

Official Community Plan Review

Policy Chapter Review: Phase 1 - Objectives

Full Transcript of Public Comments | May 2017

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**The feedback contained in this document was provided by residents and stakeholders as part of the Official Community Plan Review consultation process. Portions of these records have been redacted in accordance with section 22 of the Freedom of Information and Protection of Privacy Act in order to protect the personal information of the residents and stakeholders who provided feedback.*

SECTION I: COMMUNITY SURVEY

The Community Survey was available on westvancouverITE and in hard copy at Municipal Hall, West Vancouver Community Centre, the Seniors' Activity Centre and the Gleneagles Community Centre from January 16 to March 21, 2017. The survey received 276 responses: 174 registered and 102 unregistered. Registered respondents have a westvancouverITE account, while unregistered respondents have completed the survey but either not logged into their westvancouverITE account or have not set up an account. Trends between registered and unregistered respondents were consistent for the majority of questions. The results below are presented by Registered and Unregistered responses for full disclosure and transparency.

Survey Question 1:

The current 2004 OCP is based on 8 Planning Principles that form a framework for planning decisions, intended to ensure that West Vancouver will continue to prosper as a socially responsible, economically viable and environmentally conscious community. Are these the right ones for the future?

Registered Respondents	Yes	No	Not sure
Principle 1: Promote a healthy community by maintaining the quality of the environment, providing varied community services and housing, and encouraging a strong and diverse economy.	88.4% (153)	2.9% (5)	7.5% (13)
Principle 2: Create and enhance neighbourhoods enhancing access to services and facilities that address the needs of residents and maintain and improve their quality of life.	93.1% (161)	0.6% (1)	5.2% (9)
Principle 3: Provide for a diversity of housing types to accommodate a balanced and diverse population in terms of age, ability and income and household type.	80.3% (139)	10.4% (18)	8.1% (14)
Principle 4: Engage our citizens in civic decision making and provide tools to assess the future costs and consequences of community and development initiatives	88.4% (153)	5.2% (9)	6.4% (11)
Principle 5: Support a vibrant and diverse local economy in commercial areas by adapting to changing commercial markets, investment opportunities and business and customer needs.	82.1% (142)	5.8% (10)	11.6% (20)

Principle 6: Reduce auto dependency by developing a comprehensive transit, transportation and land use plan that incorporates convenient and workable alternatives to the single-occupant car.	81.5% (141)	11.0% (19)	6.9% (12)
Principle 7: Promote environmental stewardship by protecting our natural resources and preserving ecosystems through the development of an environmental strategy.	90.8% (157)	5.2% (9)	3.5% (6)
Principle 8: Take an active role in planning for the future of the region and a coordinated approach to issues and opportunities for Howe Sound, Burrard Inlet, the North Shore and the Greater Vancouver Area.	82.7% (143)	5.2% (9)	10.4% (18)

Unregistered Respondents	Yes	No	Not sure
Principle 1: Promote a healthy community by maintaining the quality of the environment, providing varied community services and housing, and encouraging a strong and diverse economy.	91.1% (92)	4.0% (4)	5.0% (5)
Principle 2: Create and enhance neighbourhoods enhancing access to services and facilities that address the needs of residents and maintain and improve their quality of life.	90.1% (91)	2.0% (2)	7.9% (8)
Principle 3: Provide for a diversity of housing types to accommodate a balanced and diverse population in terms of age, ability and income and household type.	86.1% (87)	9.9% (10)	4.0% (4)
Principle 4: Engage our citizens in civic decision making and provide tools to assess the future costs and consequences of community and development initiatives.	89.1% (90)	4.0% (4)	6.9% (7)
Principle 5: Support a vibrant and diverse local economy in commercial areas by adapting to changing commercial markets, investment opportunities and business and customer needs.	76.2% (77)	10.9% (11)	11.9% (12)
Principle 6: Reduce auto dependency by developing a comprehensive transit, transportation and land use plan that incorporates convenient and workable alternatives to the single-occupant car.	76.2% (77)	13.9% (14)	9.9% (10)
Principle 7: Promote environmental stewardship by protecting our natural resources and preserving ecosystems through the development of an environmental strategy.	76.2% (77)	13.9% (14)	9.9% (10)

Principle 8: Take an active role in planning for the future of the region and a coordinated approach to issues and opportunities for Howe Sound, Burrard Inlet, the North Shore and the Greater Vancouver Area.	89.1% (90)	5.0% (5)	5.0% (5)
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Survey Question 2:

Would you make any changes to any of the OCP principles outlined in the question above? Please note down which principle by number and what changes you think should be made?

Registered Respondents:

Principle 1: The natural environment is what attracted me and many of my friends to West Vancouver. I think that the 'quality of the environment' should not merely be "maintained" but enhanced and strengthened whenever possible, especially in this era of max development. There has to be a way of genuinely preserving features of the environment -- particularly trees and creeks -- within the guidelines for development instead of more clear cuts and extreme lot modifications. I'm also a little unclear about what is meant by a 'diverse economy'. Does this involve expanding commercial/retail possibilities, or perhaps encouraging opportunities in light industry or the service and hospitality sectors? West Vancouver could most certainly use more commercial recreational facilities (i.e. a movie theatre) as well as a hotel. However, I would not be in favour of a casino, if that is what's being considered.

Principle 3: I'm in favour of housing and population diversification in West Vancouver. These principles are often raised whenever there is discussion around densification in the District or whenever large-scale residential projects are being pitched. We are told, and everyone agrees, that we need new housing for downsizing seniors and young families. Unfortunately, once rezoning is approved and construction begins we find out that, once again, that it is mainly luxury units being built. StoneCliff, Evelyn Drive, Grosvenor Ambleside and The Bellevue are all examples of this. Even Waters Edge could be considered too pricey for many seniors

Principle 5: Similar to my comments on Principle 1, I support a "vibrant and diverse local economy" but I'm not sure what to make of terms such as "adapting to changing investment opportunities."

Principle 6: Transportation is probably the most challenging issue facing the District, especially in the Taylor Way-Marine Drive-Lions Gate Bridge area. Unfortunately, this is the area that is also undergoing the most densification (with more planned, including the North Vancouver side). I favour greater public transit resources for the District, but I also wonder whether improved service will ever be able to overcome West Vancouver's fascination with car culture. Perhaps the long-term strategy is to frustrate people out of their cars, but in the meantime, the bottleneck is capable of clogging all forms of traffic, even busses, if they can't reach the "bus only" lane. I do hope that workable solutions can be found.

Principle 7: I strongly agree with this principle. I would hope that adequate resources

are provided to make sure that this value is maintained in practice. For example, more resources for the District Arborist Office and more independence for the District's Environmental Protection Officer, if this position still exists.

Principle 8: I have concerns about increasing residential development in the Upper Lands, no matter what Metro thinks.

6 Increase bus frequency on 250 line between Horseshoe Bay and Vancouver.

Add to Principle 1 (SEE ADDITIONS IN CAPS): Promote a healthy community by maintaining the quality of the environment, providing varied AND ACCESSIBLE community services and housing, ENCOURAGING AGING IN PLACE, CREATING AND IMPROVING PARKS and encouraging a strong and diverse economy.

2.create neighbourhoods this does not mean spot re-zoning does it? .5. The words diverse, and diversity keep appearing in the principles in terms of the local economy, housing and population. In terms of housing, does that indicate purposeful rentals, affordable to accommodate for instance teachers, the trades? so condos and townhouses? in terms of the economy, does that mean different business/commercial entities, professional services, restaurants, casinos - hopefully not! wine bars? hotel?

Principle 5 should be qualified to ensure that support of local businesses doesn't conflict with other planning goals. "Investment opportunities" suggests we have some obligation to accommodate investors, when we should have no such obligation. "Diverse economy" suggests we should have industry in places like Ambleside and Horseshoe Bay; this may not be what you had in mind, but it's what "diverse economy" means, and lends itself to manipulation. I would scrub this principle altogether or rewrite it to make it very targeted, for example, "Support a local economy that serves residents and contributes to other planning objectives."

- Stop building monster homes
- Stop building highrises
- Should be thinking about the future where maybe council will have the foresight to be different and keep the last vestige of a few open views of the seaside open. In 2050 it will look like Hong K

Yes, I would add that there be on going communication (at least quarterly) on the website that updates the community of progress on each of the areas that are indicated above.

Principles 2 and 3 have not worked out in practice mainly because property speculation and monster houses have destroyed many neighbourhoods. The municipality could alleviate some of these problems by introducing legislation curtailing monster houses, but our planning department has ignored council's wishes in this regard by refusing to come up with any meaningful legislation. At the very least they could increase side yards, revise setbacks, limit the basement exclusion to 50 percent, and other changes that would be relatively easy to make, but for some reason they do nothing.

What will be accomplished by soliciting input on these principles? They are so broad and "motherhood" it's pretty much impossible to disagree with them. Yet by agreeing residents run the risk of unintentionally supporting decisions or policies that are at odds with what citizens may desire for their community. For example, Principle 3 (Provide for a diversity of housing types to accommodate a balanced and diverse population...) can

be used to support all manner of development. In fact, every residential development in recent memory (e.g. Grosvenor, Maison at Taylor Way & Keith, 752 Marine/White Spot site) that has requested up-zoning has referenced the fact that it will provide diverse housing options. While I think most residents support increased density, the devil is in the details -- what does increased density look like? High-rise towers or more ground-oriented development?

principle 1 and 2

Ensure a vibrant future for West Vancouver with an investment in arts and culture.

The visual and performing arts need new and improved facilities.

There have been numerous studies recommending the urgent need for better exhibition, education and gathering spaces to produce, discuss and experience the arts.

Arts and cultural activities contribute to a healthy and vibrant community. Supporting the arts benefits residents of all ages. attracts visitors which in turn supports the economy of the region.

I think you should provide a more specific questionnaire for more varied answers. By reading the answers to this questionnaire, you still may not have received the real information or opinions that would be useful. Instead of asking about things most people support that you are doing, maybe you should try to ask more specific questions to get a better idea of our ideas and opinions.

Most of these statements are not proper principles. The statements should generally be simplified. Their meaning should be transparent and confined to a single topic.

Statements of principles should not include strategies.

The statements are mostly hard to disagree with per se, inviting most to say yes. This potentially presents a misleading result from the survey about the strength and quality of the statements.

Principle 1 lacks any clear meaning. It is a mishmash of subjects (housing, environment, services, economy) and uses terms that are open to too many different interpretations, and is repetitive with other statements.

Principle 2 doesn't work for those extensive parts of West Vancouver that are made up of single family homes in established neighbourhoods where there are very few services and facilities to enhance, let alone create. The principle should address access to services and facilities to meet the needs of all members of the community, not just for those living in neighbourhoods that already have them.

Principle 4 should relate to the scope of the OCP, not municipal decision-making in general.

Principle 5 should just reference vibrant and diverse commercial areas. The local economy is a different subject. If the term is used, it should be defined.

Principle 6, reducing auto dependency is desirable, but a more realistic approach is needed that addresses the actual traffic and transportation situation we are facing in West Vancouver. The actions supported in the current principle have been implemented and we are still dependent on autos. As long as we have a municipality that is dominated by single family homes on large lots and spread out over a large area, alternatives to the car will not be used to a significantly greater extent. Further, traffic into and through West Vancouver that is generated from outside the municipality continues to increase. The principle presents a false hope that auto dependency in West

<p>Vancouver can be meaningfully reduced by doing more of the same. Principle 7 can just say something like “The natural environment should be protected”</p>
<p>1. A strong commercial sector is not a priority because that leads to extreme densification and a reduced quality of life. We do not want to follow North Vancouver's goals of densification with highrises from the foot of Lonsdale up to and beyond 15th. Commercial should be quality business, not quantity. Should be a consideration for traffic congestion on Marine Drive from Dundarave to Park Royal. 2. Continued emphasis on green space along waterfront (in place now)</p>
<p>All of the principles are worded in such a way that really, no reasonable person could or would disagree with them. Giving some concrete examples of what each principle means would help readers clearly understand what you're talking about. Consider, for example, #3. Adding a sentence which began "This might mean putting large, multi-family buildings in the midst of areas presently zoned for single residences...etc. (If that is what you mean) would make this statement much more comprehensible.</p>
<p>6. Realize that there can be alternatives for single occupancy cars - car sharing (encourage), electric cars, electric bicycles, scooters or conveniences for seniors to get around. We live in a community with hills and a geography that make bicycle and pedestrian use challenging (particularly for seniors). Particularly with rain! Forget about people not driving cars from Altamont, Caulfield, the British Properties etc. (only the cleaning lady takes the bus and walks). The kids have cars. Workable in lower Dundarave or Ambleside only.</p>
<p>I agree with all of the existing Principles, but feel a 9th Principle should be added (please see below).</p>
<p>N/A</p>
<p>These question are too general and I don't see getting any useful concrete information to make any decisions from them.</p>
<p>I think there should be a huge garden that all foods and drinks are restricted so the plants don't get polluted</p>
<p>I think they should pay more attention to kids and schools, like that they should add lanes to roads to school, as many students are late because of the traffic and they miss out.</p>
<p>More restaurants in Horseshoe Bay</p>
<p>After principle 1, 2: 1: Healthy community must include safe and secure family units within its definition. The whole cannot flourish on a disconnected network of families. Homes struggling in their structure because of symptoms of abuse, trauma, disorder and neglect must receive immediate attention. Set up a family support centre that is open 24/7 and open to all crisis. 2. Neighbourhood safety net for mental health concerns more support groups 3. Create the principle: Survival and reconciliation for meeting mental health needs and</p>

taking precautions so that sick and suffering people and victims receive help, so they do not fall between the cracks
1. (Healthy Community) more places to help elderly 2. Housing Diversity: homeless shelter
1. Everybody should start trusting others 3. Help homeless people, making some shelters 2. More entertaining places for teens
1) The focus on the economy seems to overlap with #5. "Healthy Community" should focus more on the people in our community, & their health and wellness. 3) More buses! More buses from North Van to West Van & vice versa -> buses need to come more often. 1) Need for homeless shelter or support housing for low-income people
1) Healthy community should be about physical and mental health
3. Have more housing for young adults 1. Emphasis on physical health 6. Busses and biking too
More transportation Less school, more fun Fresh Slice
#8 I would change it so it is/we are not a full leader; we are not a good example -Housing prices, not a lot of "youth friendly" places, sense of community
#8 I believe we should focus on our own growth, and by proxy become an example for other cities in the region. While I believe it is important, I don't necessarily think it needs to be part of the OCP.
More transportation Fresh Slice Restaurants Less school Skate parks
4: with the added variable of community engagement in planning adds other factors like expenses on manpower.
More bus routes WITHIN West Vancouver Less snow route Sea bus route Workplace - shift to commercial Not industrial Less diverse housing (less apartments) ->high class
We definitely need more buses over the weekend. Plus, we need more cheaper taxi. For most of the students, they can't drive so they often rely on bus or taxi. Often, the bus will come every 30 minutes and lots of them don't want to wait for it. Therefore, there is a need for more taxi.

<p>6 - transportation: more buses on weekends, new bus routes that connects British Property to Marine Drive</p> <p>5 - local economy: economy of community will benefit people who live here</p>
<p>1. Health community, we have good health welfare here. but we have to book for anything (doctor). It may take several days, and patients may become worse those days. So we should set emergency treatment.</p> <p>2. Local economy -> economy means development. The geography here allowed us to build tourism.</p>
<p>I think we should build medicine store. The medicine stores sell different medicine and health product</p>
<p>More wide ranges of house pricing for students graduating from university</p> <p>More mental health programs for adults</p> <p>More taxi service</p> <p>Open more opportunities for restaurant owners to open restaurants here. (more youth attraction)</p>
<p>6: I would like to see more bikes and less cars that way there will be less pollution and people will be fit.</p> <p>7: Animals and plants play a big part in life. And trees use their chlorophyll to convert sunlight to energy, in the process turning CO2 into oxygen. We need oxygen to breathe.</p>
<p>Less concerned about GVRD versus doing what is best for our small community. Providing a varied range of housing options that will appeal to all demographics including our kids should be important. Consider adding density to already dense neighborhoods like Ambleside that are already well supported by parks, services, amenities, transit.....while leaving less dense neighborhoods - not as well supported, like they are. It creates a full range of housing and living options while supporting concentrated populations better - more of a dense urban center supported by amenities, restaurants and transit versus trying to change the charm of other neighborhoods.</p>
<p>Many these principles are quite general (vague?) and could be used to describe almost any municipality. I would like them to be more specific. My main interests are managing the growth and traffic/community disruption, keeping West Vancouver views and ocean walk accessible, and maintaining the beauty of the public gardens and green spaces. These are the things that are so special about our city and make it so unique forevermore. I don't see how the tax payers can subsidize lower cost housing unless developers somehow are required to offer some and share the loss.</p>
<p>Supporting rezoning and subdivision application to make the estate more affordable and stop the trend of population dropping.</p>
<p>The principles noted above are incredibly broad. So broad, it's difficult to say if they have been reached, and so broad and unmeasurable they are difficult to object to. For example, I think it's a good idea to promote environmental stewardship, but not at any expense. I'd like to "maintain and improve the quality of life", but not if that means maintaining the existing lack of development. I think for any goal to be obtainable, it</p>

needs to be specific and measurable. I think you need to tighten up the scope of the principles or nothing will really be accomplished.

I have real difficulty in understanding the value of this survey. You have laid out 8 general motherhood issues that in general aspects everyone would like to see but there are no specifics. These issues are so general why waste the time soliciting input. Why not get feedback on densification, traffic congestion, continued development at park royal, Grid lock and synchronization of traffic signals as well as fiscal responsibility in how tax dollars are being spent.

Principle 1: Go beyond "providing services" by saying "improve community well-being - This is the sustainability principle so it needs to do address the three pillars (environment, economy, and community in the broadest language). Go beyond "maintaining the environment" to "achieving high standards of environmental performance"

Principle 2: You are not generally trying to "Create neighbourhoods" but you want to Foster thriving neighbourhoods by offering a range of services and initiative that create a strong sense of community and well-being for residents

Principle 3: "Provide a diversity of housing types" is good but not sufficient - it should also say "with good per capita energy efficiency and in close proximity to services through increased "walkable villages that have both housing and services"

Principle 4: Change costs and consequences to costs and benefits (otherwise only focused on the negative)

Principle 5: Remove "in commercial areas" as west van already has 17% of it work force as home based businesses and we should be fine with that. The words after "by" are weak. Change them to read something like "support a vibrant and diverse local economy that enables residents to obtain all their key services local and that increases the opportunity for people to work in their own community.

Principle 7: Delete "through the development of an environmental strategy" as none of the other principles refer to a planning process. Instead, add at the end "... preserving ecosystems and by making it easier for residents to adopt greener lifestyles.

Principle 8: Add an adjective in front of "future" such as a more sustainable future and more liveable region

3. Add "while setting realistic limits to structure size to maintain traditional West Vancouver character.

5. Add "but always meeting the priorities of the West Vancouver residential community and protecting the waterfront for park use and from adding structures including arts buildings and restaurants".

Not sure

Principal #1 is crafted to capture distinctly different issues into one and is phrased in a way that deturrs anyone from responding with a "no". It says "Principle 1: Promote a healthy community by maintaining the quality of the environment, providing varied community services..." - what does 'varied community services' mean and what does it have to do with the environment?

It seems like it is a bit of a trap that if you want to say 'yes' to environmental protection' you have to say 'yes' to something called 'varied community services' without knowing

what that means -until you read down further you would not understand that the issues have been split out into separate issues.

Principal 1 seems like a catch-all that Staff could later use to argue that a high percentage of the population agreed with 'varied community services' which Staff then gets to define at a later time and which may have nothing to do with the will of the citizens of West Vancouver. Principal 1 is an unfair and confusingly crafted principal, as are many of the other principals that assume what follows must be a good thing and you would a bad person for not agreeing.

Another example: Principal 5 paints a picture that you have to buy into or reject outright: "Support a vibrant and diverse local economy in commercial areas..." A neutral way of saying this is "Support a local economy in commercial areas..."

As part of the strategy resulting from principle 7, protection of trees on private property should be highlighted. Barely a day goes by where people are not cutting down mature trees. No notice of stronger regulations should be provided to mitigate cutting done to avoid future restrictions. Many residents chose West Van because of the nature and people should not be permitted to destroy it.

Principle 7 should include preserving nature over new development. For example, no deforesting acres of Cypress for new housing.

I would introduce and define the concept of a "sustainable" community in Principles 2 and 3 to encourage the development of the municipality as a community where the children of those of us who have been able to live here can also live here (greater diversity of housing developments); where our teachers, police officers, firemen and other people who provide us with essential and other services can afford to live here; where the diversity and densification necessary to achieve this will result in more economical provision of utilities.

All these principles are too broad and more or less meaningless. There are serious issues to consider in every one of the principles. I urge the Council to pay special attention to "sustainable development" when it comes to new developments. Special needs to traffic trends and adequate infrastructure is a MUST. The simply "build more" is a short term answer to housing with long term negative affects. West Vancouver is not equipped at the present, to handle multi-family units without major infrastructure upgrade. Traffic is getting worse as it is and Marine Dr. After Altamont all the way to Horsheobay is single lane and fit for very light traffic in my view. If there are plans to build affordable housing for the city "staff" such as emergency and medical crews, they should be done for that purpose and not a cover for more multi-million dollar buildings. I'm all for sustainable development but W Van is a village and only certain limited areas where density can be increased without major traffic blowback!

none

Increase Density providing different housing options for new residents, homeowners wishing to downsize but remain in West Vancouver, encourage rental apartments through bonus density. Density should be concentrated along Marine Driv, Ambleside Dundarave areas with less reilaince on cars so residents can walk to the local shops, services and amenities . Increasing density in these areas will benefit existing

merchants making them more viable and will attract new business to retail commercial areas of Ambleside / Dundarave / Marine drive , which is much needed in West Van

Principles 1, 3 and others are open to such wide interpretation they tend to be meaningless..eg. "varied services and housing"; "strong and diverse economy"; "balanced population in terms of age, ability and income". #2 enhance neighbourhoods...where is the recognition of neighbourhood character? #4 I will be very interested to learn what "tools to assess future costs and consequences" you plan to provide...they have not been provided in the 2004 OCP. #5: Many ways to respond to changing commercial markets and investment opportunities...some good some bad...no mention of strengthening the "Seaside Village" brand. #6: need a comprehensive integrated plan that provides for efficient movement of populations for all residents throughout all neighbourhoods;

Principle 7 if pursued should not be at the detriment and additional cost of homeowners in terms of modifications they wish to make to their property.

Principle 3 if pursued should not be at the detriment of current homeowners in terms of deterioration of value of their homes through the imposition of low income housing projects.

Principle 6 if pursued should not modify existing land to reduce road space. West Vancouver has not yet fallen into the trap of the rest of Vancouver in that respect and should not. Alternative solutions should be found to reduce traffic onto Lion's Gate Bridge, namely working with the other municipalities to build a new bridge, or at least create a seabus type service from West Vancouver. There needs to be an alternative route as traffic congestion from downtown to the north shore and from north Vancouver to the north shore is particularly awful.

The principles are mostly motherhood issues and difficult to criticise.

Principle 3. Housing at Libby Lodge was intended by its founders to serve the needs of seniors living in the general area, so that when they aged, they would not have to leave the community. This practice ended when BC Housing took over Libby Lodge, and the needs of the Horseshoe Bay community seniors are being ignored and passed over, even when applicants wait for years. Their due process does not seem to include the idea of "COMMUNITY", which Libby Lodge was founded to foster. Hopefully West Vancouver government can intervene, and reverse the trend to ignore the locals who apply with urgency. Libby Lodge could be elevated to the status of heritage model for Community Development and care of seniors with proper government concern and support. However, nobody seems to be aware of the decay of this situation. Libby Lodge was founded by about five senior women as volunteers to make this vision come to life, and I hope this can be restored and protected as a precious example of the value of senior volunteers, their ideas, and the value of community. Please protect this example and use it to show others how good this idea is.

Principle no 2 is unclear and certainly nothing has been done for several years to maintain neighbourhoods and neighbourhood character much less enhance them. Principle no 6 would win the la la land oscar. It will be impossible to reduce auto dependency for the hill dwellers and good luck in getting enhanced transit for the hills. Principle no 8... Not sure what you mean by issues and opportunities for Howe sound

and the greater vancouver area...don't think it's the municipality's business except as required by membership in the GVRD.
Principle 5: This principle is too broad and open-ended. While we need to support our businesses we also need to be aware that the community does not want to be overrun by self interest groups who neglect and ignore the need for preserving our community heritage and identity.
Principle 6 is absurd considering the topography of West Van and the average age of it's citizens. I haven't ridden bus in 40 yrs and have no plans to start . The vast majority of bus riders are coming here to work and don't own cars.
1. Not sure of implications of "strong and diverse economy": nice sound, perhaps not such nice realization. 3. Statement is too broad. Depends on where, needs local determination of neighbourhood character.
3. We need to find fair and reasonable ways to better restrict the size of new single family dwellings and to encourage rental housing for seniors in Ambleside as close as is achievable to the Seniors Center.
These principles are way too general. #3 and 6 are serious problems right now. There is no affordable housing for young families in West Van. It has become a senior's retirement village and empty house foreign money dump. Because of this, the poor transit in West Van needs addressing - how do you expect people living in the British Properties or not close to Ambleside to all of a sudden stop using their vehicles. Also, traffic on Taylor Way and Marine Drive to cross Lions Gate is ridiculous. It all affects people's quality of life, and makes West Van undesirable. Also, how is there still no West Van school bus system to take kids to and from school - relieving local traffic??? It's an embarrassment.
6. Reduce auto dependency by developing a comprehensive transit, active transportation (including cycling, for all ages and abilities) and land use plan that incorporates convenient, safe and workable alternatives to the single-occupant car
The diversity of housing shouldn't expand the zones already with high density.
I have no intention of biking to work in West Van. nor taking public transport.
Questions that are actually more than one question cannot be answered with a simple yes or no. Respondents might agree with one part but not another. e.g. Principle 1: Promote a healthy community by maintaining the quality of the environment, providing varied community services and housing, and encouraging a strong and diverse economy. Essentially there are four separate questions here.
Re item #4 - we need to calculate the costs of status quo so that residents realize the costs of doing nothing. Preventing positive development also has costs that these need to be made clear. This is really important if we want to have positive development in West Van.

#6. - We can plan all we want, but will Transit provide us with what we require? 9e.g) bus links for the proposed Cypress Village Project and increased busses to accommodate Sewell's Marine development in Horseshoe Bay.
2.) I would mention and highlight youth and seniors
An attempt should be made to prioritize the OCP principles. When everything is important, nothing is important!
Principle 1 is simply an catchall of Principles 2 to 8 and is somewhat redundant.
1.) Promote a healthy community by providing more affordable housing to include an increase in densification
#7 Ensure that the waterfront is kept as an area safe from high rise development that would impact our natural resources, birds, fish and other ecosystems. Any building along this walk way will impact the existing ecosystems and animal/fish/bird habitat, specifically development from the Capilano train Bridge to the Ambleside Park area (past the duck pond).
2. you need to add some reference to densification as a means to enhancing diversity, access to services, access to transit. The work create to me us somewhat misleading, this should maybe be a separate line item as creating new neighbourhoods above the highway is much different from enhancing existing neighbourhoods to provide for the diversity of housing in a location that is sustainable in the long run. 6. again need to add densification along Marine Drive to access transit, pedestrian access to services and pedestrian access to amenities.
#2. Maintain neighbourhoods-stranger bylaws and guidelines required, and quality of life, improve livability (e.g. implementation: reduce size of very large homes consider neighbourhood input and take it seriously, have a Dark Skylighting Bylaw in place). Empty houses, "monster houses" do not make for a good neighbourhood/old and new neighbourhoods have different value systems. New ones only care about the real estate market. Not neighbourhood! (Realtors, builders, developers, architects, clients playing in the market).
Principle 6: add improve walkability - sidewalks, crosswalks, traffic calming
5. we do not need more shopping - we need open space and (?) of the beautiful Howe Sound. No shopping but some low cost housing and good transit systems. 2. Who is assessing the needs - (?) or commercial investors?
#3. This needs more emphasis because aging population wants to stay here but needs centrally located, affordable smaller apartment type housing so more of them (us) can sell their home to a younger family - allow high rises - where would West Van be if we didn't have the apartments that exist now? High rises leave more room for views and denser neighbourhoods
I answered "No" to questions 3, 6, and 7 in the survey because I don't trust the people making these decisions. For one thing, I drive a car and need to do so to get to and from work, which is 35km away presently not reachable using public transit (unless I want to spend approximately 5 hours each day commuting. Until I can travel with relative

convenience, speed and at low cost, I don't want the municipal government to "declare war" on automobiles. I need mine to earn a living.

Principle 1 has too many elements in it and is written like a motherhood statement that would be hard to say NO to but assumes that, for instance, "varied...housing" is part of a healthy community. It may not be. There may be many in West Van who are happy with Single Family Residential and don't want to go to multi-residential no matter how carbon footprint effective that may be. Or densification may only be appropriate in specific areas with strict controls. So it is currently a loaded Principle and one could be in favour of maintaining the environment and providing varied community services but not varied housing. Principle 5 is too general. Vibrant and diverse sounds good until you think about the implications. Diverse could be industry we do not want here or is not appropriate here. So while something might be a great investment opportunity addressing business needs it might not fit into community values. High Tech clean industry would be appropriate while manufacturing or industrial might not be - both could be "vibrant and diverse" as well as investment opportunities addressing business needs but some may not be appropriate or wanted by the community.

Principle #1: Community Service, diverse housing, and diverse economy are all very different areas for one single principle. I do not support this as "diverse housing" may be condos and townhomes, which we do not need more density. "Diverse economy" may represent the large chain restaurant/shops that stifle our beloved small business owners. From what I have seen so far with both the Park Royal and Grosvenor developments, this type of planning which does not put residents first could easily fall under this vague principle. I would like this wording changed to focus on community service/residents services and removing housing and diverse economy.

Principle #5- "adapting to commercial markets and customer needs" This sounds like what was done to park royal. The "walkable village" is a huge clogged parking lot and has created traffic backups all the way up to 15th. I do not support this. I believe more focus on wording around maintaining our community character and culture would be appropriate. Our character is maintained through our local businesses on Marine, our quaint old houses and our neighbourhood's quiet streets. This principle should steer away from language that supports large condo developments along marine that we are seeing now, and change to focus on supporting the local businesses that already exist by increasing community events and things like farmers markets that encourage foot traffic on marine.

While I may agree with Principle 6, the lack of progress at solving the largest traffic jam area on the North Shore it is irresponsible to be spouting latitudes. . The reality is that we live on a mountainside, there is no density of transit, families in West Vancouver, for the most part, drive their kids, parents to activities. Park Royal development over the past years has closed any window to putting together a viable, attractive transit hub that makes traversing the lower mainland an attractive alternative to the automobile. Tourism is a very large economic factor and to get to a world renowned outdoor recreation area all travellers are required to go through the eye of the needle. Those tourists will go home and tell the world to avoid the North Shore.

It is obvious that Council and the Planning Department have completely ignored what concerned citizens asked for in the last OCP and they want to do what ever developers

want to do and I think I know why. If you are going to have a OCP first of all make sure it is approved by the majority of concerned citizens, and secondly follow it precisely and don't listen to developers. And finally force the Provincial Government and the Federal to enforce laws that allow only genuine Canadians to be buying property in West Vancouver and not Companies whose owners we don't know and foreign buyers that don't intend living here but just need some where to dump there fortunes. If Council is really concerned about businesses in West Vancouver these issues are important.

I think that this survey is far to generic and each question is worded / biased to get a yes answer- too much motherhood and apple pie. When talking about improved services and environment you also have to ask at what cost- everyone loves everything till they have to pay for it!!!

#6 - While I think this is an important consideration - West Vancouver residents live on the side of a mountain and basic errands and daily tasks, for the most part, require the use of a car. While the Blue Bus service is a competent service for getting commuters downtown, it cannot adequately serve the needs of West Van residents transporting children to school, grocery shopping etc etc.

More density in all jurisdictions.

1. We need a great pedestrian and cycling network, that truly connects West Van end to end. Spirit Trail is a big piece, but also road safety in general -- signage, education, enforcement of speed limits, a strong push to get people aware that roads are for people, not only for motor vehicles...
I might add a bit of specific language that addresses prioritizing active transportation and road safety.

I am completely opposed to the Interim Tree Bylaw and the retaining/protection of trees that are at their end of life, are damaged, or have not been properly maintained over the years. We need to base all future decisions about tree management and cutting on sound science and the opinions of independent arborists. I think principle 7 should therefore be modified to make it clear that all decisions will be based on sound science and independent arborists. There are too many dangerous trees left standing in West Vancouver. Responsible environmental stewardship includes proper care for our trees throughout their lives.

All the above are good principles to follow, but the bottom line is that West Vancouver is dieing as a community. With a 2.6% (Was that what was quoted in the NS News on Monday?) the community is sadly lacking in coordinated development that provides a balanced mix of affordable rentable and market purchasable housing with the current trend to high end palaces on the hill.
Until this changes to provide affordable housing to the people who work in West Vancouver (Fire, police, EMS, BCferry workers, etc.) then there will be an inevitable increase in traffic, parking, noise, and pollution issues.

How about running it by the only qualified urban planner on council, who just recently got voted in, by an overwhelming # of votes. FINALLY we have a qualified person for leading the team to balanced urban planning. No offence, but lawyers have other skills and ambitions...

<p>It all sounds good as stated here, but need more details to know if agree, e.g. #3 What type of mixed housing? much prefer low-rise type density to towers - even the Grovesnor development is too high - exceeding present community plan, and I understand Grovesnor is buying up north side of that block now.</p> <p>Re: #6 - cars - agree having public transit options good, but not reasonable to think everyone can do without a car - e.g. very disappointed that in spite of majority against at public meeting re waterfront you have still taken away 37 parking spaces on Argyle to make bike lane.</p>
NO
Principle 3 Revise to discourage the demolition of existing homes and their replacement with maximum FSR homes.
Far greater effort needs to be made to bring life to Ambleside commercial area
6. keep in mind that western parts of the community do not lend themselves to less auto-dependency as well (picture lugging 6 bags of groceries up hill for 4 blocks) Also do not sacrifice access to our waterfront for families & seniors who need access via car (ie converting Argyle into a bike trail for N. Van cyclists)
Principles 7 & 8 should not only "promote..." and "Take an active role..." but should also make it possible for the members of our community to regularly be asked for input via household questionnaire, or whatever process gets the most input, to instruct Mayor and Council on fighting for our position on issues like Kinder Morgan, Howe Sound LNG, etc. Other communities are taking an active stand against Kinder Morgan, for example Burnaby, Vancouver, but West Vancouver is not actively acting on behalf of its residents in this specific issue, and other that are current like Howe Sound LNG and those not yet on the horizon.
Housing and the environment are mentioned in 2 separate principles. This is either because they are seen as extremely important or because the list could be streamlined a bit.
Principle 1 is way too loaded to the point that it loses its meaning. Are you focusing on environment? Are you focusing on community services & housing? Or are you focusing on the local economy? This principle needs to be more focused on the one thing that you need to accomplish. In my opinion it should focus on either community services (forget housing as that should be provincial), and a separate principle to focus on a strong and diverse economy. The overall environmental focus is not a municipal issue, it should be a regional focus that should be coordinated on the entire North Shore with the City of Vancouver.
the questions overall are vague and lead to an obvious yes , dont think it leads itself to any useful data , poorlywritten ,
I had to read principle 1 a few times. Although it addresses "maintaining the environment" I would like to see something about not just maintaining, but "preserving" our parks, beaches and forests.
Principle 1 Overlaps/duplicates Principles 2,3,5 and 7. Eliminate duplicate principles.

As one of the few communities bordering the ocean, we should have some specific goals/principles to enhance that asset.

Our community stretches past horseshoe bay and goes way up the mountainside so who in their right mind would come up with an impractical and costly goal of reducing auto dependency.

We have a very unique commercial economy in that Park Royal is so predominant. Thus the district has to do much more than 'support' the rest of the local economy whatever that word is supposed to mean. The district needs to 'create' opportunities and provide significant incentives to encourage the local economy.

Principle 4 sounds like council does not have to take a leadership role and make the tough decisions. Citizens provide input. Council makes the decisions

6 please include a mention of walkability (sidewalks, trail information etc)

Fine apple pie statements are meaningless - everyone wants a healthy community. What do we really want? Why does the population have to grow? etc.

Principle #6 makes no sense for residents of WV ! since it is a mature society, frequently folks that are of single status need to be able to drive to maintain their independence. I do want to encourage the municipality to finally stop paying lip service to bicycles since painting a logo on the street does not make a safe bicycle lane. My observation regarding this topic must already be a goal for council since the Marine Dr. road quality between 13th and 20th is outrageously bad !!! I ride both a road bike and a motorcycle and avoid that stretch like the plague. Turning south on 15th onto Marine Dr. heading west is outright dangerous.... unless you planned a 5 block speed bump !? I would suggest a quick remedy since a lawsuit is not out of the question in the near future.

Principle 1 - instead of "maintaining the quality of the environment" - revise to "improving the quality of the environment and ecological systems"

West Vancouver is a highly desirable community due to its location and geography. Let the market determine who lives here and forget about Principles 3 and 6. Popular demand, not ideology and activism should shape our community.

Principle 7 will take care of itself through pressure from an affluent, educated populace and does not need activists promoting a green agenda.

6 : Working within the possibilities offered by Translink

#6 sounds great in theory but single car usage seems to be ingrained in the West Van population. The district has not enabled the school system a method of reducing the use of single car to get children to school so I expect the greater needs will not eliminate the single car use. Parking needs a major overhaul in West Van.

Principle 1: would take out varied housing, as this could mean higher density, which is already a problem on the north shore

7. Agreed in principal, however, making decisions such as not adding a 4th lane to the causeway because we don't want to cut some trees down is ridiculous. Balancing environmental and practicality is critical.

4. If indeed Council is serious about attracting and keeping our youth and young adults

in WV, then I feel it is important that council puts their money where their mouth is. In other words, get out and speak to that demographic and hear their ideas, learn why they are leaving, then act on making significant changes to show you are listening to them. It's high time WV council lets go of the old thinking primarily by the older generation and give way to the new generation. They have some great, practical ideas. The question is, "does the council of the day really care enough to make these unprecedented changes?"

West Vancouver should NOT have affordable housing as a planning principle but rather encourage affordable housing.

Increased walkability and cycling infrastructure. More innovative ways to bring commercial permits to areas West of Dunderave. Need walkable markets/cafes close to Marine!

Principal 3: I would expand as follows: "Provide for a diversity of housing types to accommodate a balanced and diverse population in terms of age, ability and income and household type, focusing new development on multi-family dwellings in walkable village centres."

Principal 6: I would change as follows: "Reduce auto dependency by further implementation of the 2010 Strategic Transportation Plan that incorporates convenient and workable alternatives to the single-occupant car including improved transit service and building safe pedestrian and cycling infrastructure."

Principal 7: I would change as follows: "Promote environmental stewardship by protecting our natural resources, preserving ecosystems, and reducing greenhouse gas emissions through implementing the key recommendations of the District's 2016 Community Energy and Emissions Plan."

Unregistered Respondents:

We are assuming everyone will be walking or taking transit - nice try. Will these towers obstruct views to the mountains from the bridge? Disagree with that. In terms of the "gateway announcing West Van" - one might consult with the Squamish Nation about the views to the east from the bridge where all the trees have been removed resulting in their new housing development less appealing.

Make them more specific. They are too broad.

Apart from Principle 4 (which has been little adhered to in the past, and I have little confidence staff will let citizens have any real role in civic decision making in future) these principles completely ignore the principle that the existing residents must have the primary decision making authority in changes in density and use.

Furthermore, many of these principles are so nebulous and ill-defined as to justify almost any action. For example, what does "Create and enhance neighbourhoods enhancing access" really mean? Creating neighbourhoods? What does that entail?

3. west van has not provide housing options for residents to down size we have to move out of the community. Ambleside is best suited for new housing for down sizing.

The housing that Council Members approves is above the Highway this is for off shore residents with starting price \$3.5 to \$4 million plus, what about the local residents • !!!.

I would like to see Principal 1, 2, 3, and 5 include a mention that OCP details neighbourhoods where such developments and/or rezoning or spot zoning will be considered. This of course would require such details to be developed for inclusion in the New OCP.

These are very BROAD based principles and perhaps instead of the "yes" or "no" approach there should have been a prioritization option on a scale of 1 - 10. One can hardly disagree with what has been put forward, ie like motherhood statements.

I think principle 6 does not reflect the needs of our community's residents. It ignores the fact that many residents have to use their cars due to work, multiple locations to drive etc. It also ignores residents in the Western part of the District. With only Marine Drive and Upper Levels highway available, the distance to transit for many residents is too long, if you live in between. It ignores the fact that we do not have train or Skytrain service. It ignores the fact that many people cannot bike to places and it ignores population west of Dundarave. Note, frequency of bus service is only increased from Dundarave in the new transit plan. And again, bus service only runs along Marine Drive. Auto dependency is a fact in an economy where people work all over the city. Instead of writing that auto dependency should be reduced, it could state that transit should be improved, but not to the detriment of cars. In general most of the District's population do not work in the District. School bus service should be improved to reach more zones. Buses should slow down on Marine Drive. So instead improve roads and access and reduce congestion. Do better traffic planning, considering the traffic increase from other communities such as Sunshine Coast and Squamish.

I can't argue with any of the principles individually but they sum up to a lot of fine words but no real vision of what West Vancouver could become.

These are fine motherhood statements and who would disagree with them? I would like to see how these principles are translated into actionable projects.

Re principles 1 -2 - 3. I have lived happily in western West Vancouver for a number of years and would like to continue to do so. I am concerned about what looks like a headlong rush to increase density in general as well as the obvious and well-known unsolved problems in West Van re traffic, lack of parking, lack of alternative transportation etc. The quality of life in West Van has already declined in my opinion because these issues have not been properly planned for in the past. It is relatively quiet in my neighbourhood still, with little to no commercial activity; it is almost rural in feel - though less so now as there have been increases in car-traffic, in the number of cars parked on the road necessitating single-lane traffic and in foot traffic. I would be very concerned though if up to 3 housing units were to be approved on a single-residency lot. Some issues: (1) will the number of cars parked on lot and on the street be regulated? (2) If parking on the front-lawn were allowed what measures might be put into place to ensure this is not unsightly? (3) If approval were given based on the needs of a family member, what would happen to this designation if ownership/circumstances were to change? (4) Would it be required that the owners live in the property or could the house simply

<p>become a high-density rental building? (5) Will it be required that the opinions/preferences of neighbours be taken into account before approval is given? (5) Given that all residents deserve the opportunity/time to make appropriate plans, what period of notice will be given to neighbours of any planned changes? (6) Will approval be granted based on the merits of each application or will entire areas be pre-designated/zoned?</p>
<p>1) Healthy community should be about physical and mental health</p>
<p>We need to promote more housing options and we need re-vitalization in Ambleside - ASAP!</p>
<p>These principles seem like the right ones, but they are so broad that its hard to imagine anyone would object to them. I think there is a need to prioritize them or at least be more specific about their meaning.</p>
<p>YES. WHAT IS WITH THE 1400 BLOCK MARINE DRIVE NORTH SITE??? KEEP WITHIN THE THREE-FOUR STORY HEIGHTLIMITS!!!!</p>
<p>6. Control traffic congestion particularly going downtown. Find a way to improve situation - another ferry/bridge to downtown?</p>
<p>PRINCIPLE 3: MORE diversified housing types MUST be encouraged by Municipality ALLOWING ZONING CHANGES providing AFFORDABLE DUPLEXES, APARTMENTS AND TOWNHOUSES for younger or retiring families. They can continue to live in West Vancouver. Otherwise, they have to move away to other areas DUE TO LACK OR AFFORDABILITY OR LACK OF ADEQUATE CHOICE!</p>
<p>5. Since parking will always be a problem around Marine Drive, we can't expect much more vibrancy in the commercial area no matter what businesses you encourage. People from the mountainside drive to Park Royal. 6. Since West Van is on the side of a mountain, I doubt if people will give up autos in favour of busses or bikes.</p>
<p>Not sure</p>
<p>Unfortunately, I think many of these lofty ideals have already been destroyed by what has been allowed in terms of the housing and their density already. ie The massive homes that now sit either empty or rented. This doesn't make for any sort of community. I am in favour of laneway homes and also in providing smaller, more affordable homes. Perhaps there should be some creative zoning to that effect?</p>
<p>6. Face the facts that west van is a highly affluent community and reducing auto dependancy is a fality . We need to support alternatives however people wil not get out of their car for a bus</p>
<p>Yes, some are not clear and mix too many principles into one. Otherss includes values that an OCD cannot control or influence. These need to be modernized and written in clearer more precise language</p>

No. 5 Support a vibrant and diverse local economy in commercial areas by thorough consideration of changing commercial markets and investment opportunities and how they would impact in a positive way the lives of all citizens of West Vancouver.
you have the broad statements we need
How can you NOT support any of these as guiding principles???. More importantly what has Council done to promote each of these-and how has the OCP helped-guide that evolution-It seems to me that teh principles need to be more specific so that the OCP actually guide rather than vision
City of North Vancouver is now allowing Main house, suite and carriage house on same property and increasing the density to rise. What's required is 3 kitchens on one property. Larger lots in West Vancouver should be able to accommodate 3 kitchen units on one property.
Encourage more affordable family developments. Grosvenor is an example of a bad development. Likely not one resident in Ambleside can afford the building. Need higher density and mixed zoning throughout West Vancouver.
I think these 10 Principles are still relevant, 13 years later, and will remain so for another decade.
I believe number one is redundant unless it refers to 'healthy' in the medical sense. If not healthy is partly encompassed in Principles 2 to 8. The word 'access' in Principle 2 needs to be defined more clearly. Reword Principle 2. Enhance is repeated without any sense of what the word means.
Principle 1- The current WV RC is very small for the central WV population. Also the Ambleside soccer fields are almost always full and there is no other places in WV for individuals who want to practice soccer on their own Principle 5- We need more support to engage high school students with learning disability in work experience projects or summer jobs. Currently most job opportunities for high school students are in the customer service and sometimes students with different learning disability are not comfortable to work at the customer service and other work opportunities are needed to accomodate their abilities
No changes, but greater emphasis has to be made to get people out of their cars. West Van is a large municipality, but infrastructure can encourage change if it is built. This means protected bikeways and better sidewalks for our seniors and children to walk on.
Principal 6, Principal 1 and 2 - bring back ferry/water taxi to downtown, kits and UBC.
Principle 6 and Principle 8: please do not reduce lanes as traffic is quite congested already. Better urban planning is needed to decrease congestion! Consider offering other alternatives than the only two bridges; consider also implementing driverless cars, allow for better accessibility around the city utilizing these, encouraging those who are not able to drive to still get around the city with ease.
Provide more housing supply for future generations! Remove corrupt politicians that do not understand the above.

<p>Principle #4 Consultative decision making sometimes makes it impossible to get things done. There is a place for consultation and there is also a place for decision making based on best possible outcome for the majority not the most vocal.</p>
<p>12345678, These questions are so general they are a waist of time and money. You need to stop fussing over general ideas and make an impact. Here is one you messed up on; Get rid of green green spaces you cant maintain. This is the grass beside the sidewalks that go to weeds every summer. You make the sidewalks curvy and small and leave room for grass that you don't cut and it turns to dandylions that affect the neighbors grass that gets dandylions and look awful. Get rid of the grass make it concrete and give people more room to walk and old people a chance to ride their wheelchairs without crashing into people and moms with baby prams some space to walk together. Stop trying to be so artsy and be efficient. People would walk if they had more space to be side by side and you would save a huge gardening fee.</p>
<p>#5. The commercial areas, as well as the residential areas, should continue to follow the height restrictions of the 2004 plan. Developers should not be given additional density/height at any time for providing amenities to the community.</p>
<p>Principle 5 - what good does it.do to have an commercial area plan in.place when city hall so easily compromises it's previous zoning and height restrictions and the health and well being of existing area residents whenever Big Money gets promised by residents. I'm speaking in general terms, but the abomination at 14th.and marine will serve as a good example. Turning.Ambleside and Dundarave into mini-Coquitlams is not the direction that residents want or need.</p>
<p>n/a</p>
<p>These are all motherhood statement which are hard to disagree with. How do you plan to measure outcome of these principles? For example, Principle #3 - I don't see much evidence of diversity of housing types - all I see are luxury new build condos.</p>
<p>Note the historic fabric of our community in decisions as it was this fabric that drove residents to settle in, or remain in this community.</p>
<p>these are very high and admirable principles - how they are implemented has been questionable - maybe define environment - do you mean the natural environment or the built environment.... as we lose 100's of trees each year because most residents don't understand their value we are looking more and more like Mary Hill in Coquitlam and as homes older homes are flattened into waste and new homes 3 or 4 times the original home, I.e. new homes as GIANTS on tiny lots, is that what we are calling "environment", the developers dream ---? maybe we need to define - See Principle 7: our natural resources, i.e. the water that flows down from the mountains, trees that hold that water from erosion, trees that provide huge benefit... maybe we need to define and educate the residents that natural means natural</p>
<p>Principle 7 must be balanced so as not to exclude other other principles</p>

7 nice sentiment but permitting must control size of homes, destroying trees and other shrubs and engineering dept must be respectful of individual properties' desire for their own choice of plants, etc.

Principle 1 is very vague and seems to encompass many different areas, I would recommend making it a bit more clear. For that reason I did not support it.

Survey Question 3:

Is there anything missing? Are there additional planning principles or objectives that you think should be included in a revised OCP?

Registered Responses:

The proposed "Nature House" should be a universal environmental centre, where environmental demonstrations, games, plays, corrections of some of the books & articles being published, a meeting place, exchange of ideas for all, not just west van.

It appeared that spot rezoning was used quite frequently under the existing OCP. I have concerns that this trend will continue in the future.

Additional objectives should include accessibility, aging in place, exploring zoning changes to encourage duplexes, triplexes, four-plexes and multi family home building in the Upper Lands. Exploring increasing density in established neighbourhoods by encouraging the creation of duplexes, triplexes etc. within the current footprint of existing homes (in addition to laneway housing). Encourage a diversity of incomes by examining shared ownership or other forms of home ownership that limit the profit of the resale of the property. Encourage rental development and rental living by supporting tenants rights as similar to property owner rights. Protect the environment by providing incentives for renovations that increase density and create disincentives to produce waste by demolishing existing homes.

In terms of environmental stewardship, and preserving ecosystems, where are we in terms of something beyond the Interim tree policy? Yes, we have a working group but is the group working? Yes we need a balance between development and the environment. West Vancouver is a rain forest and this needs to be acknowledged in terms of very real climate change and global warming.

Yes the small town atmosphere is going quickly. What is happening to the seaside community? Soon it will look like lower Lonsdale highrises all along the waterfront. We don't need to be like Vancouver or Manhattan.
Plan for high water move the Hydro station at Lawson Park up higher.

Yes in the above principals, what is missing is what are our goals as a community? Who do we want to serve?

- is it to attract more 25-44 year olds to move to West Vancouver
- is it to serve our aging population, by providing for their social, cultural and housing needs
- is it to attract more businesses and services

The 2004 OCP is a good document, well-written and to the point, but it is useless to come up with fine principles if they are not applied. We put a lot of emphasis on neighbourhoods but fail to protect them. We are going to spend a lot of time fine-tuning the OCP plan when we could make better use of staff time by dealing with more pressing issues.

Establish what residents envision for their community -- do they wish to preserve the seaside village character? Do they see WV becoming more like Yaletown or Metrotown?
Determine what the community's values, vision and needs are first, then develop policies to reflect these.
Prioritize (and respect) what residents desire for their community as opposed to what Staff (or developers or any special interest group) think is appropriate.
Broaden scope of OCP review to include entire community (Single Family neighbourhoods as well) and consider the entire region when determining capacity for increased density. Ground-oriented housing options in SF neighbourhoods (such a duplexes, triplexes, coach houses, etc.) may be more desirable than expanding high-rise zoning. We need to at least consider the options.

As above. Arts and cultural activities must be an integral part of any and all planning.

I have many different solutions that I would like you to consider. One of the biggest problems is that West Vancouver has very little bike lanes and safe biking areas (besides the seawall). To solve this I think that the perfect way to promote biking is to transform the alleys into dedicated bike priority lanes. This way no new expensive infrastructure is required, and for once the taxpayers will not protest. These lanes will run through the existing alleys of West Vancouver, and at each intersection cars will yield to bikers. With these lanes, the amount of bikers will explode, and it will be the new fastest and safest way of transportation. The benefits of this is: 1. It's better for the environment 2. You wouldn't have to invest in as much in transit or roads.

There should be a principle regarding the need to increase the efficiency of traffic movement, and of parking, in congested areas.
There should also be a principle regarding support and early adoption of new transportation technologies such as autonomous driving vehicles, which could have significant beneficial impacts
There should be stand-alone principles or objectives regarding:
The desirability of increased density in identified areas
Facilitation of arts & cultural activities
Supporting opportunities for outdoor recreation and active living
Recognition of the differences between different parts of West Vancouver

Maybe it is contained in Principle 2 - but the OCP should want to maintain/enhance the potential enjoyment that people have for their existing homes. Whether that be roads, lighting, views, etc.

A 9th principle to enhance and support the vibrant arts and culture that has been a legacy in West Vancouver. Providing good facilities and spaces to support arts and

cultural activities that I believe are such an important part of West Vancouver historically and going into the future.

Preventing "shadowing" on Marine Drive caused by highrises.
Relatively affordable housing ie condos selling for \$800/sf and not \$2000/sf
Again traffic and parking

No. But again, not to belabor the point, many of the principles are lofty "motherhood" statements that no one in their right mind would disagree with. This makes me think I'm being conned.

I second the comments of a good friend: "I would like to see a commitment to increasing access to arts and culture in the community through enhancing existing facilities and building new ones to reflect the interests, expertise, collections, and educational opportunities that exist in West Vancouver. The arts can be a significant contributor to the economic as well as the cultural richness of a community, and it's past time that West Van recognized their value by adding a new Planning Principle pledging to support and promote the arts." I would add this: Despite its wealth in resources, education and culture, West Vancouver lags far behind every other municipality in the lower mainland in providing a first class facility for cultural and visual art experience. In relation to every other community we are increasingly a cultural backwater because we aren't investing in a new arts facility. It's long overdue that this situation be changed.

Realize who the audience is for arts and culture in this community. Mostly older citizens at this time. Attention needs to be paid to attracting younger population to the arts here . There is no sense of where the centre of our community is now (we realize that the community centre has a big space in front but..).
When the police station is finished you should seriously consider a joint housing/ museum development on the existing museum site. Similar to what was done for the City of North Vancouver at the foot of Lonsdale. This could be a density bonus situation for the developer. If ti was a great piece of architecture THEY will COME !!

I would like to see a commitment to increasing access to arts and culture in the community through enhancing existing facilities and building new ones to reflect the interests, expertise, collections, and educational opportunities that exist in West Vancouver. The arts can be a significant contributor to the economic as well as the cultural richness of a community, and it's past time that West Van recognized their value by adding a new Planning Principle pledging to support and promote the arts.

developing the population specially for the youth population.

West Vancouver council needs to accommodate the the people who live here. We want parking, bigger roads to get rid of the grid lock, wider side walks and less weed filled green spaces that are not looked after. More transit and less concepts more action. You have created green spaces that are to expensive to keep up and then wonder why West Vancouver looks so shabby, weed filled and over grown. Instead make the sidewalks nice and wide for strollers, the elderly and families. This would help the concept of strolling and walking to shop, dinning, ect... Please make sidewalks wider and straight.

More dock and skatepark
Kind of what I said above.
More buses and ferries to Bowen More 257 buses
Objectivity is difficult when you have not endured and tolerated volatile conditions for many years under your own roof as a child. Vulnerable minors in crisis are not a new variable, they exist and are alive and kicking-just visit alternate schools and speak with youth works. SAFE houses are a necessity for youth within a dangerous environment where their psychological health is at risk.
More places that a person (youth) can study and drink coffee or tea. More entertainment and quiet youth-friendly spaces (live music)
<ul style="list-style-type: none"> - more study places (library not enough) -> cafes, etc, without being pressured to leave - better library (youth-friendly places->entertainment, cafe) - study space (quiet) - support for homeless (shelter) - more lights at night - liveliness
<p>More study areas/relax place for youth</p> <ul style="list-style-type: none"> - a new homeless person support shelter - more entertainment and activities
Places for kids to chill out and finish homework and study. Older people sort of kick younger people out of seats. Improve access to different places.
More focus on better support for the most vulnerable in our community (i.e unemployed, mentally ill, homeless, etc)
Entertainment
?
It would be better to have more services in West Van past 8:30 for the youth for ex movies
<p>Self-sufficiency</p> <ol style="list-style-type: none"> 1. Movie theatre 2. Candy shop 3. Bowling alley 4. Cupcake shop 5. Housing - cheaper, student
<p>Self-sufficiency! It would be nice to have more access to services within our own community.</p> <p>re: - movie theatre (Park Royal)</p> <p>-night life</p>

-archery (possibly up at Capilano) -bowling alley -student housing (the whole shebang)
More parks highways
Access to more entertainment services such as ranges
Food diversity Commercial activities
Entertainment. (Movie theatre, shopping centre)
Entertainment - movie theatre, karaoke, etc Food
The entertainment Weekend activities Food Karaoke
Entertainment Shopping store Movie theatre Amusement Park
Food diversity.
Technology and how we use it.
WV density should not come in the form of changing all neighborhoods, but more by concentrating efforts and density on places that are already built to support it (Ambleside and to a lesser extent Dundarave). An enhanced and concentrated urban center will draw its own demographic (like Yaletown), without changing the charm of what West Van is in so many other neighborhoods. We have one shot to do this right for the next cycle of development, and a more dense Urban Center between Marine and the WVCC should be considered.
Continue to always involve, educate, and ask the community what they want.
To considerate tree protection in different way instead of getting stuck of the current interim tree protection bylaw.
The principles are great. Now they need S.M.A.R.T short and long term plans to demonstrate commitment and progress. Promote a healthy community by simply supporting cycling for both recreation and transportation Supports being an environmentally conscious community with decent cycling routes. Support a vibrant and diverse local economy through expanding cycling (road and mountain) amenities that draw riders to the community.

<p>We need action on increased housing density on transit routes, like Ambleside and Dundrave. Increase supply, lower the cost of housing. The current 1.75 FAR doesn't provided the incentives needed for change to occur. With more supply of housing, people can live where they work, addressing traffic and staff employment issues, while also giving younger people a chance to afford to live here. Stop listening to a small group of incredibly selfish people that don't want any change. We don't need another study on this - we need action! There needs to be some specific directives about ensuring that WV residents receive value for their tax dollars, and that District staff salaries and compensation are consistent with market compensation found elsewhere in the commercial market place. There should be some performance incentives for district staff to spend less than their full budgets every year. There should be a line item to promote the economic well being of the community through continued, progressive adaptation of the housing anc commercial premise stock and zoning, as required by market conditions and guided by Planning.</p>
<p>I have real difficulty in understanding the value of this survey. You have laid out 8 general motherhood issues that in general aspects everyone would like to see but there are no specifics . These issues are so general why waste the time soliciting input. Why not get feedback on densification, traffic congestion, continued development at park royal, Grid lock and synchronization of traffic signals at park royal as well as fiscal responsibility in how tax dollars are being spent.</p>
<p>It would be nice to see words about creating great places for residents to interact and feel more part of the community. The environmental strategy could talk about the protection of green spaces like the new white lake park. There should also be something about enhancing the arts and culture of the district.</p>
<p>I dont think so</p>
<p>Principal: Maintain the existing character of West Vancouver as a nature based District versus a City of cement in its housing and strict environmental policies that protect: the shoreline from buildings; trees from being cut down, the Creeks from having trees and shrubbery cut down as per the BC Provincial Government regulation, and being polluted with construction material dumping; and over-sized new home constructions.</p>
<p>I believe guiding principles should include preserving the unique character of West Vancouver.</p>
<p>Integrate Principle 6 with the recently announced Metro Vancouver 10 year strategic transport plan. The current (2010) DWV transport strategy is outdated and should be updated or revised in light of the 10 year plan and resources available, especially those allocated for active transportation. Establish a consultative group in line with Principle 4 to assist with transportation planning and review of investment projects.</p>
<p>Traffic and infrastructure issues should be addressed, when considering new developments with higher density. I would love to see a "Aqua Bus" type of ferries (similar of that in DT and False Creek) in W Van to DT and UBC.</p>
<p>none</p>

The OCP should not be starting with an old set of poorly constructed motherhood "Principles" It should start with an identification of the priority issues, opportunities, values and a Vision for our future. Such a starting point must be achieved through an open, consensus-based multi-stakeholder process...in order to create an OCP that the community can understand and take ownership of. Then you can develop broad goals, measurable objectives and alternative strategies for achieving those objectives...that the community can assess and endorse that which best achieves our Vision. This approach will get us an OCP that will be endorsed by the community rather than staff and council having to battle every step of the way.

Have talks with Federal Gvt. Re second crossing to re-route traffic to Whistler and provide flyovers to bypass city to airport.

We should go back to having garbage picked up once a week. For families with children the accumulation of garbage over two weeks is awful and difficult to contain odour and pests.

West Vancouver is the slowest municipality to get through in the lower mainland in terms of traffic (my personal experience). Sure, we have the upper levels, but can nothing be done to speed traffic through Dundarave, Ambleside and Taylor Way.

Provide more edible gardening opportunities in Horseshoe Bay area, Gleneagles. There is not enough and what exists is rather smallish plots. Would love to see this expanded.

Increased emphasis [from current levels] on protecting our built heritage; housing and landscapes should ALSO reflect our history.

We need definite limitations on development size and structures. We are turning into a concrete jungle with eyesore structures that are obliterating light, views and the natural beauty of our environment that has been our greatest asset and identifying fabric of West Vancouver.

The "principles" are just as vague as the current OCP and will allow developers and the more commercially-minded counselors to over develop, build unaffordable apartment building for the rich, like the Grosvenor, put restaurants and pubs on the beach, destroy what little public parking there is and build any number of large "Arts Centres".

Freeze all densification that directly increases traffic at Marine Dr. and Taylor Way. Start discussions with the Province to move the Nanaimo Ferry out of Horseshoe Bay . Increase parking in Ambleside by eliminating roadside planters.

I think an additional guiding principle focusing on arts and culture needs to be included. We need to increase traffic and access to existing arts and culture facilities and also build new world class ones that reflect the considerable arts interests in West Vancouver and beyond. There is no reason why North Vancouver can do this and we can't. In this affluent community there is considerable investment in the arts not to mention the number of recognized artists who live here. The arts can enhance both the local economy and enrich our society. Including an additional guideline would demonstrate your recognition of this asset and commitment to fostering it.

<p>Please add protecting local wildlife such as birds/fish. Birds need protection from domestic cats that at present legally enter private gardens and kill wildlife.</p>
<p>To #1, adding "varied community services including health services, ..."</p>
<p>As WV is accessible only via Hiway 1 and Marine Dr the OCP might wish to address the growing traffic congestion issues faced daily by all those that live in or pass through WV. This is a GVRD- wide issue that frankly is the key topic at many parties and outings outside of family and our beloved weather!</p>
<p>There does not appear to be any reference to active recreation. Some of the questions may indirectly reference it via QoL, but given the districts demographic and geographic locations, it seems that not explicitly including it is an oversight. Our door physical activity needs to be included.</p>
<p>We need to protect our views - 1) allow selective tree removal or limbing of a tree 2) restrict the height of buildings in the Ambleside to Dundarave area. No more high rises on Marine Dr. or below.</p>
<p>My husband and I were annoyed you took the WV boat ramp away.</p>
<p>This OCP Review in 13 years since the last one. Suggest we have reviews every four years after a new Council has been elected. A good exercise for the community, Councillors and staff.</p>
<p>Youth initiatives - more affordable sports, arts, music. (i.e. soccer in West Van most \$\$ in lower mainland) Have you consulted Family Services of the North Shore?</p>
<p>Incentivizing affordable housing responds to a number of OCP principles: 1, 2, 3, 5, 6. Affordable housing means housing that can be purchased and rented by a working couple with two children, earning average incomes. Affordable housing needs to be a top priority - otherwise we will become an (enclave) of wealthy seniors and absentee owners.</p>
<p>I don't see any principle that specifies intention to reach all residents, regardless of social status or income level. It may not perhaps be politically correct to suggest that there is as much a need for inclusion of these factors as the more recent emphasis on language and cultural background, but I feel that there is an overwhelming emphasis by the District on meeting the needs of the latter to the detriment of the former. There needs to be more effort to develop 'reach' mechanisms, especially in communication efforts, to provide information and involve residents who are, by their physical and financial circumstances, and make them feel their opinions are valued.</p>
<p>I think it is extremely important for planning principles to include densification issues. It is very important and vital that West Van can attract young people and provide more affordable housing for all. It is no secret that the traffic woes and congestion on the North Shore is due to the workers/service industry people commuting to/from the North Shore. There should be affordable housing for all-including more rental suites, condos, apartment units being built.</p>

#6 while reducing auto dependency, strategically increase the parking for increased number of customers to access the local businesses. Acknowledge the need for some people to use their cars to shop and carry bags of groceries and merchandise home. Paint parking lines in the parking area along the roads in Ambleside and Dundarave.

There needs to be a separate line item relating to enhanced building sustainability by way of reducing our overall carbon footprint.
The OCP needs to finally recognize / resolve the issue of our Ambleside town centre, where is it?
All of the objectives need a refresh and modernized.

#9 Consider geography as a realistic planning principle (e.g.) to implement some of the existing principles, steep terrain is a challenge for non-auto transportation)

Loosen up! Encourage cultural/festival/community events. More vibrancy. Longer business hours. More restaurants and shops that make people want to browse the neighbourhoods. ie. more than just nail salons and sushi restaurants. Sure, they're great, but they don't encourage you to stay esp. in Ambleside/Dundarave. Ambleside is a 'come get your nails done and leave'-type district.

#2, #3. West Van is becoming a seniors community - we need more seniors services and housing (apartments) thus freeing up big single family houses for families. Also - restrict demolition of good older houses! We recycle paper cups and plastics but we demolish thousands of valuable materials which could remain as community assets - communal houses?

No. In spite of my comments above, I think that the municipality mostly gets it right vis-a-vis the community plan. I'm 67 years old and I'd like to remain in West Van when I retire in two years. I hope the city won't force me to move away by making it so expensive to live here (due to the cost of measure to protect the environment) that I'll have to move. I hope the municipality will consider the situations of folks like me in their planning.

I think what is missing are practical down to earth objectives or principles. General principles, while sounding pleasing to the ear, lack any substance for effecting change. Add to Principle 6 "including separation of bike and pedestrian traffic from vehicular traffic wherever feasible" (talk to Copenhagen)
Principle 9 Implement tax and fee incentives and regulatory changes to encourage earthquake preparedness and environmental sustainability.
Principle 10 Recover more waterfront lands for public use and enjoyment through trails, parks, beaches, boat access and private restaurant facilities
Principle 11 Update power, water, sewer, road infrastructure

Principle #2: I support this principle, but would like more accountability as I do not think it has been taken seriously. Recently, in the decisions made to restrict vehicle access to Hollyburn sailing club (and likely close the club), then also recently removing the boat launch without any replacement (where do I launch my small boat now?), and blocking off Bellevue ave, removing parking, etc. it seems like the district has not followed this principle and has gone in the opposite direction to accommodate the Grosvenor condos.

As a resident who is now unable to use these services, I have lost a lot of trust with the planning objectives and the district guidance.
Lack of access and egress roads into Park Royal make it a foolhardy exercise- every other major hub/mall in the lower mainland - Oakridge, Surrey, Brentwood have density of transit options AND many ways of getting in and out of the hub/cluster.
Yes, the planning department should not be given the ability to decide whether a development has to meet the OCP there job should be to enforce the requirements of the OCP. Remember concerned citizens are telling Council what they want and the planning department works for us the tax payers.
These are just general questions designed to get a yes answer- an OCP should deal with real issues that affect residents- destruction of neighbourhoods by building of huge homes out of character, traffic issues getting on and off North Shore, construction noise and related traffic blocking streets, where and if we want more density- we have to stop spot zoning by council that ignores previous OCP
More housing on less land
I believe there's a real need for more public information sessions. Occasional kiosks at Park Royal with Q&A people, for example. Also, there should be more public information available on plans for Disaster Emergency Response; Earthquake being the major ticket item. In the event of an earthquake, emergency service workers, hydro line crews and other essential service workers mostly do not live on the North Shore. BC hydro line crews, for example, must come from Surrey - across two bridges? Which, even if they appear undamaged will have to wait - perhaps days - to receive a post-earthquake structural assessment before they can be declared safe. That's a plan?
I would like to see one overarching principle and that is that the needs of the current residents are taken into consideration first. The principles need to be more specific as they read now they are useless. I have checked YES but you do not address the issues which we, the residents, discuss on the street like traffic, one hospital serving ever increasing number of people, overcrowded community centers, long waiting lists for books at the library, removal of parking in front of a high price development on Argyle, issuing of building permit for high end condos when rental accommodations are needed to help with employment and traffic. Your surveys ask for feedback but you do not hear us.
All public and private schools need to be surrounded by housing density - so that the school population walks to school.
I guess this has to be "general" covering everything in general terms. Meeting the needs of residents is not very specific. Maintaining the character of the community is important which does not mean more high-rises, cultural snobbery with some sort of expensive arts-centre, particularly at the expense of playgrounds and sports facilities, public transit is almost an objective on its own. increasing the policing. particularly traffic section would be a big plus - the fines would probably pay for the increase in the force

<ol style="list-style-type: none"> 1. Recognize that not all neighbourhoods are the same and different planning policies might apply to different neighbourhoods (e.g. tree bylaw). 2. Decrease speed limits on neighbourhood streets and enforce them. Likewise enforce speed limits on the Upper Levels. 3. Create a bike route from Park Royal to Whytecliff Park without encroaching on Marine Drive or by creating a dedicated bike lane on Marine Drive. 4. Pay more attention to parks, particularly to maintaining washrooms, i.e. keep clean, ensure door locks are in working order, provide soap, hot water, and paper towels. 5. Add Whytecliff to Horseshoe Bay/Sunset Beach neighbourhood and add Gleneagles and Eagle Ridge to this neighbourhood.
<p>A good planning principle would be to really listen to the public input when you call meetings for that purpose - from what I have seen/heard much of the public input is ignored.</p>
<p>I feel that there needs to be a little more focus on Emergency Preparedness in West Vancouver. I have serious concerns that if there is a natural disaster that we will not have the required first responders to help as the majority of them cannot afford to live and work on the North Shore. This also comes down to affordable housing.</p>
<p>Add a Principle to incorporate the recommendations of the Upper Lands Study Working Group</p>
<p>SEAWALL extension to Lighthouse Park, then Horseshoe Bay.</p>
<p>I think you need to help facilitate more independent owner & rental units for seniors. It would be nice if you could get the railway to agree to a spirit trail alongside the RR, vs blocking narrow twisting Marine Drive with cyclists pedalling multiple abreast in nice weather.</p>
<p>see above</p>
<p>Provide support for areas designed to encourage an active lifestyle. This means parks and trails for hiking and mountain biking.</p>
<p>Yes I would add one more principle. You missed recreation. Enhance the quality of life of our local residents by continuing to add and enhance RECREATIONAL facilities and park land.</p>
<p>questions regarding density , questions regarding education, questions regarding parking, questions regarding cost of city employment</p>
<p>I would like to see something to address preserving our parks, waterways, beaches and forests.</p>
<p>It is critical that some development occurs in West Vancouver in Ambleside & Dundarave. Residents need walking communities as they age. Development is the core necessity that all of the above principles require otherwise, there will be not enough housing available for our changing demographics, our population will continue to age, will have to rely on their cars, the economy in WV will not be strong, and there will be no tax dollars available to promote any of this. The cost of housing in WV has already hit</p>

ridiculous levels and that is entirely dictating the people that live here and how they spend their disposable income. The current council needs to address this immediately.
More green spaces including rooftop gardens and community gardens. Keep the waterfront areas for the people not commercial development, including waterfront reataurants.
Support for Active Living is missing. Active living was identified as a core value as part of the Parks Master Plan.
People have chosen to live here. As such the idea is not to change things, but to see if the reasons that attracted these people can be strengthened and protected. One gets the impression that the emphasis is to attract new people and businesses at the cost of those that live here. If one wants to attract new people let them pay for improved infrastructure first. There is a reason that Vancouver is dropping from its top rating in international surveys.
a) What happened to the clearly worded "neighbourhood character" principle ? .. or was it just part of electioneering ? You can always come to the 5300 block of Marine Dr. and see what really happened to that topic ! b) ADD Principle #9 since we recently have had to live through a few new builds including the 18,000 sq.ft. monster across from us and the fact that it is SO NOT of the neighbourhood character I want to see compensation for immediate neighbours, based on; size of the project, time to complete, cumulative fines dispensed by the municipality for ignoring building permits and bylaws. Foreign capital cares little about Principals 1 to 9 and subsequently the only loser in the whole project is the neighbour. We are subjected to all the negatives in the process whereas everybody else including our local tax department benefit. I would suggest that some compensation be part of the building application permit process. This type of compensation is already in existence for commercial consideration in the form of a CAG .
Support the arts and local, small business owners starting out. I also believe we should dedicate certain areas to likeminded businesses if that makes any sense; for example, if we would like to see more environmentally friendly businesses, give them a tax break of some sort.
Recycling and disposal of trash needs to be linked with the programmes of other municipalities and the Province.
Proactively take corrective action to address planning decisions that cause persistent negative impact on liveability and enjoyment of our neighbourhoods.
Parking & transportation that will work for this community.
Preserve the "natural beauty of the ocean beaches and parks" by not developing them with buildings, restaurants, theme parks, etc. Keep it natural, as is.
The principles are too broad and as they are they consist of "motherhood" statements that can be interpreted in many ways and are unlikely to be helpful in holding council to decision making.

Need to bring back a water crossing from Ambleside to downtown. More options for car free travel. The Sea-bus was innovative in the 70s, what are we doing today to continue the tradition of innovative transit solutions? Also, Eagle Harbour needs to be put back on the West Van map. Thriving community of young families out here!

No.

Should be a statement that current density will not be increased.

Unregistered Responses:

Education. Future employment for young people. More services close to home.

Because of the high level nature of the Foundational Planning Principles (Principles), I have found it difficult to confidently answer the Survey in an objective manner. That problem has played an important role in my answers. It is not that I do not support, at least, in general terms, the 2004 Principles, but I am not confident that I understand aspects of their importance from need or cost standpoints. In addition I am not sure I understand what has been accomplished under each since 2004 or what needs to be done or the need for tweaks.

Let me explain. I appreciate that the Survey is based on a set of eight Foundational Planning Principles that reflect community values and provide a high-level framework for municipal decision making taken from the 2004 OCP. However, I found the high-level aspect - a survey completion problem and feel I need more context and up-to-date knowledge to come to a proper objective decision on each of the Principles. While noting that Principle 4 speaks of cost associated with some of the other guidelines, in reality only a small number of residents provide input to the ever more complicated job of running the affairs of the District, expecting/trusting their elected Councillors to do the job efficiently and cost effectively. However, I feel as residents we must ensure first that we understand the thrust of the principles so that Council and Staff will clearly understand and support/approve specific actions having our clear support as they usually/can involve substantial cost (e.g. additional staff, equipment, workload, office space etc.) and erode the fiscal sustainability.

I would have liked to see the Survey include individual but brief detailed explanatory descriptions of the 8 Foundational Planning Principles and the cost involved in future implementation decisions on each issue in 2017 and beyond. In any event, while covered separately in the 2004 OCP, I would like to see a NEW OVERRIDING Foundational Guideline Principle in the new OCP which promotes and supports/highlights Fiscal Sustainability by detailing a separate procedure for costing actions under all other Guidelines. This costing exercise could be similar to the suggested procedure as that planned for future decisions in acquiring New Capital Assets which now top \$1 billion. Some examples of my concerns with Fiscal Sustainability are: 1) The proposed increase of 11.4 Full Time Equivalent employees in the 2017 Operating and Utilities Budgets (say \$35,000 plus 20% for Benefits X 11.4 = \$478,800 Estimate). 2)The lack of a long awaited Core Service Review to examine/ensure Departmental operational efficiency. 3) The elimination of some of the Capital Assets which are suggested as redundant. 4) The amount of senior staff time

on an Annual Basis for assessing Capital Assets and Utilities Underground Services. 5) The need for improved technical support to improve efficiency and reduce staff. 6) Increasing outsourcing to result in reduced say trucks and manpower as recently suggested by the Mayor at a recent Regular Council Meeting.

Pertaining to real estate development of all types whether Residential or Commercial. I would like to see each Foundational Planning Principal speak to any spot or zoning changes relative to Residential or Commercial areas/neighbourhoods. I believe that before consideration of a spot zoning or zoning change, that Council should have in hand 60% acceptance by the individual/affected neighbourhood. My perception currently is that if the immediate neighbours accept a change and there is perceived general acceptance in the District that Council has the go ahead from the District. Put simply I believe without wide acceptance in a given subject neighbourhood, a zoning change or spot zoning should not be considered by Council, even though a development may otherwise fit within the OCP guidelines unless compromise can be reached. An efficient solution to this situation would be to put in place OCP approved Neighbourhood Plans providing for such possible zoning changes now or in the future again having wide acceptance by the neighbourhood.

I would like to see more citizen involvement in every phase of the OCP process. It has been suggested that there be a Select Committee comprised of three Council and two - three staff to oversee the formalization of this most important community document. A Standing Committee comprised of 8-12 citizen members would work closely with Planning throughout the various phases. This committee would report to the Standing Committee. We need more active citizen involvement throughout the entire process. This document needs to reflect the community vision. Before we go to Local Area Planning sessions we need to have the bigger picture of our VISION and our VALUES.

I do not see anything about considering the impact for lower level residents of the planned expansions of Cypress Bowl area and Horseshoe Bay. The need for improved infrastructure and upgrading of sewers, water supplies, run off of water and rain and debris might be included in the paragraphs mentioned but as it will have major impact from new buildings, more population, as the principles imply, the resulting impact will require prudent planning in renewed infrastructure and more focused fiscal management.

The vision of a sustainable community that is resilient and that meets the needs of the aging population while also meeting the needs of a younger population.

There is a limited area of waterfront accessible for marine services, we just lost a huge area in Horseshoe Bay by rezoning Sewells from Marine services to comprehensive, read condominiums. One marine service has already been driven out and one is being seriously impacted.

Limits on housing sizes and concerted action to insist on affordable housing.

If Principle 3 is part of the existing plan, it certainly doesn't seem so. New housing seems to be directed towards high worth families. Likewise for principle 6; I don't see any evidence of a "comprehensive transit, transportation and land use plan."

Completely missing is an emergency response plan for an earthquake or other such event. Would we report to the nearest Fire Department station?
Entertainment
I think its very important to recognize the need for walkable neighbourhoods that keep residents safe, promote local business, sustain the environment and contribute to a variety of housing types.
YES. AS STATED ABOVE!!!!
PRINCIPLE 6: Encourage Public transportation in future for the Cypress bowl area where new apartment construction is taking place will allow residents easier access to West Vancouver commercial area. This would encourage more people to continue staying above the highway.
Would like to see the rest of Marine Drive kept to low buildings which makes the street welcoming and allows sunshine on at least the north side.. Do not change height allowed in OCP, and perhaps speculation will end, and owners will finally improve their buildings.
Not sure
I am so happy W.Van. Council have delayed any decision on the development at the corner of Taylor Way & Marine Drive. There is absolutely NO WAY that corner can deal with further traffic and must not be developed until there is a comprehensive transit plan.
Support aging in place for both our youth and aged. Focus on living options for 18-30 need to be as much priority as 65+ . Without vibrancy and growth will continue to decline
Sustainability. Social, cultural, environmental and economic
principle 3: Please don't let any more huge houses to be built in our community like the one across the street from WVSS! Please encourage properties that consider the neighbourhood.
As above-Guiding principles need to be juts that-Guides-not "wish lists". As an example-Housing-should contain examples of diverse housing types(e.g infill/coach-house, multi-family residences along traffic corridor)as examples fo what to strive for-rather than the "wish list" that we can have" a diversity of housing"
Higher density to allow carriage homes etc.
I think you need to include creating a healthy environment for youth and families should be a key component. With an aging population, if you lose the families, the community will die. One way would be putting more resources, especially financial, into creating places for youth such as the proposed track/fields at West Vancouver Secondary.
Specificity.

Minimise any further commercial or residential development south of Marine Dr.
A section to promote active/healthy lifestyle for youth with learning disability
Principle 2, and Principle 1 are quite important as our West Van population ages, it is important to focus on services partnered with the Health Authorities to provide services in the community, such as more Adult Day Centres, to assist families with the care of their loved ones without the need to send them to residential care. Many seniors utilize the Adult Day Programs and can therefore remain at home longer.
There should be some reference to promoting an active lifestyle, through enhancements to the Spirit Trail, development of bike paths (road and mountain bikes), where possible and appropriate, encouragement of community centre and senior centre activities. The community centres and seniors century, by the way, are currently doing a great job. But the Spirit Trail seems to have disappeared from the radar screen, and I am not sure how well discussions are going on bike paths.
None that come to mind
Please increase housing supply/density for future generations everywhere. Remove corrupt politicians that do not understand the above.
Traffic flow must be addressed. There needs to be a push to promote active living, use of public transit and alternate modes of transportation than one person/one vehicle. It would be nice to restrict flow thru traffic to major arteries. We need more ways to cross the water e.g. Seabus, buses, small ferries.
The existing OCP should be continued to be followed with minimal amendments.
Principle 2 should be expanded to encourage young families to consider buying and living in West Vancouver. I feel there is a lack of facilities and activities for youth. I understand that West Vancouver has been given the unfortunate nickname, 'The Graveyard' by many young people across the region.
SIDEWALKS, SAFE CROSSINGS, TRAFFIC MANAGEMENT (SPEED!), and TRAFFIC CONGESTION (CAN'T EVEN TRAVEL FROM 21st STREET IN WEST VANCOUVER TO LONSDALE IN NORTH VANCOUVER, SOME DAYS (ABSOLUTELY RIDICULOUS)!
Heavy, noisy trucks are spoiling Marine Drive with overwhelming noise. Cannot carry on a conversation. I realize that deliveries have to be made to the shops, coffee shops, restaurants and public institutions that I enjoy. Can the OCP reach out to organizations that look into noise suppression ? Thank you for this opportunity.
#3-let market forces determine housing types. Civic administrators should not attempt to lead the market, nor to prescribe housing types. #5-Keep out big box retailers like Costco and Walmart. Keep Park Royal as the only location for this type of urban blight. All the rest to be small family run enterprises like Dundarave and most of Ambleside.
An initiative to increase the urban tree canopy where ever possible.
no.... just what do the principles mean? interpretation is important

Your questions are very unclear.....Not easy to understand....so how can one answer honestly. Why not plain talk for normal citizens?

Maintain neighborhood character, minimize density and plan to minimize traffic congestion.

I think the OCP should be very aware of the concerns of the residents of West Vancouver regarding future residential development.

The District of West Vancouver has been very understanding of the wishes of the residents.

the majority of residents do not want high rise buildings built because the traffic can not handle what there is now. It is a fallacy to think that a number of the people living or working here, would take public transit. First, we are not built like Surrey or many similar areas. We do not have rapid transit to get people around. Also, residents in this district must do a lot of driving to get to their destination. It is unreasonable to think either Seniors, or others with children are going to take public transit to go places. It is not like they can get onto a bus and get off exactly where they need to go, especially if you are carrying groceries and other things, or taking a stroller with a child. Many seniors use walkers or other devices to help with their mobility and using transit will not work for them.

If another bridge is built to West Vancouver, then the traffic would be easier. The traffic many times of the day is not from residents in West Vancouver. A great deal is from other people coming off the ferries, coming from the Sea to Sky highway and from many other parts north of here. They will not use transit to get to their destination. It is for these reasons as well as others, that high density buildings should not be approved.

I thank the district of West Vancouver and the members who work to improve our beautiful city, for all the work and care that is shown the residents.

Your job listening to complaints is not easy, but know you try to understand what the residents think of our beautiful city and to take that into account when planning for the future.

6 to have a fully inclusive transit system is economically not supportable. However a train service would enhance life

Principal 9: Continuously monitor changes in social, economic and environmental conditions, prepare a range of possible alternative long range futures, and share that knowledge with the community in readily available and easily understood communications

SECTION II: WORLD CAFÉS

In order to engage the community about their vision and priorities for West Vancouver's future two World Café sessions were held April 8 and 12, 2017. In

order to encourage participation from a broad spectrum of the community, one event was held on a Saturday at the West Vancouver Community Centre and the other on a weeknight at the Gleneagles Golf Course Clubhouse. The World Café Sessions were advertised in the North Shore News, on the District's website, and through social media and newsletters. Stakeholders that indicated they wanted to remain involved in the OCP Review process also received invitations. In total over 125 participants came out to talk with their neighbours about topics that will be key inputs into the District's revised OCP.

The World Café format featured facilitated small-group dialogue sessions to encourage participation and enable information sharing. The sessions were led by an external facilitator with staff from Parks, Culture, and Community Services, Roads and Transportation, Economic Development, Communications, and Planning and Development Services facilitating and recording the small-group discussions. These discussions were organized around the five OCP topics: housing, transportation, local economy, environment/climate action and social well-being. A sixth table gave participants the chance to discuss their vision and values for West Vancouver. The discussion at each topic table was organized around three questions:

- Priorities: What does the community want?
- Challenges: What do we need to overcome?
- Opportunities: How can we do it?

Each World Cafés included three small-group dialogue sessions, which allowed participants the chance to discuss three of the six topic areas. Each small-group dialogue was recorded on a flip-chart by the table facilitator, who used a different colour for each session, allowing participants to see clearly what was said by the previous groups. The following provides a transcription of the flipcharts from both World Café sessions.

Housing:

World Café: April 8

1. What are your priorities for housing in West Vancouver?

Round 1	Round 2	Round 3
Affordable, not only seniors, also young people	Land trusts for non-market housing	More rental options
Diversity – laneway, coach houses, gentle densification	To expand housing affordability options	Strategic plan for housing
Affordable in context	Consider use DWV land to meet housing objectives	Infill – i.e. coach houses, more incentives for uptake
Maintain village character	Focus on neighbourhood and how it functions for people as a whole (not just housing form). How you “use” your house not just for living i.e. live / work	Improve energy efficiency in homes
Define affordability	Logistics on how to get to and out of neighbourhoods e.g. transportation and infrastructure	More medium densities (between SF and high rise forms)
Multipurpose – housing for people with disabilities – supportive, design	Walking to amenities	Greater variety of housing types along transit corridor
Ageing in place	Node based	Increase community nodes along transit corridor
Neighbourhood approval for midrise and high-rise	Multi-purpose / use – including seniors, rental, supportive, co-ops.	Maintain yard and green space around housing developments
Design guidelines – building and greenspace	More density around marine drive (seniors / families)	Aging in place options
Explore tenure options for affordability	Range of densities	Housing variety for all incomes, family types
District-wide policies before neighbourhood	More housing for people here	Walkability, proximity to amenities and services
Share districts land inventory and plans	OCP is meant to be flexible not rigid	More mixed use (community and restaurants)

Rental as share of development (apt)	Housing adaptive to climate change	Mixed ownership options i.e. buy-half rent / co-ops etc.
Better needs assessment to plan for needs	Housing diversity	Manage monster homes
Expand zoning options		Allow coach homes and second suites
Expand focus outside of solely centre plans		Revisit FAR
Policy for MF housing in SF neighbourhoods (not ad hoc)		Look at SF zoning – expand
Pocket communities – different from on SF lots		On-site parking
Avoid spot re-zoning		
Explore incentives for retrofits		
Affordability – in context to WV, definition. How it relates to housing diversity, different housing forms and creativity		
Time it takes to get things done		
How it relates to DWV land and gentle densification		

2. What do you think are some of the challenges associated with housing in West Vancouver?

Round 1	Round 2	Round 3
Cost	Council that says no and caters to a small group	
Overcome “NIMBY” attitudes	Not developer friendly – long processing, unpredictable	
Clear policies (overall District – wide).	Housing diversity	
Define “NIMBY”	Far too much SF zoned land – more duplex etc.	

Steep terrain	Too much SF focus, need more multi-purpose / use	
Orientation of WV – long & narrow – challenging for development	Getting first responders to Cypress etc. under service	
Get away from, “ghettoization” of neighbourhoods, more integrated, complete communities	Lack of sanctuary housing (shelters)	
More environmental challenges, careful where we build	V/G of hydro, power failures too often	
Development processing length	Persistent 0% budget increases – harming infrastructure spending	
Pressure to gain community amenities from development	Lack of potential for smaller homes – small lots, increasing diversity form, land tenure to support diversity	
	More common dialogues – outreach	
	Need to think / plan for future needs	
	Address large SF lots	
	Keep landscaping	
	Keeping kids families in West Vancouver	
	“NIMBYism” – need neighbourhood planning – outreach with community	

3. What opportunities exist to make housing more successful in West Vancouver?

Round 1	Round 2	Round 3
FAR restrictions to maintain neighbourhood character	Land for housing DWV	Housing for local population
Prevent monster houses	Empty house tax	Improve active transportation and transit – walkability

Look at basement exclusions	Be a good neighbour, with foresight for the future	Higher densities to support transit
Utilize District land, tenure options, include co-ops owned by DWV		If we allow innovation in housing forms etc. we will get innovative housing (the desire is there)
Issue with the question, define more successful – will mean different things to different people		Design that encourages walkability, connectedness
Liaise with province about restricting number of co's in purchasing		Pedestrian focused not car
Looking at SF neighbourhoods as well as centres i.e. laneways, coach houses		

Discoveries and Insights (Table Summary)

Need for more housing options – single family and apartments and a lot missing in middle. These options contribute to walkability, different stages of your life and affordability so you can stay in the community.

World Café: April 12

1. What are your priorities for housing in West Vancouver?

Round 1	Round 2	Round 3
Affordable housing for middle class	Downsizing – people leaving to North Vancouver etc.	Define “affordability in context”
Council adhere to policies in OCP	Accessible option – all adds value	Limit reg'd parking (# of) when developing considered. Develop near transportation hubs (still people driving)
Housing diversity for different social-economic	Multipurpose / mixed use	Building in a traffic strategy to dev.
Creative solutions re. tenure	Proximity to amenities and services	More interdivisional collaboration

Limit unit size	Leadership – infill, increasing density on Sea Front – bold decisions	Multipurpose housing for people with disabilities
Cleaner communication about what is, “on the books”	Get supporters engaged	Different housing to encourage family housing – that encourages diverse options
Diversity of housing form – for different stages of lifecycle	Vision (more of it)	DW
More options to downsize in own community	Design compensation	Encourage smaller unit sizes
More rental, including below – market rental	Vision at neighbourhood level (i.e. area plans).	Building capacity
	Enhance waterfront (like Lower Lonsdale) (various & housing)	Translate the vision to an actual plan that allows change – the mechanisms to allow change

2. What are some of the challenges for housing in West Vancouver?

Round 1	Round 2	Round 3
Limit size of houses	Addressing parking – i.e. car sharing etc.	Too much bureaucracy in process
Employees can't live here	Reduce regulated parking	Human Nature
Cost of land	Allow density to support development near transit etc.	Resistance to change
Everyone wants to live here increase demand	Inventory of parking to inform lower restrictions (vacant stalls etc.)	OCP needs to have certainty, clarity and support change
Too many vacant homes	Lack of housing options	People don't understand that the OCP is written for 5yrs from now
Lack of creative solutions because of resistance to change (i.e. coach houses, infill)	More options at various income levels	
Housing for middle-class		

3. What are some of the opportunities for housing in West Vancouver?

Round 1	Round 2	Round 3
Require a % of units to be subsidized with MF	Allow coach housing and secondary suites (3 units / lot)	Bonus the kind of development that enhance viability, demographic mix
Explore modest density behind arterials (i.e. row houses)	More mixed use at waterfront	Fair value for uplift – directed (if viable) to afford housing fund
More density	6-plex / 8-plex / in single family neighbourhoods (gentle density)	Require built units instead of \$ (i.e. for people with disabilities, housing for employees) multi family.
Have to adjust expectations	Retrofitting existing houses and reducing carbon foot print – tie incentives to this (i.e. environmental)	Also partnering with provincial, federal – for example on District – owned lands
Limit house size		The OCP is an opportunity to communicate that WV wants to develop / variety of housing
OCP housing policies more directive, specific and enforced		Keep community amenities in the neighbourhood its occurring in
Partnerships w/non-profits		

Discoveries and Insights (Table Summary)

Need to be bold so the OCP can include directions and policies actionable and empower leaders to make the changes for the needs of community. Options for everyone including those with disabilities, at different stages of their lives as well as tenure options, more rentals and a range of unit sizes. Empowering more choice.

Transportation:

World Café: April 8

1. What are your priorities for transportation in West Vancouver?

Round 1	Round 2	Round 3
Segmented approach to Transportation		
Can't talk only of public transportation due to going to other places that have no transit		
Highway affects transportation in West Van (Marine Drive)		Integrated planning with other cities
Can't ignore jurisdictions e.g. MOTI		
Greater rapid transit		
Efficiency of movement of traffic	Enforcement & traffic calming	
Underground parking		
Parking off streets		
Charge for parking		
How much consideration will be given to Taylor Way / Marine Drive (Prov. / Fed.)		
Transportation should be priority of OCP		
Leadership in solving issues – DWV representation to federal	Transit Electric	
How well do we understand source of traffic		
Land zoning v's transportation (linkage)		
School traffic – encourage parents to let kids use active transportation	Incentive for both private and public students to use "active transportation"	
School buses should be assigned		
Consider North to South movement also, transit amenities, active transportation		

Use all transport modes, put measures in place		
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2. What do you think are some of the challenges associated with transportation in West Vancouver?

Round 1	Round 2	Round 3
Lack of density to support transit, transit scheduling to improve		Long and narrow community
Many jurisdictions (Feds, MOTI. etc.)		Make better use of rail corridor
Traffic Study of entire district		Getting out of WV – bridge traffic
Topography	Highway incident management plan (improve)	Transit not implementing suggestions of WV residents
Reconfiguring roads to support development		Park Royal, Marine Drive, Taylor Way
Improve sidewalks e.g. Marine Dr.		WV worker getting into WV
Improve cycling infrastructure		Trades travelling into WV increase congestion
Accommodating all modes on Marine Drive is difficult		Continue Spirit Trail
People cannot afford to work and live here – land use planning		Traffic out of West Vancouver e.g. Squamish, ferry traffic
Funding		Transit driver behaviour manning yellow lights
More vehicles per capita than other municipalities because we need to move around		Coordinating Sea Bus with WV bus services
Aging population, self-driving may not be applicable		Speeding, especially in Dundarave

3. What opportunities exist to make transportation more successful in West Vancouver?

Round 1	Round 2	Round 3
Tying land use planning to transportation	Car share depots at developments	Train service for public to “main” stops in WV
Use water, ferry and cycling	Tunnel and rail	Electric vehicles charging stations
Better use of rail	N-S transport – shuttle	Restricting LT on marine
	Feasibility study of Lions Gate Bridge	Cycling lanes
TDM techniques	Park and ride within WV	Free shuttle between Park Royal and Dundarave
Look to other cities to get ideas of TDM – Hong Kong	Coordinate with other municipalities	Restrict parking lanes to allow driving during certain peak hours
Lower level Road	Self-efficiency in North Shore	
Reconfigure traffic (e.g. no parking) to improve traffic flow in certain areas, left turn lanes, roundabouts, smart traffic lights	Transit route, stops map, schedule improvements not only in WV but connecting to WV	
Ride-share programs	Uber	
Review speed limits in District	Good that we have our own Transit	
Use of Google maps / mobile apps		

Discoveries and Insights (Table Summary)

Recognize land use and transport, multi-jurisdictional organization, and consider other modes like those of rail and water.

World Café: April 12

1. What are your priorities for transportation in West Vancouver?

Round 1	Round 2	Round 3
Lions Gate Bridge traffic	Cycling infrastructure	Walkable communities
Increased bus service	Automated vehicles – reduces parking	Increase walkability – along railways. With paths and stairways. Away from traffic separating.

2 nd Narrows Bridge traffic	Concierge service / new services	Back lanes – e.g. Starbucks
Employees and staff – access	Gondola	Increase special event bus service
Public transit system – management improvements	Hour lane	
Local traffic increasing how to shift to transit		
Lead by example – new technologies		
Parking restrictions, car share and car pool		
Water transportation		
Extra lane on Taylor Way – southbound		
Left turn lanes – Marine Drive		

2. What are the challenges associated with transportation in West Vancouver?

Round 1	Round 2	Round 3
Topography – steep hills	Intersection of 2 highways – Highway 99 and 1	Chauffeured students traffic
Horseshoe Bay Traffic	Ferries and delivery traffic	Neighbourhoods are set up / situated very differently – e.g. Ambleside v's Caulfeild
Lack of density across West Vancouver	Squamish & Sea to Sky traffic	
Demographics	Induced traffic, looking for parking	
Moving employees / staff who don't live in West Vancouver	West Vancouver has no control over outside development	
Limited – transportation network – Marine Drive, Highway	Construction / contractor traffic	

3. What opportunities exist to make transportation more successful in West Vancouver?

Round 1	Round 2	Round 3
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Make use of new technologies	Creating walkable / cycling communities	School buses private
Rail corridor – East – West connection	Retrain children to use other transportation modes	Walkable school buses
Low level road – Marine bypass	E-bikes – will help with hills	Better East – West connectivity and with North Vancouver
Better taxi service	Improved transit – best for West Vancouver, not TransLink	Connectivity – bridges – walking
Municipal election – focus on priorities	Creative transportation e.g. Bowen Island bus guy	Better value for TransLink \$\$
	Transit / LRT (light rail transit) – take 2 lanes off Marine Drive	More efficient bus service – well utilized
	Olympics – level bus service	

Discoveries and Insights (Table Summary)

Traffic is the big one and covers a range of issues with some unique challenges, but we also identified a number of opportunities. Moving forward we need to think about how we can manage the whole transportation network and improve services, with better links within the community that made more walkable, and bikeable.

Local Economy:

World Café: April 8

1. What are your priorities for the local economy in West Vancouver?

Round 1	Round 2	Round 3
Realistic – limited commercial base	Why have we lost jobs?	Attract “muscular” business opportunities via economic nodes with specific roles and purposes for nodes
Drive through community	Why is our population declining?	Sustainable land use
Support services for mountain recreation	Businesses struggling due to demographics	Challenges for newcomers - jobs
How is work done today? Outmoded land use classifications – how to support this	Incentivize business start ups	Big picture of West Vancouver’s economy
Work place and community building – e.g. via recreation, office		
Incubators needed		
S. Africa – mixing of residences / businesses = live & work		
Blur land use distinctions to allow for innovation		
Capitalize on arts, culture and tourism		

2. What do you think are some of the challenges associated with economy in West Vancouver?

Round 1	Round 2	Round 3
Arts and Culture (economic potential) limited by will, facilities and focus	Demographics	
Public – private opportunities (e.g. gallery)	Housing costs – too high for young people	
Preconceived notions of land use / economic activity	Limited housing choice	
Untapped economic potential of waterfront	Home-based-too....?	
Staffing challenges		

3. What opportunities exist to make the local economy more successful?

Round 1	Round 2	Round 3
Restaurants of Bellevue	Work with our strengths	Drawing power of Park Royal
Connect business area to waterfront	Tap into local knowledge base (experts working from home).	Take advantage of our attributes
Cypress Village – new housing, recreation, campus development (educational / business)	Creativity in land use planning	(Tax) incentives for cosmetic upgrades
Technology incubator / mentors in West Vancouver	Film industry - provincial tax incentives	Change in/out losing
Underutilized park land – available for economic use	Create, “Funky”	Home based businesses - analyze
Place making e.g. Lower Lonsdale	Flexible office space	Mentorship – base
		Isolated in region
		Tap into potential investors
		More DWV info
		Need to understand what WV is today (not what it was) to guide where we are going

Discoveries and Insights (Table Summary)

Local economy not a single topic it encompasses everything, land use, housing transport. Understand what West Vancouver is today not what it looked like before, but what it is now so we can look to future and what it can be. Intellectual capital to entrepreneurial, arts and creation as economic drivers.

World Café: April 12

1. What are your priorities for West Vancouver’s local economy?

Round 1	Round 2	Round 3
Diversity of small businesses	Businesses that are open in evening – need population	To grow the local economy

Entice visitors from waterfront to commercial area		Provide affordable housing for people who work here
More attractive commercial areas		To be more than a bedroom community
Local, small businesses		To enable businesses to thrive
Greater vibrancy		Keep “village” scale / character, independent businesses and charm
Evening life / socialization		Park Royal village workers
Keep commercial areas commercial		Develop clear vision for Ambleside
		Capitalize on Waterfront and connectivity / benefits to business
		Ambleside was a village, what is it now?

2. What are the challenges associated with the local economy in West Vancouver?

Round 1	Round 2	Round 3
Lack of clustered retail and restaurants	Lost diversity – lots of nail shops	Finding employees with an ability to commute
Not walkable / poor pedestrian environment – sidewalks	Loosing established WV businesses? How to keep them?	Public transit
Fractured ownership		
By-pass community		
Local demographics – shoppers / business		
Youth workers		
Hiring – housing, transportation		

3. What opportunities exists to make West Vancouver’s local economy more successful?

Round 1	Round 2	Round 3
Ecotourism – aligns with environmental values	Cypress Village could be complete community with housing, jobs, services, education	Good environment, schools, community

Capitalize on village character / attributes	Re-visit what “industry” means today – be open to economic opportunities	Seaside plus mountain side – capitalize on these visitors
Can do better than Lower Lonsdale – create our version	Technology, education related to environment	Locals and visitors
Restaurant cluster	Sharing economy enterprises e.g. co-working spaces	Water’s edge
Art galleries	Eco – tourism	
Satellite of Emily Carr U.	More festivals	
Water access	Arts & Culture Strategy	
Tap into regional tourism travelers to Whistler	PT Atkinson light station as interpretive centre	
Look which businesses are successful	Enhance existing communities – build great Cypress Village	
	Build out Horseshoe Bay as vibrant village	
	Partnerships – all commercial areas – villages, town centre, Park Royal – complementary	

Discoveries and Insights (Table Summary)

Recognition that it needs to be more than a bedroom community, we are a water front and mountain community, enhance existing, and build an outstanding Cypress Village, a community with vibrant economy, arts, culture and tourism.

Environment & Climate Action:

World Café: April 8

1. What are your priorities for the environment in West Vancouver?

Round 1	Round 2	Round 3
Separate waste stream	Suburban sprawl	Natural
Native plantings, bees, invasive, etc.	Multicultural	Environment v’s built

Senior Gov.	Regulation of noise pollution, blowers, construction, demolition waste, trees, building renovation	Air quality / pollution / auto use / transit / bikes / retain adequate yard / green space / Neighbourhoods
GHG Emissions		Sea level rise
Nature House, knowledge of current environment / species education / advocacy / water quality / pollution / ocean / protect Howe Sound / UNESCO		
Use public pieces of land		
More public information		
Protect / expand park space		
Cypress Village		
Size of new houses		

2. What are some of the challenges associated with the environment in West Vancouver?

Round 1	Round 2	Round 3
Protection of creeks, surface water, awareness of local environment, local regulations	Air quality	Local recycling facilities
Tree Loss	Transportation Lions Gate Bridge bottleneck	Noise – construction, landscapers, traffic
Balance housing / environment	Impact to natural areas / park / forests / fire hazard	Litter streets, parks
Co – existing with wildlife; interface	Protect natural areas	
Animal attractants	Environmental impacts	
Limited access to education – schools		
Global warming; sea level rise transportation / vehicles		

3. What opportunities exist to make the environment more successful in West Vancouver?

Round 1	Round 2	Round 3
Funicular / act transportation / water taxi / transit access	Wildlife Corridors	Access to wilderness
Vehicle electrification – on-site generation	Promote walking and cycling	Incentives
Nature House / Stewardship	Limit lot coverage	
Community Day, increased community festivals	Increase green space; rooftops	Policing speed and noise
Involvement of schools / multi-cultural outreach	Onsite storm water retention	Increased bldg. construction diversion
Preference: native plants over invasive plants	Regulate domestic animals (birds)	
Consistency in regulation / environmental land use planning / increased M/F	Ban noise sources (landscaping)	

Discoveries and Insights (Table Summary)

Focus on strong stewardship and this community has a good historical basis on this. Need to focus on education, culture, organizations and accessible to as much of the community as possible. Specific issues – increasing sea levels and maintaining culture of prioritizing the environment.

World Café: April 12

1. What are your priorities for the environment in West Vancouver?

Round 1	Round 2	Round 3
Sea level rise, ongoing strategies, fire, flood, drought		Reuse store / construction materials, enterprises, recycling
Upper Lands protection (WG) (Working Groups)	Light pollution, landscape lighting,	1200' limit IRR metro consideration

	sound / noise pollution – loss of vegetation	
Air Quality Increase from industry, insufficient recognition, traffic, fuel source, education	Drainage creek protection – loss of vegetation	Enjoyment and Environment
Environmental declaration – blue dot	Land use – concentrated development, density, missing middle housing	Tree Protection
Water Quality – metering, consumption high, awareness	Green infrastructure / rain gardens	Scarification of property with construction
Better coordination, “intramunicipal” (between municipalities)	Wildlife education – attractants, conservation / bylaw, arborist – increase resourcing	Watershed assessment – tree impact
Foreshore	Oil tank policy	Human health benefits of environment
Integration - transportation, mode split, electric charging, bus service, senior govt.		Car share, incentives, water taxi
Regional transit sea – sky	Viability, relation to land use	Drainage detention
Solid Waste: litter		Lot coverage, tree cutting
		Solar access
		Dedicated bike / pedestrian paths

2. What are the challenges associated with the environment in West Vancouver?

Round 1	Round 2	Round 3
Topography / East – West arrangement	Consumption	Advocacy Groups
Trees: Views v’s Canopy. Private landscaping – native species	Economy – increase productivity / efficiency	Sensitive, wildlife habitat, urban agriculture, community plots
Construction sites – traffic and parking	Landscaping noise / pollution	

Coordination – lot coverage and density	Materiality in construction	
Natural v's built environment	Access to environment and wild / nature – signage and connectivity	
Environment integrity / legacy v's myths	Neighbourhood character	
Socio economic influence / size of housing	Public vegetation	
	Pedestrian infrastructure v's character and cycling / scooters	
	Cross – District connections	
	Lighting design	

3. What opportunities exist to make the environment more successful in West Vancouver?

Round 1	Round 2	Round 3
Upper lands protection – regional and local benefit	Gentle densification in SF, CH and secondary suites	Access to wild
Green corridors / connectivity	Improve garbage collection	Urban agriculture
Emphasis narrative, volunteer	Litter / idling	Education / advocacy
Education / schools	Behaviour change	Other public / NGO's
	Separation of construction waste	High building energy standards
		New town / village centres
		Heritage built and natural
		Water taxi
		Lighthouse Park
		Stream keepers / fish / habitat

Discoveries and Insights (Table Summary)

Construction impacts and different bearings of that; material waste, streams, noise, concerns of stream health and storm water on site.

Social Well-Being:

World Café: April 8

1. What are your priorities for social well-being in West Vancouver?

Round 1	Round 2	Round 3
A walkable community	Integrate new buyers of housing to join and work together in community	Greater connecting...opportunities housing design that facilitates this
Not isolated into "pods"	Support increase for active recreation e.g. trail maintenance, \$ budget, properties (private) with trails, work with landowners to maintain trails (e.g. Squamish). Lifestyle and economic advantages	Sea walk open!
Mixed generations learning from one another	Housing for persons with disabilities	Great dog parks for connecting
How to do all this increase with people living in non-walkable communities e.g. properties	Housing for WV service workers	Childcare for young families
Mixed community e.g. young people = ramifications for resiliency	Rental housing	Community Centre needs assessment
More affordable housing e.g. through smaller size housing, rental that accommodates families		Opportunities to use arts facilities to bring people out of isolation
Market housing that supports people working in W.V.		Access to natural environment that is sympathetic to demographic e.g. sea walk, LHP (Lighthouse Park)
Pet friendly rental housing		Caring for all public spaces to avoid decay

Newcomers....how can we be more welcoming? Outreach, services within the community (rental costs for NPOs)		Increase diversity of housing options that are reflective of demographics well designed, higher density
More health care options avail ambulatory clinic so emerg. Isn't only option		Continue to develop recreation facilities
Adult day centre services		Fantastic recreational resources, library
Support in health care for young children		
Police on the street – community policing		
Service groups – visibility of		

2. What do you think are some of the challenges associated with social well-being in West Vancouver?

Round 1	Round 2	Round 3
Isolation, big houses with long driveways	Transportation / gridlock	Cinema
Neighbourhood socials	Density doesn't support business	There exists racism in W.V. resentment – housing \$ and size
Neighbourhood organizers	Dense housing with common / shared land e.g. Zurich	Challenges with isolation of ethnic communities, reach out and inclusion
Lots of people driving	Accommodating increase of the number of people who will be living in West Vancouver with lifelong disabilities, acquired and aging related e.g. narrow sidewalks	Programming for age related dementia
Ways outreach to amenity Rooms in apartments / condos	Empty houses affect feel of neighbourhood	Neighbourhood “point person” that can liaise with District / neighbourhood assign
Social amenities lost.....movie theatre, bowling, restaurants closed by 9pm		How does W.V. connect with people?

Young families – full spectrum of age continuum needed		
Density		
Volunteers – people are too worn out		
Tax credit for volunteers = increase volunteering		

3. What opportunities exist to make social well-being more successful for West Vancouver?

Round 1	Round 2	Round 3
Social policy division which gives out grants / social policy to create a sense of community	Creating “pocket” communities LG (Lower Ground) property with multiple types of housing e.g. Holly Burn Mews	North-South transportation issues
Social opportunities - picnics and community days at smaller scales	We must understand how W.V. is changing right now – integration of silo’s, young people can’t afford to be here	A lot of solutions seem to be off-loaded to development. Should be determined by the community.
Encourage people to set up businesses in WV	What is the direction	Focus on community spaces/ services in all neighbourhoods, not just one or two (East and West)
Increase density and things to do in WV	Feeling of being run by developers	Community gardens help neighbourhoods come together
Increase affordable housing	Join working groups	Short on commercial rec ops e.g. laser dome
Covered outdoor spaces		Improve parks concession quality to attract more people to use them and get out in community
Make sidewalks wider		Programming aimed at wellbeing of broader community
Vibrant community		Connecting with people in convalescence via hospital

All social services are located in NV and people have to leave WV to access		Community outreach at neighbourhood level
There is no housing for people with disabilities – we need this		
Neighbourhood mentoring / connectors		

Discoveries and Insights (Table Summary)

How we strengthen neighbourhoods and create opportunities and utilize key people in the community. Communicating on the ground and building these stronger networks.

World Café: April 12

1. What are your priorities for social well-being in West Vancouver?

Round 1	Round 2	Round 3
Care programs for vulnerable	Variety = economic, social, includes a diverse population	Social connection – vibrant churches, vibrant clubs
Use development to encourage social well-being	Inclusivity – space for all	Embrace diversity – culture, age, gender, religion (ways to engage, welcome)
Populations – seniors at risk, single income households, persons with disabilities, vital signs	Diversity – economic	Community design for institutions
How are we supporting the idea of a “village” – there has been a shift need to get back to this – support for those new to West Vancouver	Ability to attract and retain	Citizen engagement – needs to be community driven – diverse engagement tools / tactics
Welcoming / Access to services	People know their neighbours	Age friendly community, social isolation, care givers, increase co-ability

Youth 12-18 and 21-30 losing this age group – require housing and jobs appropriate for youth	Create points of connection everywhere, multi generations	Security /safety – support for mental health, children walking to school
Housing as a connector	Accessibility unlikely with our demographics	Hidden vulnerability, at risk populations
Affordability	Decay in our 3 economic centres	Need options for downsizing in communities
Age friendly	Needs assessment – what do we have and what do we need for all ages	
Intergenerational	Social fabric built through rec and arts	

2. What are the challenges associated with social well-being in West Vancouver?

Round 1	Round 2	Round 3
Need to acknowledge what the issues are and who we are as a community	Attract and retain staff in key sectors	Affordability – housing – declining pop
Issues associated with an aging population – driving – downsizing	Community layout – centres with less in neighbourhoods	School enrollment – spaces for kids in the community
Pressure on infrastructure from those out of the District – particularly schools	Human nature	Traffic & transportation – problems with attracting local workers
Lack of housing options for both seniors and young people	Not having a contemporary “fresh” vision on why West Vancouver great – too focused on challenges	Change – stress – need to look at working with the population where things are happening
Housing affordability	Inertia – caused by a lack of vision	Bi-connection, multi-generational spaces
	Declining – population, business area.	
	Stale perception and myths - land is too expensive to do that here	

	<ul style="list-style-type: none"> - not enough funding - WV does not have a low income, homeless, unhealthy population - we're special 	
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3. What are the opportunities for social well-being in West Vancouver?

Round 1	Round 2	Round 3
Amenity contributions from developments	Check-list for social well-being	Affordable housing – multi generational
Opportunities for development in single family homes	Opportunities for using a “lens” – income, accessibility, age friendly etc.	Intergenerational programs and places
Public access to the waterfront	Put your money where your mouth is, adequate funding	Encourage third – places
Bonusing for 2-3 bedroom units	Expand programs for low-income seniors	Rain friendly city strategies
Development as a job generator	Election in Oct 2018	More inclusive festivals – range of scales
Enhance existing amenities	OCP with actionable targets	Build on existing assets
Demographic now allows us to look for new homes – greater sense of community and can allow young people to obtain lots	Pre-zoning for things that address social well-being	Election in May
Celebrate and recognize community heritage	Learning from other communities	Community safety and security block
	OCP actions should be embedded across departments	

Discoveries and Insights (Table Summary)

Remarkable common thread throughout, we need to take an honest look at who the community is. Our community is very diverse and we need a variety of different services for this diverse population as we look into the future.

Vision:

World Café: April 8

1. What do you value the most about West Vancouver today?

Round 1	Round 2	Round 3
The neighbourhood – Ambleside, 12 th & Keith	Village like character both residential and commercial	Amenities for seniors
Neighbourhood character that includes young families	Feels like a small town – leave the city behind when you come over the bridge	Dundarave, Horseshoe Bay, Gleneagles, Cypress Park
Pedestrian connections in lower Ambleside	Close proximity to the big city	Public education, strong civic sense of getting involved and making community better
Mountain & seaside setting views	Parts are very well served by public transit	Civic Pride
Quality education & programs WVCC Library	Not bad to be a bedroom community	Opportunity for recreation – natural outdoor
Community Infrastructure	Still have native, natural environment left to preserve	Very high level of amenities – public facilities
Safety		Local government engagement, they listen, consider and act
Seaside commercial villages		
The people		
Access to nature		
Arts, culture and festivals		

2. What is your vision for West Vancouver in the future?

Round 1	Round 2	Round 3
30yrs ahead – residents will continue to treasure and value a 21 st century seaside village community	To be more vibrant, arts, culture, restaurants, part of Ambleside park behind sports field underused	Not just a place to call home, but a place to live, work, recreate, enjoy, arts and culture. For all ages and all families

WV becomes a sustainable home for young families	Focus on being a hidden gem (as opposed to world class)	Have a strong local economy
WV becomes a sustainable home for seniors to downsize	Cypress village as a model	West Vancouver deserves world-class arts facilities
Harmonious diversity – all ages and backgrounds		Enhanced relationship with 1 st Nations, representation working with 1 st Nation
Inspires excellence and leads by example		Broader demographic, age, young people and culture
A greener community, includes transportation, public spaces and neighbourhoods		
Preservation of views		
Thriving intertidal zones		
A natural waterfront		
A balance of nature and activity on waterfront		
A community set in nature		

3. What concerns do you have about the future of West Vancouver?

Round 1	Round 2	Round 3
Housing affordability – need innovation	Lack of diversity of housing types, town houses, coach houses	You can never be the same and change
Losing support staff / municipal staff	“Middle class and don’t agree”	Need to improve public transportation for school children
Traffic at capacity, developers should contribute to solutions prior to significant developments being allowed	How can we remain the same and change?	Need more public transport to access municipal facilities. Right now need cars

Housing sizes, bulk, large lots		Distributed municipal access to service is not even equitable
Public safety, oil spills, rising sea levels, urgent care centre		Why is there no shopping above the highway in the Upper Levels?
Over development along traffic corridors and around seaside		Need to change, break down definitions to become something new
Preserve and improve village character around waterfront		West Vancouver doesn't have a succession plan!
Too many empty houses		Not affordable for young people, they are leaving
		No activities for young people (0-45)
		No employment opportunities for young people

Discoveries and Insights (Table Summary)

High level visioning, a lot of topics to cover. In order to arrive as an inclusive community we need to continue to strive to integrate all of these topics in planning for our future.

World Café: April 12

1. What do you value the most about West Vancouver today?

Round 1	Round 2	Round 3
Oceans, beaches, mountains and forests	We have the best schools	Being able to participate in the community
Nature – outdoor recreational opportunities and sports	Community events, festivals e.g. Coho Fest, Canada day, Pumpkin Fest, Harmony, Community Day, Norooz, Friday night concerts at library	Safe, involved, friendly community
Culture, the arts		Small town feel

Love the fact sailing and skiing in the same day!	Excellent library, community centre facilities and services / programming	Identify with previous comments
Heritage many aspects	Single story architecture / West Coast	Access to outdoors, forest etc.
Buildings / architectures, landscaping, cultural & historical (e.g. Maypole)	Park Royal	Its paradise really!
Walking trails & paths (off street) and including sea walk	Yacht Club – West Vancouver Yacht Club, Eagle Harbour, Holly Burn	
Safety	Green environment	
Village feel (Ambleside, Dundarave etc.)	Sea side village not urban	
Quality of civic amenities (CC, Kay Meek)		
Proximity to major urban centre, but separate		
Great schools		
Smaller, individual community feel, distinct from other communities		
Good place to raise a family, good support and activities		

2. What is your vision for West Vancouver in the future?

Round 1	Round 2	Round 3
Dark skies at night – turn off landscape lights	Follow OCP	Modernization, needs to be some opportunity for growth in commercial areas, invite consumers
Keeping things that we value	Keeping building height to 3 storeys	Like Carmel, CA. seaside CA towns with village feel and vibrancy
More connected – the communities with our community – including 1st Nation	Council to grapple with definition of affordable	Water – taxi attract visitors to day trips use piers to attract cruise ship travelers
Raise a family and stay your entire life. Everyone	Make it more affordable for middle class, families	A community that welcomes diverse

who wants to stay can stay as long as they want	& new comers – a more economically balanced community	income levels, accessibility, cognitive ability etc.
Increase employment opportunities	Activities for youth	More attention to accessibility needs housing, public realm, commercial areas
Greater diversity of housing and demographics	Vibrant churches	Get people out of cars by developing more walkable, bike opportunities
Very specific zoning – where they can be built, place for large houses	Attract diversity, demographic vibrancy and the rest will follow	Better sidewalks
To be known for an open minded approach to design housing, transportation, public realm solutions	Embrace our existing demographic – work with what we've got	Energy sources
More vibrancy	Simplify process, re-visit OCP, encourage more affordable housing e.g. townhouses	More programs for children at Gleneagles enhance usability of underutilized parks like Tantalus
Clustering development		Embracing ethnic diversity – integrate

3. What concerns do you have about the future of West Vancouver?

Round 1	Round 2	Round 3
Increasing pollution, light pollution	Ambleside village feel being lost	Dropping population exasperated by empty houses
Climate change – flooding, drought	75% of people who work here don't live here	Vibrancy of community is dying
Fear of change	Traffic generated by through traffic	Empty houses affect safety
Fear of not changing	Too much development resulting in flood	Not enough awareness about accessibility needs

Continuing traffic congestion because we haven't found alternatives – multi-model land-use	Foreign buyers, investment properties, empty	North Van is becoming the place to be and drawing people away from West Vancouver
Empty houses	Not protecting real estate values by allowing empty houses	Data?
Centralization / clustering – hope	“Affordable housing” not affordable and it looks horrible	Need zones for different activities
Continued sprawl	West Vancouver residents should get first priority in new housing opportunities	Not enough parking / contradictions about parking
Not enough vibrancy	Should tax off shore investors	
Demographic stagnation	Multi-generational residents leaving now	
	Local businesses being replaced by large corporations as they can't afford the rents.	

Discoveries and Insights (Table Summary)

Vision that respects unique values, paradise community, all generations, live and enjoy our community, create opportunities to visualize, socialize and integrate.