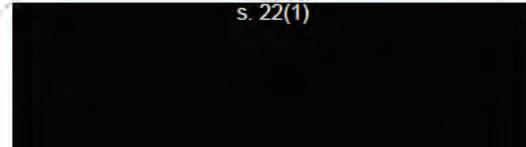
Certified Correct:

s. 22(1)



Chair

s. 22(1)



Committee Clerk

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
AWARDS COMMITTEE MEETING MINUTES
RAVEN ROOM, MUNICIPAL HALL
WEDNESDAY, MARCH 1, 2023

Committee Members: C. Burns (Chair), S. Hennessy, C. McLaughlin, L. Paton, and M. Ware attended the meeting in the Raven Room, Municipal Hall. Absent: Councillor S. Thompson, S. Mani, D. Morrison, and J. Saba.

Staff: C. Rosta, Cultural Services Manager (Staff Representative); and F. Costa, Cultural Services Department Secretary (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

1. **CALL TO ORDER**

The meeting was called to order at 5:05 p.m.

2. **APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the March 1, 2023 Awards Committee meeting agenda be approved as circulated.

CARRIED

3. **ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the February 1, 2023 Awards Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. **Council Liaison Update**

There was no update.

5. **Review of Nomination Form**

The Committee discussed the Nomination Form. The Community Awards website was also reviewed, and updates were suggested. The Committee approved the current format for the nomination form with the adjustments discussed. Staff will send the final versions of the nomination form and the website by the end of March 2023.

It was Moved and Seconded:

THAT the discussion regarding Review of Nomination Form be received for information.

CARRIED

6. Review of Community Outreach Plan

Committee members discussed the outreach plan and the community distribution list, making additions and modifications to the list. Committee members confirmed their willingness to implement the outreach plan. Staff to provide a script template for email distribution.

It was Moved and Seconded:

THAT the discussion regarding Review of Community Outreach Plan be received for information.

CARRIED

7. PUBLIC QUESTIONS

There were no questions.

8. NEXT MEETING

Staff confirmed that the next Awards Committee meeting is scheduled for April 5, 2023 at 5 p.m. and held in-person in the Raven Room at Municipal Hall.

9. ADJOURNMENT

It was Moved and Seconded:

THAT the March 1, 2023 Awards Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:05 p.m.

Certified Correct:

s. 22(1)
Chair

s. 22(1)
Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
PUBLIC ART ADVISORY COMMITTEE MEETING MINUTES
RAVEN ROOM, MUNICIPAL HALL
TUESDAY, MARCH 14, 2023**

Committee Members: E. Fiss (Chair), D. Huhn, B. Kaiser, and A. Nazar attended the meeting in the Raven Room, Municipal Hall. Absent: P. Azarm Motamedi, J. Oakes, M. Rahnama, and Councillor L. Watt.

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative); L. Thackray, Cultural Services Program Coordinator; and F. Costa, Cultural Services Department Secretary (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 1:03 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the March 14, 2023 Public Art Advisory Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the February 14, 2023 Public Art Advisory Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. Council Liaison Update

There was no update.

5. Update on Meeting with Arts & Culture Advisory Committee Co-Chairs

The Chair and Acting Chair met with the Arts & Culture Advisory Committee (ACAC) Co-Chairs, Scott Swan and Pat Bowles, on February 22, 2023. The discussion was based on the findings of the research project the ACAC has been working on speaking to arts councils in nine other communities (including West Vancouver) about their role in the community and the general governance of the cultural sector in their community. There was also discussion around West Vancouver's Committees of Council related to arts and culture and how they currently operate. The committees do important work for public art, the community grants program, the Art Museum and arts facility planning but don't often meet with each other to discuss

overall strategic priorities or the growth of the sector. The meeting was to introduce discussion around ways to collaborate more closely or be structured slightly differently for a more effective way to make recommendations to Council regarding the overall support and governance of the arts sector in West Vancouver. The ACAC Co-Chairs will be meeting with other committees Co-Chairs from the Art Museum Advisory Committee, Community Grants Committee, Art Museum Advisory Committee, and also arts organizations such as the West Vancouver Arts Council and Kay Meek Arts Centre.

It was Moved and Seconded:

THAT the discussion regarding Update on Meeting with Arts & Culture Advisory Committee Co-Chairs be received for information.

CARRIED

6. Public Art at Seawalk Gardens and Southeast Corner of Marine Drive and 17th Street Discussion

Last year, the Committee identified potential locations for public art in the Seawalk Gardens at the base of 19th Street and in the Fresh Street Market area at 17th Street and Marine Drive. Currently the Planning Department is launching a Local Area Plan (LAP) for the Ambleside area which includes the area around 17th Street and Marine Drive. Potential public art for this location should wait until the LAP process is complete. The Seawalk Gardens area will not impact the LAP so could be a location for one or more small pieces of public art (given the size of the space). However, Council is interested in attracting people to commercial areas at Dundarave and Ambleside so potential locations in these areas is also a consideration. Staff reminded the Committee that, before creating a call to artists, a location needs to be approved by Council. However, a general theme, proposed budget and rationale for a project would be developed for Council approval. Discussion was held considering other locations for public art. The Committee agreed to schedule a walk around the Horseshoe Bay area to identify potential locations for public art in this region.

It was Moved and Seconded:

THAT the discussion regarding Public Art at Seawalk Gardens and Southeast Corner of Marine Drive and 17th Street Discussion be received for information.

CARRIED

7. Community Public Art Program Discussion

The Chair sent materials regarding community public art projects to the Committee for review last year. The Public Art Policy currently does not include reference to community public art, but it will be included in the update currently underway and community public art projects can still occur regardless. The Committee discussed opportunities to develop temporary community public art projects and murals. They can be much cheaper and less complex than permanent projects, create community connection with multiple participants and educate/inform the public. During the summer, the West Vancouver Community Arts Council offers a community art project outside the Silk Purse Arts Centre. It was noted that any project would require a recommendation to Council for funding approval. Members suggested

locations for murals, such as the wall of the Fresh Street Market building, the CIBC building, and other buildings on Bellevue Avenue. The Committee discussed other organizations for potential partnerships. It was agreed that the Chair will contact the West Vancouver Memorial Library, and Staff will contact the West Vancouver Arts Council to discuss opportunities for collaboration on community art projects.

It was Moved and Seconded:

THAT the discussion regarding Community Public Art Program Discussion be received for information.

CARRIED

8. Staff Update

Staff provided an update on the following:

- Weston Park and Navy Jack Point Park: work is ongoing on both projects;
- Ferry Building Gallery: The Ribbon Cutting event will be on April 4th at 4 p.m. The opening reception of the Massey family show *Sibling Revelry* is confirmed for the evening of April 5th;
- the Arts Facilities Advisory Committee (AFAC) will present their final report to Council on April 24th; and
- No update on the Place for Sport public art project.

It was Moved and Seconded:

THAT the verbal report regarding Staff Update be received for information.

CARRIED

PUBLIC QUESTIONS

9. PUBLIC QUESTIONS

There were no questions.

NEXT MEETING

10. NEXT MEETING

Staff confirmed that the next Public Art Advisory Committee meeting is scheduled for April 11, 2023 at 1 p.m. and held in-person in the Raven Room at Municipal Hall.

ADJOURNMENT

11. ADJOURNMENT

It was Moved and Seconded:

THAT the March 14, 2023 Public Art Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 2:16 p.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Committee Clerk

From: Engineering Department
Sent: Wednesday, April 12, 2023 4:09 PM
To: gmkravac35@telus.net
Cc: correspondence; Engineering Department
Subject: District of West Vancouver Public Enquiry Call # M-107605 - Traffic Calming Taylor Way

Hello Grace,

I am following up in response to your email dated April 5, 2023 to Mayor and Council in my capacity as Director of Engineering & Transportation Services. Thank you for your feedback on this matter. **Taylor Way, between Maine Drive and Highway 1, and Marine Drive, east of Taylor Way, are part of Highway 99 which is under the jurisdiction of the Provincial Ministry of Transportation and Infrastructure (MoTI).**

Staff recognize that the North Shore experiences many challenges relating to access and mobility as it is confined by topography and location. While it is connected to the rest of the Metro Vancouver by two bridges, the Lions Gate Bridge and the Ironworkers Memorial Bridge, these bridge structures do not have the capacity to keep pace with the fast pace of population, employment, goods movement and tourism growth. Furthermore, the neighbouring Sea to Sky, Sunshine Coast and Vancouver Island regions that link to the North Shore are also growing.

A vital characteristic associated with the performance of a transportation system is road congestion, second only to safety. One of the more challenging aspects of congestion we regularly observe on the North Shore and its immediate connections to the rest of the region is variability, which relates to travel time reliability.

Congestion management can consist of several strategies and objectives used in combination to improve transportation system operations and system performance. **Accessible and reliable transit** is just one of the measures wherein providing fast and reliable regional connectivity will benefit transportation users of all modes. In addition, **rapid transit** to, from and across the North Shore is anticipated to help alleviate vehicle traffic and congestion across the Burrard Inlet bridges by reducing the number of private vehicle trips.

Examples of other available congestion management strategies include land use and sustainable development (infill housing, transit-oriented development densification); travel-demand management measures and policies; active transportation measures (decrease car-oriented travel for local trips), regulatory standards (carbon pricing and other incentives to reduce vehicle miles travelled); access management to increase capacity and road network efficiency (turn restrictions, turn lanes, frontage roads, etc.). HOV lanes, design improvements, widening existing or adding additional lanes can achieve capacity increases for road/bridge infrastructure. All of these strategies and options I have mentioned above are being explored and applied where appropriate.

District staff continue to collaborate with the other North Shore municipalities, First Nations, and regional, provincial, and federal agencies to reduce traffic congestion and improve transit options on the North Shore.

Jenn Moller, P.Eng, Director of Engineering & Transportation Services

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

From: Grace Kravac [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 11:13 AM
To: gmkravac35@telus.net; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: Traffic on Taylor Way =+

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.

Grace Kravac
6960 Odlum Court
West Van
V7w3b6

05 Apr 2023

Dear Mayor Sager and Councillors
District of West Vancouver

Traffic on Taylor Way

My name is Grace Kravac and I am a resident of West Vancouver.

The wait time on Saturday to get onto the Lions Gate Bridge from the Upper Levels and Taylor Way was 3/4 of an hour. Meanwhile my car's exhaust is polluting the air. I take the bus when convenient, but at times it is necessary to use my car

What is the solution as it is only going to get more congested as the population increases?

Please do not redact my name or my home address or my email address.

Thank you.

Grace Kravac
gmkravac35@telus.net

From: David Hawkins
Sent: Monday, April 17, 2023 4:07 PM
To: s. 22(1)
Cc: correspondence; Jim Bailey; Michelle McGuire
Subject: RE: Ambleside Local Area Plan Options

Dear s. 22(1)

Many thanks for your correspondence (attached), which was forwarded to me.

Since time of your writing, I understand you have been added to the May 17th workshop – and I very much look forward to meeting you at that time.

By the end of May, there will have been 14 engagement events, and I expect we will have connected with over 500 residents. Staff will report back to Council with a full record of community feedback. This will allow the public to see transparently how their perspectives are influencing the LAP process and will position Council to direct next steps on the basis of significant community input.

If/as workshop spaces become available through registrants cancelling their attendance, we will continue to work to accommodate new participants. And staff remain open to all written comments that can be provided through the dedicated email address.

Many thanks again and best wishes,

David

David Hawkins, MCIP, RPP
Senior Manager, Community Planning and Sustainability | District of West Vancouver
Direct: 604-921-2172 | westvancouver.ca

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 12, 2023 10:20 AM
To: [REDACTED] correspondence; Ambleside Local Area Plan
Cc: [REDACTED] s. 22(1)
Subject: Ambleside Local Area Plan Options
Attachments: DWV-#5596164-v1-APPENDIX_A_Ambleside_Local_Area_Plan_Options_Booklet.pdf

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.

Hi,

Given the critical importance of the AMBLESIDE LOCAL AREA PLAN OPTIONS (see attached) to residents in our neighborhood, will additional workshops be scheduled as the initial workshops are all full?

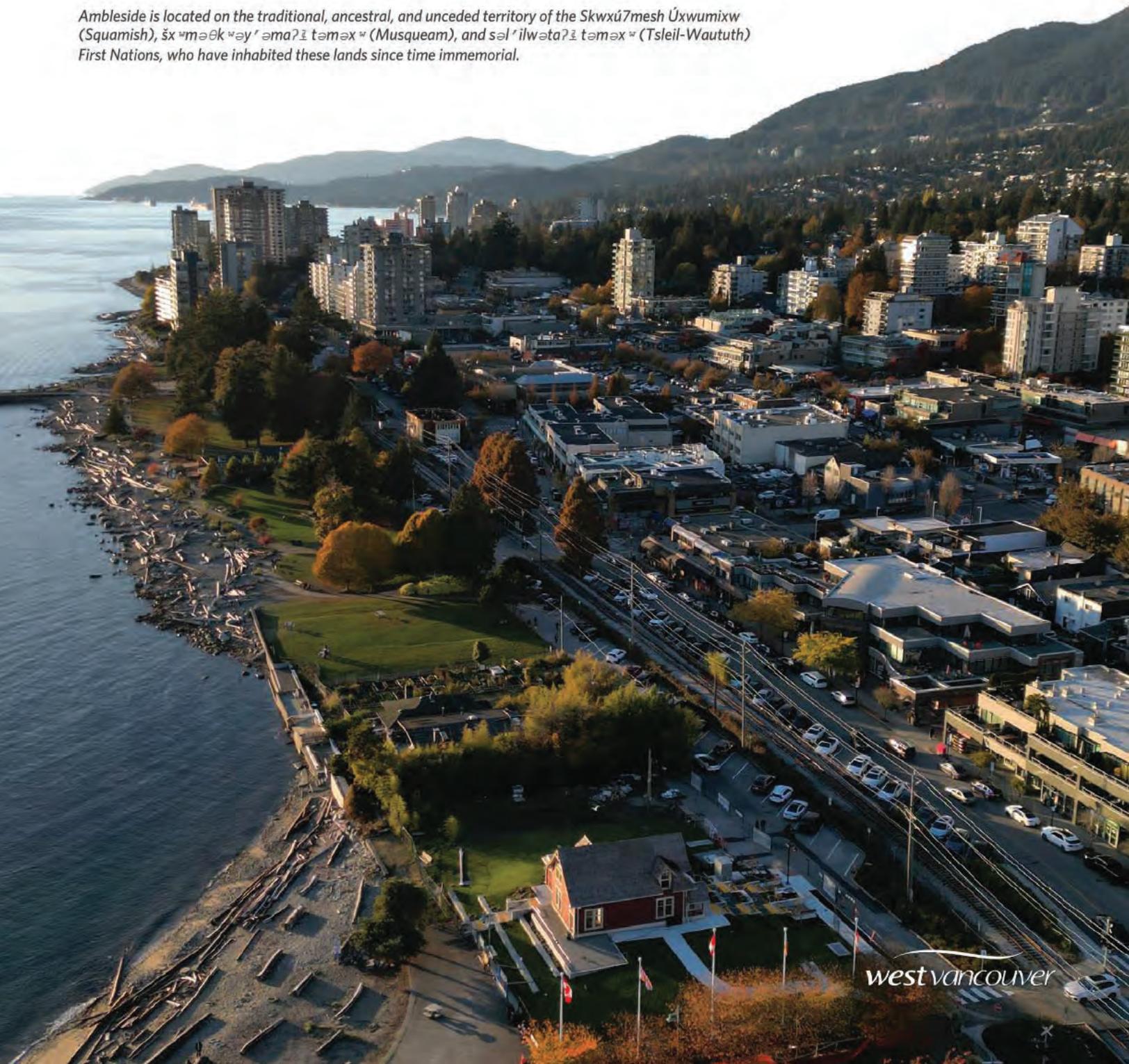
Please advise.

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

AMBLESIDE LOCAL AREA PLAN OPTIONS BOOKLET

District of West Vancouver | January 2023

Ambleside is located on the traditional, ancestral, and unceded territory of the Skwxú7mesh Úxwumixw (Squamish), śx̣ẉməθḳ ẉəỵʹ əməʔɪ ṭəməx̣ ẉ (Musqueam), and səḷʹilẉətaʔɪ ṭəməx̣ ẉ (Tsleil-Waututh) First Nations, who have inhabited these lands since time immemorial.



Introduction

In June 2022, Council directed staff to prepare three high-level, draft local area plan (LAP) options for Ambleside. This booklet illustrates them for the community to discuss, respond to, and collaboratively shape. None of the three options are “the” plan for Ambleside. They are an engagement tool for your input, which will subsequently help lead to the LAP for Council to consider adopting into West Vancouver’s Official Community Plan (OCP).

The three options respond to existing OCP policies, including direction to: create capacity for 1,000-1,200 estimated new housing units (2.1.13); emphasize Ambleside as the heart of West Vancouver with commercial uses (shops, services, restaurants and offices), cultural spaces, civic facilities, and visitor accommodation (2.3.1); and prioritize mixed-use and apartment forms in core areas, with ground-oriented multi-family forms to transition to adjacent neighbourhoods (2.1.14).

These options are also informed by Ambleside’s local planning history. With over 30 studies completed in the last 75 years, many issues and ideas for the future have been explored.^[1] Six key themes emerged from this review:

1. The **character** of Ambleside and the appropriate scale and height of buildings.
2. The **housing mix** to accommodate current and future residents.
3. The **commercial hub** and the shops, services and employment the centre provides.
4. The **natural setting** and the way the slope, creeks and waterfront shape Ambleside.
5. The **public realm** and how people gather, spend time, and move around.
6. The **focus** of Ambleside, where it begins and ends, and where change makes most sense.

The three draft options respond to these six themes and the OCP policies in different ways. This allows you to see alternatives and puts a variety of ideas “on the table” for discussion. The options illustrate different ways of thinking about the future of Ambleside that are not mutually exclusive. Your response to these options—what you like, dislike, or think could be improved—will shape that future by distilling or refining the best elements of each option into the LAP.

^[1] These are summarized in a separate planning history document at: www.westvancouverite.ca/plan-ambleside



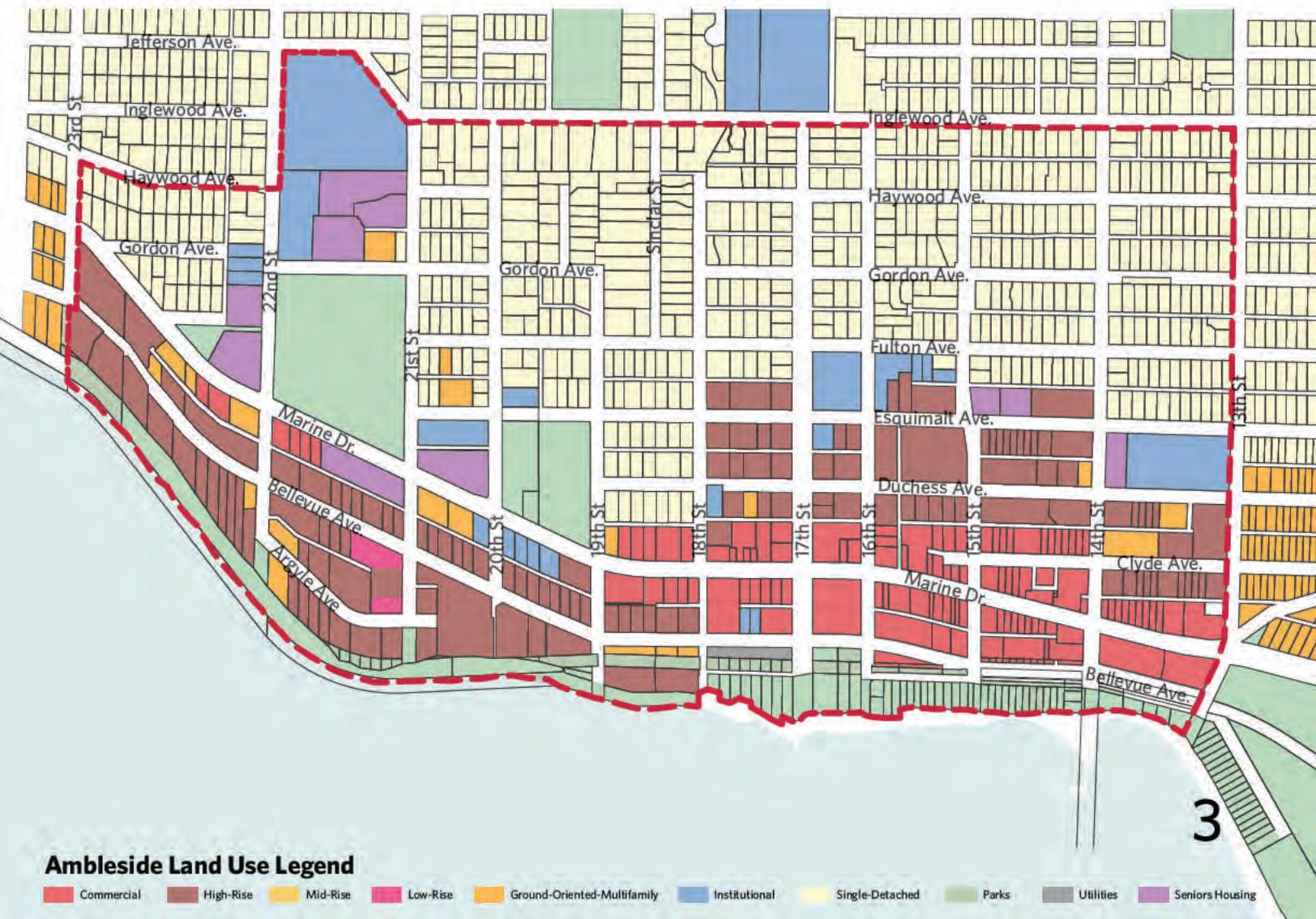
ambleside

The Study Area Today

Ambleside is located on the north shore of the Burrard Inlet, situated between—and complemented by—the smaller, single commercial block of Dundarave to the west, and the regionally-serving Park Royal shopping centre to the east. The area slopes up from the waterfront and rail line, crosses the main throughfare of Marine Drive, and moves northwards to the apartment area and single-detached neighbourhoods beyond. This natural, topographical “amphitheatre” around the commercial precinct includes McDonald, Lawson and Vinson creeks, which run through the backyards of single-detached houses before, in some cases, entering culverts through the apartment and commercial areas.

In addition to being a distinct neighbourhood and centre in and of itself, Ambleside plays a unique and primary role in the District as our “seat of government”, our largest social “hub”, and our commercial “main street”. It includes a range of signature parks, three schools within or adjoining the study area, and many public facilities (including the library, community and seniors centres). It remains a focus for residents, businesses, and visitors—and its continued success and long-term vitality is of importance to the entire West Vancouver community.

While the final LAP boundaries will be determined as an outcome of the planning and engagement process, the map below illustrates existing land uses within the study area. In total, about 71% of Ambleside’s land is occupied by residential uses, 22% by community and park uses, and 7% by commercial uses.



The Community Today

An important part of community planning is understanding the community today. These infographics summarize some of Ambleside's population characteristics compared to the District.

Percentage of Residents who live in Ambleside



Ambleside is West Vancouver's main population hub and is home to 7,500 residents (nearly one-fifth of District's total).

Percentage of Residents above 65 yrs old



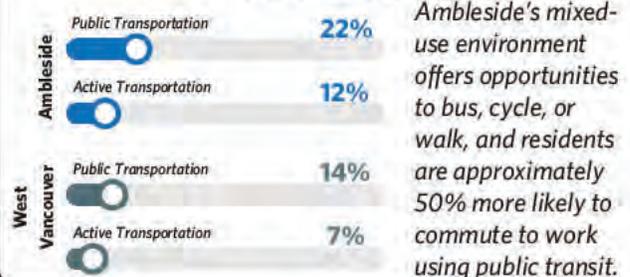
Ambleside has an aging population and is home to 45% of West Vancouver's low-income seniors.

Percentage of Residents who are Children + Teenagers (5-19 yrs old)



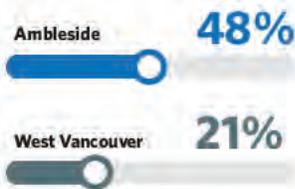
Ambleside has a low percentage of children, despite containing three schools within or adjacent to its boundary.

Percentage of Residents who Take Public Transit to Work



Ambleside's mixed-use environment offers opportunities to bus, cycle, or walk, and residents are approximately 50% more likely to commute to work using public transit.

Percentage of Renters



Ambleside contains 90% of West Vancouver's purpose-built rental units, and 74% were built over 40 years ago.

Percentage of Single Person Households



Ambleside's households average 1.8 persons, which is smaller than the District average of 2.5 persons.

Percentage of Low-Income Residents



Approximately half of households in Ambleside make less than \$30,000 and ~75% make less than \$50,000.

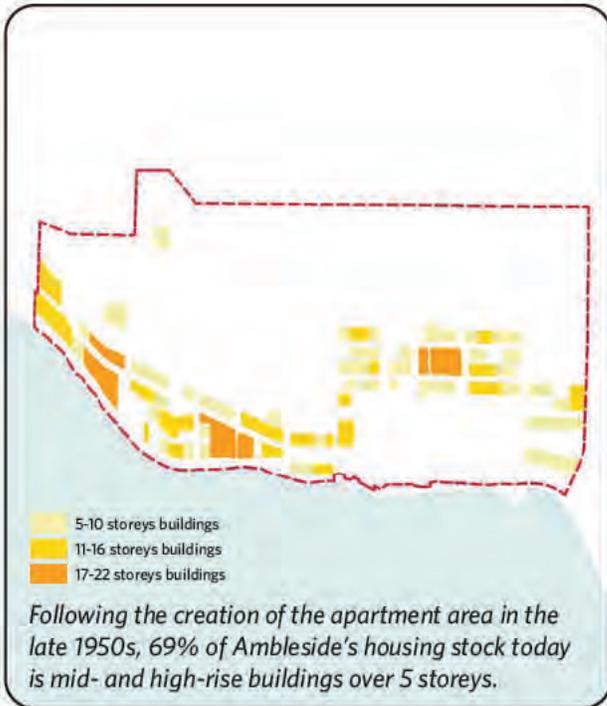
Percentage of Residents in Labour Force



Ambleside has 3,000 jobs (21% of West Vancouver's total jobs), but a lower labour force to work in local businesses.

From a History of Planning to Planning for the Future

Through the review of 75 years of planning, six consistent themes were identified. These themes frame the options and present planning and design considerations to be addressed by the LAP.

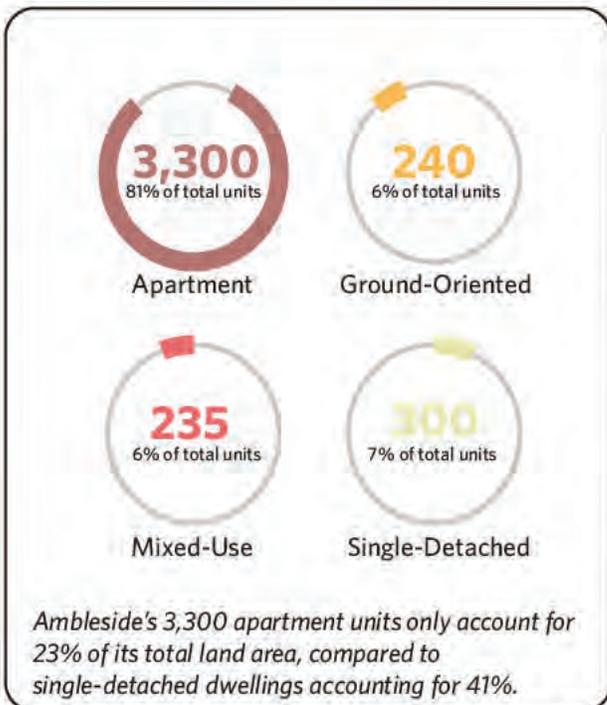


1. Height

Previous conversations about planning in Ambleside have often centered on height, notably regarding buildings over 4 storeys. Ambleside is generally a mix of low-rise commercial, mid- and high-rise apartments, and single-detached houses, which in places leads to abrupt height transitions or “zoning cliffs”. There is a desire to ensure the scale of new buildings is balanced with existing ones, housing needs, and revitalization objectives, so that Ambleside succeeds now and in the future.

The LAP should consider:

- Where could changes be made, and what building heights might be appropriate?
- How could building scale help define and identify different sub-areas?
- Should there be fewer sites changing to taller buildings, or smaller buildings over a larger area?
- Should height limits be fixed and uniform, or sculpted for variety?



2. Housing Mix

Ambleside's housing mix mainly includes aging apartment buildings and expensive single-detached homes, with limited mixed-use or ground-oriented “missing middle” options like townhouses. Ambleside's apartment area provides 90% of the District's rental stock, but these buildings will be vulnerable to redevelopment over time. Housing diversity is needed to provide options for families, workers, downsizers, and seniors.

The LAP should consider:

- How could we support seniors to “age in place” or younger families to move here?
- How and where could “missing middle” housing be introduced?
- Should the apartment area be expanded, or are there opportunities for new housing within it?
- In what ways could rental housing be protected, expanded or replaced?



3. Commercial Hub

Ambleside includes a concentration of small, independent businesses. Real estate, health and financial services, and restaurants are the three main sectors. Spread out over a long high street (around 3,000 feet) with a smaller commercial cluster in Hollyburn to the west, Ambleside doesn't have a single, compact core. Without a large local labour force, and with older commercial spaces in need of upgrades, planning needs to ensure the commercial area thrives for businesses, workers and customers.

The LAP should consider:

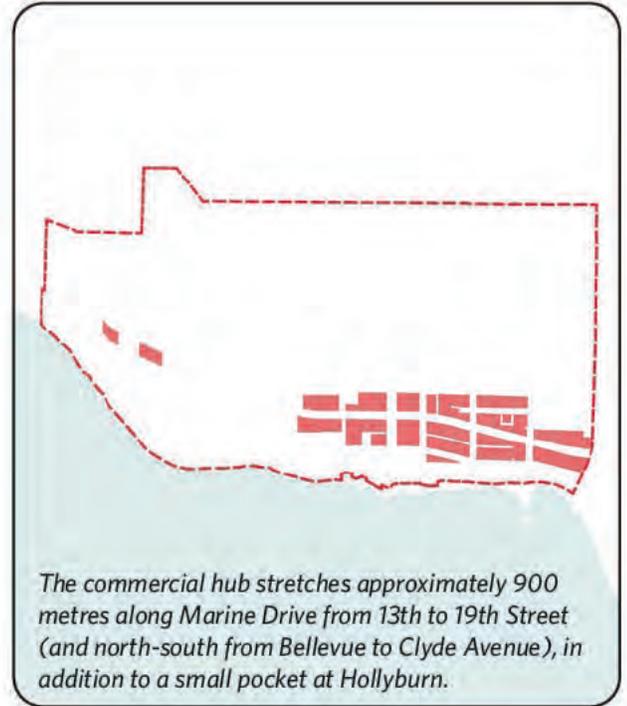
- What is the desired commercial mix to serve residents and encourage vibrant streets?
- Where could specific desired uses (e.g. hotel) be located?
- Should the length of the high street be shortened, or should different "character" areas be encouraged across it?
- Should new development be focused north-south, east-west, or both?

4. Natural Setting

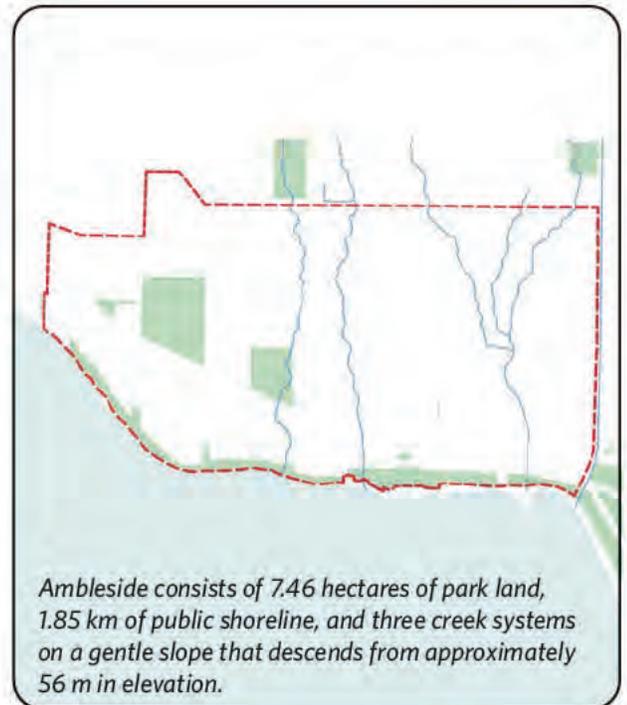
Ambleside's waterfront location—with natural watersheds, green spaces, and parks—reinforces the area's connection to nature. The topography, with a 6.5% slope, creates an "amphitheatre" effect with challenges and opportunities for development. Access to nature and recreational spaces will need to be balanced with natural asset protection and climate change adaptation.

The LAP should consider:

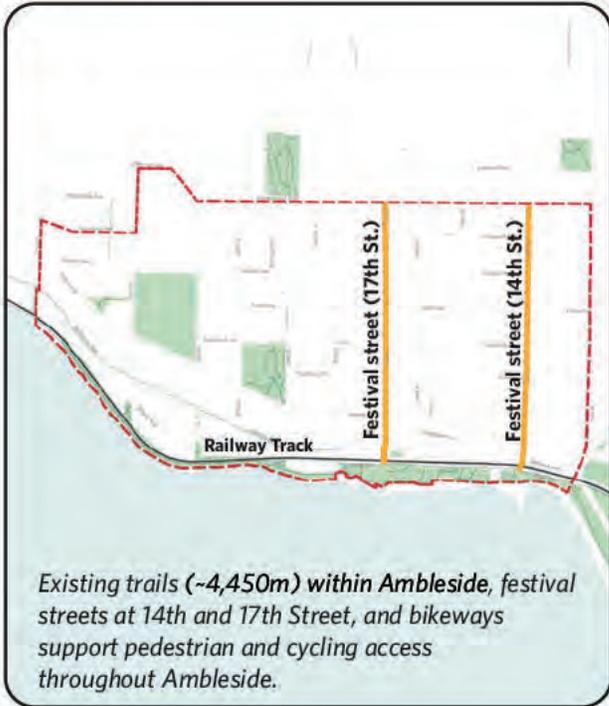
- How might commercial and residential buildings better integrate with nature?
- How can access to Ambleside's natural setting support its protection in the future?
- How can our watersheds and the waterfront become more accessible to the public?
- How should the natural slope inform the scale of new development?



The commercial hub stretches approximately 900 metres along Marine Drive from 13th to 19th Street (and north-south from Bellevue to Clyde Avenue), in addition to a small pocket at Hollyburn.



Ambleside consists of 7.46 hectares of park land, 1.85 km of public shoreline, and three creek systems on a gentle slope that descends from approximately 56 m in elevation.

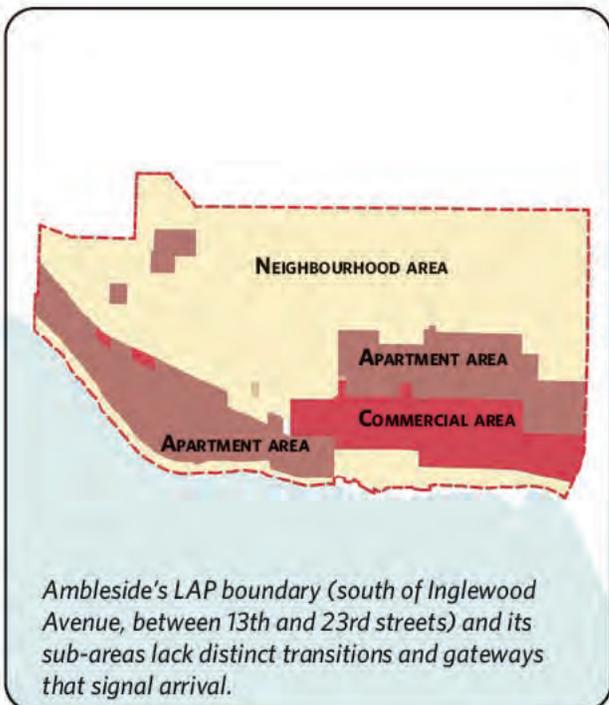


5. Public Realm

Ambleside’s public realm is enjoyed by many, featuring trails, waterfront recreational spaces, and some north-south connections to the commercial core. There have been a range of community perspectives on how the public realm could be improved. These include an interest in nicer laneways, more social gathering spaces, and better connections between the waterfront and commercial precinct.

The LAP should consider:

- How should we balance moving to and through Ambleside, with spending time there?
- Where might we introduce new social gathering spaces?
- Should different commercial streets (Bellevue, Marine, and Clyde) have a different character or function?
- How can we better connect trails and improve the pedestrian network?



6. Focus

Ambleside includes three different areas—commercial, apartment, and neighbourhood—with each having its own smaller sub-areas. Previous planning work has explored different boundaries or components of Ambleside, and the LAP study area is quite large. There is a desire for a more holistic view, better integration within and between areas, a clearer “centre” or focal points, and a stronger sense of arrival.

The LAP should consider:

- Where might change be considered, and should this be targeted or spread throughout the study area?
- How could we create a “sense of arrival” to Ambleside, as well as a strong identity within?
- Should the large LAP study area be reduced—and if so where?
- How can each sub-area collectively support a stronger and more cohesive Ambleside?

Introducing the Three Options

The following pages present the options. These are draft, high-level, and structured to show that there are a variety of ways to respond to the key themes that could subsequently be refined and combined into the LAP. Each option reflects a different overarching planning and design approach by arranging the following building types in different locations: 3-4 storey residential ground-oriented townhouses; 4-6 storey residential low-rise apartments; 6-8 storey residential mid-rise apartments; and 6-9 storey mid-rise mixed-use (must include a commercial use) or choice-of-use (may include a commercial use).

Option 1 - Frame and Accent

This option presents a compact approach, where development would be focused in a concentrated core.

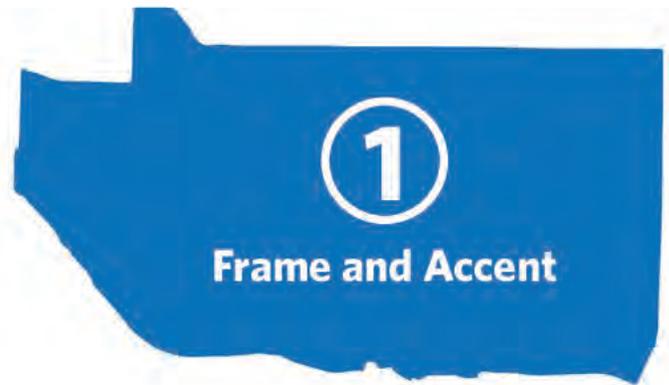
Option 2 - Connect and Weave

This option presents a systems approach, where development would respond to natural creek and slope systems.

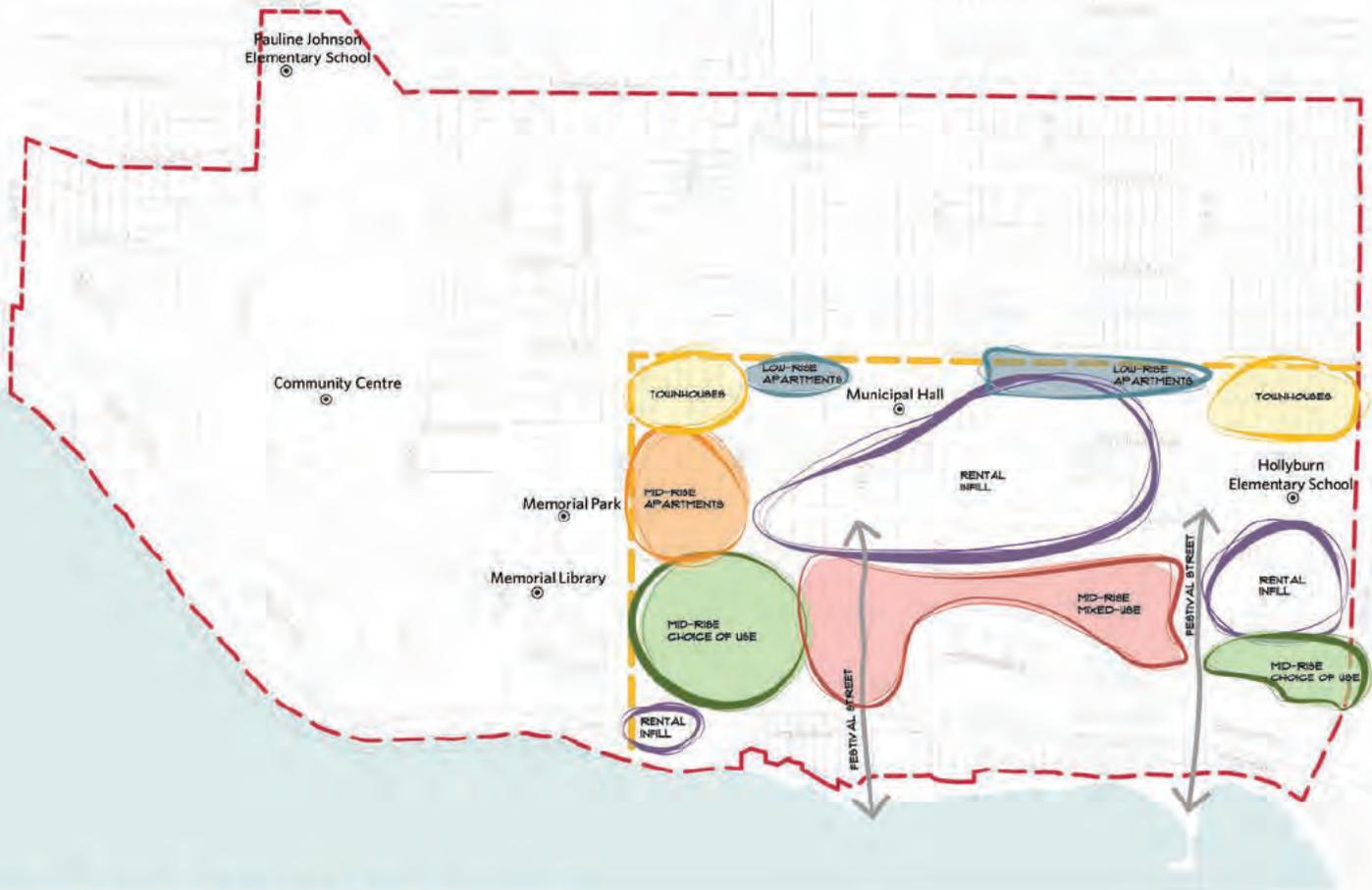
Option 3 - Blend and Punctuate

This option presents a transitions approach, where development would soften and vary existing changes in building heights.

Each option is first introduced as an annotated **land use concept** plan, so you can understand its main ideas; then **illustrated three-dimensionally** so you can see what it might look like in context; and then **evaluated against the six key themes** so you can measure how it responds to Ambleside's planning topics.



Option 1 | Frame and Accent



Option 1: Land Use Concept



Focus future development

The LAP boundary would focus on a compact “rectangle” between 13th, 19th, and Fulton, directing growth to a more defined and vibrant area.



Frame the Waterfront

Mid-rise mixed-use along 14th and 17th “festival streets” and Clyde would wrap around the low-rise, waterfront centre to the south.



Increase Flexibility

Choice-of-use on the 1300- and 1800-block “flanks” of Marine would support compatible “main street” uses next to the commercial core, like hotel, office, rental and seniors housing.



Support Rental

Twenty rental sites within the apartment area east of 19th would be allowed additional density in mid-rise forms to enable the increase of rental stock over time.



Complete the “Rectangle”

Townhouse, low- and mid-rise would transition outwards from existing commercial and apartment areas to Fulton and 19th.

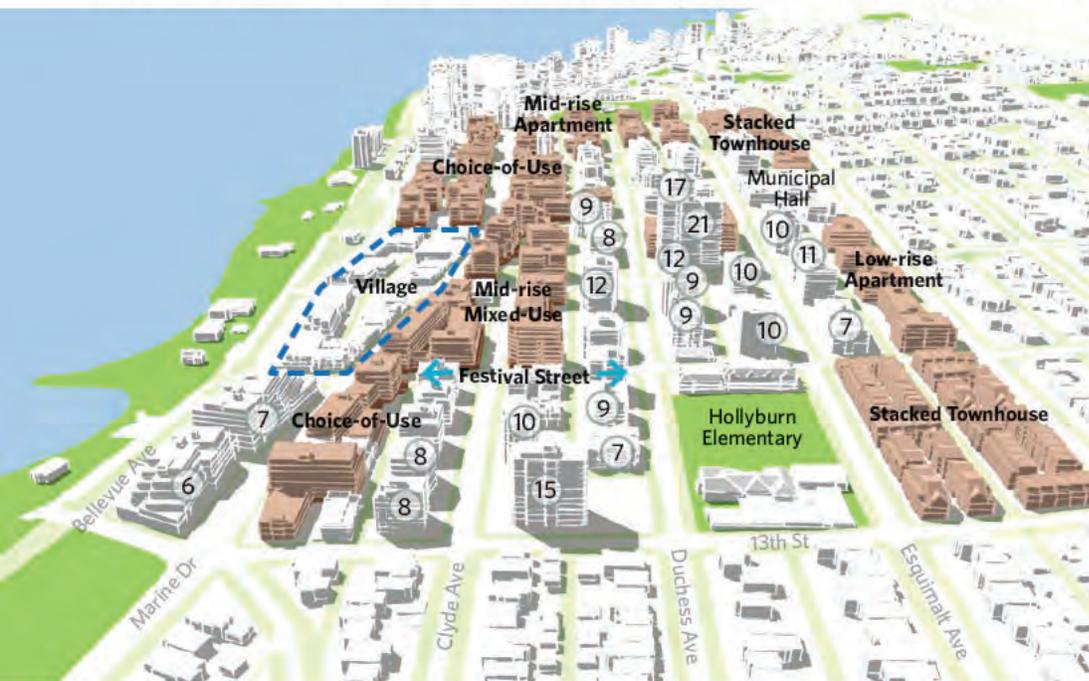
Option 1: Overview

existing buildings
 potential buildings
 (#) number of storeys in existing buildings



Overview looking north

This option would frame and accent the centre by directing change to the rectangle south of Fulton and east of 19th. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.



Looking west over Duchess near 13th

Mid-rise mixed-use on the north side of Marine and both frontages of the 1400 and 1500 blocks of Clyde would place housing close to shops and services, and adjacent to existing buildings of a similar scale. Ground-oriented housing and low-rise apartments would transition from existing high-rises to single-detached houses across Fulton.

Option 1: Detailed Views

existing buildings
 potential buildings
 # number of storeys in existing buildings



Looking northwest from the waterfront

For the commercial core, existing low-rise would remain south of Marine between 14th and 16th, framed by the existing Grosvenor building at the 14th festival street and new mid-rise mixed used buildings along the 17th festival street.



Looking southwest from near 16th and Fulton

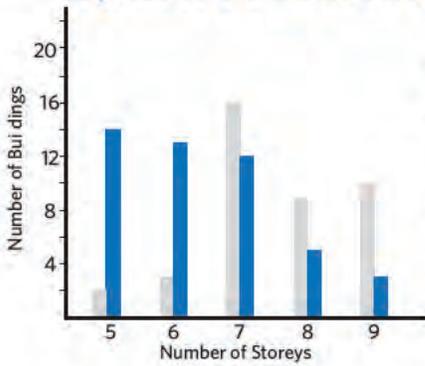
Mid-rise along the 1700 and 1800 blocks of Marine would connect the existing high-rise areas around Esquimalt and Bellevue, and transition between existing high-rises and Memorial Park.



Transect through Memorial Park looking east

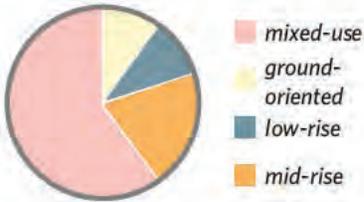
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 1 : Evaluated against the six key themes



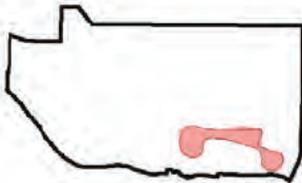
Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); this option would prioritize 5-7 storey buildings.



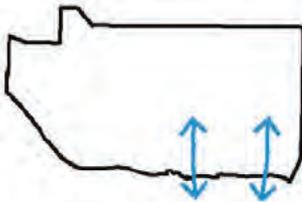
Housing Mix

Apartments in mixed-use buildings in the core would be predominant, with an estimated housing mix of 10% ground-oriented, 10% low-rise apartment, 20% mid-rise apartment, and 60% apartments in mixed-use buildings.



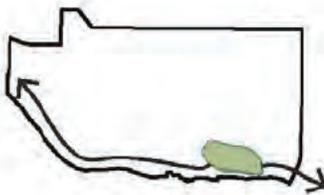
Commercial Hub

This option would shorten the high street, with a focus on Marine Drive between 14th and 17th, generally distinguishing between a mid-rise Clyde to the north and a low-rise Bellevue to the south.



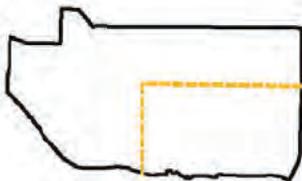
Natural Setting

Building on Ambleside's festival streets (which lead to the 14th and 17th street piers) this option would help bring the waterfront experience into the commercial core.



Public Realm

This option would direct public realm improvements (such as wider sidewalks, patio dining, and informal gathering spaces) to a defined and reduced waterfront-oriented centre.

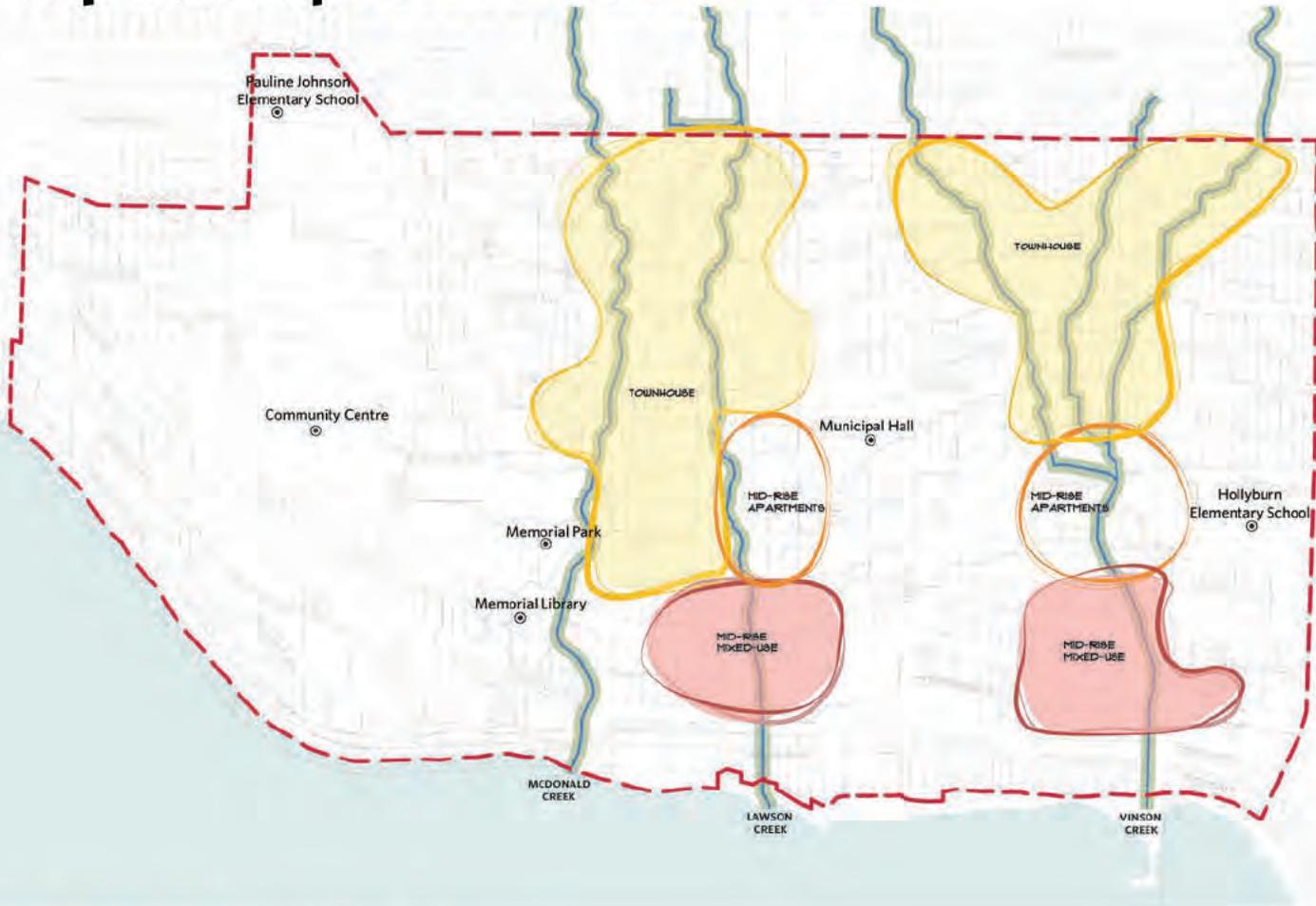


Focus

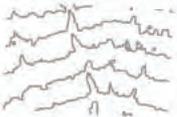
This option would provide a defined and smaller focus, meaning existing policies and regulations would be unchanged for study area lands west of 19th and north of Fulton.



Option 2 | Connect and Weave



Option 2: Land Use Concept



Respond to the Slope

Building scale would reflect topography with mid-rise transitioning to townhouses moving up the slope.



Follow the Creeks

Townhouses along McDonald, Lawson and Vinson creeks would incrementally open up public access to these natural systems.



Naturalize the Apartment Area

Additional density in mid-rise forms would support the daylighting of Lawson and Vinson creeks as existing buildings are gradually replaced.



"Bookend" the Shopping Area

Mid-rise mixed-use around 14th and 18th would establish a sense of arrival in the commercial core, with public spaces along Lawson and Vinson creeks.



Make "Blueways" into Greenways

Tying the land use changes together, new north-south connections would enhance natural protection and create new creekside trails.

Option 2: Overview

existing buildings
 potential buildings
 # number of storeys in existing buildings



Overview looking north

This option would follow natural systems by directing change to the areas along McDonald, Lawson and Vinson creeks from the waterfront north to Inglewood Avenue. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.



Looking south over 16th near Inglewood

Ground-oriented and apartment housing would create opportunities to daylight watercourses where buried and to introduce public trails connecting the surrounding neighbourhoods to Marine and the waterfront.

Option 2: Detailed View

existing buildings
 potential buildings
 # number of storeys in existing buildings



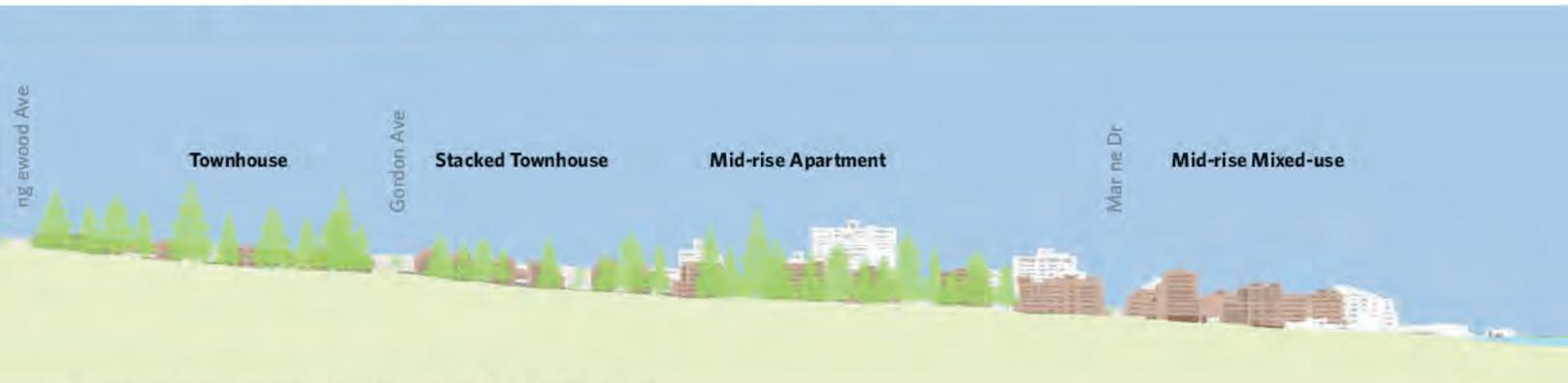
Looking southwest where Vinson Creek parallels 14th near Clyde

For the commercial core, mid-rise mixed-use buildings between Bellevue and Clyde would emphasize daylit creek crossings, frame new public spaces, and mark the arrival to Ambleside's shopping area at the 1400 and 1800 blocks of Marine. These "gateways" are strengthened by the existing buildings in these locations, including the Grosvenor building along Vinson creek.



Looking south where Lawson Creek parallels 18th near Esquimalt

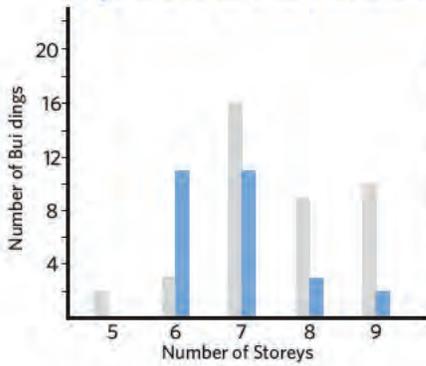
Ground-oriented and apartment housing would lead to mid-rise mixed-use buildings along Marine. This western "gateway" along Lawson creek already includes the Hollyburn Plaza and The Wentworth buildings. Ground-oriented housing supports the transition from the existing high-rises to Memorial Park.



Transect through Lawson Creek looking east

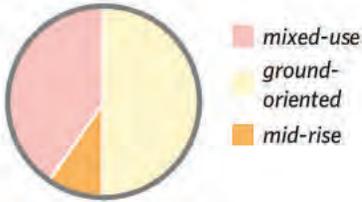
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 2 : Evaluated against the six key themes



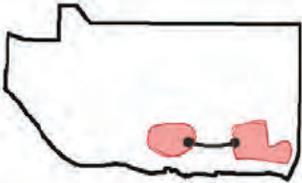
Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); with this option's focus on ground-oriented townhouses, most new buildings would be under five storeys (not illustrated in the chart).



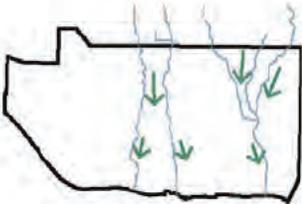
Housing Mix

Opportunities for ground-oriented housing would be prioritized, with an estimated housing mix of 50% ground-oriented, 10% mid-rise apartment, and 40% apartments in mixed-use buildings.



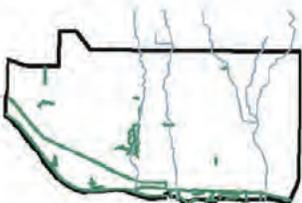
Commercial Hub

This option would "bookend" the main business area around 14th and 18th, providing a clearer sense of arrival or "gateway experience" from both the east and the west.



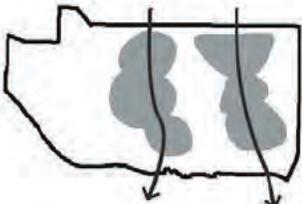
Natural Setting

Following the natural waterways and slope, this option would create incremental opportunities for areas of each creek to be naturalized, daylit and environmentally-managed.



Public Realm

New north-south creekside trails would expand and connect into Ambleside's existing parks and trail systems, providing an increased pedestrian and recreational network.

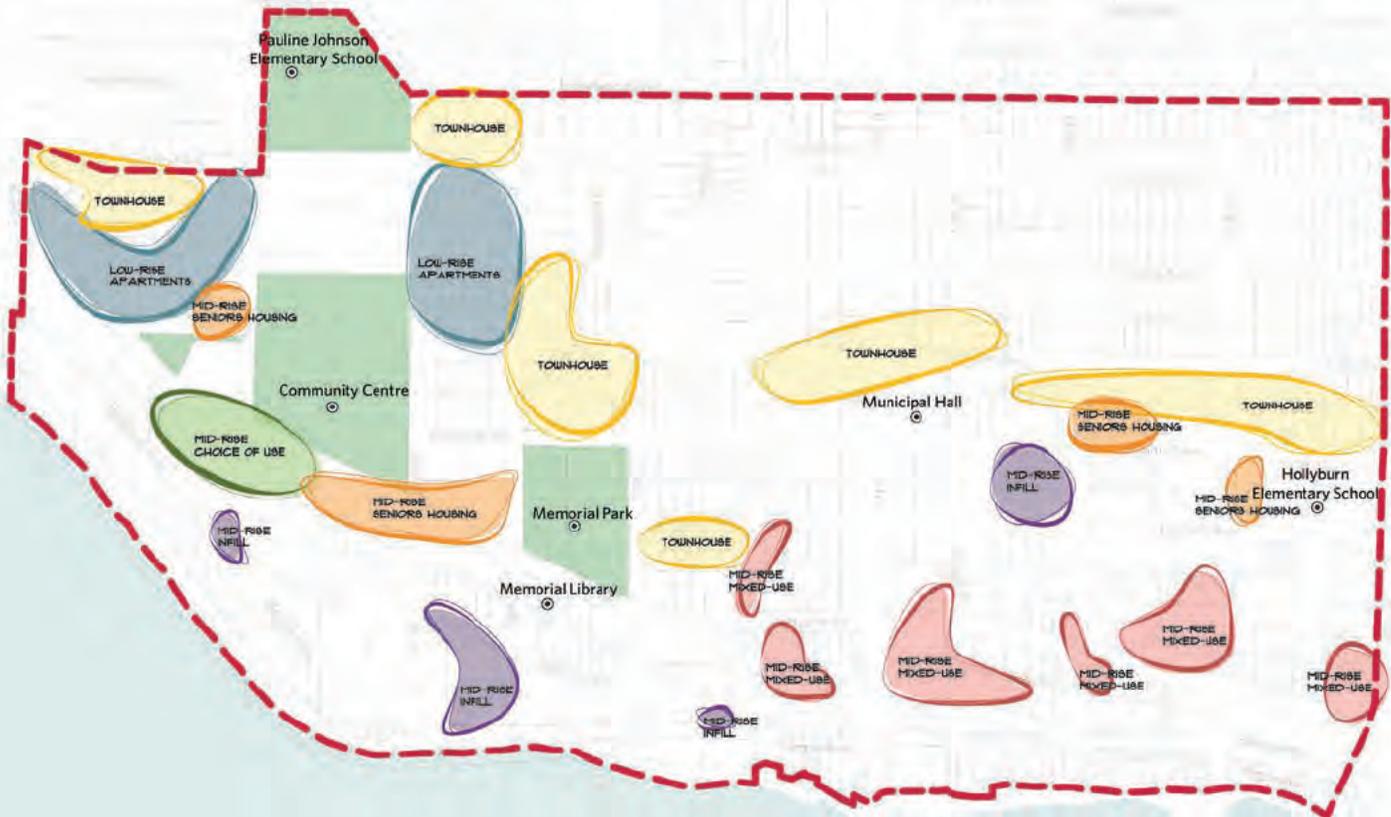


Focus

Responding to the creeks and the slope, the focus would be along north-south bands shaped by McDonald, Lawson, and Vinson creeks between Inglewood and the waterfront.



Option 3 | Blend and Punctuate



Option 3: Land Use Concept



Modulate the Main Street

Existing low-rise between 13th and 19th would be “punctuated” by limited mid-rise sites to create more distinct “pulses” of retail activity.



Infill the apartment area

Apartment infill within the existing high-rise area would be allowed on existing duplex-zoned sites and existing rental sites with underutilized site area.



Support our Aging Community

Existing age-restricted sites would be supported with additional density to enable the gradual increase of seniors-oriented housing.



Highlight Hollyburn

Mid-rise choice-of-use next to the existing apartment area would expand shops and services around this community and institutional hub.



Blend the Edges

Ground-oriented and low-rise housing diversity would be increased around parks, schools, and public spaces, with softer transitions from existing commercial and apartment sites.

Option 3: Overview

existing buildings
 potential buildings
 # number of storeys in existing buildings



Overview looking north

This option would smooth abrupt shifts in existing building heights by directing changes to those transition areas. In the following images, the white buildings are existing with building heights annotated in storeys, and those shown in brown are potential buildings enabled through this option.

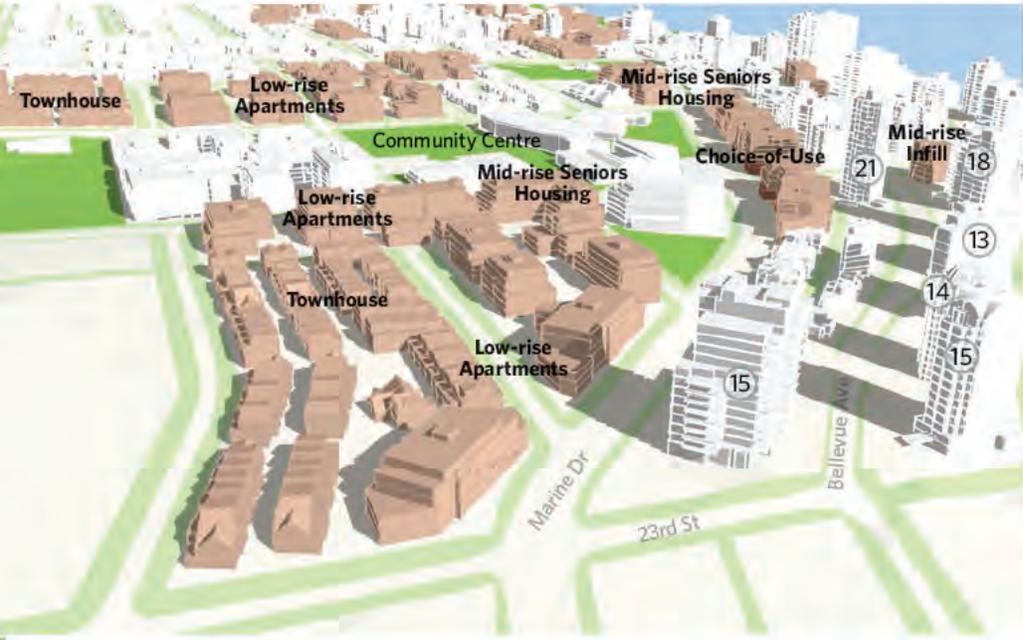


Looking southwest near 14th Street and Gordon

Ground-oriented housing would transition between existing high-rises to single-detached houses, and this option would support the renewal and expansion of existing seniors housing by enabling mid-rise apartments on those sites.

Option 3: Detailed View

existing buildings
 potential buildings
 # number of storeys in existing buildings



Looking east over Marine Drive near 23rd Street

Ground-oriented and apartment housing would transition between existing high-rises and single-detached homes. Mid-rise choice-of-use across Marine from the Community Centre and Westerleigh PARC buildings would allow flexibility along those blocks. This reflects the existing range of uses and could expand and support shops and services in the Hollyburn area.



Looking south over 21st Street near Haywood Avenue

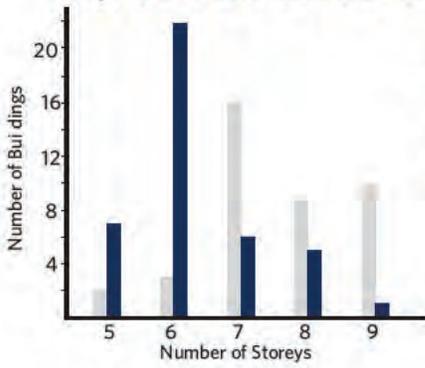
Ground-oriented and apartment housing would frame the 2100-block community and institutional uses, including the Community and Seniors Activity Centres.



Transect through 21st looking west

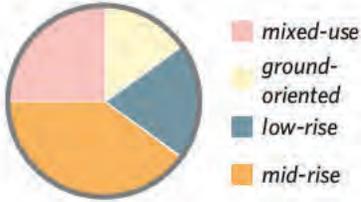
Ground-oriented and apartment housing would blend with the context and would be at a lower height than existing buildings and trees.

Option 3 : Evaluated against the six key themes



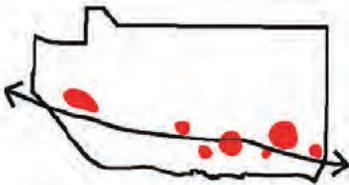
Height

The chart shows the number of potential additional 5-9 storey buildings (in blue) compared to Ambleside's existing number of 5-9 storey buildings (in grey); this option would prioritize 6 storey buildings.



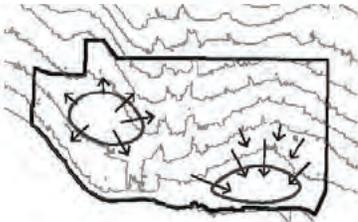
Housing Mix

This option would distribute new housing opportunities, with an estimated housing mix of 15% ground-oriented, 20% low-rise apartment, 40% mid-rise apartment, and 45% apartments in mixed-use buildings.



Commercial Hub

This option would retain the full extent of commercial sites along Marine Drive, with intentional "pulses" both within the 13th to 19th high street and at the Hollyburn hub to the west.



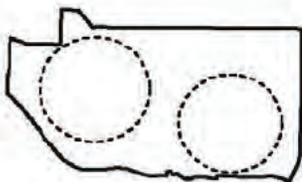
Natural Setting

Two responses to terrain would reflect the two topographies across the study area: one for Ambleside's natural "amphitheatre" to the east, and another for the flatter "plateau" to the west.



Public Realm

With a more distributed approach, this option would create wider opportunities for public realm improvements (such as better sidewalks and interfaces with parks and public amenities).



Focus

By punctuating within and blending outwards, this option would have a broader LAP focus, generally organized around the two neighbourhoods of Ambleside and Hollyburn.



Examples from Elsewhere

The three options show a variety of planning and design ideas – some that build on things Ambleside already includes, and some that are newer. The following photos show examples of how different ideas in the options have been achieved in other communities.



Mid-rise mixed-use can be oriented north-south to better connect the public realm with the waterfront and step building heights with the slope (Lower Lonsdale) | Source: District of West Vancouver



New townhouses and apartments can help define park spaces while contributing financially to these improvements and other community amenities (Moodyville) | Source: PFS Studio



Daylit creeks can provide recreational and environmental benefits, as well as a high-quality neighbourhood setting for new housing (Northgate) | Source: City of Seattle



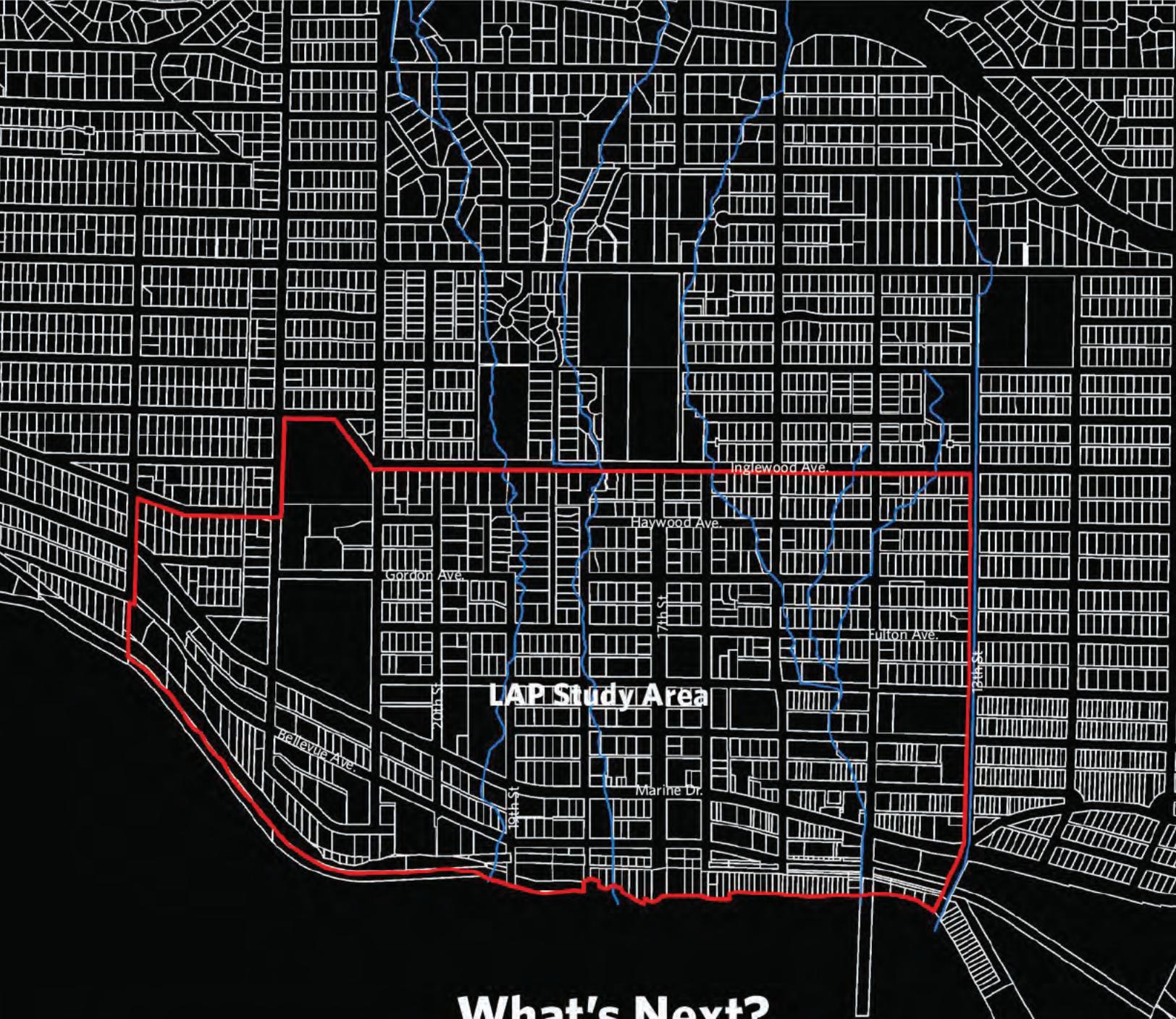
Different forms such as mid-rise, low-rise, and townhouse, built in varied architectural styles and materials, can be successfully combined (Port Moody) | Source: Connect Landscape



Selectively introducing additional height both within and between buildings can add visual interest and create a more sculpted skyline (Santa Monica) | Source: Equity Apartments



Specific uses with distinctive architecture, such as a mid-rise hotel, can become focal points and landmarks for both visitors and locals (Napa) | Source: Napa Valley Register



What's Next?

The options in this booklet are an engagement tool and we want to hear from you. There are around 900 individual lots within the study area—this is an important project for West Vancouver's future, the ideas we've presented aren't definitive, and you can help shape and improve them as we work towards the LAP.

To find out more, including background information and how to get involved, please:

- Visit the project web page at www.westvancouverite.ca/plan-ambleside
- You can sign-up for project updates and find out about engagement events
- You can share your feedback with staff at 604-921-3459 | planambleside@westvancouver.ca

Prepared by the District of West Vancouver,
Planning Department, January 2023.

From: Engineering Department
Sent: Tuesday, April 18, 2023 8:49 AM
To: s. 22(1)
Cc: correspondence
Subject: District of West Vancouver Public Enquiry s. 22(1) - Unanswered Correspondence

Dear s. 22(1)

Thank you for your email expressing your concerns about the safety of the 11th Street and Inglewood Avenue intersection. I apologize that a response to your concern was not provided sooner. Staff attempted to contact you by phone but did not follow up by email.

An onsite investigation by the Roads Department indicated:

- this intersection is similar to many intersections along 11th Street
- vehicles should not be parking on the south side of the intersection because of the bus zones
- vehicles parked on the boulevard north of the intersection, are not in violation of a bylaw
- if vehicles stop at the stop bar on Inglewood Avenue and then proceed slowly forward, the sight lines are adequate for the posted speed limits
- ICBC collision history does not indicate that this is a high collision intersection:
 - 3 collisions occurred in 5 years
 - only 1 collision involved an east bound driver on Inglewood Avenue and a driver on 11th Street
 - the ICBC data indicated that the east bound driver failed to stop for the stop sign

Based on our investigation, it was concluded that no immediate changes were required at the intersection. However, since it has been a while since traffic volumes and speed were collected at the intersection, later this spring traffic volumes will be collected at the intersection and a speed reader board will be placed on 11th Street. The information collected will allow staff to better understand the traffic conditions to determine if changes are warranted.

Sean O'Sullivan, Senior Manager, Roads & Transportation

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



From: s. 22(1)
Sent: Wednesday, April 5, 2023 5:29 PM
To: correspondence
Cc: Mark Sager
Subject: Unanswered correspondence dating back over 8 months Call number s. 22(1)

CAUTION: This email originated from outside the organization from email address 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.

I note from recent published correspondence that Engineering is responding promptly to nearby local residents' expressed concerns about dangerous roads/traffic (13th Street, Ambleside).

Please could you let me know why my July 2022 report of a dangerous junction (intersection of Inglewood Avenue and 11th travelling East) has not been given any reply despite numerous chasing emails and the elapse of over eight months?

On Wed., Jul. 20, 2022, 9:21 p.m. Engineering Department, <engineeringdept@westvancouver.ca> wrote:

Hello s. 22(1)

Thank you for your email. The Engineering and Transportation Services Department is in receipt of your correspondence. Barring any operational emergencies or unforeseen circumstances, including extreme weather events, a response will be forthcoming within 10 business days. Call number s. 22(1) has been created for your enquiry.

If this is a request for service your enquiry will be forwarded to dispatch@westvancouver.ca.

If this is an operational **emergency** please contact Dispatch at 604 925 7100. This line is monitored 24 hours a day, seven days a week. Emergency call out charges may apply.

Regards,

Engineering & Transportation Services | District of West Vancouver

engineeringdept@westvancouver.ca | 604 925 7020



Engineering Department engineeringdept@westvancouver.ca Wed, 24 Aug 2022, 10:58

to me

Hello s. 22(1)

Thank you for your email. We will add this information to the existing enquiry s. 22(1) and forward it to the Roads Department for processing. We appreciate the seriousness of your concerns. There are currently

24 traffic calming requests in the system. Your request is now being tracked and will be considered in the order that it was received and level of priority. It is not possible to provide a timeline at this time, we will reach out with any further questions.

Please be aware that further enquiries will not expedite any action regarding your request. We will contact you with any update.

Thank you for your patience.

Engineering & Transportation Services | District of West Vancouver

engineeringdept@westvancouver.ca | 604-925-7020

s.22(1)

s. 22(1)

Tue, 8 Nov 2022, 09:32

to Engineering, rbartlett

I am following up on my report s. 22(1) to the District made in July 2022, to which I have yet to receive any substantive reply, reporting a very dangerous junction at Inglewood and 11th (travelling East along Inglewood attempting to cross 11th in a vehicle) due to cars parked on the unmade "sidewalk" north and south of the intersection impeding the driver's view of oncoming traffic.

Please note that this is not a request for "traffic calming". This is a report of a dangerous junction due to parked cars on the sidewalk restricting visibility and a query whether the cars are parked illegally (in which case as a danger to life and limb they should be ticketed and removed), or whether the cars are parked legally (in which case I recommend that a "no parking" restriction be instituted as parked cars in that location cause danger and request the District's opinion on what if anything is to be done).

Please may I have a reply?*

s. 22(1)

s. 22(1)

s. 22(1)

West Vancouver, BC s. 22(1), Canada