

DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

7.

COUNCIL REPORT

Date:	November 19, 2021
From:	Jim Bailey, Director of Planning and Development Services and Nicole Olenick, Project Co-Manager, Planning the Upper Lands
Subject:	Upper Lands (Cypress Village/Eagleridge) – Direction to Proceed to Phase 3
File:	2570-04

RECOMMENDATION

THAT:

1. The *Planning the Upper Lands: Phase 2 Engagement Summary* attached as **Appendix A** to the report from Jim Bailey, Director of Planning and Development Services and Nicole Olenick, Project Co-Manager, *Planning the Upper Lands*, dated November 19, 2021 be received for information; and that
2. The project team be directed to proceed to Phase 3 of the *Planning the Upper Lands* process in accordance with the next steps outlined in this report.

1.0 Purpose

To update Council on the outcomes of Phase 2 of the *Planning the Upper Lands* process and seek direction to proceed to Phase 3.

2.0 Executive Summary

Purpose of Report: Update Council on the outcomes of Phase 2 of the *Planning the Upper Lands* process and seek direction to proceed to Phase 3.

Main Objective of the Phase 2 Engagement: Seek community input about the proposed land use plan and proposed development concept for Cypress Village, which was developed and presented in Phase 2 based on the direction from Phase 1.

Main Themes from the Phase 2 Engagement:

- There is continued support for the dual objectives of creating a sustainable new community in Cypress Village and protecting lands in Eagleridge.
- There is strong support for the proposed land use plan and development concept for Cypress Village. Based on the Phase 2 Survey, when asked about their level of support for the proposed

housing mix, land use plan, active transportation network/recreation areas plan, community facilities, and form and character of development for Cypress Village, about 60% or more of respondents indicated that they 'support' or 'generally support but have some concerns' for each of the proposals. This is a similar level of support as provided in Phase 1 (in which 64.5% of respondents to the Phase 1 Survey preferred to protect all of the Eagleridge lands at this time, rather than in a phased approach, despite the trade-off of a larger scale of community in Cypress Village).

- Concerns focus on traffic impacts, environmental impacts, storm water management, density, and the loss of existing mountain biking trails in Cypress Village. More detailed information will be provided about these topics in Phase 3.
- Suggestions for refinement were extensive, varied, and diverse. Some frequently noted suggestions for refinement include:
 - Consider a higher share of low-density multi-family forms.
 - Consider increasing the affordable housing component.
 - Consider reducing building heights.
 - Consider reducing the footprint of the low-density residential area in the northwest corner of the planning area.
 - Consider sufficient infrastructure to accommodate vehicles (e.g. parking).
 - Consider separating cycling paths from walking paths and vehicular traffic.
 - Preserve as many of the existing mountain biking trails as possible.
 - Consider the interface between the proposed multi-use path above the 1200' contour and existing mountain biking trails.
 - Commit to subsequent process(es) to formalize, plan for, build, and manage mountain biking trails (in the proposed mountain biking area in Cypress Village and above the 1200' contour).
 - Consider an ice rink as part of the community facilities.
- As in Phase 1, a small number of people expressed opposition to any development in the Upper Lands (27 people in the Phase 1 Survey and 48 people in the Phase 2 Survey) or a preference for the Upper Lands to be developed under the existing single family zoning (13 people in the Phase 1 Survey and 7 people in the Phase 2 Survey).

Recommendation:

The planning team recommends that Council:

- Receive the Phase 2 Engagement Summary (**Appendix A**) for information;

- Direct the planning team to proceed to Phase 3.

3.0 Legislation/Bylaw/Policy

The policy context for area development planning is provided by the District's Official Community Plan (OCP) Bylaw No. 4985, 2018.

As the Area Development Plan for Cypress Village will form part of the OCP, *Local Government Act* (LGA) requirements for OCP content apply. Notably, OCPs must identify the "approximate location, amount, type and density of residential development" and the "approximate location, amount, and type of present and proposed commercial" uses.

The District endorsed the Regional Growth Strategy, *Metro Vancouver 2040*, and the District's Regional Context Statement in the OCP includes policies related to supporting the regional goals of creating a compact urban area, supporting a sustainable economy, protecting the environment, developing complete communities, and supporting sustainable transportation choices.

4.0 Council Strategic Objectives/Official Community Plan

Council's *Strategic Plan, 2020–2021* includes goals and objectives for these main topics: Housing, Local Economy, Climate Change and Nature, Mobility, Municipal Services, Social Well-Being, and Major Project Priorities.

Council's *Strategic Plan, 2020–2021* includes the following references to Cypress Village:

- Council's Strategic Goal for Housing is to "significantly expand the diversity and supply of housing, including housing that is more affordable." Objective 1.3 under this goal is to "work towards an Area Development Plan for a residential mixed-use neighbourhood in the Upper Lands – Cypress Village."
- Council's Strategic Goal for the Local Economy is to "create vital and vibrant commercial centres." Objective 2.4 under this goal is to "ensure that a vibrant commercial component is included in the neighbourhood development of Cypress Village."

The preparation of an Area Development Plan for Cypress Village and detailed planning policy and implementation mechanisms for protecting lands in Eagleridge represents a significant implementation opportunity for a wide range of OCP policies related to environmental protection, housing diversity, local economic resiliency, mobility improvements, and community connectedness. The OCP includes numerous policies and references to the Upper Lands. Some of the key policies that provide the context for this planning and engagement process are as follows:

- OCP Section 2.2: “The Upper Lands comprise undeveloped publicly and privately owned lands north of Highway 1. Historically, residential development above the highway has consisted predominantly of detached single-family housing, often on large estate-sized lots. Environmental features and lands with high recreational potential have typically remained under private ownership. Neighbourhoods have been planned incrementally over the last 80 years, moving from the eastern boundary of West Vancouver westwards, which has led to limited amenities and services in the Upper Lands. More recently, planning for the Rodgers Creek neighbourhoods (currently under construction) marked a shift towards multi-family housing forms in anticipation of the future Cypress Village. Undeveloped lands below 1,200 feet in elevation are zoned for single-family development. However, these lands include important environmental assets and recreational opportunities that the community values, notably in areas west of Eagle Creek where the District recently dedicated Whyte Lake Park (2014) and where important wetlands and Arbutus groves exist. Adopting a more holistic lens is needed to situate all future development within its wider mountain context - both to preserve the most valuable environmental and recreational values in perpetuity, and to provide for future development of the kinds of housing and amenities in and around Cypress Village that most benefit the community. This OCP recommends the transfer of development potential away from higher value ecological and recreational assets to cluster new housing close to existing infrastructure in the compact and complete future neighbourhood(s) of Cypress Village and Cypress West. This would allow a much larger area to become protected in perpetuity.” Note that the reference to ‘lands west of Eagle Creek’ refers to the planning areas called Eagleridge and Inter Creek.
- OCP Policy 2.2.1c: new development in the Upper Lands should be managed through area development plans and by “...Varying density within areas and transferring development rights from one area to another to direct development to lands most suitable for development, protect and acquire environmental and recreational assets, and allocate density to achieve neighbourhood focus and identity.”
- OCP Policy 2.29: “Seek to transfer the residential development potential from all remaining lands below 1,200 feet west of Eagle Creek to: (a) The Cypress Village planning area (between Cave and Cypress Creeks) as the primary focus for future neighbourhood development in the Upper Lands; and (b) The Cypress West planning area (between Cypress and Eagle Creeks) as a secondary community supporting Cypress Village.”
- OCP Policy 2.7.9: “Protect environmental values below 1,200 feet in the Upper Lands area by: (a) Seeking to protect permanently areas west of Eagle Creek, prioritizing areas of significant ecological values

such as the Arbutus groves west of Nelson Creek, Larson Creek Nelson Creek, Larson Creek and wetlands, and other sensitive wetlands and habitats.”

- OCP Policy 2.2.11 “Protect lands west of Eagle Creek below 1,200 feet whose development potential has been transferred, designate these lands as Limited Use and Recreation, and dedicate them as public parkland or non-profit conservancy or similar publicly-accessible open space in perpetuity.”

Protecting the lands in Eagleridge and planning for a compact, sustainable urban community in Cypress Village are the first steps toward implementing these policies in the OCP. Planning for Inter Creek and Cypress West will be done in a subsequent, future planning process (likely 20+ years in the future).

5.0 Financial Implications

5.1 Financial Implications of the Planning Process and this Report

The District is responsible for this comprehensive planning and engagement process and has retained a team of planning and community engagement consultants that report directly to the District who are helping to design and implement the process. There is a Council-approved Cost Recovery Agreement in place, so the costs associated with the consulting team are recovered from the major landowner, British Pacific Properties Limited (BPP). There are no financial implications to the District of the planning process.

There are no financial implications of this report, which updates Council about the results of the Phase 2 community engagement and seeks direction to proceed with Phase 3.

5.2 Financial Implications of Plan Adoption and Implementation

The detailed financial implications of plan adoption and implementation have not yet been estimated, but there are four key points at this stage:

1. It is proposed that BPP pay for the cost of infrastructure to serve Cypress Village such that there would be no capitals costs for the District related to infrastructure for Cypress Village.
2. It is proposed that BPP will pay the cost for agreed-upon amenities in Cypress Village including child care space, parks/trails, and a community centre. The detailed terms are still under discussion and will be finalized for Council consideration in Phase 3.
3. As noted in Phase 1, other mechanisms (in addition to density) are needed to enable the protection of all of BPP’s lands in Eagleridge for conservation and recreation as part of this process. The full terms of agreements with BPP are still being negotiated and will be finalized for Council consideration in Phase 3.

4. There will be new operating costs for the District, including the community centre and proposed fire hall, but there will also be new property tax revenue. Details will be finalized for consideration by Council in Phase 3.

6.0 Background

6.1 Previous Decisions

At the July 24, 2017 Council meeting, Council passed the following motion:

“THAT:

1. The report from the Manager of Community Planning and Sustainability titled “Cypress Village Update” dated July 11, 2017 and its attached Appendices A, B and C be received for information; and
2. The community be advised that cost recovery is proceeding for Cypress Village planning as outlined in this report.”

In March 2020, Council approved launching the *Planning the Upper Lands* process, but this was delayed with the onset of the global COVID-19 pandemic shortly thereafter. In May 2020, Council directed the planning team to proceed with the planning and engagement process with an adjusted approach to reflect the ongoing impacts of the global pandemic.

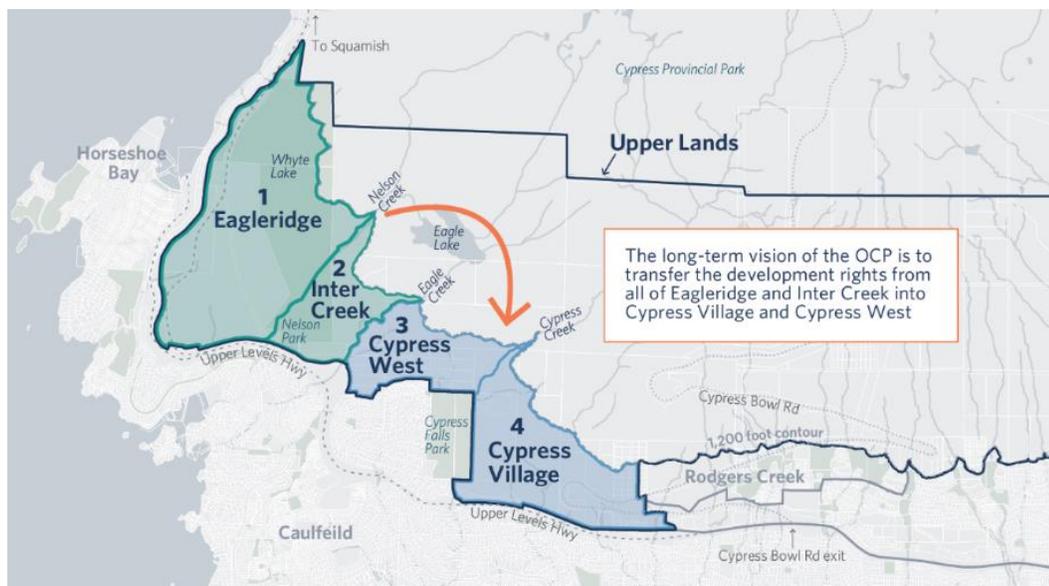
At the February 8, 2021 Council meeting, Council passed the following motion upon completion of Phase 1 of *Planning the Upper Lands*:

“THAT

1. The Planning the Upper Lands: Phase 1 Engagement Summary attached as Appendix A to the report from Jim Bailey, Director of Planning & Development Services and Nicole Olenick, Project Co-Manager for the Planning the Upper Lands project team, dated January 22, 2021 be received for information;
2. The project team be directed to proceed to Phase 2 of the *Planning the Upper Lands* process in accordance with the next steps outlined in this report;
3. Approach B from the Phase 1 engagement be adopted as the basis for detailed planning work in Phase 2; and
4. The Planning Principles for Cypress Village and Eagleridge attached as Appendix B to the report from Jim Bailey, Director of Planning & Development Services and Nicole Olenick, Project Co-Manager for the Planning the Upper Lands project team, dated January 22, 2021 be adopted to guide the detailed planning work in the next phases of the project, subject to text refinements to reflect the selection of Approach B (assuming Council direction to proceed on this basis) and refinements as needed as the planning work proceeds.”

6.2 History

In 2018, Council adopted a new OCP to provide high-level District-wide objectives and policies around land use. As previously noted, the OCP sets out policies for the four remaining planning areas in the Upper Lands that seek to protect lands in Eagleridge and Inter Creek (1 and 2 in the map below) for conservation and recreation and to create new compact sustainable neighbourhoods in Cypress Village and Cypress West (3 and 4 in the map below). The OCP recommends achieving this vision by transferring the development potential from the lands in Eagleridge and Inter Creek into Cypress Village and Cypress West.



The policies in the 2018 OCP build on the 2015 Upper Lands Working Group recommendations which looked at planning the remaining Upper Lands in a holistic way, which in turn built on the vision in the 2008 Rodgers Creek Area Development Plan for a new mixed-use village west of Rodgers Creek to serve the Upper Lands communities. The idea for a village located generally near the first switchback of Cypress Bowl Road has been policy since the 2004 OCP.

As the major land-owner in the four remaining Upper Lands planning areas, BPP completed an independent pre-application planning and visioning process in 2016 that involved public consultation and conceptual planning. This was a BPP initiative and process.

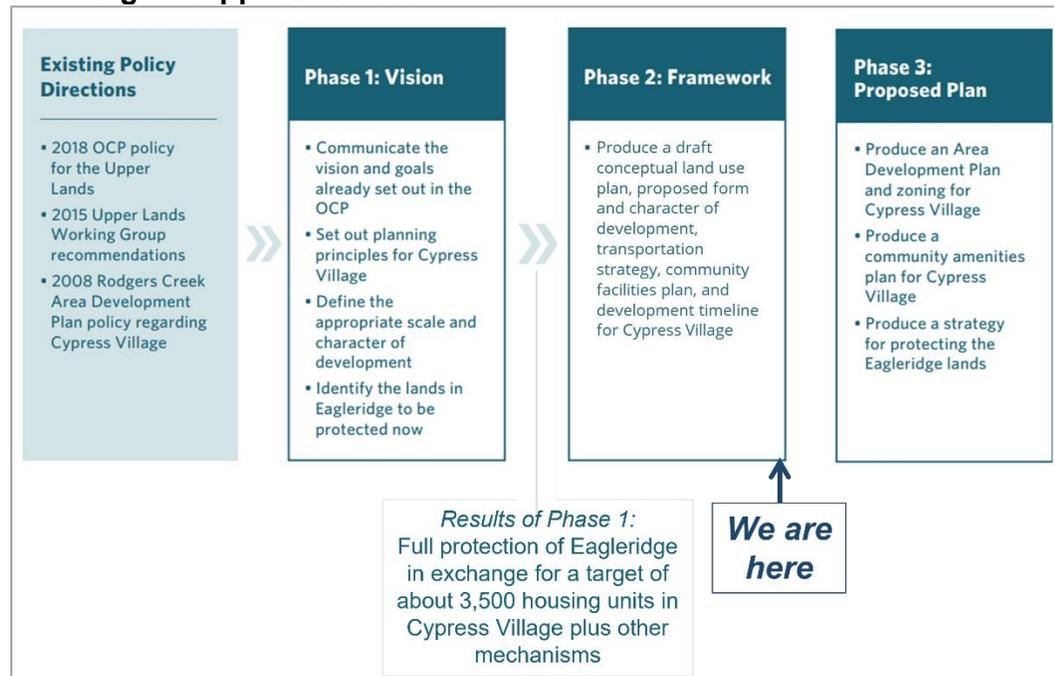
Between 2017 and 2019, BPP and the District worked collaboratively on technical analysis and studies related to the remaining Upper Lands. This is referred to as the “Pre-Conditions” phase.

In July 2020, the District launched a three-phase process called *Planning the Upper Lands*, which is a planning and community engagement process to create detailed policy for the lands in Eagleridge and Cypress

Village as a first step towards implementing the Upper Lands policies in the OCP.

The process has three phases as illustrated in the diagram below.

Planning the Upper Lands Process



Phase 1 of *Planning the Upper Lands* spanned July to December 2020. The objectives of Phase 1 were as follows:

- Seek community input about proposed principles to help guide the detailed planning for Eagleridge and Cypress Village.
- Seek community input about the trade-off between the scale of development in Cypress Village and the share of Eagleridge that is protected at this time. Two options were presented in the Phase 1 engagement materials:
 - Approach A – Protect about half of Eagleridge at this time and plan for about 2,500 housing units (plus amenities and commercial space) in Cypress Village. The other half of Eagleridge would then be protected as part of a subsequent, future planning process.
 - Approach B – Protect all of Eagleridge at this time, plan for about 3,500 housing units (plus amenities and commercial space) in Cypress Village and determine what other mechanisms are also needed to make this approach work.

The Phase 1 planning and engagement process did not consider the option of developing BPP's lands in Eagleridge and Cypress Village under the existing single family zoning because it would be inconsistent with the District's OCP. The OCP includes policy that encourages transferring the development potential away from Eagleridge (and Inter Creek) to protect the lands in these areas. The OCP also includes policy to create compact,

sustainable urban communities in Cypress Village (and Cypress West) instead of developing large-lot single family subdivisions that do not support transit service and do not allow the potential to create communities in which residents can walk to commercial and community facilities. The OCP was updated in 2018 and there was extensive community consultation about updating the OCP policies at that time, so this planning process is working within the context of exploring a first major step towards implementing the vision in the OCP.

As described in more detail in the Phase 1 Council Report from Jim Bailey, Director of Planning & Development Services and Nicole Olenick, Project Co-Manager for the *Planning the Upper Lands* project team, dated January 22, 2021 ("Phase 1 Council Report") (a copy of which is online here: <https://westvancouver.ca/sites/default/files/dwv/council-agendas/2021/feb/08/21feb08-7.pdf>), the main themes from the Phase 1 Engagement were as follows:

- There is strong support for the overarching idea of creating a sustainable, urban community in Cypress Village and protecting lands in Eagleridge.
- There is strong support for Approach B (described above) (64.5% of respondents to the Phase 1 Survey preferred Approach B).
- There is interest in including affordable housing and a range of amenities and recreation opportunities in Cypress Village.
- There is concern about traffic impacts, storm water management, wild fire management, and the potential loss of mountain biking trails in Cypress Village.
- A small number of people expressed opposition to any development in the Upper Lands or a preference for the Upper Lands to be developed under the existing single family zoning.

Phase 1 recommended that Phase 2 include a Transportation Study and Traffic Impact Analysis.

Phase 1 noted that creating a compact, walkable, sustainable urban community in Cypress Village will have some impacts on environmental features in the village core area, but this is an extraordinary opportunity to go beyond protecting stream corridors and protect a large, ecologically significant and environmentally-sensitive area in Eagleridge as part of comprehensively planning for these two areas. Phase 1 recommended that Phase 2 involve discussions with the Department of Fisheries and Oceans regarding an environmental mitigation and compensation plan to address impacts in the village core area.

At the end of Phase 1, Council directed the planning team to proceed to Phase 2 of the process based on the proposed Planning Principles developed during Phase 1 and Approach B (protect 100% of Eagleridge, plan for about 3,500 housing units plus amenities and commercial space

in Cypress Village, and determine what other mechanisms are needed to make this approach work).

7.0 Analysis

7.1 Discussion

7.1.1 Status of the Planning Process

As noted Section 6.2 above, *Planning the Upper Lands* is a three-phase planning and engagement process to create detailed policy for the lands in Eagleridge and Cypress Village.

Phase 1 is complete and was documented in the Phase 1 Council Report presented at the February 8, 2021 Council meeting.

Phase 2 spanned March to November 2021 and is also now complete and is the subject of this Report. Phase 3 will proceed immediately upon Council direction to do so.

7.1.2 Key Assumptions for the Overall Process

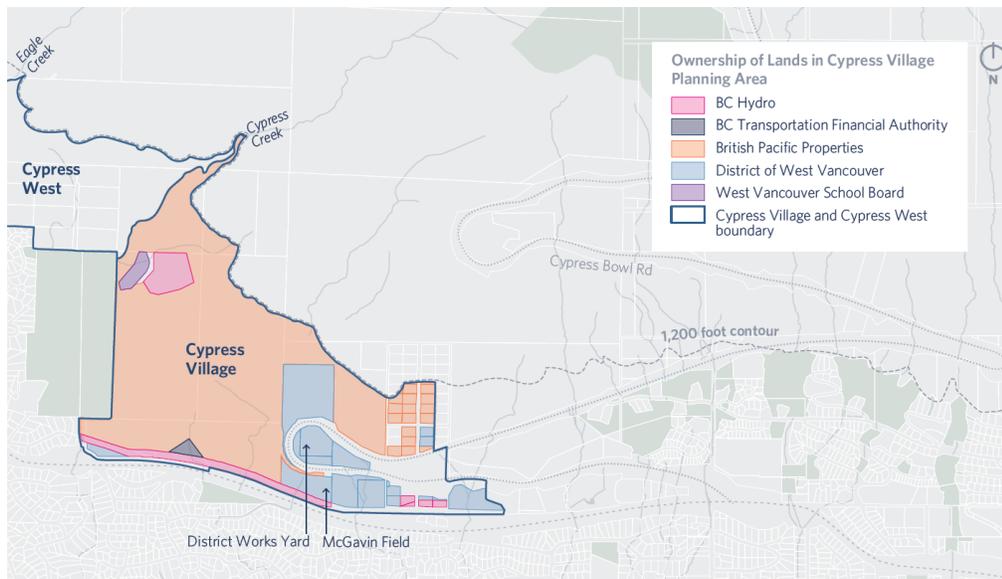
Key assumptions for the overall *Planning the Upper Lands* process are as follows:

1. This planning and engagement process focuses on creating detailed policy to protect the lands in Eagleridge that are currently owned by BPP and to plan for a compact, sustainable urban community in Cypress Village as a first step toward implementing the Upper Lands policies in the OCP. Planning for Inter Creek and Cypress West will be done in a subsequent, future planning process (likely 20+ years in the future).
2. The OCP policies regarding “transferring the development potential” from lands in Eagleridge to Cypress Village necessarily involve converting the development potential under existing zoning from single family lots into multi-family units to achieve a compact, sustainable urban community. Multi-family housing has a lower land value per unit than single-family housing, so more than one multi-family unit is needed in Cypress Village to offset the land value of each foregone single-family lot. About 2 to 3 townhouse units and about 5 to 7 strata apartment units are needed in the mixed-use village to equal the value of each foregone single-family lot on BPP’s lands in Eagleridge and Cypress Village. One reason for this is that the housing units in the mixed-use community in Cypress Village will be much smaller than the single-family houses that are permitted under the existing zoning. For example:
 - Under the existing single-family zoning on BPP’s lands in Cypress Village, a total of about 310 large single family lots could be developed. The average lot size would be about 0.6 acres and the average house size would be about 13,500 square feet.

- Under the existing single-family zoning on BPP's lands in Eagleridge, a total of about 316 large single family lots could be developed. The average lot size would be about 0.7 acres and the average house size would be about 15,000 square feet.
- Housing units will be much smaller in the mixed-use village. For example, the average unit size is currently anticipated to be about 900 to 1,000 square feet for strata apartment units, about 2,500 square feet for townhouse units, and 2,500 to 3,500 square feet for most of the single-family houses.

The fundamental financial basis for the transfer of development rights and rezoning is that the value of BPP's lands in Cypress Village under rezoning to allow a mixed-use village should approximately match the value of BPP's lands in Eagleridge and Cypress Village under the existing single-family zoning.

3. The planning work incorporates the condition that BPP will provide Independent Transit Service (ITS) at Cypress Village, reflecting that in Fall 2019 TransLink approved in principle BPP's proposal about this service.
4. The District's Works Yard which is located in the Cypress Village planning area is assumed to remain in its present location for the foreseeable future, because previous analysis (prior to this planning and engagement process) found that there are limited options for where the Works Yard could be relocated to and doing so would involve significant capital costs. The planning work for Cypress Village should allow for flexibility for the Works Yard site to change in the future, but should not assume this facility is relocated.
5. The District-owned McGavin Field site should be used for community facilities.



7.1.3 Key Starting Directions for Phase 2

Key starting directions for the Phase 2 work (which is the subject of this Report) are as follows:

1. At the end of Phase 1, Council directed that the subsequent planning work seek to protect 100% of Eagleridge, plan for about 3,500 housing units plus amenities and commercial space in Cypress Village, and determine what other mechanisms (in addition to density) are needed to make this approach work.
2. Phase 1 recommended that Phase 2 include a Transportation Study and Traffic Impact Analysis.
3. Phase 1 recommended that Phase 2 involve discussions with the Department of Fisheries and Oceans.

7.1.4 Description of the Phase 2 Planning Work

During Phase 2, the planning team developed a proposed land use plan and development concept for Cypress Village consistent with the policies in the OCP and the direction from Phase 1. A series of 12 documents were produced and posted on the project webpage, along with additional FAQs.

The Phase 2 materials include an overview plus 11 detailed documents:

- Planning the Upper Lands: Phase 2 Overview
- Updated Planning Principles for Cypress Village and Eagleridge
- Community Size and Proposed Housing Mix
- Concept Plans (Urban and Natural Areas, Road Network, and Land Use Plan)
- Transit
- Active Transportation Network and Recreation Areas Plan
- Community Facilities
- Proposed Form and Character of Development
- Servicing Strategy (water, sewer, and stormwater servicing networks)
- Summary of Preliminary Transportation Impact Analysis
- Anticipated Phasing of Development
- Protecting the Lands in Eagleridge

Highlights of the Phase 2 planning work are as follows:

- a) Phase 2 proposed a total of about 3,700 housing units for Cypress Village. This is slightly higher than the 3,500 housing units referred to during Phase 1. The difference reflects the desire to include some affordable purpose-built rental housing in the village. This size of

community will help enable the protection of the lands in Eagleridge that are owned by BPP and is sufficient to support a vibrant commercial core with amenities and transit service, a mix of housing types, and some rental and affordable housing.

- b) Phase 2 proposed a housing mix that is predominantly multi-family units, to help achieve a compact, sustainable community that is transit-oriented, supports walking and cycling for many daily errands, and accommodates the transfer of development potential that helps enable the protection of lands in Eagleridge.

Proposed Housing Mix

Unit Type	Approximate Number of Units	Share of Total Units
Single family dwellings	200 to 250 units	About 5% to 7%
Townhouses	150 to 200 units	About 4% to 5%
Apartments	3,300 units, including:	About 90%, including:
	• 180 affordable rental apartment units	About 5%
	• 550 market rental apartment units	About 15%
	• 2,580 strata apartment units	About 70%
Total Housing Count in Cypress Village	3,700 units	100%

- c) Phase 2 presented a proposed urban and natural areas plan for Cypress Village and Eagleridge, illustrating the intention to protect all of the lands in Eagleridge in a natural state but also to cluster development in Cypress Village to retain portions of the planning area for conservation and recreation.

Proposed Urban and Natural Areas Plan

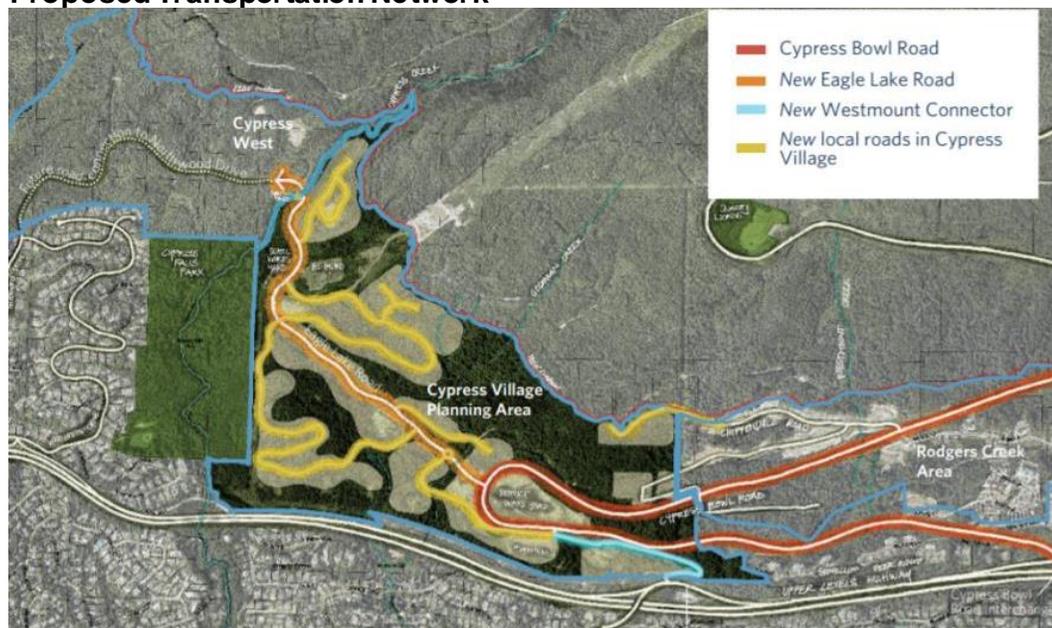


- d) Phase 2 involved commencing a process with the Department of Fisheries and Oceans (DFO) about an environmental approach that includes some relatively small impacts on some aquatic features and

riparian areas in the village core that will require compensation through the construction of new and improved habitat, in order to achieve a compact, higher density, sustainable village and the full protection of the lands in Eagleridge. Further input from DFO will be sought during Phase 3 and incorporated as needed. The intent is that any altering or relocation work will meet the strict requirements set out by DFO for fish habitat. The compensation approach means weighing the relatively minor habitat changes in Cypress Village against the extraordinary benefits of achieving the protection of a large, ecologically significant, and environmentally-sensitive area in Eagleridge.

- e) Phase 2 presented a proposed road network for Cypress Village. Vehicular access will be from Cypress Bowl Road from the existing interchange on Highway 1 which will undergo improvements and also from the Chippendale Road intersection at Cypress Bowl Road northeast of the village. A third road access will be constructed as part of developing the village at the Westmount Road Interchange.

Proposed Transportation Network

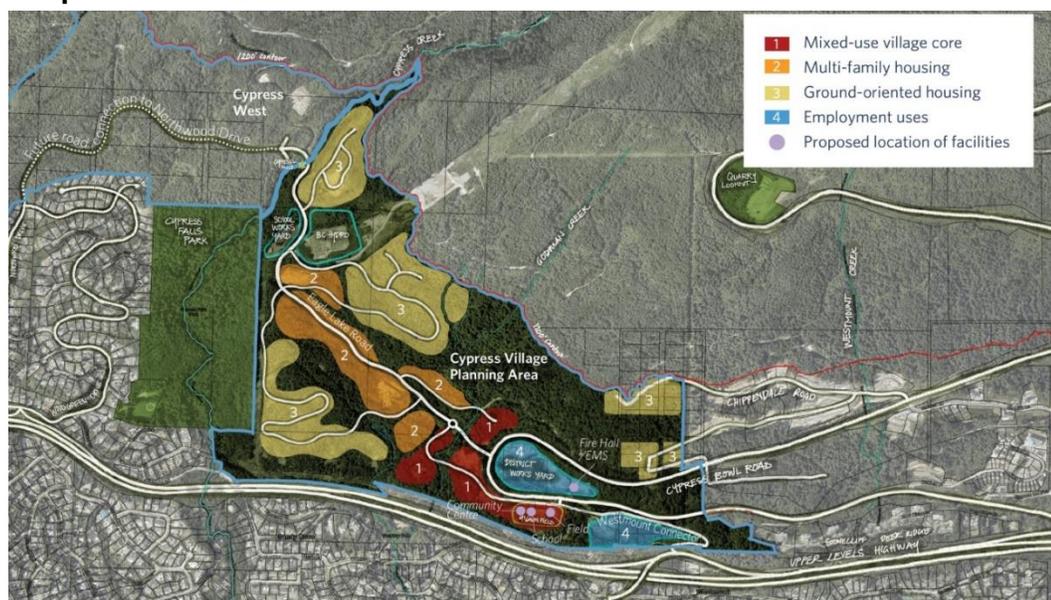


- f) A preliminary Transportation Study and Traffic Impact Analysis was completed during Phase 2 and a summary of the findings was posted as part of the Phase 2 materials on the project webpage. The transportation analysis found that the traffic impacts of Cypress Village at build out are small. This is because the impacts will be gradual as the village will be built over 20 to 25 years, other changes will also contribute to the amount of traffic that affects West Vancouver residents, some additional traffic would have been caused by development under the existing single family zoning (which was netted out of the analysis), vehicular trips will be spread throughout the day, and the village is being purposefully planned to reduce trips elsewhere by including amenities, employment uses, retail/service space, and

transit. A final Transportation Study and Traffic Impact Analysis will be completed in Phase 3 (which will involve input from the Ministry of Transportation and Highways).

- g) Phase 2 presented a proposed land use plan for Cypress Village for when it is fully developed in about 20 to 25 years. There are five main elements:
- The mixed-use village core (shaded red and numbered 1 on the image below), which is proposed to contain almost all of the commercial space, community facilities, and a mix of mid-rise buildings of about 4 to 6 storeys and taller buildings in the range of about 15 to 25 storeys with residential above commercial.
 - Multi-family residential areas (shaded orange and numbered 2) along Eagle Lake Road to help concentrate additional housing near the village core. A mix of mid-rise buildings in the range of 5 to 6 storeys and taller buildings in the range of 10 to 25 storeys are proposed.
 - Lower density residential areas (yellow shading and numbered 3) which are proposed to include ground-oriented housing (small single family houses, duplexes, townhouses).
 - Employment areas (blue shading and numbered 4), including the existing District Works Yard site and a new business park-type employment area at the proposed Westmount Connector.
 - Community facilities (community centre, elementary school, and sports field) clustered on the site known as McGavin Field.

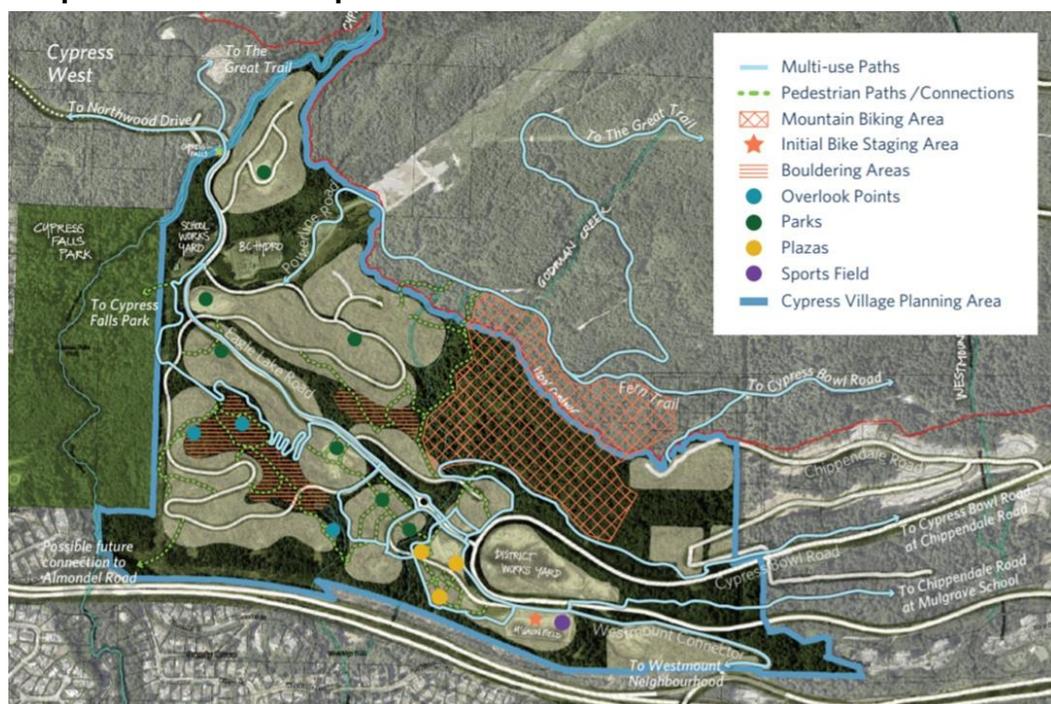
Proposed Land Use Plan



- h) Phase 2 presented a proposed active transportation network (cycling, walking facilities) and proposed recreation areas. The goal is to

provide multiple options for people to choose active modes of travel and avoid driving in cars for many of their trips within the village. There are some pedestrian-only paths, some multi-use paths, and some cycling-only paths. The village is being planned to include hiking, cycling, mountain biking, and bouldering recreational opportunities as well as supporting infrastructure (e.g. parking, staging, trailheads, washrooms). The plan shows a proposed mountain biking area and proposed bouldering areas. As part of this process, BPP will commit funding towards developing the mountain biking area with a formalized network of mountain biking trails and funding towards enhancing bouldering access in the village. Subsequent to this planning process, there will be a District-led process involving BPP and the mountain biking community to determine the detailed planning and delivery for mountain biking area.

Proposed Active Transportation Network/Recreation Areas Plan

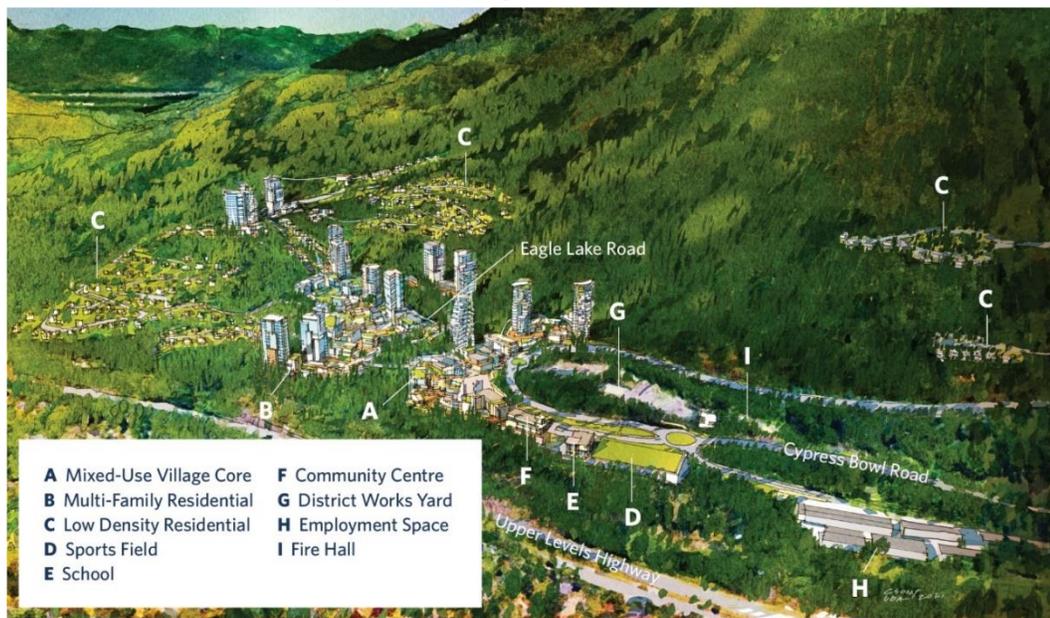


- i) Phase 2 presented a proposed list of community facilities to be included in Cypress Village:
- Community Centre (with a gym, fitness centre, multi-purpose rooms, and possibly a branch library)
 - Sports field
 - Elementary school
 - Child care space
 - Fire hall
 - Local businesses

As noted above, it is proposed that BPP pay for the cost of agreed-upon amenities in Cypress Village, although there may be a need for the District to reduce the total amount of amenities paid for by BPP in Cypress Village in order to achieve the full protection of all the lands in Eagleridge owned by BPP. The detailed terms are still under discussion and will be finalized for Council consideration in Phase 3.

- j) Phase 2 presented a proposed form and character of development for Cypress Village showing what the village could look like when it is fully developed in 20 to 25 years. Several images were presented including an overall artist's conceptual illustration of what the village could look like when fully built (see image below). The proposed form incorporates taller buildings to help reduce the footprint of development and to accommodate the transfer of development potential that helps enable the protection of the lands in Eagleridge owned by BPP.

Artist's Illustration of Cypress Village Upon Build-Out



7.2 Sustainability

Sustainability is addressed in these ways:

1. Transferring the development potential from Eagleridge to Cypress Village would mean protecting lands in Eagleridge for recreation and conservation purposes (they could no longer be developed under the existing single family zoning or for any other urban development use) and including additional residential development in new neighbourhoods in Cypress Village. This will protect a very large natural area for recreation and conservation, limit suburban sprawl, and concentrate urban development in a more compact, sustainable way.

2. The Planning Principles for Cypress Village and Eagleridge address environmental sustainability principles for Cypress Village, housing principles for Cypress Village that include planning for a mix of unit types and tenures, amenity-related principles for Cypress Village that support social sustainability, and infrastructure and amenity funding principles that support fiscal and economic sustainability.

7.3 Public Engagement and Outreach

Public engagement and outreach are central to the planning and engagement process.

The Phase 2 engagement process was in accordance with Council direction as well as guidance from Council’s Community Engagement Committee (CEC) at its meetings on March 11, 2021 (to discuss the proposed approach to the Phase 2 engagement), June 10, 2021 (to discuss the objectives, proposed list of materials, and proposed engagement tools for Phase 2), and September 9, 2021 (to discuss the content of the Phase 2 Survey and timeline/updated strategy for the Phase 2 engagement). Helpful guidance was received from the CEC which was used to shape the engagement process.

While COVID-19 has impacted many things, the interest in the planning and engagement process has been strong and the planning team wishes to acknowledge the level of participation from the members of the former Upper Lands Working Group, stakeholders, and the public.

A detailed Phase 2 Engagement Summary report is provided in **Appendix A**. Highlights of the engagement process are as follows:

Tool/Activity	Description and Participation
Webpage	<ul style="list-style-type: none"> • Phase 2 continued to use the dedicated project webpage created on the District’s westvancouverITE platform at westvancouverite.ca/upperlands as the main portal for up-to-date information about the project for the public. The Phase 2 materials were posted here • Provides opportunity for those interested to subscribe for project updates • Allows for online surveys to engage with the community • 9,700 site visits since project launch on July 6, 2020, including 3,300 site visits during Phase 2
Project-specific email address	<ul style="list-style-type: none"> • Dedicated project-specific email address of upperlands@westvancouver.ca • Opportunity for public to ask questions or provide comments throughout the process • 23 enquiries during Phase 2

<p>Awareness building</p>	<ul style="list-style-type: none"> • Posts on main District webpage (homepage slide, calendar posts, news post) • Newspaper and online advertisement in July/August edition of The Beacon community newspaper • Newspaper advertisements in the North Shore News (2 prints ads) • Digital ad on the North Shore News website that ran while the Phase 2 Survey was open • Direct mail letter to local residents (2,838 sent) • Email newsletters to westvancouverITE account holders/project subscribers and e-west subscribers (4 newsletters sent during Phase 2, with a total of 9,455 emails sent) • Social media posts on the District's Twitter, Instagram, and Facebook platforms each week throughout the time the Phase 2 Survey was open • Notice at the Library and Seniors' Activity Centre
<p>Engagement with members of the former Upper Lands Working Group</p>	<ul style="list-style-type: none"> • Obtained input from members of former Upper Lands Working Group on multiple occasions (including 3 virtual meetings, telephone discussions, and input via email)
<p>Stakeholder outreach</p>	<ul style="list-style-type: none"> • Participated in 2 Cypress Liaison meetings during Phase 2 • Sent direct emails to 39 stakeholder groups at the launch of the Phase 2 Survey to communicate about the process, advise that the survey was available online, and offer to receive feedback in writing or via virtual meetings • Telephone discussions, meetings, and/or written feedback from 6 stakeholder groups
<p>In-person, socially distanced engagement</p>	<ul style="list-style-type: none"> • Scheduled engagement activity at the Youth Hub (21 attendees) • Pop-up promotion event at the West Vancouver Memorial Library (11 interactions)
<p>Virtual Information Meetings</p>	<ul style="list-style-type: none"> • Three sessions for those who wanted to learn more and ask questions (Sept 21 from 7-8:30pm, Sept 28 from 7-8:30pm, Sept 29 from 1-2:30pm) (total of 78 attendees) • Format: introduction, presentation, Q&A period • Video recording available on the project webpage
<p>Phase 2 Survey</p>	<ul style="list-style-type: none"> • Sought community input about the proposed land use plan and development concept for Cypress Village

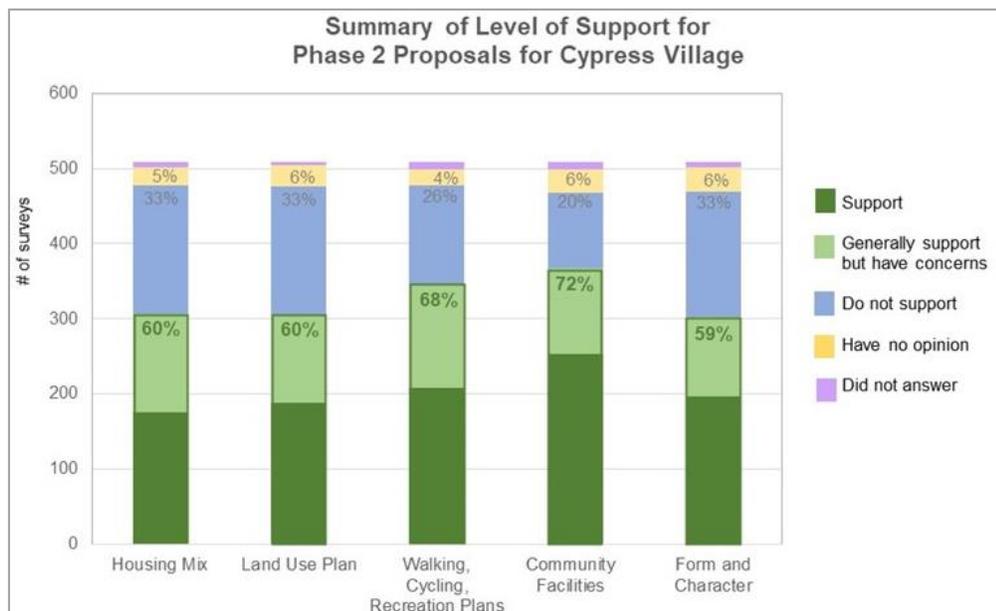
- 509 completed surveys over 3 weeks between September 13 to October 4, 2021

In addition, the Director of Planning provided information and copies of the Phase 2 materials to the Squamish Nation, Tsleil-Waututh Nation, and Musqueam First Nation. Input from First Nations will be reviewed, considered, and as feasible integrated into the Area Development Plan in Phase 3.

During Phase 2, the planning team continued to engage with BPP, the major landowner in the Upper Lands, at key milestones. BPP expressed support for the proposed planning principles, land use plan, and development concept presented in Phase 2, and continued to express a commitment to sustainable, smart-growth development in the Upper Lands that reflects the community's input.

The main themes from the Phase 2 engagement are as follows:

- There is continued support for the dual objectives of creating a sustainable new community in Cypress Village and protecting lands in Eagleridge.
- There is strong support for the proposed land use plan and development concept for Cypress Village. Based on the Phase 2 Survey, when asked about their level of support for the proposed housing mix, land use plan, active transportation network/recreation areas plan, community facilities, and form and character of development for Cypress Village, about 60% or more of respondents indicated that they 'support' or 'generally support but have some concerns' for each of the proposals.

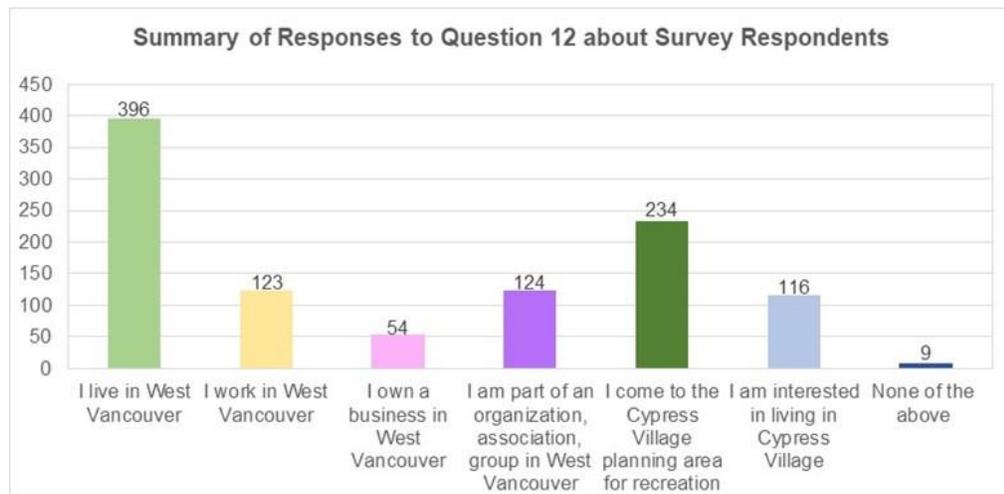


This is a similar level of support as provided in Phase 1 (in which 64.5% of respondents to the Phase 1 Survey preferred to protect all of

the Eagleridge lands at this time, rather than in a phased approach, despite the trade-off of a larger scale of community in Cypress Village).

- Concerns focus on traffic impacts, environmental impacts, storm water management, density, and the loss of existing mountain biking trails in Cypress Village. More detailed information will be provided about these topics in Phase 3.
- Suggestions for refinement were extensive, varied, and diverse. Some frequently noted suggestions for refinement include:
 - Consider a higher share of low-density multi-family forms.
 - Consider increasing the affordable housing component.
 - Consider reducing building heights.
 - Consider reducing the footprint of the low-density residential area in the northwest corner of the planning area.
 - Consider sufficient infrastructure to accommodate vehicles (e.g. parking).
 - Consider separating cycling paths from walking paths and vehicular traffic.
 - Preserve as many of the existing mountain biking trails as possible.
 - Consider the interface between the proposed multi-use path above the 1200' contour and existing mountain biking trails.
 - Commit to subsequent process(es) to formalize, plan for, build, and manage mountain biking trails (in the proposed mountain biking area in Cypress Village and above the 1200' contour).
 - Consider an ice rink as part of the community facilities.
- As in Phase 1, a small number of people expressed opposition to any development in the Upper Lands (27 people in the Phase 1 Survey and 48 people in the Phase 2 Survey) or a preference for the Upper Lands to be developed under the existing single family zoning (13 people in the Phase 1 Survey and 7 people in the Phase 2 Survey).
- A broad cross-section of West Vancouverites participated in the Phase 2 Survey (see graph below). A large share (38%) of those responding to the Phase 2 Survey indicated that they also participated in the first community survey for this planning and engagement process.¹

¹ 33% indicated that they did not participate in the first community survey for *Planning the Upper Lands*, 27% indicated they are not sure if they participated, and 2% did not answer this question.



7.4 Other Communication, Consultation, and Research

Planning the Upper Lands is a significant undertaking. The planning work will proceed to Phase 3 (the final phase) immediately upon Council direction to do so.

Phase 3 will involve documenting the proposed plan for consideration by Council. Documentation will include:

- An Area Development Plan (ADP) for Cypress Village.
- New Comprehensive Development (CD) zoning for Cypress Village.
- A Phased Development Agreement between the District and the developer, BPP, which will set out development phasing and the provision of community amenities, and the legal mechanism for protecting lands in Eagleridge.
- Supporting bylaws (e.g. Park dedication bylaw, OCP amendments bylaw).

Phase 3 will involve additional analysis, technical work (including a final Transportation Study and Traffic Impact Analysis), refinement based on the input from Phase 2, communication (including contact with the Ministry of Transportation and Infrastructure, Department of Fisheries and Oceans, First Nations, and various District departments), and consultation.

8.0 Options

8.1 Recommended Option

THAT

- a) The Phase 2 Engagement Summary (**Appendix A**) be received for information;
- b) The planning team be directed to proceed to Phase 3.

Council may request further information, defer proceeding with Phase 3, or provide alternate direction (to be specified by Council).

9.0 Conclusion

The District's OCP provides the context for the *Planning the Upper Lands* process that is underway. Phase 2 (Framework) of the process is now complete.

Taking into account all of the work completed in the "Pre-Conditions" phase, Phase 1, the technical work completed during Phase 2 of this process, input from members of the former Upper Lands Working Group, comments and input from the public, First Nations, and stakeholders, and the results of the Phase 2 Survey, the project team recommends proceeding to Phase 3.

Author:




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Nicole Olenick, Project Co-Manager, Planning the Upper Lands

Appendices:

Appendix A: Phase 2 Engagement Summary

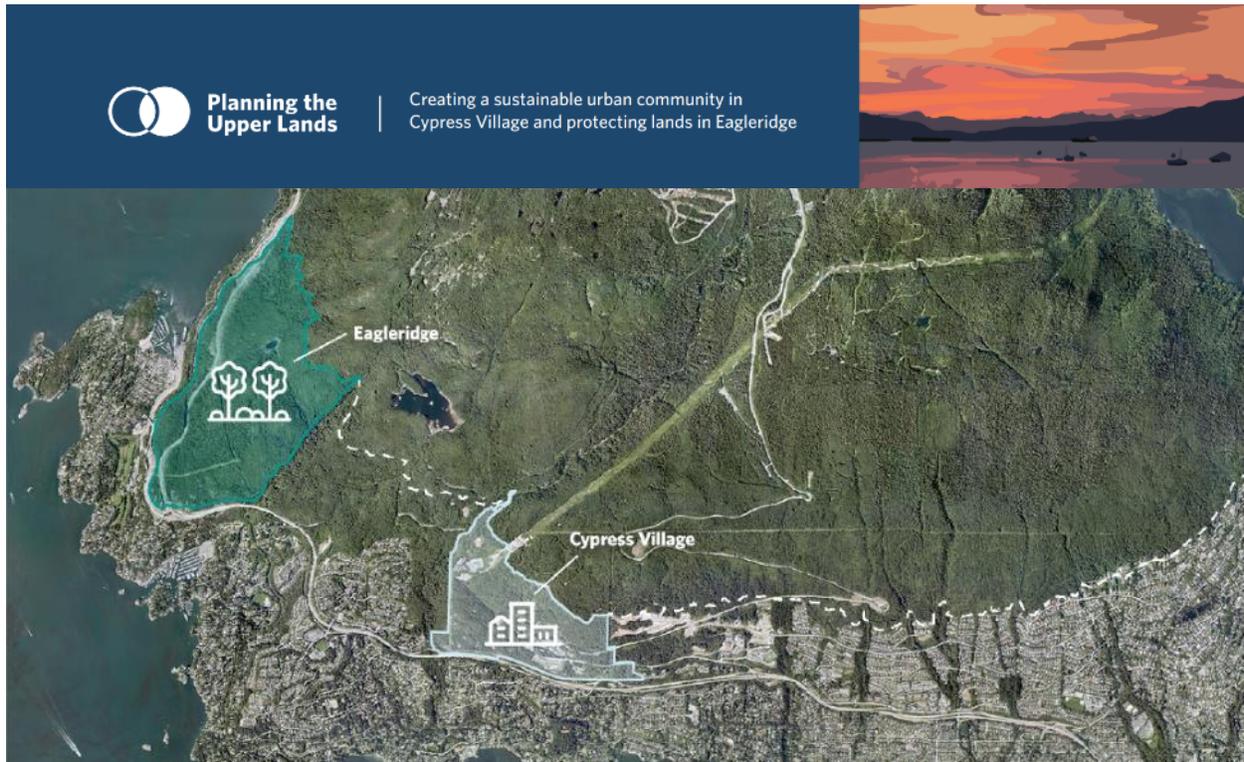
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Planning the Upper Lands

Phase 2 Engagement Summary

November 15, 2021



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Summary of the Phase 2 Engagement

About the *Planning the Upper Lands* Process

- Building on the vision contained in the 2018 Official Community Plan, the District of West Vancouver is undertaking a three-phase planning and engagement process called *Planning the Upper Lands: Creating a Sustainable, Urban Community in Cypress Village and Protecting Lands in Eagleridge*.
- Phase 1 spanned July to December 2000 and collected community on the trade-off between the scale of development to be approved in Cypress Village and the share of Eagleridge to be protected at this time. At the end of Phase 1, Council directed the planning team to proceed to Phase 2 based on an approach that seeks to protect 100% of Eagleridge, plans for about 3,500 housing units plus amenities and commercial space in Cypress Village, and determines what other mechanisms (in addition to density) are needed to make this approach work.
- Phase 2 spanned March to November 2021 and involved developing a proposed land use plan and development concept for Cypress Village and collecting community about these. Phase 2 is now complete and the Phase 2 engagement is the subject of this report.
- Subject to Council direction, Phase 3 will involve preparing an Area Development Plan and rezoning for Cypress Village, a Phased Development Agreement between the District and the developer, British Pacific Properties Limited (BPP), and supporting bylaws.

Main Objective of the Phase 2 Engagement

- Seek community input about proposed land use plan and development concept for Cypress Village.

Participation during the Phase 2 Engagement

- 3,300 visits to the project webpage at www.westvancouverite.ca/upperlands.
- 3 virtual meetings with the Community Engagement Committee (CEC) to discuss and obtain input about the Phase 2 materials, engagement strategy, and Phase 2 Survey.
- 3 virtual information meetings for the public to learn more and ask questions (78 attendees).
- 23 written or phone enquiries from the public.
- Discussions and virtual meetings with members of the former Upper Lands Working Group.
- Outreach to 39 stakeholder groups with feedback received from 6 stakeholder groups.
- Outreach to the Squamish Nation, Tsleil-Waututh Nation, and Musqueam First Nation.
- In-person, socially-distanced engagement activity at the Youth Hub (21 participants).
- Pop-up promotion at the West Vancouver Memorial Library (11 interactions).
- 509 completed surveys.

Main Themes from the Phase 2 Engagement

- There is continued support for the dual objectives of creating a sustainable new community in Cypress Village and protecting lands in Eagleridge.
- There is strong support for the proposed land use plan and development concept for Cypress Village. Based on the Phase 2 Survey, when asked about their level of support for the proposed housing mix, land use plan, active transportation network/recreation areas plan, community facilities, and form and character of development for Cypress Village, about 60% or more of respondents indicated that they 'support' or 'generally support but have some concerns' for each of the proposals. This is a similar level of support as provided in Phase 1 (in which 64.5% of respondents to the Phase 1 Survey preferred to protect all of the Eagleridge lands at this time, rather than in a phased approach, despite the trade-off of a larger scale of community in Cypress Village).
- Concerns focus on traffic impacts, environmental impacts, storm water management, density, and the loss of existing mountain biking trails in Cypress Village. More detailed information will be provided about these topics in Phase 3.
- Suggestions for refinement were extensive, varied, and diverse. Some frequently noted suggestions for refinement include:
 - Consider a higher share of low-density multi-family forms.
 - Consider increasing the affordable housing component.
 - Consider reducing building heights.
 - Consider reducing the footprint of the low-density residential area in the northwest corner of the planning area.
 - Consider sufficient infrastructure to accommodate vehicles (e.g. parking).
 - Consider separating cycling paths from walking paths and vehicular traffic.
 - Preserve as many of the existing mountain biking trails as possible.
 - Consider the interface between the proposed multi-use path above the 1200' contour and existing mountain biking trails.
 - Commit to subsequent process(es) to formalize, plan for, build, and manage mountain biking trails (in the proposed mountain biking area in Cypress Village and above the 1200' contour).
 - Consider an ice rink as part of the community facilities.
- As in Phase 1, a small number of people expressed opposition to any development in the Upper Lands (27 people in the Phase 1 Survey and 48 people in the Phase 2 Survey) or a preference for the Upper Lands to be developed under the existing single family zoning (13 people in the Phase 1 Survey and 7 people in the Phase 2 Survey).

1.0 Introduction and Context

1.1 Scope of this Report

This report summarizes the engagement activities and input received during Phase 2 of the District of West Vancouver’s three-phase planning and engagement process called *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge*.

1.2 Context about the *Planning the Upper Lands* Process

Building on the vision contained in the 2018 Official Community Plan (OCP), the District of West Vancouver is undertaking a planning and community engagement process (*Planning the Upper Lands*) with two objectives:

- Create detailed policy for a new compact, sustainable urban community in Cypress Village .
- Protect lands in Eagleridge in perpetuity for conservation and recreation.

The process has three phases as illustrated in the diagram below.



Phase 1 spanned July to December 2020. The objectives of Phase 1 were to:

- Communicate the vision and goals previously set out in the District’s Official Community Plan.

Appendix A

- Draft planning principles for Cypress Village and Eagleridge to help guide the next phases of the detailed planning work.
- Seek community input on the trade-off between the scale of development to be approved in Cypress Village and the share of Eagleridge to be protected at this time. Two broad options were presented in Phase 1:
 - Approach A: Protect about half of Eagleridge at this time and plan for about 2,500 housing units (plus amenities and commercial space) in Cypress Village.
 - Approach B: Protect all of Eagleridge at this time, plan for about 3,500 housing units (plus amenities and commercial space) in Cypress Village, and determine what else (in addition to more housing units) is needed to make this approach work (e.g. lower share of affordable housing, trading District lands in Cypress Village for BPP lands in Eagleridge, reducing the total amount of amenities to be paid by BPP).

Phase 1 reflected the Council-approved scope for that phase and adjustments to engage with the community in the context of the COVID-19 pandemic.

Phase 1 culminated in the planning team submitting a report and presenting the findings from Phase 1 to Council at the February 8, 2021 Council meeting. A copy of the Phase 1 Staff Report (which includes the Phase 1 Engagement Summary report as an Appendix) is online here:

<https://westvancouver.ca/sites/default/files/dww/council-agendas/2021/feb/08/21feb08-7.pdf>

At the February 8, 2021 meeting, Council directed the planning team to proceed to Phase 2 of the process based on Approach B (protect 100% of Eagleridge, plan for about 3,500 housing units plus amenities and commercial space in Cypress Village, and determine what other mechanisms are needed to make this approach work) and the proposed Planning Principles developed during Phase 1.

Phase 2 spanned March to November 2021. The objective of Phase 2 was to:

- Develop and present a proposed land use plan and development concept for Cypress Village consistent with the policies in the OCP and the direction from Phase 1.

Phase 2 reflected the Council-approved scope for this phase and continued adjustments to engage with the community in the context of the COVID-19 pandemic.

The Phase 2 engagement is the subject of this report.

Following Phase 2, subject to Council direction, Phase 3 will involve documenting the proposed plan. Documentation will include:

- An Area Development Plan (ADP) for Cypress Village.
- New Comprehensive Development (CD) zoning for Cypress Village.
- A Phased Development Agreement between the District and the developer, British Pacific Properties Limited (BPP), which will set out development phasing and the provision of community amenities, and the legal mechanism for protecting lands in Eagleridge.
- Supporting bylaws (e.g. Park dedication bylaw, OCP amendments bylaw).

2.0 Overview of the Phase 2 Engagement

In order to raise awareness, communicate information, and engage with the community about the *Planning the Upper Lands* process, a dedicated project webpage was created on the District's westvancouverITE platform at westvancouverite.ca/upperlands at the outset of the project.¹

The webpage is the main portal for the public to access up-to-date information about the project. The webpage provides background information, is updated with new information as documents are completed and available (e.g. planning-related documents, Council reports, engagement summaries), provides the opportunity for those interested to subscribe to project updates, and allows for online surveys to engage with the community.

As part of Phase 2, the project webpage was updated to include:

1. A Phase 2 Overview document plus 11 detailed documents:
 - Planning Principles for Cypress Village and Eagleridge.
 - Community Size and Proposed Housing Mix.
 - Concept Plans (Urban and Natural Areas, Road Network, and Land Use Plan).
 - Transit.
 - Active Transportation Network and Recreation Areas.
 - Community Facilities.
 - Proposed Form and Character of Development.
 - Servicing Strategy (water, sewer, and stormwater servicing networks).
 - Summary of Preliminary Transportation Analysis.
 - Anticipated Phasing of Development.
 - Protecting the Lands in Eagleridge.
2. Phase 2 FAQs (in addition to the Phase 1 FAQs which remain on the webpage).
3. An additional Reference document (a map of the Upper Lands from the 2015 Upper Lands Working Group Final Reports) (in addition to other Reference documents such as extracts from the 2018 Official Community Plan which were posted during Phase 1 and remain on the webpage).
4. The Phase 2 Survey.

There have been 9,700 visits to the webpage since project launch, including 3,300 visits during Phase 2.²

A project-specific email address was created at the outset of the process which is upperlands@westvancouver.ca. The planning team continued to respond to enquiries received to the project's email address or via correspondence to the Planning Department or to the Mayor

¹ The project webpage was launched on July 6, 2020 at the outset of Phase 1.

² Tallied from February 9 to November 15, 2021. A site visit is the total number of times the page has been viewed, which can include multiple visits by the same visitor.

and Council about *Planning the Upper Lands* during Phase 2. A summary of the main themes from the Phase 2 enquiries is provided in Section 5.1.

During Phase 2, promotion and awareness building tools included District website posts (e.g. homepage slide, website calendar, news post), North Shore News print and digital advertisements, a print and digital advertisement in The Beacon community newspaper, District e-newsletters, social media campaigns using the District's Facebook, Instagram, and Twitter platforms, a direct mailout to local residents, posters at the West Vancouver Memorial Library and Seniors' Activity Centre, in-person/socially-distanced engagement activities at the West Vancouver Memorial Library and the Youth Hub, and three Virtual Information Meetings. More details about the communication/engagement tools and metrics are provided in Section 3.0.

As part of Phase 2, the planning team engaged with members of the former Upper Lands Working Group. The Upper Lands Working Group was appointed in late 2012 and completed their work during 2013 to 2015, which helped define the overarching vision and idea of protecting the lands in Eagleridge and Inter Creek through the transfer of development potential to Cypress Village and Cypress West. The recommendations of the Upper Lands Working Group (2015) to plan for the remaining Upper Lands holistically became the basis of the Upper Lands policies included in the 2018 update to the Official Community Plan. A summary of the main themes from the Phase 2 input from the former Upper Lands Working Group is provided in Section 5.2.

The second online community survey (the Phase 2 survey) was available on the project webpage between September 13 and October 4, 2021. District Communications staff and the Community Engagement Committee (CEC) provided input to the design of the survey and promotion strategy. During the time that the survey was open, the project webpage received 1,900 site visits. A total of 509 completed surveys were received. A copy of the Phase 2 Survey content and a summary of the survey results are provided in Section 4.0.

During the time that the Phase 2 survey was open, the planning team emailed 39 stakeholder groups to advise about the planning and engagement process, communicate that the online survey was available, and communicate an openness to receiving comments in writing or via a virtual meeting. In addition, one stakeholder association (not on the notification list) contacted the planning team. Input via telephone discussions, virtual meetings, or written suggestions was provided by 6 stakeholder groups. The main themes from the feedback received through stakeholder input during Phase 2 are summarized in Section 5.4.

In addition, the Director of Planning provided information to the Squamish Nation, Tsleil-Waututh Nation, and Musqueam First Nation to communicate that Phase 2 of the District-led planning and engagement process for the remaining Upper Lands is underway. Input from First Nations will be reviewed, considered, and as feasible integrated into the Area Development Plan in Phase 3.

The planning team engaged with BPP, the major landowner in the Upper Lands, at key milestones. BPP expressed support for the District's process, expressed support for the proposed planning principles, land use plan, and development concept presented in Phase 2, and continued to express a commitment to sustainable, smart-growth development in the Upper Lands that reflects the community's input.

The Phase 2 engagement process was in accordance with Council direction as well as guidance from Council's Community Engagement Committee (CEC) at its meetings on March 11, 2021 (to discuss the proposed approach to the Phase 2 engagement), June 10, 2021 (to discuss the objectives, proposed list of materials, and proposed engagement tools for Phase 2), and

Appendix A

September 9, 2021 (to discuss the content of the Phase 2 Survey and timeline/updated strategy for the Phase 2 engagement).³

The engagement schedule and events are listed in the table below. The communication/engagement tools and metrics are described in more detail in Section 3.0.

March to August 2021	<ul style="list-style-type: none"> • Planning work reflecting the direction from Phase 1. This included drafting the Phase 2 materials, additional financial analysis of the transfer of development potential, addressing suggestions from members of the former Upper Lands Working Group, and designing the second community survey and Phase 2 engagement strategy • Obtained guidance from Council • Obtained guidance from the CEC (virtual meetings on March 11 and June 10, 2021) • Obtained input from members of the former Upper Lands Working Group (virtual meetings on March 31, June 14, and July 13, 2021 as well as input provided by email) • Attended Cypress Liaison meeting (June 9, 2021) • Engaged with BPP
July/August 2021	<ul style="list-style-type: none"> • Print and digital ad in The Beacon community newspaper • Information provided to the Squamish Nation, Tsleil-Waututh Nation, and Musqueam First Nation
September 9, 2021	<ul style="list-style-type: none"> • Obtained guidance from the CEC
September 13, 2021	<ul style="list-style-type: none"> • Updated web materials to include the Phase 2 materials (listed on the previous page) • Published the Phase 2 Survey online
September/October 2021	<ul style="list-style-type: none"> • Awareness building and promotion including direct mail letter to sent to local residents, print and online advertisements, e-newsletters, social media campaign, posters, stakeholder outreach • Engagement with interested stakeholders (virtual meetings, telephone discussions, and/or email correspondence) • Ongoing responses to public enquiries
September 21, 2021	<ul style="list-style-type: none"> • Virtual Information Session #1 (7-8:30pm)
September 23, 2021	<ul style="list-style-type: none"> • Engagement at the Youth Hub (4-5:00pm)
September 28, 2021	<ul style="list-style-type: none"> • Pop-up promotion at West Vancouver Memorial Library (1-2:30pm) • Virtual Information Session #2 (7-8:30pm)
September 29, 2021	<ul style="list-style-type: none"> • Virtual Information Session #3 (1-2:30pm)
October 4, 2021	<ul style="list-style-type: none"> • Phase 2 Survey closed
November 2021	<ul style="list-style-type: none"> • Produced this Phase 2 Engagement Summary report

³ In designing the Phase 2 Engagement strategy, the planning team also considered input received from the CEC during Phase 1 (at virtual meetings in February, May, and November 2020) related to the overall planning and engagement process/strategy.

3.0 Communication/Engagement Tools and Metrics

Phase 2 and the Phase 2 Survey were widely promoted as follows:

1. Website Presence:

- Dedicated project webpage at <https://westvancouverite.ca/upperlands>
- District of West Vancouver homepage slide posted (September 17 to October 16, 2021)
- District of West Vancouver website calendar posts about the Virtual Information Meetings:

Date	URL
Tuesday, September 21, 7– 8:30 p.m.	https://westvancouver.ca/calendar/virtual-information-meeting-planning-upper-lands
Tuesday, September 28, 7–8:30 p.m.	https://westvancouver.ca/calendar/virtual-information-meeting-planning-upper-lands-0
Wednesday, September 29, 1–2:30 p.m.	https://westvancouver.ca/calendar/virtual-information-meeting-planning-upper-lands-1

- District of West Vancouver news post: <https://westvancouver.ca/news/phase-2-planning-upper-lands> (copy provided in **Attachment D**).

The project webpage had 196 subscribers at the outset of Phase 2 in mid-September 2021, which grew to 216 subscribers in mid-November 2021.

There were 3,300 site visits (by 2,578 visitors) to the project webpage during Phase 2, including 1,900 site visits (by 1,643 visitors) during the timeframe that the Phase 2 Survey was open.⁴

2. Print Advertisements:

- A print advertisement (about Phase 2 being underway) was published in the July/August 2021 edition of The Beacon community newspaper. This newspaper is distributed to 5,000 homes in West Vancouver, from Lions Bay to Dundarave, and is available in stores and public venues in the community. A copy of this ad is contained in **Attachment A**.
- Two print advertisements were published in the North Shore News on September 15, 2021 (about Phase 2 and the Phase 2 Survey) and September 22, 2021 (promoting the Phase 2 Survey). Copies of these newspaper ads are contained in **Attachment B**.

3. Digital Advertisements:

- The same advertisement that was published in the July/August 2021 print edition of The Beacon community newspaper was also published in the online version.
- A digital ad (promoting Phase 2 and the Phase 2 Survey) was published on the North Shore News website. This digital ad ran from September 15 to October 4, 2021 (with 50,000 ads served). A copy is contained in **Attachment C**.

⁴ A site visit is the total number of times the page has been viewed, which can include multiple visits by the same visitor. The tallies for Phase 2 are from February 9 to November 15, 2021 and the tallies for the timeframe in which the Phase 2 Survey was open are from September 13 to October 4, 2021.

Appendix A

4. Email Newsletters:

- Four email newsletters were sent during Phase 2. This included three email announcements to westvancouverITE account holders/project subscribers (one at the launch of the Phase 2 Survey, one to communicate that an additional virtual information meeting had been scheduled, and one near the closing date for the Phase 2 survey) and one to subscribers of the District's e-west newsletter (at the outset of Phase 2). Copies of the email newsletters are contained in **Attachment D**. The statistics for these newsletters are shown below.

Date	Name	# of Subscribers Receiving Message	opened by	# of clicks
September 14, 2021	One new project needs your feedback: Phase 2 of Planning the Upper Lands	3,583 westvancouverITE account holders	2,443	483
September 21, 2021	E-West	1,469 subscribers	733	88
September 21, 2021	Virtual information meeting added: Phase 2 of Planning the Upper Lands	765 westvancouverITE project subscribers	498	50
September 27, 2021	Final week to complete the survey: Phase 2 of Planning the Upper Lands	3,638 westvancouverITE account holders	2,222	402
Total		9,455 emails sent	5,896	1,023

5. Social Media Posts:

- Posts were published to the District's Twitter, Instagram, and Facebook platforms each week that the Phase 2 Survey was open. The statistics for these posts are shown below. Copies of the posts are provided in **Attachment E**.

Facebook (3,419 followers) 3 posts

Date	URL	People reached <i># of unique people who saw the post</i>
September 16	https://www.facebook.com/WestVanDistrict/posts/1776449659209294	250
September 23	https://www.facebook.com/WestVanDistrict/posts/1781534568700803	241
September 29	https://www.facebook.com/WestVanDistrict/posts/1785604354960491	287
Total		778

Instagram (2,898 followers) 3 posts

Date	URL	People reached <i># of unique people who saw the post</i>
September 16	https://www.instagram.com/p/CT5FyG4guaR/	389
September 23	https://www.instagram.com/p/CULfCNRsrBr/	392
September 29	https://www.instagram.com/p/CUaVi7ytGZd/	471
Total		1,252

Twitter (4,658 followers) 3 tweets

Date	URL	Impressions <i># of times the post was seen</i>
September 16	https://twitter.com/WestVanDistrict/status/1438564047918616578	520
September 23	https://twitter.com/WestVanDistrict/status/1441153440202301440	1,113
September 29	https://twitter.com/WestVanDistrict/status/1443244609052856320	410
Total		2,043

6. Direct Communication:

- Letters and copies of the Phase 2 materials were sent to the Squamish Nation, Tsleil-Waututh Nation, and Musqueam First Nation.
- A direct mail letter was sent to local residents in the immediate vicinity of the Cypress Village planning area, plus residents below Highway 1 and on major nearby arterial feeder routes to Highway 1. This geographic distribution area reflected input from the CEC. The direct mail letter communicated that Phase 2 of *Planning the Upper Lands* is underway, materials have been added to the project webpage, and details about the virtual information meetings and Phase 2 Survey. A total of 2,838 letters were sent.⁵ A copy of the letter and a map showing the geographic distribution area for the mailout is provided in **Attachment F**.
- The planning team participated in two Cypress Liaison meetings during Phase 2 (virtual meetings on June 9 and October 6, 2021). These meetings are organized twice a year by the District of West Vancouver and are an opportunity for groups, associations, and organizations with an interest in the Upper Lands to provide updates to each other.
- During the time that the Phase 2 Survey was open, the planning team emailed 39 stakeholder groups⁶ to advise about Phase 2 of the planning and engagement process, communicate that the Phase 2 Survey was available online, and communicate an openness to receiving comments in writing or via a virtual meeting. A template for this email is provided in **Attachment G**. The following stakeholder groups were contacted during Phase 2 (listed in alphabetical order):

1. Ambleside Dundarave BIA
2. BC Hydro
3. BC Parks
4. BC Parks Foundation
5. British Properties Area Homeowners Association
6. Collingwood School
7. Cypress Mountain Ski Resort
8. Cypress Trails Collective
9. Deer Ridge Strata
10. Friends of Cypress Provincial Park
11. Hollyburn Family Services Society

(list continues on the following page)

⁵ At the outset of Phase 1 of the project, an initial postcard mailer was distributed to all households and businesses in West Vancouver (a total of 21,859 postcards were sent). For Phase 2, a more targeted direct mail letter was sent.

⁶ These are the same 39 stakeholder groups that were contacted during Phase 1.

12. Hollyburn Heritage Society
13. Hollyburn Ridge Association
14. HUB North Shore
15. Kiwanis North Shore Housing Society
16. Larco
17. Lighthouse Park Preservation Society
18. Mountain Bike Tourism Association
19. Mulgrave School
20. Nature Vancouver
21. Navy Jack Nature House
22. North Shore Heritage Preservation Society
23. North Shore Hikers
24. North Shore Mountain Bike Association
25. North Shore Search and Rescue
26. North Shore Trail Runners
27. North Shore Wetland Partners
28. Stonecliff Strata
29. Trails BC
30. Vancouver Climbers Association
31. West Vancouver Arts Centre Trust (Kay Meek Centre)
32. West Vancouver Chamber of Commerce
33. West Vancouver Foundation
34. West Vancouver Historical Society
35. West Vancouver Library Foundation
36. West Vancouver Old Growth Conservancy Society
37. West Vancouver School Board
38. West Vancouver Streamkeeper Society
39. West Vancouver Community Stakeholders

In addition to the above, the planning team was contacted by the West Vancouver Minor Hockey Association.

Input via telephone discussions, virtual meetings, and/or written suggestions was provided by 6 stakeholder groups (BC Parks Foundation, Cypress Trails Collective, HUB Cycling North Shore Committee, Mulgrave School, Trails BC Southwest Region, West Vancouver Minor Hockey Association). A summary of this input is provided in Section 5.4 and copies of written submissions from stakeholder groups are provided in **Attachment H**.

- During Phase 2, the planning team continued to respond to enquiries received to the project's email address or via correspondence to the Planning Department or to the Mayor and Council about *Planning the Upper Lands* during Phase 2. There were 23 enquiries received during Phase 2.⁷ A summary of the main themes from the Phase 2 enquiries is provided in Section 5.1.

7. Notice at the Library and Seniors' Activity Centre:

- A notice providing information about Phase 2 and the Phase 2 Survey was posted on community boards at the West Vancouver Memorial Library and Seniors' Activity Centre. A copy of the poster is provided in **Attachment I**.

8. In-person, Socially-Distanced Activities:

- Members of the planning team participated in a scheduled engagement activity at the Youth Hub on September 23, 2021 from 4-5:00pm. The session included a brief

⁷ This is similar to the number of enquiries (28) received during Phase 1 to the project email address.

presentation to provide information about the planning and engagement process and the proposed land use plan and development concept for Cypress Village, followed by a question/answer period. Paper copies of the Phase 2 Survey were made available at the session. There were 21 attendees.

- Members of the planning team set up an information table in the lobby of the West Vancouver Memorial Library on September 28, 2021 from 1-2:30pm. This session was not advertised in advance. The team had a poster-sized copy of the notice on display, flyer-sized copies of the notice available, and paper copies of the survey on hand and spoke with interested members of the public about Planning the Upper Lands and the Phase 2 Survey. There were 11 interactions.

9. Virtual Information Meetings:

- Three virtual information meetings were held during Phase 2 for those who wanted to learn more about the proposed land use plan and development concept for Cypress Village and ask questions.⁸ Those interested in attending could register on the project webpage in advance to attend, but registration was not mandatory. The meeting included an introduction from District Communications staff about the agenda, meeting protocols, and ways to participate, a presentation by the planning team, and a question/answer period. A copy of the PowerPoint presentation from these sessions is provided in **Attachment J** and a video recording can be found on the project webpage. The same slides were used in all three meetings. A total of 78 people attended, as shown in the table below.

Date	# of Attendees
Tuesday, September 21, 7– 8:30 p.m.	33
Tuesday, September 28, 7–8:30 p.m.	28
Wednesday, September 29, 1–2:30 p.m.	17
Total	78

10. Phase 2 Survey:

- The Phase 2 Survey sought community input about the proposed land use plan and development concept for Cypress Village.
- The survey was posted on the project webpage at www.westvancouverite.ca/upperlands and was open from September 13 to October 4, 2021. Paper copies were also available at the West Vancouver Memorial Library, Seniors' Activity Centre, and Youth Hub.
- A description of the Phase 2 Survey, copy of the survey content, and tally of the results is provided in Section 4.0. A total of 509 Phase 2 Surveys were completed.^{9,10} This is higher than the number of completed surveys that the District typically receives for online planning-related surveys. Surveys were completed incrementally over time throughout the three-week period that the Phase 2 Survey was open.

⁸ Two virtual information meetings were initially scheduled (Tuesday, September 21 and Wednesday, September 22). However, the meeting initially scheduled for Wednesday, September 22 was postponed one week due to low registrations and to give more time for people to learn about the opportunity to participate and a third session was added to provide an additional evening session.

⁹ During the time that the Phase 2 Survey was open, a total of 760 clicked on the survey tool but only 497 of these completed the survey online (and there were 12 paper copies completed, yielding the total of 509 completed surveys). As with all surveys on the westvancouverite platform, to complete the survey people must register for a westvancouverite account which involves providing an email address and personal information and then verifying the account once an initial email has been received. The registration process may discourage some people from completing the survey but helps ensure that only one survey is completed by each person.

¹⁰ For reference, a total of 617 surveys were completed during Phase 1 of Planning the Upper Lands.

4.0 Phase 2 Survey Results

4.1 Phase 2 Survey Content

As noted in Section 3.0, the purpose of the Phase 2 Survey was to collect community input about the proposed land use plan and development concept for Cypress Village.

The Phase 2 Survey included introductory text plus 7 parts:

- In Parts 1 through 5, respondents were asked to indicate their level of support for 5 proposals for Cypress Village:
 - Part 1: Proposed Housing Mix
 - Part 2: Proposed Land Use Plan
 - Part 3: Proposed Walking, Cycling, Recreation Plans
 - Part 4: Proposed Community Facilities
 - Part 5: Proposed Form and Character of Development

For each of these, information was presented about the topic followed by a multiple-choice question for respondents to indicate level of support and an open-ended question to provide comments.

- In Part 6, respondents were given an opportunity to provide suggestions about what refinements should be addressed in Phase 3 when the planning team creates an Area Development Plan and supporting bylaws for Cypress Village.
- In Part 7, respondents were asked 2 questions to help the planning team learn about those taking the survey.

The survey content is shown on the following pages and the responses are summarized in Sections 4.2 to 4.5:

- Section 4.2 summarizes the responses to the multiple-choice questions in Parts 1 to 5 (asking respondents about their level of support for the proposed housing mix, land use plan, walking/cycling/recreation plans, community facilities, and form and character of development).
- Section 4.3 summarizes comments received in the open-ended questions in Parts 1 to 5 (asking respondents what they like about the proposals, any concerns they have, and any suggestions they have for refinement).
- Section 4.4 summarizes suggestions for refinement provided in Part 6 of the survey.
- Section 4.5 summarizes information about respondents.

Survey: Phase 2 of Planning the Upper Lands

The District of West Vancouver wants your input to help plan the future of Eagleridge and Cypress Village in the Upper Lands. This is the second community survey to obtain input to help the District of West Vancouver plan the future of Eagleridge and Cypress Village in the Upper Lands.

The first community survey of Planning the Upper Lands asked what level of trade-off was supported by the community; the greater the share of the Eagleridge lands owned by British Pacific Properties Limited (BPP) to protect as green space now, the greater the scale of development required in Cypress Village.

The community and stakeholder response supported greater development in Cypress Village in exchange for protecting all of the Eagleridge lands owned by BPP at this time, rather than in a phased approach over time.

This survey focuses on the development concept for Cypress Village, consistent with the objective of protecting all of the Eagleridge lands and consistent with the policies in the Official Community Plan. We are seeking your input about the following proposals for Cypress Village:

- Housing Mix
- Land Use Plan
- Active Transportation Networks and Recreation Areas Plans
- Community Facilities
- Form and Character of Development

We are also interested in your thoughts about what refinements you would like to see addressed in Phase 3 when we create an Area Development Plan and supporting bylaws for Cypress Village.

Context information will be provided with each survey question. However, if you would like to review detailed background information before completing the survey, this is posted on the project webpage. This includes detailed information about the five topics listed above plus other topics such as phasing, servicing, transit, and the results of the preliminary transportation impact analysis.

PART 1: PROPOSED HOUSING MIX

Cypress Village needs about 3,700 housing units in order to meet these objectives:

- Protect of all of the Eagleridge lands owned by BPP
- Have sufficient population to support a vibrant commercial core with amenities and transit service
- Include some rental and affordable housing

This is slightly higher than the 3,500 housing units proposed in the Phase 1 materials. The difference reflects the desire to accommodate some affordable purpose-built rental housing with target rents that are approximately 70% of market rates.

Cypress Village will take 20 to 25 years to completely develop. Population over the years is anticipated to be:

- About 200 people in 2025
- About 1,700 people in 2030
- About 6,900 people upon build-out in about 2045

The proposed housing mix is shown below. It is also described in more detail in the ‘Community Size and Proposed Housing Mix’ document and illustrated conceptually in the ‘Form and Character of Development’ document, which are posted on the project webpage.

Almost all of the proposed housing is multi-family units, to achieve a compact, sustainable community that is transit-oriented and supportive of walking and cycling for daily errands. Only a small number of single family dwellings are proposed.

Proposed Housing Mix

Unit Type	Approximate Number of Units	Share of Total Units
Single family dwellings	200 to 250 units	About 5% to 7%
Townhouses	150 to 200 units	About 4% to 5%
Apartments	3,300 units, including:	About 90%, including:
	• 180 affordable rental apartment units	About 5%
	• 550 market rental apartment units	About 15%
	• 2,580 strata apartment units	About 70%
Total Housing Count in Cypress Village	3,700 units	100%

1. Which of the following statements best describes your response to the proposed housing mix? (Choose any one option)

- I support the proposed housing mix.
- I generally support the proposed housing mix, but I have some concerns. (Please tell us your concerns and any suggestions you have for improvements below, in Question 2)
- I do not support the proposed housing mix. (Please tell us your concerns and any suggestions you have for improvements below, in Question 2)
- I do not have an opinion about the proposed housing mix.

2. Do you have any comments about the proposed housing mix?

Please tell us what you like about the proposed housing mix, any concerns you have, and any suggestions you have for improvements.

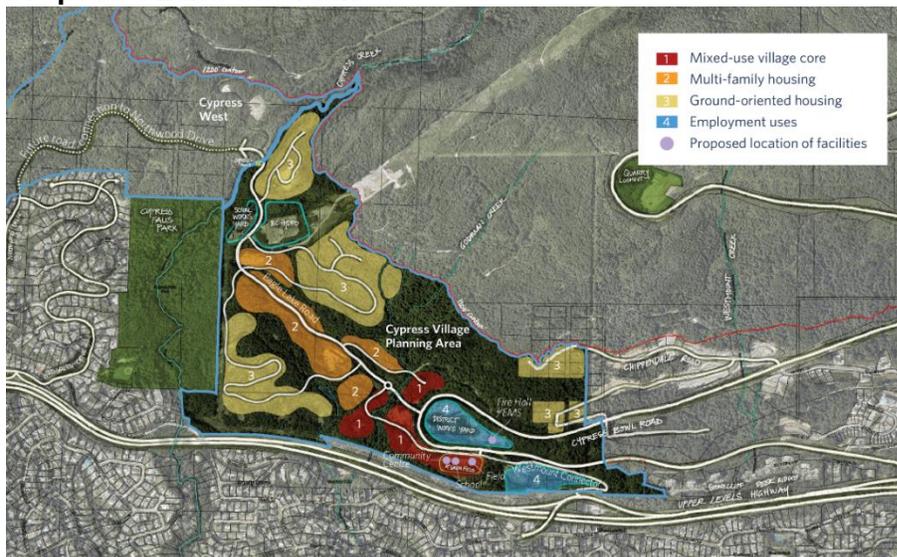
PART 2: PROPOSED LAND USE PLAN

Cypress Village will take 20 to 25 years to completely develop. The conceptual Land Use Plan for Cypress Village upon build-out is shown in the image below. It has five main elements:

1. A compact, mixed-use village core (red shading) containing almost all of the commercial space (restaurants, shops, services), most of the community facilities (including a school, field, and community centre), and a mix of mid-rise (4 to 6 storeys) and taller (15 to 25 storeys) buildings with multi-family residential above commercial.
2. A multi-family residential area (orange shading) along Eagle Lake Road, concentrating additional housing (5 to 6 storey mid-rise buildings and 10 to 25 storey taller buildings) near the village core. These residents will be close enough to walk/bike to the commercial centre, community facilities, and the transit service that the developer will provide. There may also be opportunities for a small amount of retail space in some locations in this area, such as a corner store or coffee shop.
3. Low-density residential areas (yellow shading) including single family dwellings, duplexes, and townhouses.
4. Employment areas (blue shading) including the District's operations centre, a site south of the proposed Westmount Connector for a business park, the existing School District works yard site, and the existing BC Hydro substation site.
5. A cluster of community facilities including a community centre, elementary school, and sports field.

The land use plan is also described in more detail in the 'Concept Plans (Urban and Natural Areas, Road Network, and Land Use Plan)' document on the project webpage.

Proposed Land Use Plan



3. **Which of the following statements best describes your response to the proposed land use plan?** (Choose any one option)
 - I support the proposed land use plan.
 - I generally support the proposed land use plan, but I have some concerns. (Please tell us your concerns and any suggestions you have for improvements below, in Question 4)
 - I do not support the proposed land use plan. (Please tell us your concerns and any suggestions you have for improvements below, in Question 4)
 - I do not have an opinion about the proposed land use plan.
4. **Do you have any comments about the proposed land use plan?**
Please tell us what you like about the proposed land use plan, any concerns you have, and any suggestions you have for improvements.

PART 3: PROPOSED WALKING, CYCLING, AND RECREATION PLANS

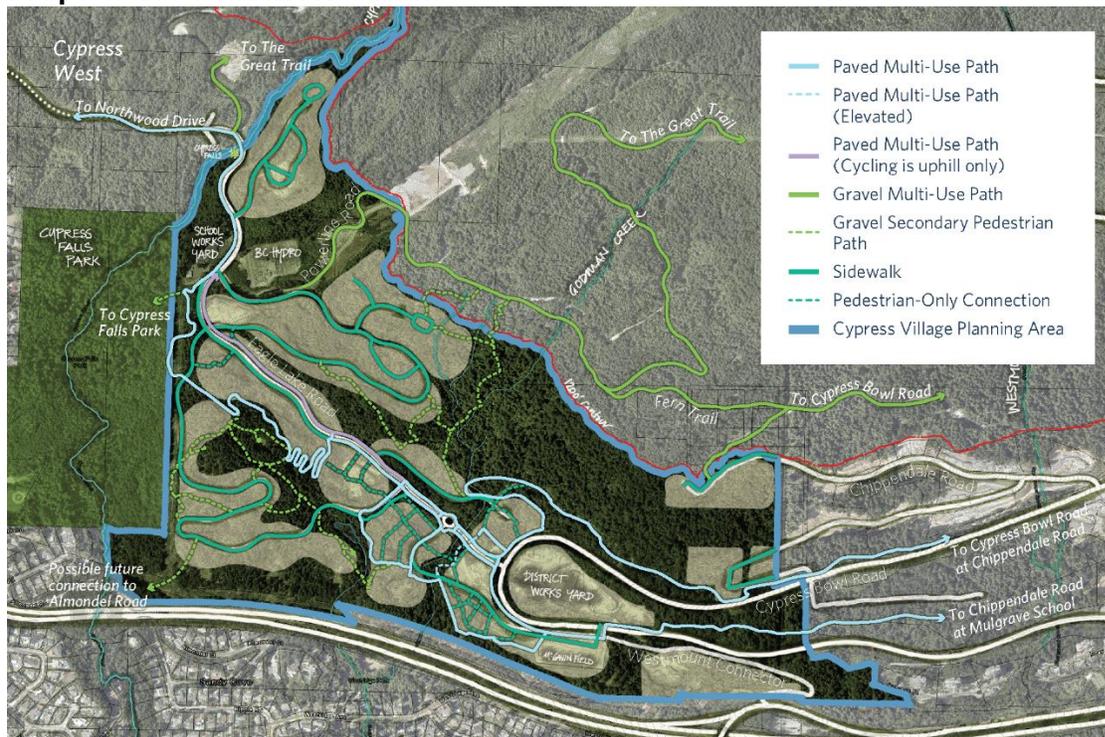
Cypress Village is being planned to accommodate:

- An “active transportation” network (e.g. walking, scooting, roller-blading, skateboarding, cycling) for people to move around within Cypress Village. The goal is to encourage residents, employees, and visitors to choose active modes of travel (i.e. avoid using cars) for many trips within Cypress Village, such as trips to and from retail/service businesses, community facilities (including the school and community centre), parks/plazas, and transit stops.
- Recreational opportunities including trails for hiking and mountain biking, bouldering areas, and supporting infrastructure including parking, staging, trailheads, and washrooms. Parks and plazas will encourage outdoor play and socializing, and a sports field is proposed on the east end of the McGavin Field site.

The proposed Pedestrian Network, Cycling Network, and Recreation Areas plans are shown in a series of maps below.

More details are also provided in the ‘Active Transportation Network and Recreation Areas’ document on the project webpage.

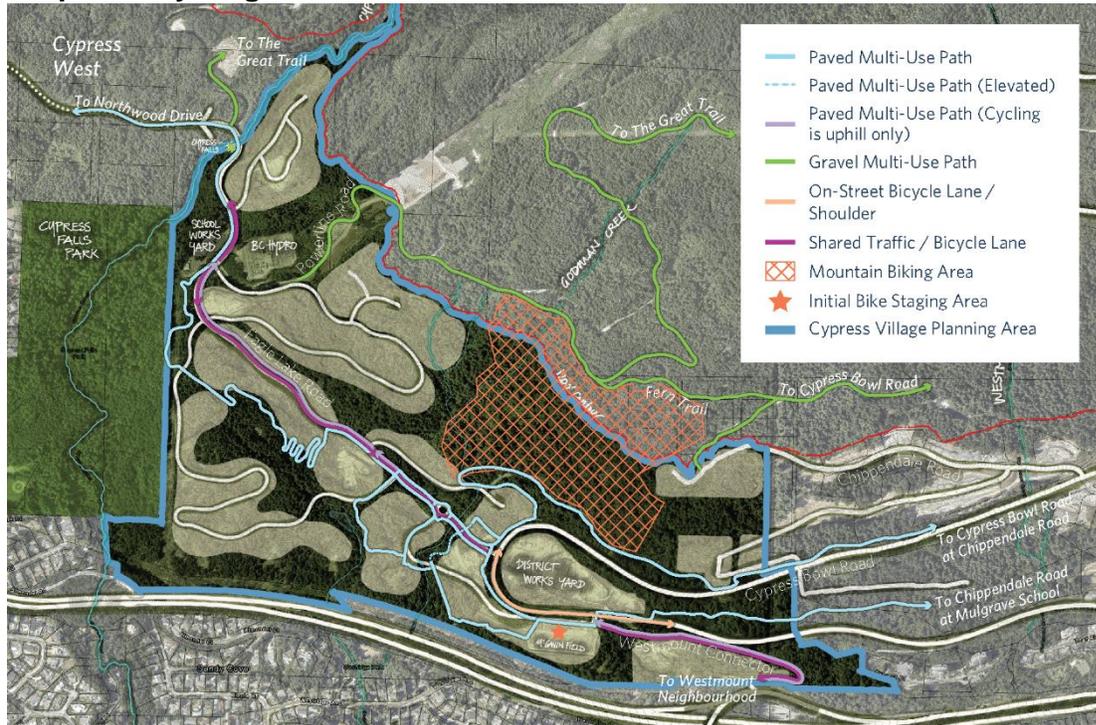
Proposed Pedestrian Network



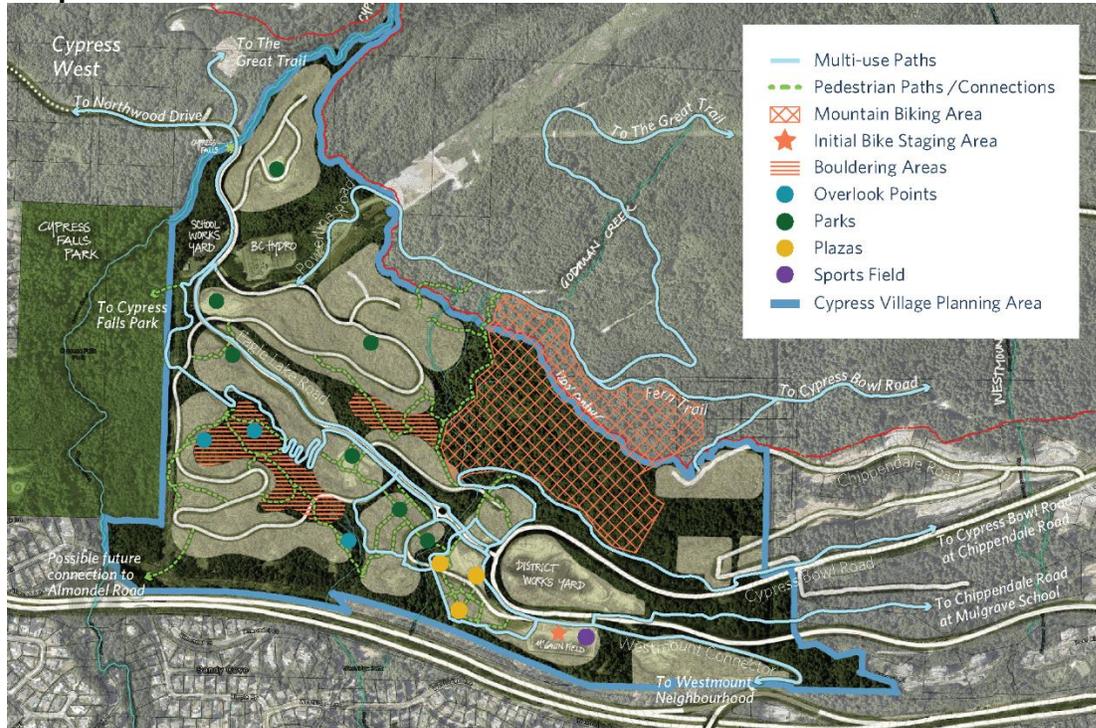
(Part 3 continues on following page)

PART 3: PROPOSED WALKING, CYCLING, AND RECREATION PLANS (continued)

Proposed Cycling Network



Proposed Recreation Areas Plan



(Part 3 continues on following page)

PART 3: PROPOSED WALKING, CYCLING, AND RECREATION PLANS *(continued)*

- 5. Which of the following statements best describes your response to the proposed active transportation and recreation areas plan?** (Choose any one option)
- I support the proposed active transportation and recreation areas plans.
 - I generally support the proposed active transportation and recreation areas plans, but I have some concerns. (Please tell us your concerns and any suggestions you have for improvements below, in Question 6)
 - I do not support the proposed active transportation and recreation areas plans. (Please tell us your concerns and any suggestions you have for improvements below, in Question 6)
 - I do not have an opinion about the proposed active transportation and recreation areas plans.
- 6. Do you have any comments about the proposed active transportation and recreation areas plan?**
- Please tell us what you like about the proposed active transportation and recreation areas plans, any concerns you have, and any suggestions you have for improvements.

PART 4: PROPOSED COMMUNITY FACILITIES

Cypress Village is being designed as a complete community. Locating community facilities and services within the village achieves several important objectives, including:

- Supporting walking and cycling (fosters healthy lifestyles)
- Reducing vehicular traffic (helps reduce pollution and greenhouse gas emissions)
- Meeting the day-to-day needs of residents in Cypress Village and Rodgers Creek

The main community facilities proposed for Cypress Village are:

- Community centre (with a gym; fitness centre; multi-purpose rooms for meetings, classes, social events, and/or programming by local organizations; and possibly a branch library)
- Sports field
- Elementary school
- Child care space
- Fire hall
- Local businesses (e.g. grocery store, pharmacy, restaurants/cafes, offices, shops)

More details are provided in the 'Community Facilities' document on the project webpage.

7. Which of the following statements best describes your response to the proposed community facilities? (Choose any one option)

- I support the proposed community facilities.
- I generally support the proposed community facilities, but I have some concerns. (Please tell us your concerns and any suggestions you have for improvements below, in Question 8)
- I do not support the proposed community facilities. (Please tell us your concerns and any suggestions you have for improvements below, in Question 8)
- I do not have an opinion about the proposed community facilities.

8. Do you have any comments about the proposed community facilities?

Please tell us what you like about the proposed community facilities, any concerns you have, and any suggestions you have for improvements.

PART 5: PROPOSED FORM AND CHARACTER

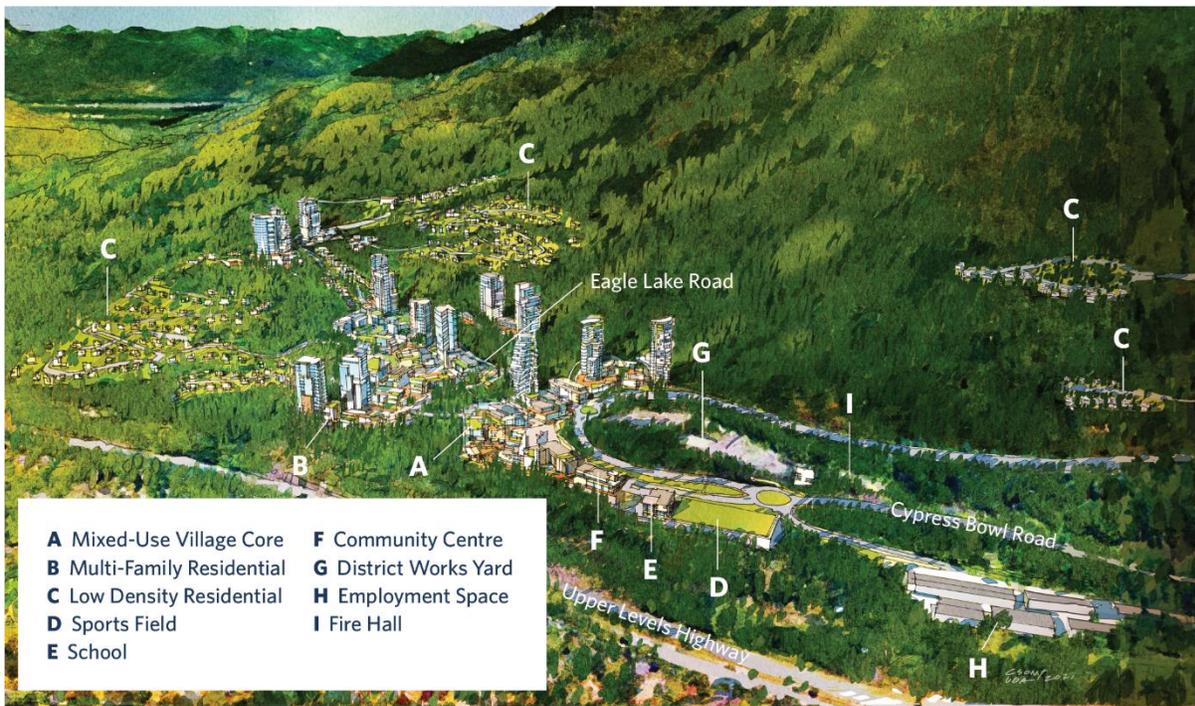
Below is an artist’s conceptual illustration of what Cypress Village could look like when it is completed, in about 20 to 25 years. Below that are some sketches that show ideas and aspirations for the form and character of the village core. There are additional images in the ‘Proposed Form and Character of Development’ document on the project webpage.

The intention is to integrate development into the natural setting and create a sense of community that is vibrant, sustainable, and connected.

Taller buildings are incorporated to reduce the footprint of development. Taller buildings also allow for the required transfer of development potential from the BPP lands in Eagleridge that will protect the Eagleridge lands for recreation and conservation in perpetuity.

Streets, open spaces, and the pedestrian realm will be designed to have a human-scale with a sense of connection to nature.

Artist’s Conceptual Illustration of Cypress Village Upon Build-Out in About 20 to 25 Years



(Part 5 continues on following page)

PART 5: PROPOSED FORM AND CHARACTER (continued)

Artist's Conceptual Illustration of the Village Core



Artist's Conceptual Illustration of Multi-Family Housing Along Eagle Lake Road Upon Build-Out



(Part 5 continues on following page)

PART 5: PROPOSED FORM AND CHARACTER *(continued)*

9. Which of the following statements best describes your response to the proposed form and character for Cypress Village? (Choose any one option)

- I support the proposed form and character for Cypress Village.
- I generally support the proposed form and character for Cypress Village, but I have some concerns. (Please tell us your concerns and any suggestions you have for improvements below, in Question 10)
- I do not support the proposed form and character for Cypress Village. (Please tell us your concerns and any suggestions you have for improvements below, in Question 10)
- I do not have an opinion about the proposed form and character for Cypress Village.

10. Do you have any comments about the proposed form and character for Cypress Village?

Please tell us what you like about the proposed form and character for Cypress Village, any concerns you have, and any suggestions you have for improvements.

PART 6: SUGGESTIONS FOR REFINEMENT

11. What are the main topics that you would like to see addressed in the refinement of the planning work for Cypress Village in Phase 3, when we create an Area Development Plan and supporting bylaws for Cypress Village?

PART 7: INFORMATION ABOUT RESPONDENTS

The next two questions will help us learn about who has participated in this survey. This information will only provide context to the input received. No individual answers will be reported.

12. Which of the following describes you? Please check all that apply:

- I live in West Vancouver. If so, please provide the first three digits of your postal code here: _____
- I work in West Vancouver.
- I own a business in West Vancouver.
- I am part of an organization, association, or group in West Vancouver. If so, which organization(s), association(s), or group(s) in West Vancouver are you part of? _____
- I come to the Cypress Village planning area for recreation.
- I am interested in living in Cypress Village.
- None of the above.

13. Did you participate in Survey #1 for Planning the Upper Lands?

- Yes
- No
- Not sure

Thank you for your input.

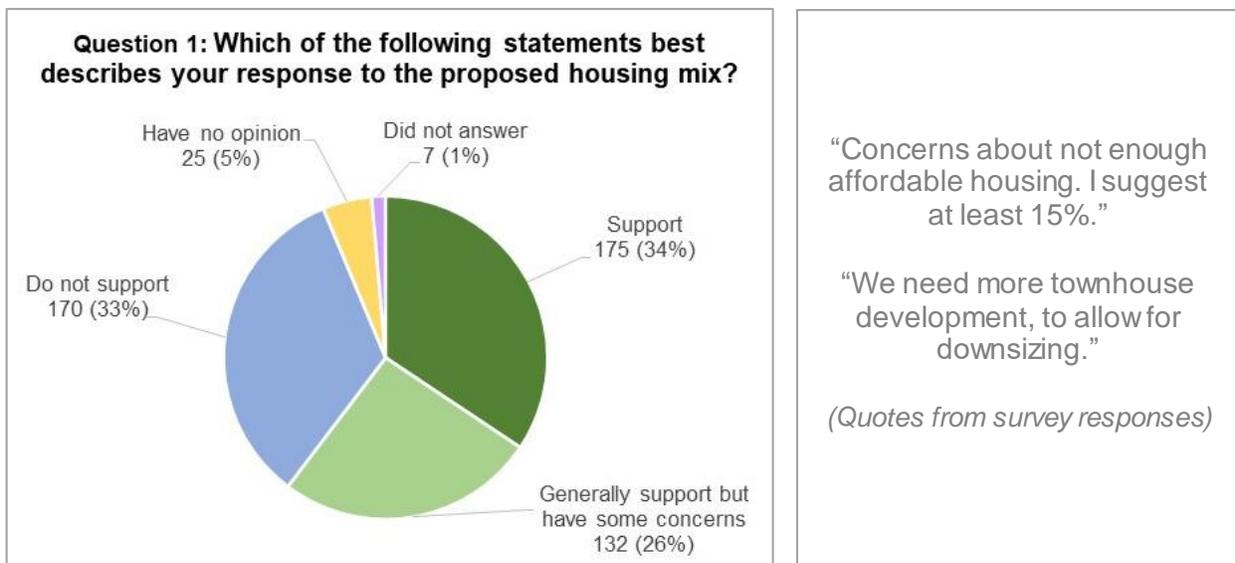
4.2 Level of Support for the Proposed Housing Mix, Land Use Plan, Active Transportation Network/Recreation Areas Plan, Community Facilities, and Form and Character of Development for Cypress Village

Questions 1, 3, 5, 7, and 9 provided an opportunity for respondents to indicate their level of support for the proposed housing mix, land use plan, active transportation network/recreation areas plan, community facilities, and form and character of development for Cypress Village. The tallied responses are summarized in the following sections.

4.2.1 Level of Support for the Proposed Housing Mix

- 60% (307) of respondents support or generally support but have some concerns about the proposed housing mix.
- 33% (170) of respondents do not support the proposed housing mix.
- The balance of 6% (32) either have no opinion or did not answer.

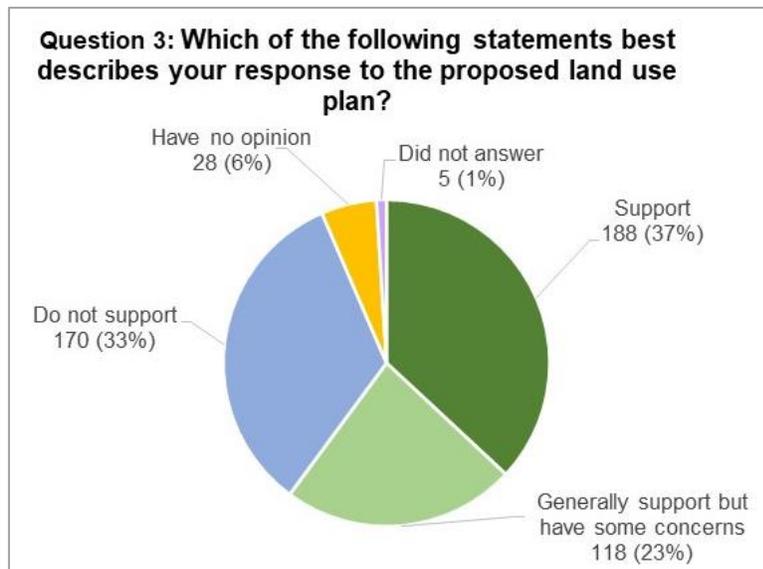
Section 4.3 summarizes comments provided in response to the open-ended questions in the Phase 2 Survey, including comments about the proposed housing mix.



4.2.2 Level of Support for the Proposed Land Use Plan

- 60% (306) of respondents support or generally support but have some concerns about the proposed land use plan.
- 33% (170) of respondents do not support the proposed land use plan.
- The balance of 7% (33) either have no opinion or did not answer.

Section 4.3 summarizes comments provided in response to the open-ended questions in the Phase 2 Survey, including comments about the proposed land use plan.



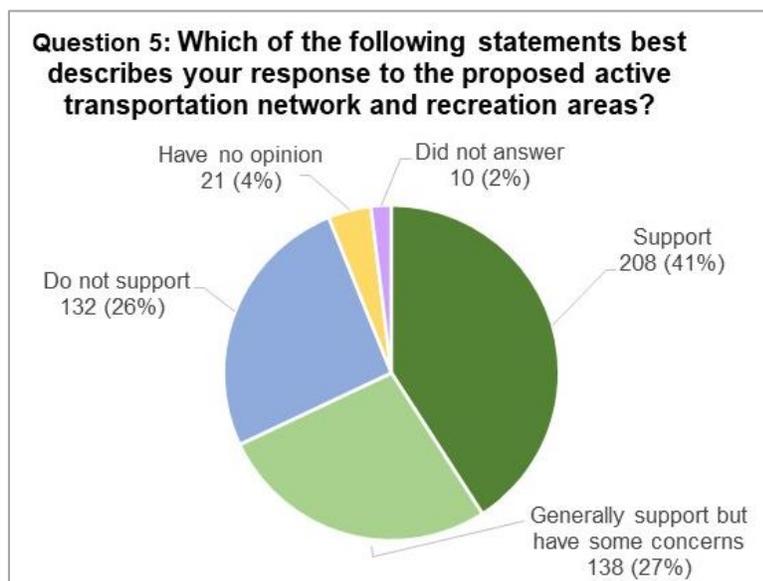
“The proposed plan includes ground-oriented housing backing very close to Cypress Creek. This is a pristine and extremely sensitive area - more needs to be done to buffer the creek.”

(Quote from a survey response)

4.2.3 Level of Support for the Proposed Active Transportation Network/Recreation Areas Plan

- 68% (346) of respondents support or generally support but have some concerns about the proposed active transportation network/recreation areas plan.
- 26% (132) of respondents do not support the proposed active transportation network/recreation areas plan.
- The balance of 6% (31) either have no opinion or did not answer.

Section 4.3 summarizes comments provided in response to the open-ended questions in the Phase 2 Survey, including comments about the proposed active transportation network/recreation areas plan.



“Set aside more recreation space.”

“Would be nicer to see fully separated bike lanes rather than shared lanes.”

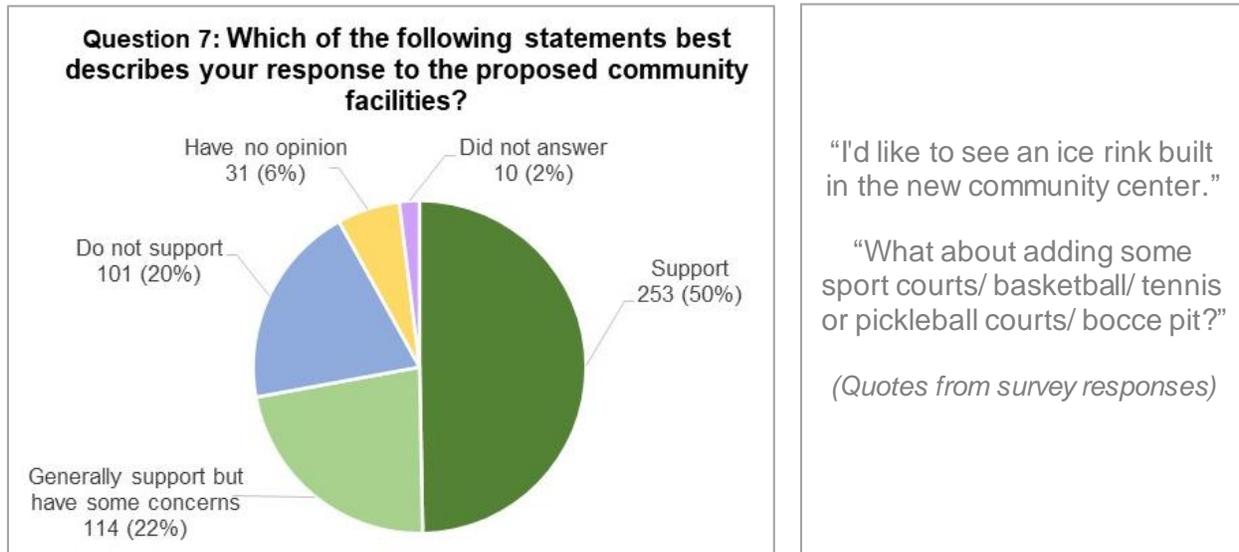
“I feel it would be beneficial to preserve the major biking trails that feed into this spot.”

(Quotes from survey responses)

4.2.4 Level of Support for the Proposed Community Facilities

- 72% (367) of respondents support or generally support but have some concerns about this proposal.
- 20% (101) of respondents do not support the proposed community facilities.
- The balance of 8% (41) either have no opinion or did not answer.

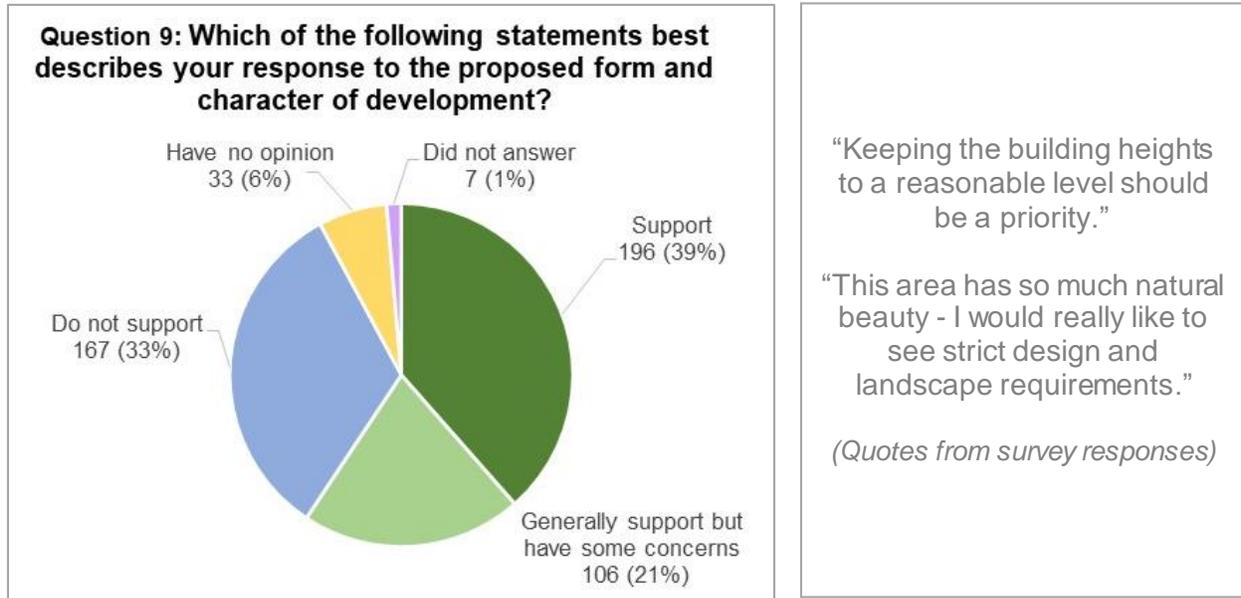
Section 4.3 summarizes comments provided in response to the open-ended questions in the Phase 2 Survey, including comments about the proposed community facilities.



4.2.5 Level of Support for the Proposed Form and Character of Development for Cypress Village

- 59% (302) of respondents support or generally support but have some concerns about the proposed form and character of development for Cypress Village.
- 33% (167) of respondents do not support the proposed form and character.
- The balance of 8% (40) either have no opinion or did not answer.

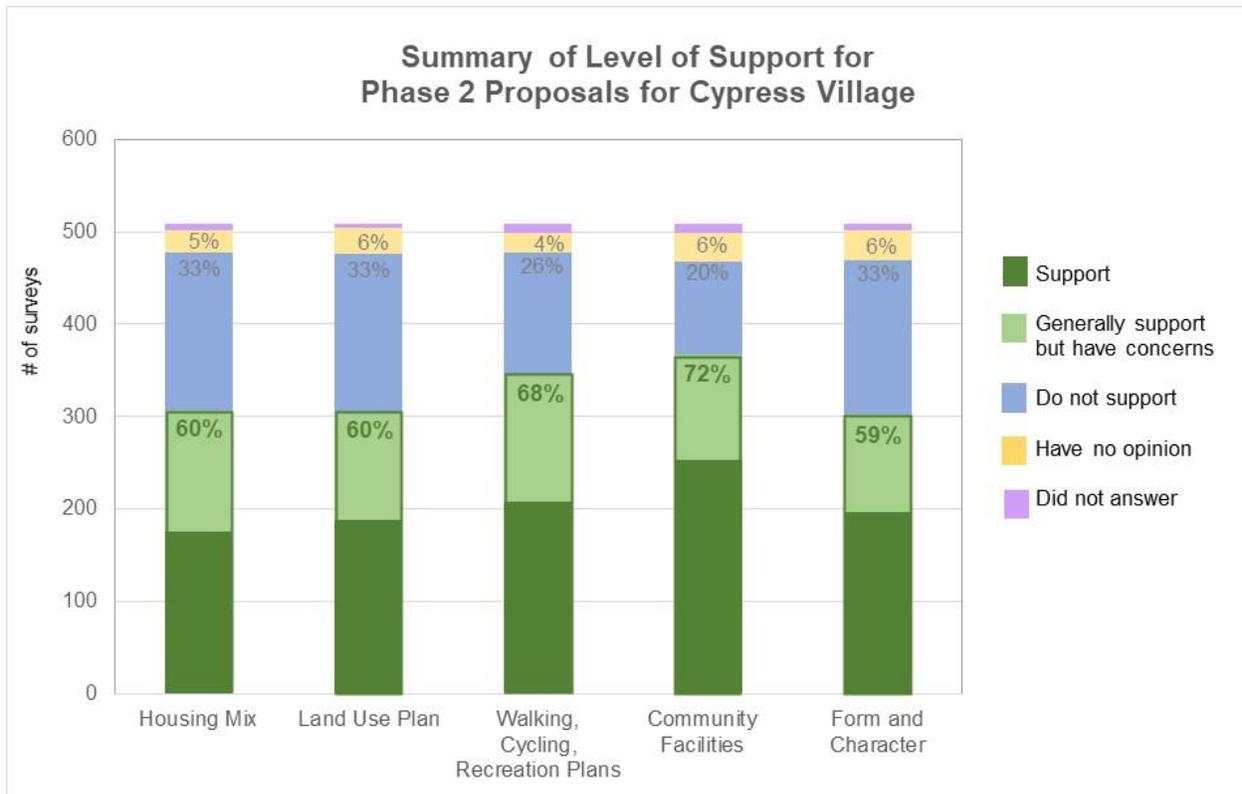
Section 4.3 summarizes comments provided in response to the open-ended questions in the Phase 2 Survey, including comments about the proposed form and character of development.



4.2.6 Summary Level of Support for the Phase 2 Proposals for Cypress Village

Overall, the survey results indicate strong support for the proposed housing mix, land use plan, active transportation/recreation areas plans, community facilities, and form and character of development for Cypress Village. As shown in the summary table and chart below, about 60% or more of respondents ‘support’ or ‘generally support but have some concerns’ about the proposals.

Most of those who responded that they ‘generally support but have some concerns’ provided suggestions for refinements or noted their concerns in the open-ended questions (Questions 2, 4, 6, 8, and 10). A summary of the comments about the proposals for Cypress Village is provided in Section 4.3 below.



Tally of Responses to Survey Questions 1, 3, 5, 7, 9

Which of the following statements best describes your response to the ...	Proposed Housing Mix	Proposed Land Use Plan	Proposed Active Transportation (Walking, Cycling) and Recreation Areas Plans	Proposed Community Facilities	Proposed Form and Character of Development
Support	175	188	208	253	196
Generally support but have concerns	132	118	138	114	106
Do not support	170	170	132	101	167
Have no opinion	25	28	21	31	33
Did not answer	7	5	10	10	7
Total	509	509	509	509	509

4.3 Summary of Comments about the Proposed Housing Mix, Land Use Plan, Active Transportation Network/Recreation Areas Plans, Community Facilities, and Form and Character of Development for Cypress Village

Of the 509 people who completed surveys, 448 (88%) provided comments or suggestions as part of their survey responses about the proposed housing mix, land use plan, active transportation network/recreation areas plan, community facilities, and form and character of development for Cypress Village. Most provided more than one comment and most provided comments relating to multiple topics in response to each open-ended question about the proposals for Cypress Village (Questions 2, 4, 6, 8, and 10) rather than limiting their response to the specific topic of each question. For example, when asked in Question 2 to provide comments about what the respondent likes about the proposed housing mix for Cypress Village, any concerns they have, and any suggestions for improvements, comments were provided on several topics not just the proposed housing mix. Therefore, the comments have been aggregated by topic rather than by survey question in this summary.

The comments can be characterized as extensive, varied, and diverse. For most topics, there are comments that diverge. For example, some people suggested reducing the share of single family included in the housing mix while others suggested increasing the share; some people expressed support for the idea of including a branch library in the village while others expressed the view that it may not be needed; some people expressed general support for the proposed form and character of development while others expressed general dislike.

This summary focuses on comments or suggestions that were mentioned by more than 10 respondents. A transcript of all of the comments provided in response to the open-ended questions about the proposed housing mix (Question 2), land use plan (Question 4), a active transportation and recreation areas plan (Question 6), community facilities (Question 8), and form and character of development (Question 10) is contained in **Attachment K**.

The comments and suggestions about the proposals for Cypress Village can be summarized as follows:

- Suggestions regarding the housing mix and tenure (mentioned by 288 respondents¹¹). These comments are quite diverse. Comments with the most mentions include: provide a larger share of ground-oriented units (duplexes, townhouses, and row housing) (64), provide more affordable housing (54), suggestions to reduce the share of single family houses and/or keep the single family houses small (47), support for the housing mix (32), questions or suggestions about the affordable housing component (e.g. pricing, how people will be selected, suggestions for target markets), (21), provide a larger share of rental housing (20), support for including affordable housing (16), and general comments about target markets that the village should accommodate (including families, seniors, people who work in West Vancouver, first responders) (13). There were also a variety of other suggestions related to housing that received fewer than 10 mentions.

¹¹ These figures are a count of the total number of respondents who mentioned the topic (not the number of times the topic was mentioned). Some respondents repeated their comments or provided similar feedback in each open-ended question (e.g. noting a preference for more townhouse units in the open-ended question about the proposed housing mix as well as in the open-ended questions about the proposed land use plan and proposed form and character of development). This is counted as being mentioned by 1 respondent in this summary.

Appendix A

- Comments related to transportation planning and traffic impacts (mentioned by 231 respondents). Some respondents (112) expressed concerns about the traffic impacts and some (51) expressed the view that people will still drive (despite including transit, walking, and cycling options in the village), so the planning for Cypress Village should anticipate and plan for vehicle traffic (e.g. include sufficient parking for residents, employees, and visitors). A smaller number of people (20) provided suggestions about the transit service (e.g. having routinely scheduled service, considering other ideas such as a gondola in addition to bus service) and suggested that separating cyclists from walkers and cars would be preferable (13).
- Comments about design and/or the proposed form and character of development (mentioned by 192 respondents). Some respondents (86) expressed concern about the maximum building height and commented that the taller buildings are too tall. Some respondents (25) also provided comments about architectural and building design considerations (e.g. consider the weather/wind in building design, consider passive house design, use design guidelines, consider mass timber options, consider west coast architecture, consider natural building materials, plan for accessibility and inclusivity). Some people expressed general support for the proposed form and character, while others (though a smaller number) expressed general dislike for the proposed form and character.
- Suggestions regarding mountain biking and trails in Cypress Village (mentioned by 169 respondents). Many want to see more of the existing unauthorized mountain biking trails retained (with the mountain biking zone expanded to include existing well-used trails) (74), the mountain biking community included in planning the trail network, and would prefer no changes (i.e. no new multi-use path) above the 1200' contour (expressing concern about the safety of the proposed multi-use path crossing existing mountain biking trails).
- Suggestions regarding the proposed community facilities (mentioned by 148 respondents). Some respondents (31) used the open-ended questions to express general support for the proposed community facilities. Some respondents (30) expressed the view that another ice rink is needed in West Vancouver and proposed that an ice rink be included in the planning for Cypress Village. There is also a wide variety of other comments and suggestions related to community facilities that received less than 10 mentions.
- Comments about the scale of community (mentioned by 91 respondents). Most of these comments noted that the total number of units/density/population is too high and that fewer than 3,700 housing would be preferable.
- Comments about the proposed land use plan (mentioned by 89 respondents). Comments with more than 10 mentions included general support for the proposed land use plan, suggestions to concentrate the taller buildings in the village core, suggestions to include townhouses and low-rise multi-family buildings in the proposed ground-oriented housing areas (yellow-shaded areas on the land use plan), and suggestions to reduce the footprint of the low-density development pod in the northwest portion of the Cypress Village planning area to allow for larger setbacks from Cypress Creek and to protect mature trees in this area.
- Comments related to the environment (mentioned by 66 respondents), mostly focusing on concerns about the loss of biodiversity/habitat, impacts on the environment, and impacts of the project on climate change.
- Suggestions about the commercial/employment space (mentioned by 51 respondents), including suggestions for the types of businesses to include in the village.

- Comments about the recreation plan (mentioned by 51 respondents) mostly providing general support.
- Opposition to any new development in the Upper Lands (mentioned by 48 respondents) or a preference for development under the existing single family zoning (mentioned by 7 respondents).
- Questions about financial elements of the plan (mentioned by 19 respondents), mainly focused on how the community facilities and infrastructure will be paid for.
- Comments about the development phasing (mentioned by 19 respondents), including a desire to see the community facilities and affordable housing provided early on/as needed and comments about the phasing of the housing (some mentioned that the mixed use village core should be built first while some mentioned that each phase should include a mix of housing).
- Comments about the planning process (mentioned by 19 respondents), including support for protecting the lands in Eagleridge as part of this process.
- Suggestions to include more natural areas and green space (mentioned by 15 respondents).
- Concerns about the potential impact on local infrastructure (mentioned by 12 respondents).
- Comments about sustainability (mentioned by 11 respondents).
- There were also many other comments that received less than 10 mentions.

4.4 Summary of Suggestions for Refinement When Creating the Area Development Plan for Cypress Village in Phase 3

Part 6 (Question 11) asked respondents to provide suggestions about what refinements they would like to see in the planning work for Cypress Village in Phase 3, when the planning team creates an Area Development Plan and supporting bylaws for Cypress Village.

Of the 509 people who completed surveys, 380 (75%) provided comments or suggestions in response to Question 11. Some provided more than one comment. A record of the comments and suggestions provided in response to survey Question 11 is contained in **Attachment L**.

As with the comments about the proposals for Cypress Village, the suggestions for refinements can be characterized as extensive, varied, and diverse.

Comments and suggestions can be summarized as follows:

- Suggestions regarding the housing mix and tenure for Cypress Village (122 mentions). These comments are quite diverse. Suggestions with multiple mentions include: provide more information about the affordable housing (pricing, target markets, how this commitment will be ensured); plan to accommodate families, seniors, and those who work in West Vancouver (units sizes, unit pricing); reduce building heights/include more mid-rise buildings; reduce the single family and apartment component and include more ground-oriented multi-family housing (duplexes, triplexes, townhouses); reduce the footprint of the single family land use in the northwest pod to better protect Cypress Creek and mature trees in this area; include more affordable housing (though some also suggested not including affordable housing); and use design guidelines to govern building form/materials/character and encourage a mountainside character / design-with-nature character.

Appendix A

- Comments related to transportation planning and traffic impacts (114 mentions). Many expressed general concern that the project will have a negative impact on traffic in West Vancouver or are interested in more information about how the traffic impacts of Cypress Village will be addressed/managed. Many are also interested in more information about the proposed independent transit service and provided suggestions related to transit (e.g. expand the proposed service, think about how transit could connect to other areas not just Park Royal, consider other options such as a gondola). Some noted that people will still drive so the transportation infrastructure in Cypress Village should anticipate this (e.g. provide sufficient parking, road widths) and that separate bike lanes on all roads are preferable. There were also some individual comments about specific transportation-related comments (e.g. consider allowing golf carts, support for the Northwood and Westmount connections, West Vancouver needs more cycling infrastructure for connectivity).
- Suggestions regarding mountain biking and bouldering in Cypress Village (71 mentions). Many want to see more of the existing mountain biking trails retained (with the mountain biking zone expanded to include existing well-used trails), the mountain biking community included in planning the trail network, and would prefer no changes (i.e. no new multi-use path) above the 1200' contour. Some also would like more information about bike staging facilities, more information about which existing trails¹² and bouldering areas are being retained and which will be impacted, and a commitment to a process to sanction mountain biking trails in the mountain biking zone and above 1200'.
- Preference to not see the lands developed at all (43 mentions) or a preference for development under the existing single family zoning (2 mentions).
- Comments about the scale of community (35 mentions). Most of these comments suggested that the total number of units/density/population is too high, though some also commented that they would support more density to add more vitality to the village.
- Suggestions regarding the proposed community facilities (37 mentions). About half of these propose that an ice rink be included in Cypress Village. Some suggested including outdoor gathering places other than a field (e.g. outdoor concert area, playgrounds, spray park), a pool, and arts-related facilities in the village.
- Comments related to design elements (26 mentions), such as encouraging sustainable design, sustainable energy, electric bike and electric vehicle facilities, and good quality public realm.
- Comments related to the environment (22 mentions), including concerns about loss of biodiversity/habitat, planning for human-wildlife interactions, and interest in understanding how the project will address climate change.
- Suggestions about the commercial/employment space (17 mentions), including interest in more information about the types of businesses envisioned in the village, whether more employment space could be included, and the idea of including a hotel.
- Questions about financial elements of the plan (15 mentions), including questions about how the community facilities and infrastructure will be paid for, whether there will be financial impacts for taxpayers, and about Development Cost Charges and Community Amenity Contributions related to the project.
- Comments about the development phasing (14 mentions), including interest in more information about phasing, suggestions to accelerate the development timeline, and

¹² There is an extensive network of unauthorized mountain biking trails in the Cypress Village planning area (and other parts of the Upper Lands). The maps in the Phase 2 materials did not show these trails as they are unauthorized.

suggestions to ensure that community facilities and affordable housing are provided early on/as needed.

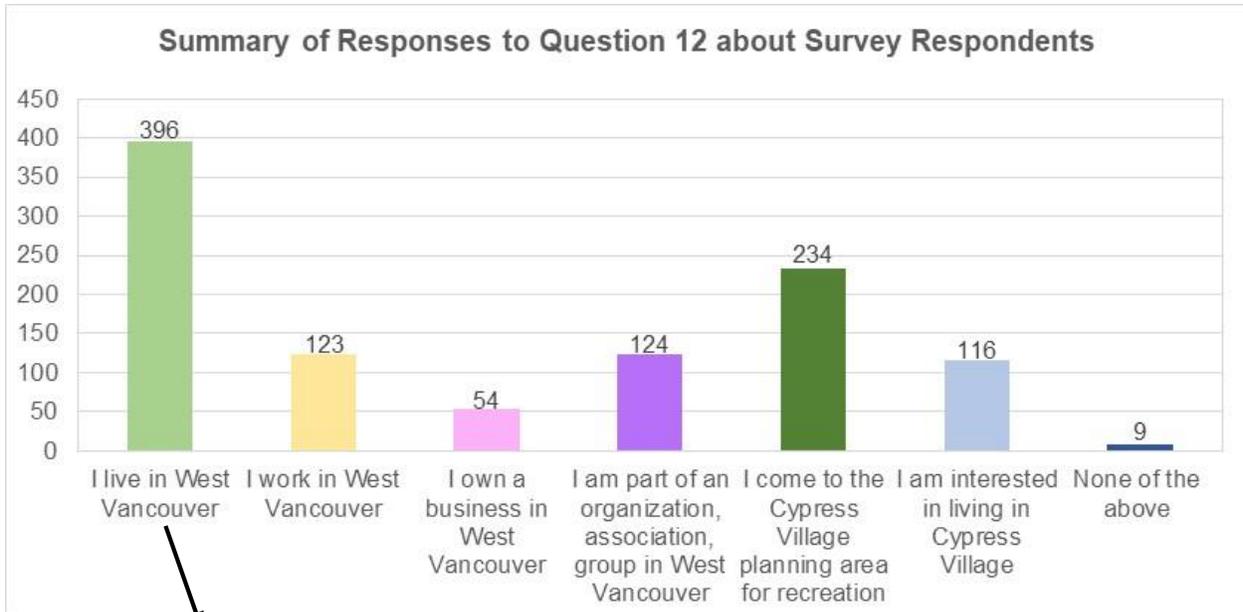
- Comments about trails (14 mentions), including interest in understanding how trails in Cypress Village will connect to existing neighbourhoods, impacts on existing hiking/walking trails, and a desire to see more information about proposed hiking/walking trails.
- Comments about the planning process (13 mentions), including support for protecting the lands in Eagleridge in exchange for approval of a mixed use village in Cypress Village and the timeline for Phase 3.
- Suggestions to include more natural areas, preserve more trees, and consider the idea of an urban forest (13 mentions).
- Questions about servicing (9 mentions), including how rainwater/stormwater/drainage will be managed.
- General suggestions (8 mentions) to include more recreation space and more information about the proposed recreational amenities.
- Suggestions to consider First Nations (5 mentions).
- Other topics that received fewer than 5 mentions, such as focusing on infill development elsewhere, including historic elements in the urban design, and emergency planning.

4.5 Tallied Responses to Questions about Respondents

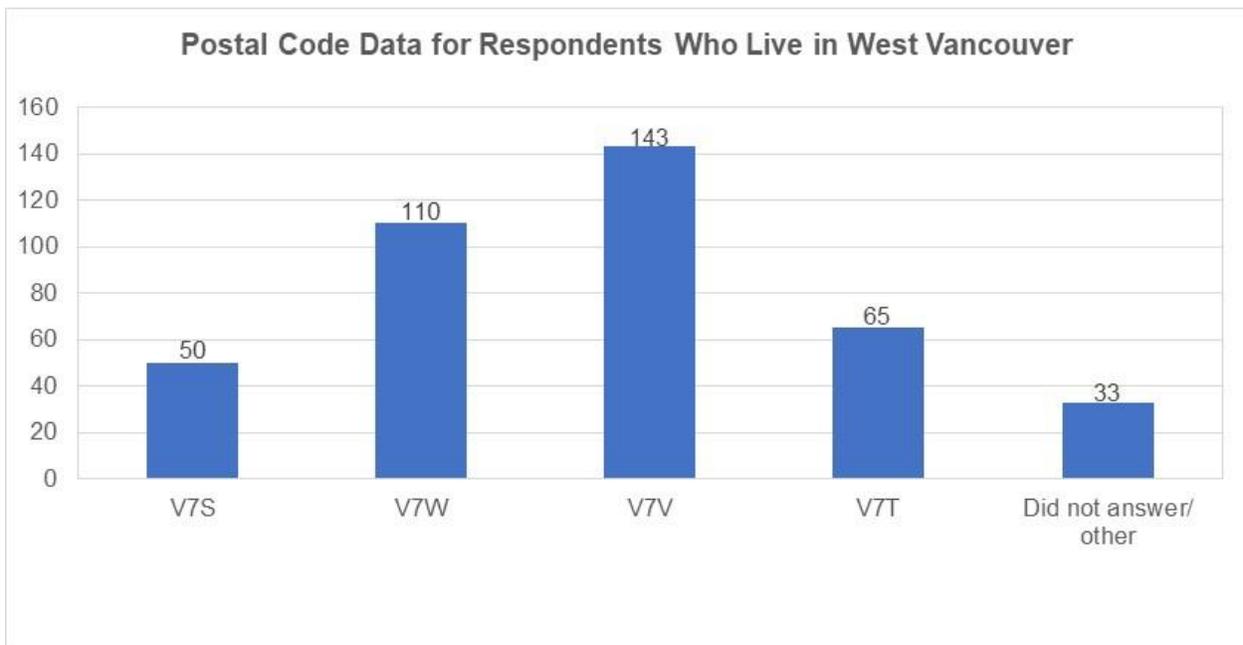
4.5.1 Characteristics About Respondents

Of the 509 people who completed the survey:

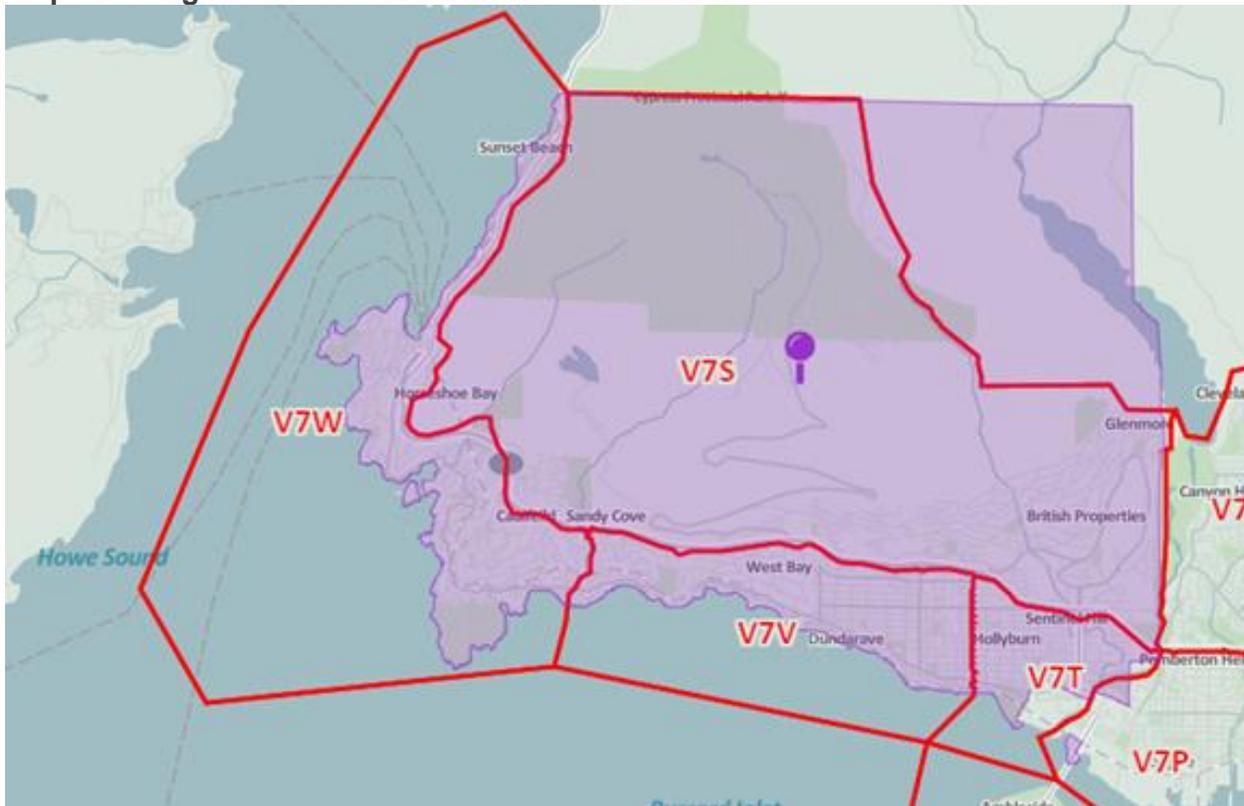
- 78% live in West Vancouver. 13% of those completed a survey and indicated that they live in West Vancouver reside above the Upper Levels Highway.
- 46% come to the Cypress Village planning area for recreation.
- 24% are part of an organization/association/group in West Vancouver. 71 different organizations/associations/groups were referenced in responses to this question (see list in **Attachment M**). Many people are part of more than one group.
- 24% work in West Vancouver.
- 23% are interested in living in Cypress Village.
- 11% own a business in West Vancouver.



See graph below and map on the following page



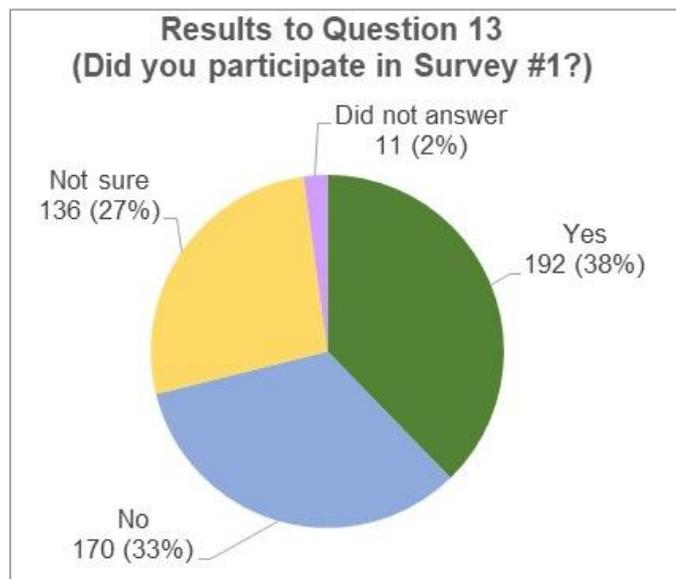
Map Showing Postal Code Areas in West Vancouver



4.5.2 Respondents' Participation in Survey #1

Of the 509 people who completed the survey:

- 38% participated in Survey #1 for *Planning the Upper Lands*.
- 33% did not participate in Survey #1.
- 27% are not sure if they participated in Survey #1.
- 2% did not answer this question.



5.0 Summary of Other Input Received During Phase 2

This section summarizes input from the public enquiries, members of the former Upper Lands Working Group, and stakeholders.

5.1 Input from Public Enquiries

During Phase 2, the planning team has responded to 23 enquiries received directly to the project-specific email address or in correspondence to the Planning Department or to the Mayor and Council about *Planning the Upper Lands*. This was similar to the number of enquiries received during Phase 2 (28).

Information about the Phase 2 enquiries and the responses provided is contained in **Attachment N**. Some people provided multiple suggestions, concerns, or questions. However, almost all of the enquiries were about different topics. The enquiries can be summarized as follows:

- 7 comments or questions related to process, including questions about planning for Cypress West and Inter Creek, a question about the timeline for Phase 2 and 3, a question about whether the policies for Cypress Village will form part of the Official Community Plan, and thank you notes following the virtual information meetings.
- 5 comments regarding the lands in Eagleridge, including questions about the mechanism for protecting these lands, support for the District obtaining ownership of the BPP lands in Eagleridge as part of this process, and questions about the amount of density in Cypress Village related to the protection of the lands in Eagleridge.
- 3 comments expressing concern or questions about traffic impact.
- 3 comments expressing a preference for lower building heights.
- 2 comments expressing concern about the loss of existing mountain bike trails and concern about the proposed multi-use path above the 1200' contour.
- 2 comments about servicing.
- 1 comment asking that setbacks be increased (and the footprint of development reduced) in the vicinity of Cypress Creek in the northwest development pod.
- 1 comment asking that Cypress Village be accessible for wheelchairs.
- 1 question about whether commercial space is included in the plan.
- 1 question about population projections for West Vancouver.
- 1 comment about parking.
- 1 comment about planning for human-wildlife interactions.
- 1 comment expressing challenges in accessing the Phase 2 Survey.

5.2 Input from Members of the Former Upper Lands Working Group

The work of the Upper Lands Working Group, which was completed in 2015, helped to define the overarching vision and idea of protecting the lands in Eagleridge and Inter Creek through the transfer of development potential to Cypress Village and Cypress West. The recommendations of the Upper Lands Working Group (2015) to plan for the remaining Upper Lands holistically became the basis of the Upper Lands policies included in the 2018 update to the OCP.

Appendix A

The planning team engaged with members of the former Upper Lands Working Group on multiple occasions during Phase 1. The members provided insightful background information and helpful input/suggestions during Phase 1 and expressed an interest in continuing to participate in the planning and engagement process in Phases 2 and 3.

As part of Phase 2, the planning team continued to have telephone discussions, receive input by email, and meet virtually with members of the former Upper Lands Working Group (including virtual meetings on March 31, June 14, and July 13, 2021).

The main points raised by members of the former Upper Lands Working Group during Phase 2 were:

- The group members continued to express support for protecting all of the lands in Eagleridge in this process and recommended that the project narrative continue to focus on the dual goals of the planning process.
- The group members provided helpful feedback in discussions about content for the Phase 2 materials, Phase 2 FAQs, and engagement strategy. Some group members expressed interest in seeing in-person engagement activities included in the process if/when this feels comfortable based on COVID-19 Provincial Health Orders and guidelines.
- Some group members continued to express the view that it is important to communicate the number of housing units that are needed in Cypress Village to enable the protection of the lands in Eagleridge that are owned by BPP. A question/answer about this topic was included in the Phase 2 FAQs.
- Some of the group members suggested that providing a connection from the village to Almond Road would be important. A possible future connection in this location was included in the Proposed Pedestrian Network presented in the Phase 2 materials.
- Some of the group members suggested providing information about how many units are needed in Cypress Village to facilitate the protection of the lands in Eagleridge that are owned by BPP and the rationale for the total proposed community size of 3,700 housing units. Questions/answers about these topics were included in the Phase 2 FAQs.
- One group member suggested including information about bike staging in the Phase 2 materials, and this was added to the Proposed Cycling Network and Proposed Recreation Areas plans presented in the Phase 2 materials. This group member also expressed the view that it would be helpful to show the existing trail network as an overlay on the proposed land use plan and recreation areas plan and articulate commitments to formalizing mountain biking trails. The maps in the Phase 2 materials do not show existing trails as they are unauthorized.
- One group member expressed the view that more information should be provided about the environment, stormwater management, climate change, and greenhouse gases related to Cypress Village. The Phase 2 materials provide commentary that developing a compact, transit-served community is a more sustainable way of accommodating housing than further single family subdivision and the Planning Principles seek to maximize transit ridership, encourage walking and cycling within the community rather than driving, encourage building design and energy systems that achieve a low carbon footprint, encourage integrated storm water management planning, protect environmental areas within the Cypress Village planning boundary, and other sustainable principles.
- The group members want to continue to be involved in the Upper Lands planning process in Phase 3 and to provide input to plans as they are developed.

5.3 Input from Stakeholders

As noted in Section 3.0, during the time that the Phase 2 Survey was open the planning team emailed 39 stakeholder groups¹³ to advise about Phase 2 of the planning and engagement process, communicate that the Phase 2 Survey was available online, and communicate an openness to receiving comments in writing or via a virtual meeting. In addition, one stakeholder group (not on the notification list) contacted the planning team.

Input via telephone discussions, virtual meetings, or written suggestions was provided by 6 stakeholder groups (BC Parks Foundation, Cypress Trails Collective, HUB Cycling North Shore Committee, Mulgrave School, Trails BC Southwest Region, and West Vancouver Minor Hockey Association). This input can be summarized as follows:

- BC Parks Foundation provided suggestions for the protection and management of the lands in Eagleridge.
- Cypress Trails Collective expressed support for Cypress Village, support for protecting all of the lands currently owned by BPP in Eagleridge for conservation and recreation purposes, concern about the creation of the multi-use trail/re-routing of Powerline above the 1200' contour and the potential negative impact this could have on existing mountain biking trails above 1200', and a desire to include lands above the 1200' contour in the area to be formalized as a sanctioned mountain biking zone (see **Attachment I** for written comments).
- HUB Cycling North Shore Committee provided a letter (see **Attachment I**). These comments express support for facilitating active transportation modes in the land use planning for Cypress Village and include the following suggestions for refinement: include adequate security in parking facilities, consider separated bike facilities instead of multi-use paths on arterial routes and in the central portion of the village, consider cycling connections to the broader West Vancouver and North Shore communities, incorporate a separate bike lane on the section of Cypress Bowl Road between exit #7/Highway 1 and the first switchback, include separate bike and pedestrian paths on the Westmount Connector, consider a crossing of Highway 1 to connect Cypress Village to Almond Road, consider changes to the proposed intersection of Eagle Lake Road and Cypress Bowl Road for cycling safety, and ensure that active transportation facilities conform to the normative (not minimum acceptable) recommendations of the BC Province Active Transportation Design Guidelines.
- Mulgrave School expressed interest in having its existing and planned facilities (e.g. community rooms, fitness gym, gathering hall, childcare, play field, gymnasiums) be considered to help augment the village amenities and community facilities and in understanding planned or possible changes to the Cypress Bowl Road and highway intersection.
- Trails BC Southwest Region is interested in the possibility of re-routing the Trans Canada Trail. Trails BC Southwest Region indicated that the present route was meant to be an interim measure and currently jogs quite far north up the mountain to cross Cypress Creek and then head back down south towards where the village is proposed, so a more logical route is desired and it appears that re-routing may be possible given the planning for multi-use paths and new trails in Cypress Village. Note that this trail is currently called the Great Trail but is being re-named back to the Trans Canada Trail.

¹³ These are the same 39 stakeholder groups that were contacted during Phase 1 of *Planning the Upper Lands*.

Appendix A

- The West Vancouver Minor Hockey Association provided a letter (see **Attachment I**) expressing the need for an ice rink in West Vancouver and the view that Cypress Village would be a good location given its location at a gateway to mountain recreation, central location, and planned future population.

6.0 Next Steps

Subject to approval from Council, Phase 3 of *Planning the Upper Lands* will commence next. Phase 3 will involve documenting the proposed plan. Documentation will include :

- An Area Development Plan (ADP) for Cypress Village.
- New Comprehensive Development (CD) zoning for Cypress Village.
- A Phased Development Agreement between the District and the developer, British Pacific Properties Limited (BPP), which will set out development phasing and the provision of community amenities, and the legal mechanism for protecting lands in Eagleridge.
- Supporting bylaws (e.g. Park dedication bylaw, OCP amendments bylaw).

Many thanks to all those who participated in Phase 2 and shared their perspectives and feedback on the future of Eagleridge and Cypress Village. Please visit the project webpage at www.westvancouverite.ca/upperlands to subscribe to project updates and for additional information about this project.

Attachments

Attachment A: Advertisement in The Beacon Community Newspaper

Advertisement in July/August 2021 Edition

Planning the Upper Lands:
Creating a sustainable urban community in Cypress Village and protecting lands in Eagleridge

Phase 2 of the planning work for the future of the Upper Lands is underway. Visit the project webpage at www.westvancouverite.ca/upperlands to learn more and have your say.

 Planning the Upper Lands

 westvancouver

Attachment B: Newspaper Print Advertisements in the North Shore News

September 15, 2021 Full Page Print Ad in North Shore News



Planning the Upper Lands

Creating a sustainable urban community in Cypress Village and protecting lands in Eagleridge



We want to hear from you!

Thank you to everyone who participated in Phase 1 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge*. Your input is helping the District of West Vancouver plan for the future of Eagleridge and Cypress Village. The second community survey is now posted online at westvancouverite.ca/upperlands

West Vancouver's Official Community Plan (OCP) already contains policies about protecting the Eagleridge lands for conservation and recreation and creating compact, sustainable, urban neighbourhoods in Cypress Village. The District is creating detailed policy for how to implement this vision.

Phase 1 collected input about the trade-off between the scale of development in Cypress Village and the share of the Eagleridge lands owned by British Pacific Properties Limited (BPP) to protect at this time. Community and stakeholder feedback favoured protecting all of the Eagleridge lands owned by BPP at this time, rather than in a phased approach, and planning for a scale of development in Cypress Village that will enable this protection.

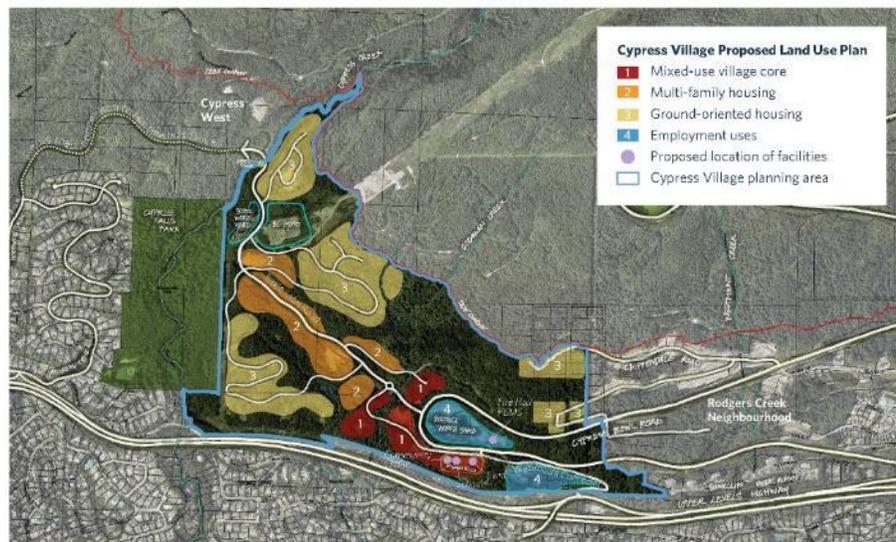
Phase 2 is now underway, which presents a proposed land use plan and development concept for Cypress Village consistent with the policies in the OCP and the direction from Phase 1.

Please visit the project webpage at westvancouverite.ca/upperlands to learn more about the planning work, find out how to participate in virtual information meetings, and fill out the Phase 2 survey.

Virtual Information Meeting Dates

Tuesday, September 21, 2021
7-8:30 p.m.

Wednesday, September 22, 2021
1-2:30 p.m.



Phase 2 Survey

The Phase 2 survey is available on the project webpage. In the survey, we are seeking your feedback about the proposed land use plan and the proposed form and character of development in Cypress Village.

Your feedback will help shape the future of our community. Please take a few minutes to fill out the survey and have your say.

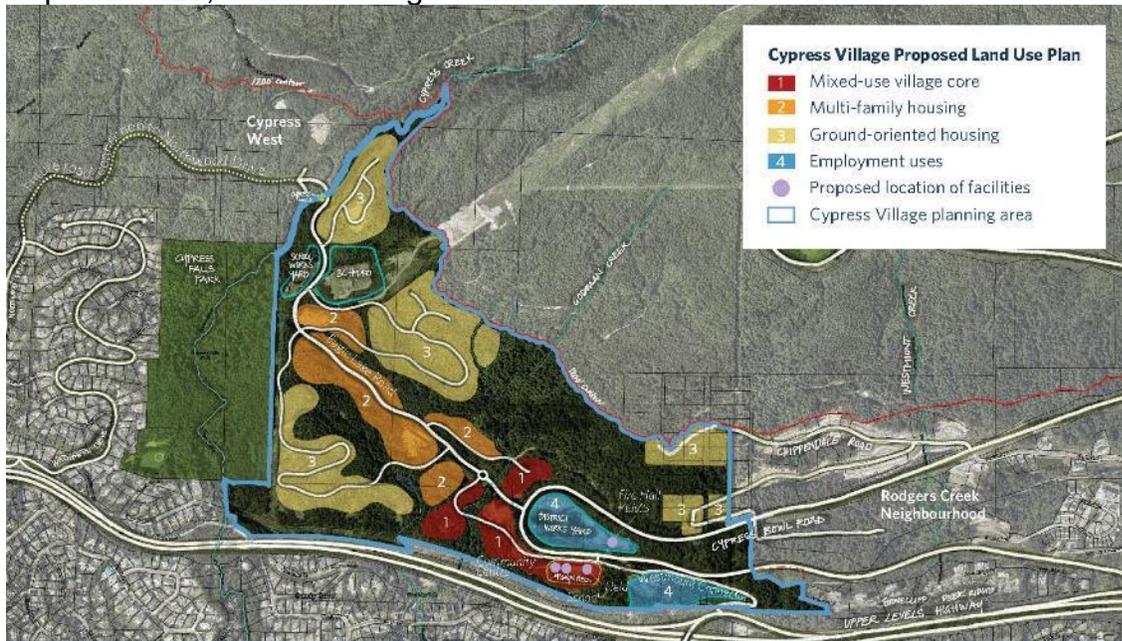
The survey will be open until **Monday, October 4, 2021.**



View from the Upper Lands

westvancouver

September 22, 2021 Half-Page Print Ad in North Shore News



Phase 2 Survey is now live!

Thank you to everyone who participated in Phase 1 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge*. Your input is helping the District of West Vancouver plan for the future of Eagleridge and Cypress Village. The second community survey is now posted online at westvancouverite.ca/upperlands

In Phase 2 of *Planning the Upper Lands*, we are seeking your feedback about the proposed land use plan and the proposed form and character of development in Cypress Village.

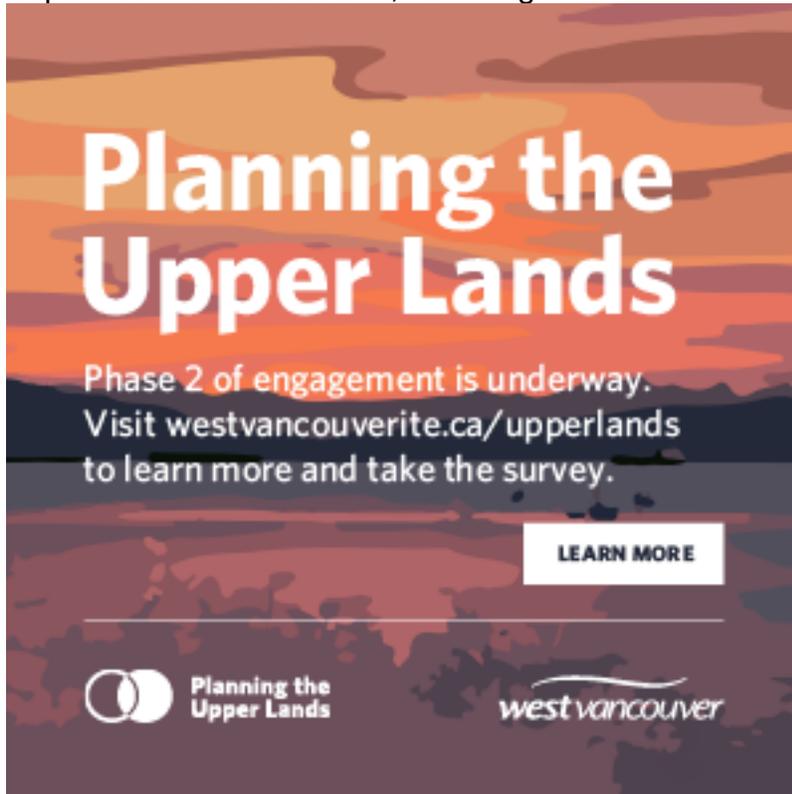
Your feedback will help shape the future of our community. Please take a few minutes to fill out the survey and have your say.

The survey will be open until Monday, October 4, 2021.



Attachment C: Digital Advertisement on the North Shore News

September 15 to October 4, 2021 Digital Ad on North Shore News



Attachment D: News Post on District of West Vancouver Website and Email Newsletters

September 15, 2021 News Post

PHASE 2 OF PLANNING THE UPPER LANDS

Sep 15, 2021

Phase 2 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge* is underway.

Phase 2 presents a proposed land use plan and development concept for Cypress Village, consistent with the policies in the Official Community Plan and with the direction from Phase 1.

As part of Phase 2:

A **survey** has been posted online at westvancouver1TE.ca/upperlands to seek the community's input about the proposed land use plan and the proposed form and character of development for Cypress Village. The survey will be open until Monday, October 4, 2021.

New documents have been posted to the project webpage, including an overview of Phase 2 and information about related topics such as:

- the proposed housing mix
- urban and natural areas
- land use plan
- transit
- walking and cycling networks
- recreation areas
- community facilities
- form and character of development
- servicing
- phasing of development
- Tuesday, September 20, 7-8:30 p.m.
- Wednesday, September 29, 1-2:30 p.m.

Visit the project page at the link below to learn more about attending a virtual meeting.

After Phase 2, we will create a proposed Area Development Plan and supporting bylaws for Cypress Village in Phase 3, which will then be presented to West Vancouver Council for formal consideration of adoption as part of the District's Official Community Plan.

MORE INFORMATION

westvancouver1TE.ca/upperlands

MEDIA ENQUIRIES ONLY

Donna Powers, Director of Community Relations & Communications

[604-219-4806](tel:604-219-4806) (cell)

[604-925-7168](tel:604-925-7168) (office)

[Email](#)

Michaela Garstin, Communications Advisor

[778-926-3379](tel:778-926-3379) (cell)

[604-921-3458](tel:604-921-3458) (office)

[Email](#)

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September 14, 2021

Email newsletter to all westvancouverITE account holders (3,583 recipients)

“One new project needs your feedback: Phase 2 of Planning the Upper Lands”



Phase 2 of Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge is underway.

Phase 2 presents a proposed land use plan and development concept for Cypress Village, consistent with the policies in the Official Community Plan and with the direction from Phase 1.

As part of Phase 2:

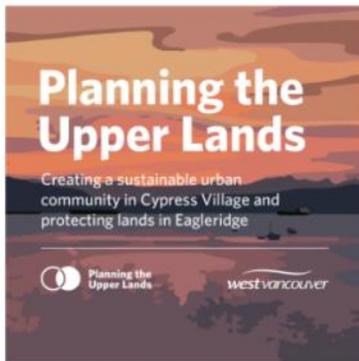
- A **survey** has been posted online at westvancouverite.ca/upperlands to seek the community’s input about the proposed land use plan and the proposed form and character of development for Cypress Village. The survey will be open until Monday, October 4, 2021.
- **New documents** have been posted to the project webpage, including an overview of Phase 2 and a series of detailed planning documents about Cypress Village and Eagleridge. The new documents include information about topics such as the proposed housing mix, urban and natural areas, land use plan, transit, walking and cycling networks, recreation areas, community facilities, form and character of development, servicing, phasing of development, and results from the preliminary transportation analysis for Cypress Village. There is also information about the anticipated approach to protecting the lands in Eagleridge that are owned by British Pacific Properties Limited (BPP) for conservation and recreation purposes as part of this planning process.
- **Virtual information meetings** will be held on Tuesday, September 21 from 7-8:30 p.m. and on Wednesday, September 22 from 1-2:30 p.m. for you to learn more and ask questions. Visit the project webpage at the link below to learn more about attending a virtual meeting.

After Phase 2, we will create a proposed Area Development Plan and supporting bylaws for Cypress Village in Phase 3, which will then be presented to West Vancouver’s Council for formal consideration of adoption as part of the District’s Official Community Plan.

[Visit the project webpage](#)

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September 21, 2021
e-WEST newsletter (sent to 1,469 subscribers)



Phase 2 of Planning the Upper Lands

Phase 2 of planning for the future of Cypress Village and Eagleridge in the Upper Lands is underway. Take the survey, attend a virtual information meeting, and provide your input about the proposed land use plan and development concept for Cypress Village.

[View project](#)



Is your property located in West Vancouver's waterfront area?

As climate change causes increased sea level rise and storm surge, it is important for waterfront communities to develop building regulations that specifically address the risk of coastal hazards and flooding. The District is developing a Foreshore Development Permit Area to help protect people and properties, provide clear information for owners about how to redevelop their properties safely, and sensitively manage the foreshore environment.

Visit the project page to learn more about how the proposed changes to building regulations may affect you.

[View project](#)



National Day for Truth and Reconciliation

September 30 is National Day for Truth and Reconciliation—a new statutory holiday to recognize the tragic history of loss and the lasting effects of Canada’s residential school system. Most District facilities will be closed, but the West Vancouver Memorial Library will be open from 10 a.m. to 5 p.m. to share events and resources to support reflection, education, and awareness that is called for on this day.

[Learn more](#)



Call to artists: Public art in Navy Jack Point Park and Weston Park

Artists are invited to submit proposals for public art located at Navy Jack Point Park (at the foot of 21st Street) and Weston Park (at the foot of 22nd Street). The submission deadline is Tuesday, October 12 at 2 p.m.

[Learn more](#)



Postponed: Lawson Creek Restoration Project

The West Vancouver Streamkeeper Society and the District have postponed the public engagement for the Lawson Creek Restoration Project at the site of Navy Jack House because additional technical information is required with respect to the creek restoration project. Stay tuned for updates.

[View project](#)

September 21, 2021

Email newsletter to all westvancouverITE project subscribers (765 recipients)

“Virtual information meeting added: Phase 2 of Planning the Upper Lands”



Phase 2 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge* is underway.

Two new virtual information meetings have been added. Please note that the virtual information meeting scheduled for Wednesday, September 22 has been cancelled.

- Tuesday, September 21 from 7–8:30 p.m.
- CANCELLED - Wednesday, September 22 from 1–2:30 p.m.
- NEW - Tuesday, September 28 from 7–8:30 p.m.
- NEW - Wednesday, September 29 from 1–2:30 p.m.

Registration is not required, however, it is recommended. Those who register will receive a reminder in advance of the session.

[Visit the project webpage to learn more and register](#)

You're receiving this email because you are a registered participant on westvancouverite.

Powered by [EngagementHQ](#)

[Unsubscribe](#)

September 27, 2021

Email newsletter to all westvancouverITE account holders (3,638 recipients)

“Final week to complete the survey: Phase 2 of Planning the Upper Lands”



Just a reminder that there is still time to take the Phase 2 survey about the future of Eagleridge and Cypress Village in the Upper Lands. The survey is open until Monday, October 4, 2021 at westvancouverite.ca/upperlands.

Phase 2 of Planning the Upper Lands presents a proposed land use plan and development concept for Cypress Village consistent with the policies in the Official Community Plan and the direction from Phase 1.

Your feedback will help shape the future of our community. Please take the survey and provide your input!

Virtual information meetings will also be held for you to learn more and ask questions:

- Tuesday, September 28, 7–8:30 p.m.
- Wednesday, September 29, 1–2:30 p.m.

Visit the project page at the link below to learn more about attending a virtual meeting.

More information

westvancouverite.ca/upperlands



You're receiving this email because you are a registered participant on westvancouverite.

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[Unsubscribe](#)

Attachment E: Social Media Posts during Phase 2

Facebook – September 16, 2021 (250 people reached)



Twitter – September 16, 2021 (520 impressions*)



* Impressions means the number of times the post was seen

Instagram – September 16, 2021 (389 people reached)

The image shows a screenshot of an Instagram post from the account 'westvancouver'. The post features a scenic sunset over a body of water with mountains in the background. The main text of the post reads: "We want to hear from you! Take the survey to tell us your thoughts on the proposed land use plan and development concept for Cypress Village." Below this, there are logos for "Planning the Upper Lands" and "westvancouver". The post also includes a link to a survey: "https://www.westvancouver.ca/upperlands". The post has 16 likes and was posted on September 16. The Instagram interface shows the search bar, navigation icons, and the user's profile information.

Instagram

Search

westvancouver • Following

westvancouver Phase 2 of planning for the future of Cypress Village and Eagleridge in the Upper Lands is underway. Take the Phase 2 survey and provide your input about the proposed land use plan and development concept for Cypress Village. Take the survey at the link in our bio or visit <https://www.westvancouver.ca/upperlands>.

#westvan #westvancouver #northvan #northvancouver #ambleside #dundarave #horseshoebay #cypress #cypressvillage #westvan

16 likes

SEPTEMBER 16

Add a comment... Post

Facebook – September 23, 2021 (241 people reached)

West Van District
September 23 · 🌐

Don't miss the opportunity to share your perspective on the concept plans for Cypress Village. Please take the Phase 2 survey now and tell us your thoughts:
<https://www.westvancouverite.ca/upperlands>

Take the community survey!

Provide your feedback on the proposed land use plan and development concept for Cypress Village.

Planning the Upper Lands west.vancouver

Twitter – September 23, 2021 (1,113 impressions*)

District of West Vancouver
@WestVanDistrict

Don't miss the opportunity to share your perspective on the concept plans for #Cypress Village. Please take the Phase 2 survey now and tell us your thoughts:
ow.ly/SiB150GfzPO

#CypressVillage #Eagleridge #Upperlands #WestVan

Take the community survey!

Provide your feedback on the proposed land use plan and development concept for Cypress Village.

Planning the Upper Lands west.vancouver

2:32 PM · Sep 23, 2021 · Hootsuite Inc.

* Impressions means the number of times the post was seen

Instagram – September 23, 2021 (392 people reached)

The image shows a screenshot of an Instagram post. At the top, the Instagram logo and a search bar are visible. The post features a vibrant illustration of a pedestrian-friendly street scene with people walking, a 'CREAMERY' shop, and modern buildings. Below the illustration is a dark teal banner with white text that reads: 'Take the community survey! Provide your feedback on the proposed land use plan and development concept for Cypress Village.' The banner also includes the logos for 'Planning the Upper Lands' and 'westvancouver'. To the right of the illustration, the post text from the user 'westvancouver' is displayed, including a call to action to take a survey and a list of relevant hashtags. The post shows 13 likes and is dated September 23. At the bottom, there is a comment input field.

Instagram

Search

westvancouver • Following

westvancouver Don't miss the opportunity to share your perspective on the concept plans for #Cypress Village. Please take the Phase 2 survey now and tell us your thoughts at the link in bio or visit <https://www.westvancoverite.ca/upperlands>.

#CypressVillage #Eagleridge #Upperlands #WestVan #WestVancouver #NorthVan #NorthVancouver #Ambleside #Dundarave #Horseshoebay #Cypress #ParkRoyal #Britishproperties #Caulfeild

Take the community survey!

Provide your feedback on the proposed land use plan and development concept for Cypress Village.

Planning the Upper Lands

westvancouver

13 likes

SEPTEMBER 23

Add a comment... Post

Facebook – September 29, 2021 (287 people reached)

 West Van District
September 29 · 🌐

There is still time to take the Phase 2 survey about the proposed land use plan and proposed development concept for Cypress Village. Tell us your thoughts to help us plan this new sustainable community in the Upper Lands: <https://www.westvancouverite.ca/upperlands>

The survey is open until Monday, October 4, 2021.



Share your thoughts on the proposed land use plan and development concept for Cypress Village.  Planning the Upper Lands 

Twitter – September 29, 2021 (410 impressions*)

 District of West Vancouver
@WestVanDistrict

There is still time to take the Phase 2 survey on the proposed land use plan & proposed development concept for [#CypressVillage](#). Tell us your thoughts to help us plan this new sustainable community in the [#UpperLands](#): ow.ly/eA4150GhsLq

Deadline: Oct. 4
[#Eagleridge](#) [#WestVan](#)



Share your thoughts on the proposed land use plan and development concept for Cypress Village.  Planning the Upper Lands 

9:01 AM · Sep 29, 2021 · Hootsuite Inc.

* Impressions means the number of times the post was seen

Instagram – September 29, 2021 (471 people reached)

The image shows a screenshot of an Instagram post. At the top, the Instagram logo is on the left, a search bar is in the center, and navigation icons (home, location, add, camera, heart, profile) are on the right. The post is from the account 'westvandistrict', which is followed. The main image is a vibrant architectural rendering of a modern, multi-story residential and commercial building complex with greenery and people walking. Below the image is a dark blue banner with white text: 'Share your thoughts on the proposed land use plan and development concept for Cypress Village.' At the bottom of the banner are the logos for 'Planning the Upper Lands' and 'westvancouver'. To the right of the image, the post text reads: 'There is still time to take the Phase 2 survey about the proposed land use plan and proposed development concept for Cypress Village. Tell us your thoughts to help us plan this new sustainable community in the Upper Lands at the link in bio or visit <https://www.westvancouver.ca/upperlands>. The survey is open until Monday, October 4, 2021.' Below the text are several dots indicating a truncated list of items. The post has 19 likes and is dated 'SEPTEMBER 29'. At the bottom right, there is a comment input field with a smiley face icon and the text 'Add a comment...' and a 'Post' button.

September 2021 Direct Mail Letter

PLANNING & DEVELOPMENT SERVICES
750 17th Street West Vancouver BC V7V 3T3
t: 604-925-7055 f: 604-925-6083



September 20, 2021

Dear Resident:

Re: Community Engagement Opportunity: Phase 2 of Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge

Phase 2 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge* is underway.

Phase 2 presents a proposed land use plan and development concept for Cypress Village, consistent with the policies in the Official Community Plan and with the direction from Phase 1.

As part of Phase 2:

A **survey** has been posted online at westvancouver.ite.ca/upperlands to seek the community's input about the proposed land use plan and the proposed form and character of development for Cypress Village. The survey will be open until Monday, October 4, 2021.

New documents have been posted to the project webpage, including an overview of Phase 2 and information about related topics such as:

- the proposed housing mix
- urban and natural areas
- land use plan
- transit
- walking and cycling networks
- recreation areas
- community facilities
- form and character of development
- servicing
- phasing of development
- preliminary transportation analysis



Municipal Hall | 750 17th Street West Vancouver British Columbia V7V 3T3
main reception | t: 604-925-7000 e: info@westvancouver.ca westvancouver.ca

There is also information about the anticipated approach to protecting the lands in Eagleridge that are owned by British Pacific Properties Limited (BPP) for conservation and recreation purposes.

Virtual information meetings will be held for you to learn more and ask questions:

- Tuesday, September 21, 7 – 8:30 p.m.
- Tuesday, September 28, 7 – 8:30 p.m.
- Wednesday, September 29, 1 – 2:30 p.m.

Visit westvancouverITE.ca/upperlands to learn more about attending a virtual meeting.

After Phase 2, we will create a proposed Area Development Plan and supporting bylaws for Cypress Village in Phase 3, which will then be presented to West Vancouver Council for formal consideration of adoption as part of the District's Official Community Plan.

Visit the project webpage at westvancouverITE.ca/upperlands to learn more.

If you have any questions, please email upperlands@westvancouver.ca.

Sincerely,



Jim Bailey
Director of Planning & Development Services
District of West Vancouver

Attachment G: Template Email for Outreach to Stakeholder Groups

Hello,

We wanted to let you know that Phase 2 of "Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge" is underway.

Phase 2 presents a proposed land use plan and development concept for Cypress Village, consistent with the policies in the Official Community Plan and the direction from Phase 1.

As part of Phase 2:

- A **survey** has been posted online at westvancouverite.ca/upperlands to seek the community's input about the proposed land use plan and the proposed form and character of development for Cypress Village. The survey will be open until Monday, October 4, 2021.
- **New documents** have been posted to the project webpage, including an overview of Phase 2 and a series of detailed planning documents about Cypress Village and Eagleridge. The new documents include information about topics such as the proposed housing mix, urban and natural areas, land use plan, transit, walking and cycling networks, recreation areas, community facilities, form and character of development, servicing, phasing of development, and results from the preliminary transportation analysis for Cypress Village. There is also information about the anticipated approach to protecting the lands in Eagleridge that are owned by British Pacific Properties Limited (BPP) for conservation and recreation purposes as part of this planning process.
- **Virtual information meetings** will be held on Tuesday, September 21 from 7-8:30 p.m. and on Wednesday, September 22 from 1-2:30 p.m. for you to learn more and ask questions. Visit the project webpage at the link below to learn more about attending a virtual meeting.

You can learn more and take the survey on the project webpage here:

[Visit the project webpage](#)

After Phase 2, we will create a proposed Area Development Plan and supporting bylaws for Cypress Village in Phase 3, which will then be presented to West Vancouver's Council for formal consideration of adoption as part of the District's Official Community Plan. There will be more opportunities for input as the process moves along.

In addition to the survey, we would welcome any comments that the *[Insert Name of Group, Association/Organization]* would like to provide on the proposed land use plan and proposed development concept for Cypress Village. Feel welcome to email me or I would be happy to arrange a call in the next few weeks to discuss your thoughts if you'd like.

Thanks very much,
Nicole Olenick
Planning the Upper Lands project team

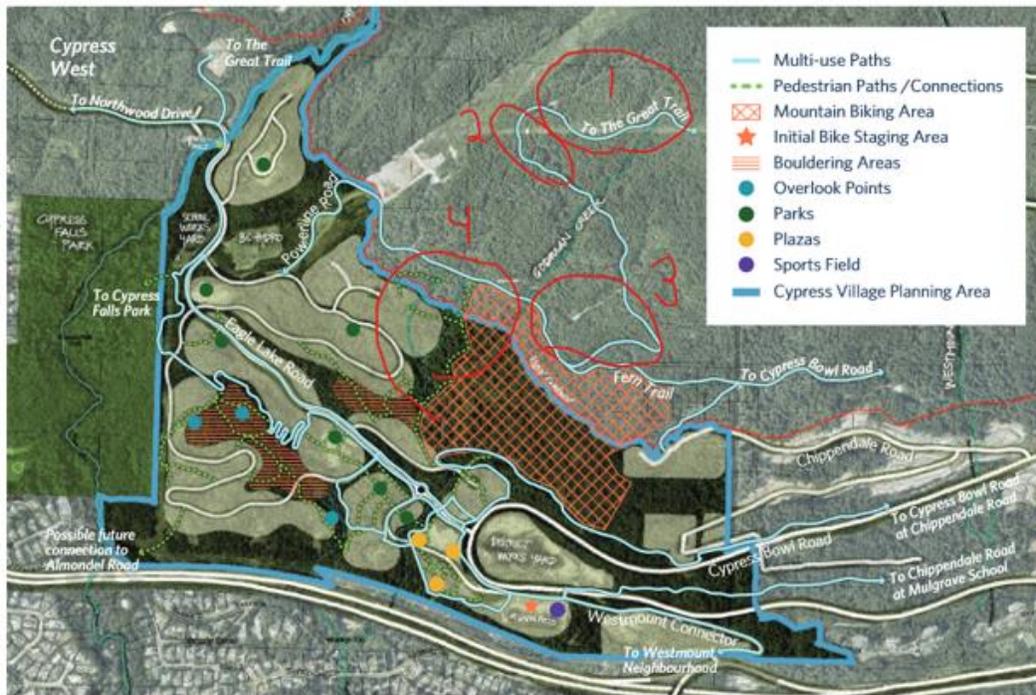
Attachment H: Written Input from Stakeholder Groups

Written Input from Cypress Trails Collective

Comments received by email to the Director of Planning and Development Services on Sept 24, 2021

David Dean of Cypress Trails Collective provided the following map, expressed concerns about the reroutes to “BLT”/Powerline as listed below, suggested expanding the mountain bike zone to include trails above the 1200’ line and asked to meet virtually to discuss these points.

Proposed Recreation Areas



Circle 1

This reroute appears to avoid the steepest part of the existing road. Why? Trucks travel up it with ease right now (I have seen them) and this is also approaching the third switchback where there is even better access. BLT should not be rerouted in this location. This would have an unnecessary and significant impact on a historic trail called Pull Tab.

Circle 2

It appears that the path is being redirected to a slightly lower altitude as you approach the powerlines. This impacts, again seemingly unnecessarily, two trails (Upper Tall Cans and Roach Clip). It is not clear to me why this is happening because the route will have to gain altitude anyways and the rises the reroute avoids are gentle.

Circle 3

This eastern reroute of BLT takes out two trails (SOB and probably SexGirl), again unnecessarily. Trucks go up the current road no problem.

Circle 4

The proposal is to turn Single Lane Traffic and Roach Hit into pedestrian trails?

Response provided on September 28, 2021

Jim Bailey, the Director of Planning and Development Services, responded in writing to address the points raised and to set up a virtual meeting. The responses provided are as follows.

In response to the points you raised:

1. Rerouting of BLT/Powerline Road

- Circle 1 - This reroute appears to avoid the steepest part of the existing road. Why? Trucks travel up it with ease right now (I have seen them) and this is also approaching the third switchback where there is even better access. BLT should not be rerouted in this location. This would have an unnecessary and significant impact on a historic trail called Pull Tab.
- Circle 2 - It appears that the path is being redirected to a slightly lower altitude as you approach the powerlines. This impacts, again seemingly unnecessarily, two trails (Upper Tall Cans and Roach Clip). It is not clear to me why this is happening because the route will have to gain altitude anyways and the rises the reroute avoids are gentle.
- Circle 3 - This eastern reroute of BLT takes out two trails (SOB and probably SexGirl), again unnecessarily. Trucks go up the current road no problem.

Response - The realignment of Powerline Road is proposed in order to improve access for fire trucks to enhanced wildfire management as well as access for other first responders (e.g. ambulances). The lengthening of the road also significantly improves the ease of cycling and hiking for many more skill levels and would allow for a sanctioned connection to both the Fern Trail to the east and The Great Trail to the north.

2. Impact to Trails in the Cypress Village Planning Area:

- Could the crosshatched Mountain Biking Area be expanded to include all of the areas where there are existing trails?
- Circle 4 - The proposal is to turn Single Lane Traffic and Roach Hit into pedestrian trails?

Response about expanding the crosshatched area - Development will occur in the Cypress Village planning area in some places where there are currently unauthorized mountain biking trails on private land. It will not be possible to retain all of the existing trails and plan Cypress Village around those. Community and stakeholder feedback in Phase 1 of this process favoured protecting all of the lands in Eagleridge that are owned by BPP at this time (rather than in a phased approach) and planning for a scale of development in Cypress Village that will enable the protection of those lands, so we are planning for a total size of community that meets this objective. The proposed Recreation Areas plan for Cypress Village defines a mountain biking area that will be planned in a separate thoughtful and collaborative process with the District, BPP, and the mountain biking community. The mountain biking area that is proposed has been intentionally created to provide an opportunity to create a sanctioned network of trails that meet the needs of a variety of riders and appropriate trail standards. This area provides an opportunity to relocate and re-envision some of the trails on Cypress, and to create a really exciting sanctioned area for mountain biking.

Cypress Village will take about 20 to 25 years to fully develop, so there won't be any immediate changes. The District and BPP are committed to including mountain biking as a significant land use in the concept plans, providing facilities to support and facilitate cycling and mountain biking for both transportation and recreational needs in the village, and working with the mountain biking

Appendix A

community on the detailed planning for trails which would happen in a separate process to follow the Area Development Plan and rezoning. We envision that this would be an ongoing relationship that could model how mountain biking trails are planned, built, and maintained in North Vancouver, with the ultimate goal of sanctioning and formalizing trails and trail maintenance.

Response about Roach Hit - There are some existing trails that are outside the proposed mountain biking area that would be lost or rerouted due to development over time. As you noted, there is a proposed hiking trail that is around the current location of Roach Hit. The intent is to have hiking trails separate from the mountain bike area to minimize potential conflicts. Roach Hit would be re-envisioned and re-routed in collaboration with the mountain biking community over time.

Written Input from HUB Cycling North Shore



7 October 2021

Jim Bailey, Director Planning Dept
District of West Vancouver
(by email)

Dear Mr Bailey;

Re: Upper Lands Planning, Survey #2

HUB Cycling is a charitable organization working to get more people cycling more often, and making cycling safer and better through education, action and events. The North Shore Committee of HUB Cycling is grateful to have this opportunity to contribute its views in this memorandum on the proposed West Vancouver Upper Lands Planning and, in particular, its Active Transportation component at an early stage of development. HUB regards this process as an important opportunity to 'build it right' from the outset.

The priority given to facilitating active transportation modes in the land use planning and the associated road and pathway networks within the Cypress Village Planning Area is to be applauded as a desirable and feasible measure in reducing air pollution and traffic congestion, as well as improving public health. The increasing popularity of electric pedal-assist bikes make the hilly terrain of the Upper Lands no obstacle to bike usage. Following below are some observations and recommendations aimed at improving the utility and safety of the networks serving people walking and riding bikes.

Internal Network: we agree in general with the principles adopted in the design of the active transportation facilities and are pleased to note that end of trip parking has not been overlooked. Such parking facilities must include adequate attention to security. However, we are concerned that the active transport network relies on shared use of space in roads, streets and multi-use pathways (MUPs). MUPs and shared roadways are fine in lightly used areas, such as the outer residential portions, but separated bike facilities should be provided on arterial routes (such as Eagle Lake Road) and in the village area ("Central portions that will contain 2/3 of the housing"). Busy MUPs, such as some sections of Spirit Trail, create conflict and discourage active transportation. Active transport facilities should conform to the normative (not minimum acceptable) recommendations of the BC Province Active Transportation Design Guidelines (ATDG).

External linkages: while recognizing the transportation network aims to facilitate movement within a largely self-contained community it will be important for residents and service workers to connect with the broader West Vancouver and North Shore communities and amenities extant below Hwy 1. To do so safely and conveniently by means of active transportation modes would amplify the benefits derived from the facilities internal to the Upper Lands site and help reduce the burdens on the external networks imposed by traffic generated by this relatively large community.

HUB Cycling, 312 Main Street (229), Vancouver BC, V6A 2T2

The section of Cypress Bowl Road between exit #7 to Hwy 1 and the first switchback would provide a key connection to the District's cycling infrastructure with the addition of a path through to Skilift Place/Road (avoiding use of the highway shoulder). Cypress Bowl Road currently has high levels of vehicular traffic and is a popular recreational route so, with the addition of Upper Lands traffic, separated facilities will be required for this section as per ATDG. HUB is also concerned at the potential hazards created by proposed intersection of Eagle Lake and Cypress Bowl roads. (N.B. HUB also has shared its recommendations to MoTI for cycling safety improvements to Cypress Bowl Road).

Connections across Hwy 1 to DWV's cycling infrastructure on the south side of the highway is highly desirable. The "Westmount Connector" should include separated bike and pedestrian paths as a continuation of the planned protected bike facilities on Westmount Road. Another option worth considering would be a crossing of Hwy 1 to connect Cypress Village to Almond Rd, which is also part of the Cycling Network.

We trust these general comments will prove useful to the planning process going forward but, from the perspective of the active transport user in achieving a satisfactory level of service, we believe 'the devil lies in the details'. We therefore look forward to further opportunities to review and comment on the evolving plans.

In view of her interest in the District transportation sector we are copying this memorandum to Jenn Moller, Director Engineering Dept.

Yours sincerely;

Don Piercy – Chairperson, HUB Cycling North Shore Committee
Peter Scholefield, Mike Cormack, Paul Stott – HUB Cycling North Shore Committee,
West Vancouver Liaisons

cc: jmoller@westvancouver.ca

Written Input from West Vancouver Minor Hockey Association



WEST VANCOUVER MINOR HOCKEY ASSOCIATION

September 30, 2021

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

Re: Ice Arena Inclusion in Upper Lands Community Planning

Dear Mr. Bailey:

We have reviewed the Upper Lands planning documents, and we are encouraged by the inclusion of community amenities including a new Community Centre, but we are concerned about the lack of consideration given to a new ice rink facility, which is urgently needed.

There is a severe lack of ice availability in the Lower Mainland, and particularly on the North Shore. West Vancouver Minor Hockey registrations have increased 12.9% over the past five years. Because we do not have sufficient access to ice at the West Vancouver Arena, we rented approximately 192 hours of ice from Canlan North Shore last season to meet demand.

This year, we are also renting ice at Scotia Barn (formerly known as 8 Rinks) in Burnaby due to lack of availability at Canlan North Shore. This comes at a considerable financial cost to us, not to mention the inconvenience and cost of travelling to facilities that are located 15-20 km from our community.

The existing West Vancouver Arena was opened in October 1966. West Vancouver's population at the time was 31,987. Today, its population is 43,945 – a nearly 40% increase. The District's OCP anticipates that West Vancouver's population will increase by an additional 10,000 people in the next 20 years. Nearly 70% of this growth is anticipated to occur in the Upper Lands.

In addition to increasing registration and population growth, program delivery is changing with demand for specialized training necessitating more hours of ice per participant. There is also a significant demand from independent groups, so much so that several privately run leagues have emerged in the Lower Mainland in parallel to community-based programming. This creates further constraints on ice availability at private and public facilities across the region. Today, every existing community rink in Vancouver, Burnaby, New Westminster, Coquitlam, Port Moody, North Vancouver, Squamish, and West Vancouver is at 100% capacity outside of school hours.

At the same time, there is a need for new introductory programming for ice sports. Hockey Canada's "First Shift" program has been tremendously popular, and several associations

www.wvmha.ca 786 22nd Street • West Vancouver, BC • V7V 4B9 • Canada
Tel: 604-613-2949 • info@wvmha.ca

(including ours) have started introductory programs to welcome new participants to the sport, especially those from challenged or non-traditional hockey backgrounds. In fact, most of our growth is from children from non-traditional hockey backgrounds who are embracing ice sports as being part of the Canadian social fabric.

The Cypress Village location is ideal for a new ice sports facility given that it is a gateway to current and future winter recreational activities on Cypress Mountain and it has excellent access in a central location in the community, while being adjacent to future population growth areas.

We urge the District to give serious consideration to an ice rink facility as a component of the Upper Lands planning.

With kind regards,



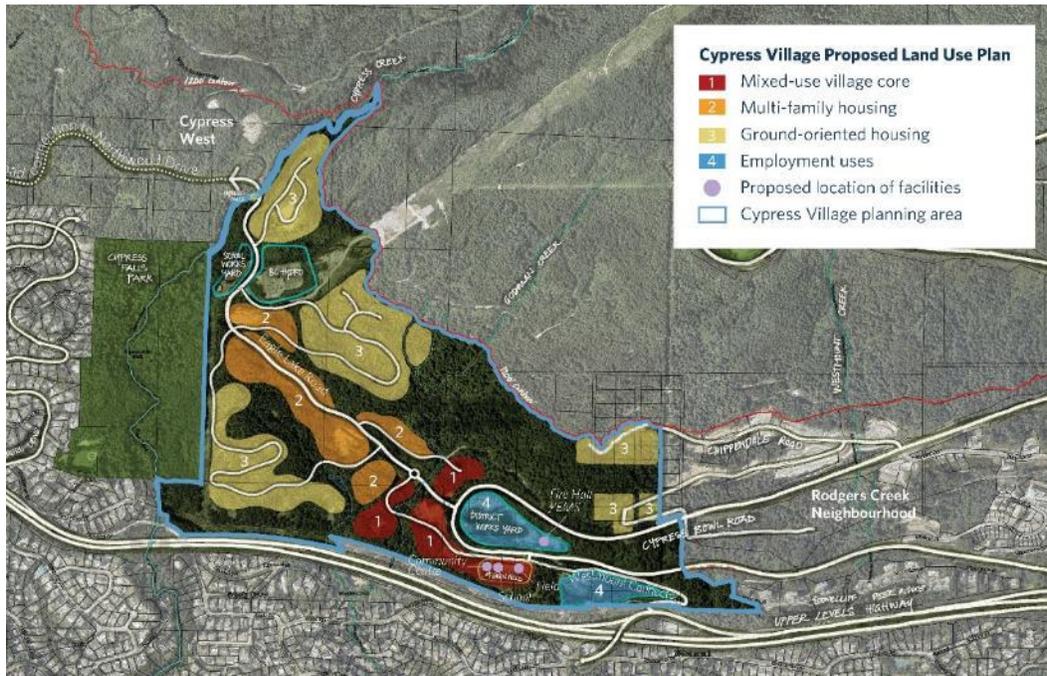
Tom Oberti, President
West Vancouver Minor Hockey Association

cc: Sue Ketler, Senior Manager of Community Services
Keith Miller, Acting Senior Manager of Community Services

Nov 4, 2021 Response – Provided the following comments in response to the suggestion to include an ice rink in Cypress Village:

- The planning team has noted this input as part of the Phase 2 engagement.
- In planning for community facilities in Cypress Village, the focus has been on accommodating locally-serving community amenities and facilities that will mainly meet the day-to-day needs of residents. This includes providing commercial space for businesses such as a grocery store/pharmacy/bank/restaurants/personal services, a community centre (with a gym, fitness centre, multipurpose rooms for meetings, classes, social events, or programming by local organizations, and possibly a small branch library), a field, an elementary school, child care space, biking/hiking/walking trails, and a fire hall. There is also a proposed mountain biking area, which will be a draw to the area, but the general vision has been to purposefully not plan for destination-type facilities such as an ice rink at Cypress Village and to focus on local-serving facilities. Some of the reasons for this include: the amount of land in Cypress Village is limited, particularly after accommodating the transfer of residential density to facilitate the District obtaining ownership of the lands currently owned by BPP in Eagleridge (so that those lands can be protected for conservation and recreation); there is a finite total cost for amenities that can be paid for by the development; traffic impacts of a destination-type facility such as an ice rink may be challenging to address.
- There have been some discussions over time at the District about possibly replacing the existing ice arena at 21st and Marine (this would likely be a one-for-one replacement focusing on a leisure ice surface), but the existing ice arena was upgraded in the recent past so it has remaining useful life and there are no definitive plans for if/when this might occur.
- The planning team wondered if WVMHA has been in contact with Mulgrave School, as it is our understanding that they have room to expand their facilities and may be interested in ideas.

Attachment I: Notice at Library and Seniors' Activity Center



Phase 2 Survey is now live!

Thank you to everyone who participated in Phase 1 of *Planning the Upper Lands: Creating a Sustainable Urban Community in Cypress Village and Protecting Lands in Eagleridge*. Your input is helping the District of West Vancouver plan for the future of Eagleridge and Cypress Village. The second community survey is now posted online at westvancouverite.ca/upperlands

In Phase 2 of *Planning the Upper Lands*, we are seeking your feedback about the proposed land use plan and the proposed form and character of development in Cypress Village.

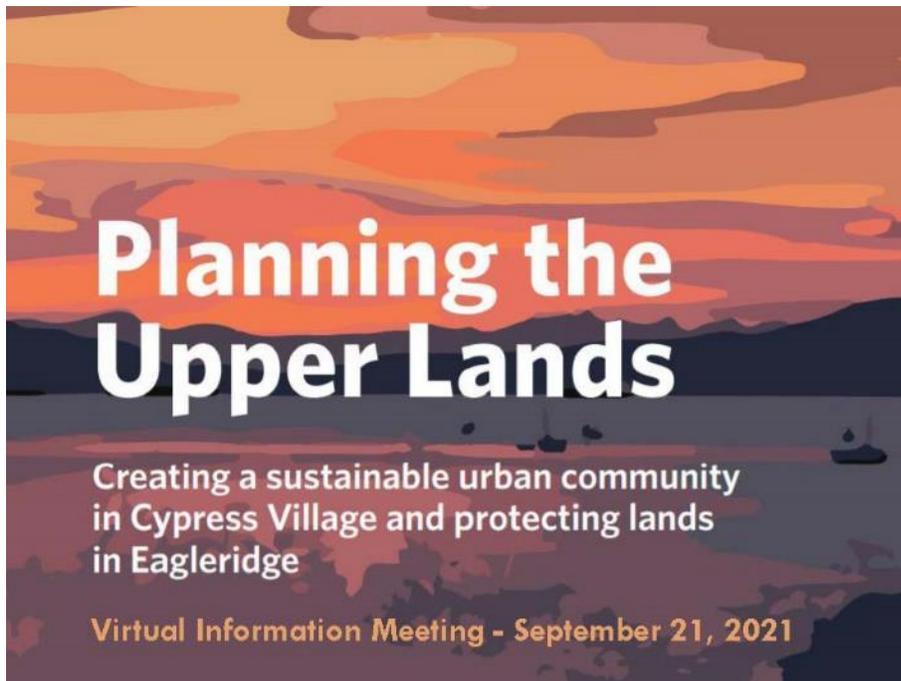
Your feedback will help shape the future of our community. Please take a few minutes to fill out the survey and have your say.

The survey will be open until Monday, October 4, 2021.

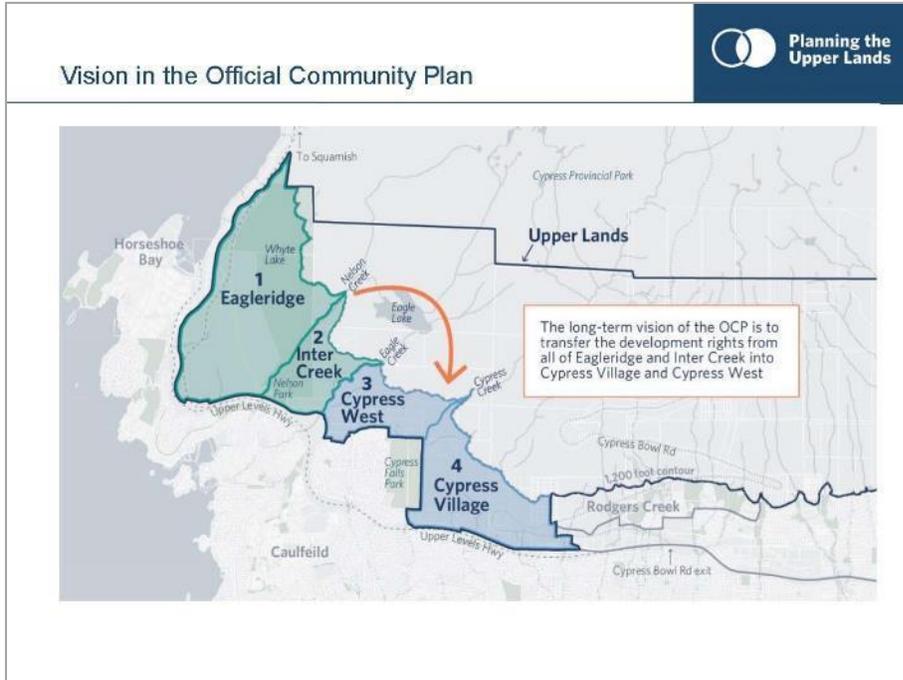


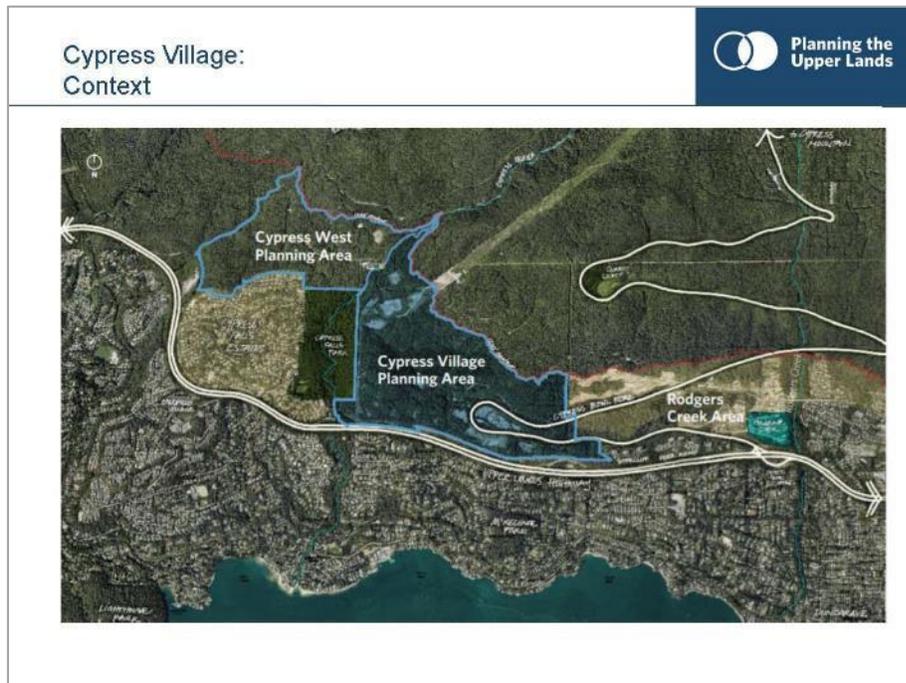
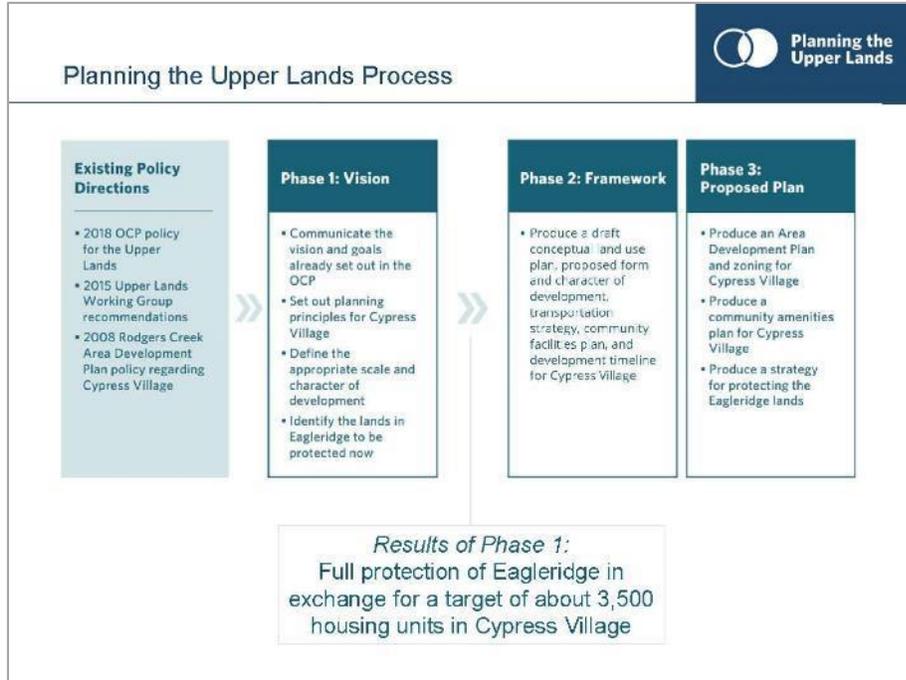
Attachment J: Presentation from the Phase 2 Virtual Information Meetings

The same slide deck was used for all three Virtual Information Meetings (Sept 21, 28, 29, 2021).



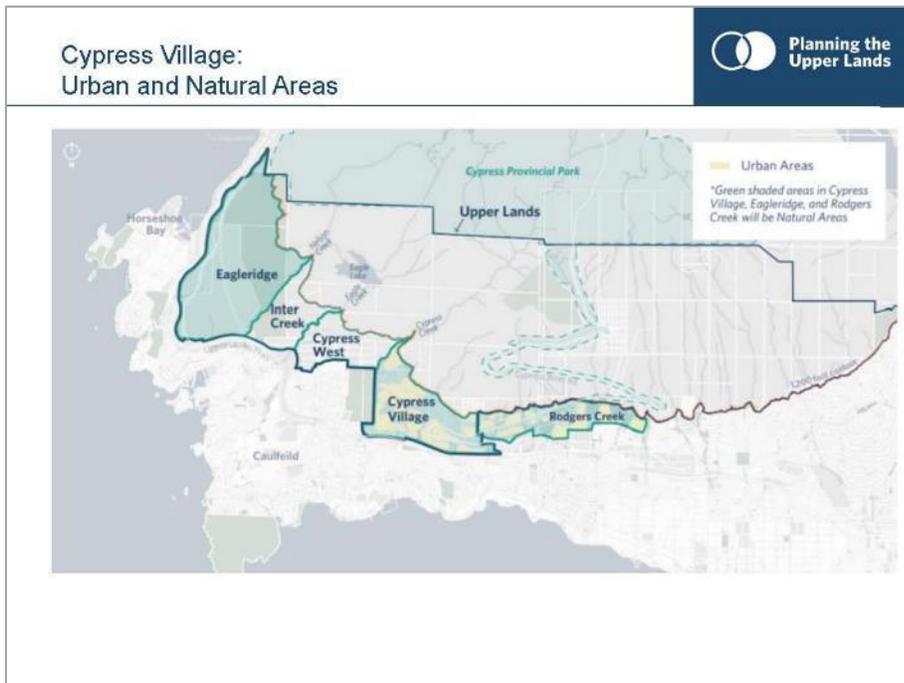
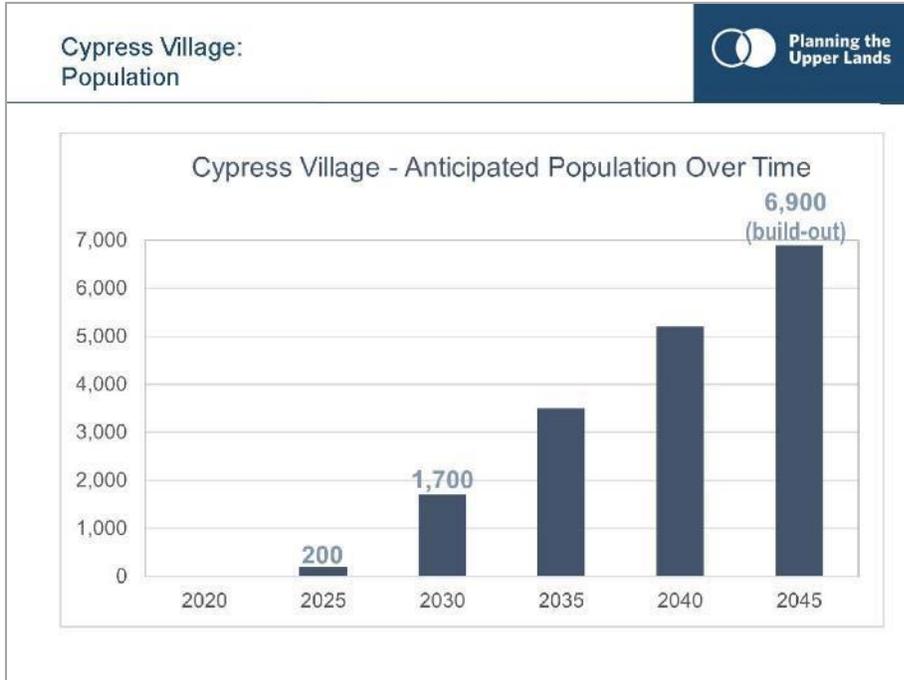
Overview of Presentation	 Planning the Upper Lands
<ol style="list-style-type: none">1. Context and Goals2. Focus of this Phase3. Concept Plans and Development Concept for Cypress Village4. Phase 2 Survey5. Next Steps	

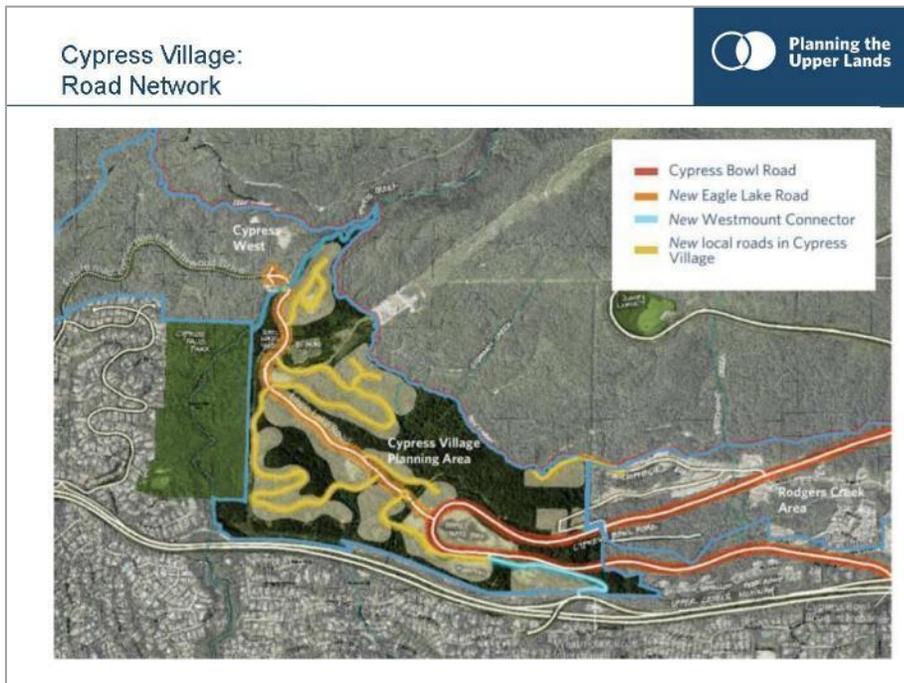
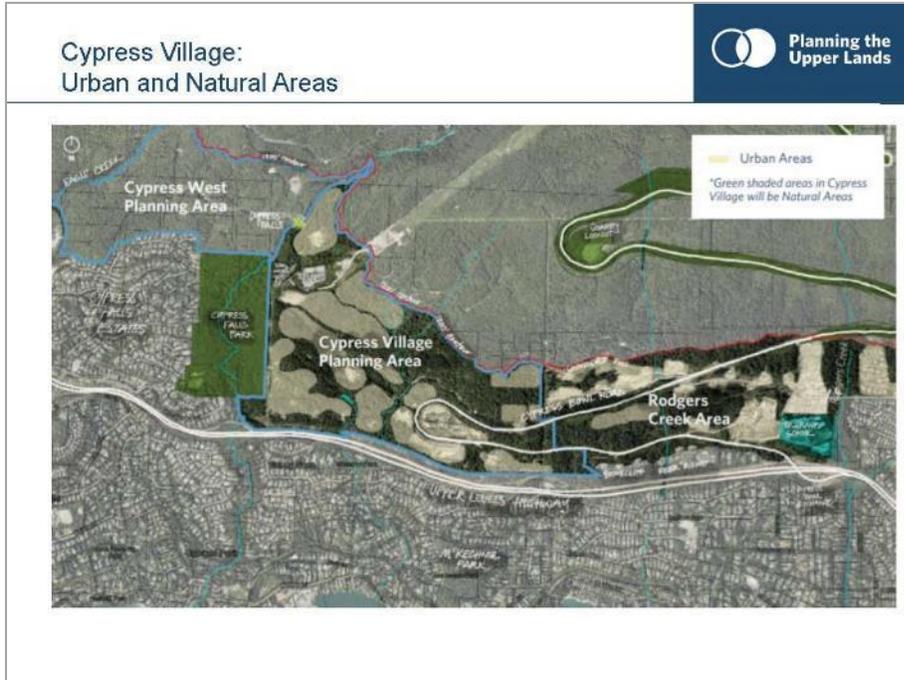


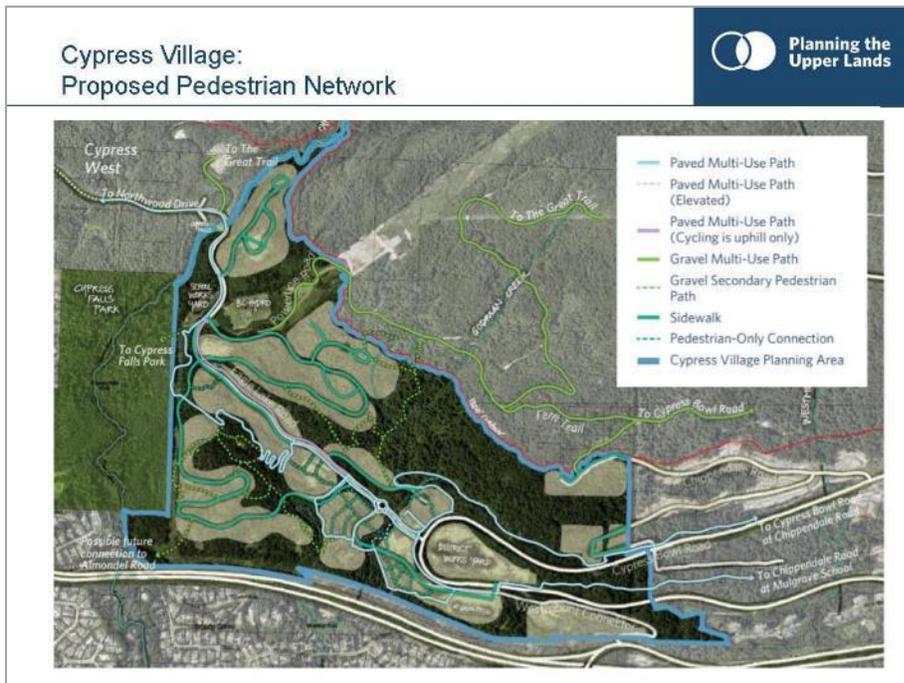
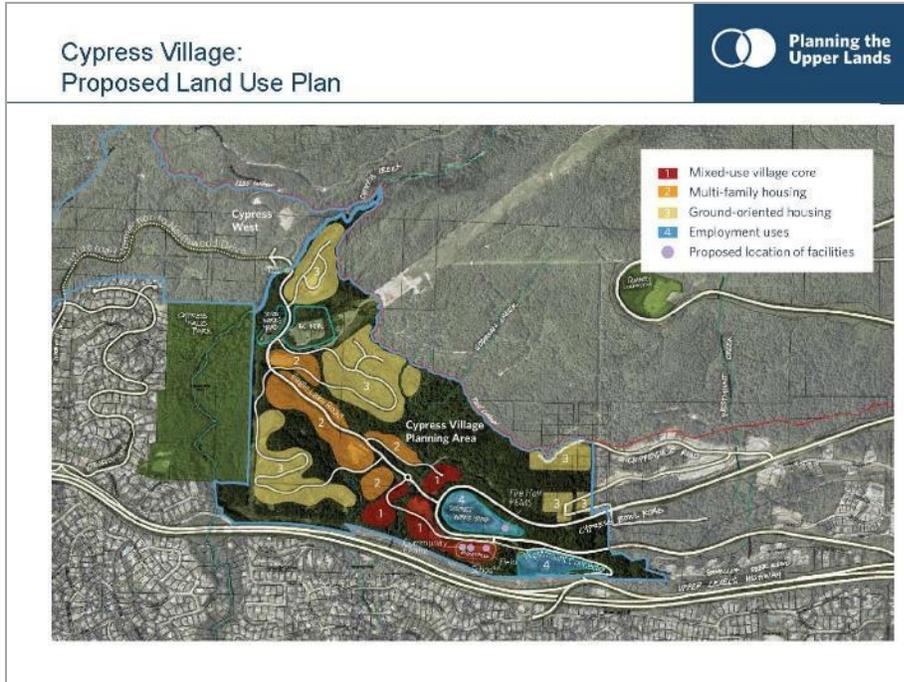


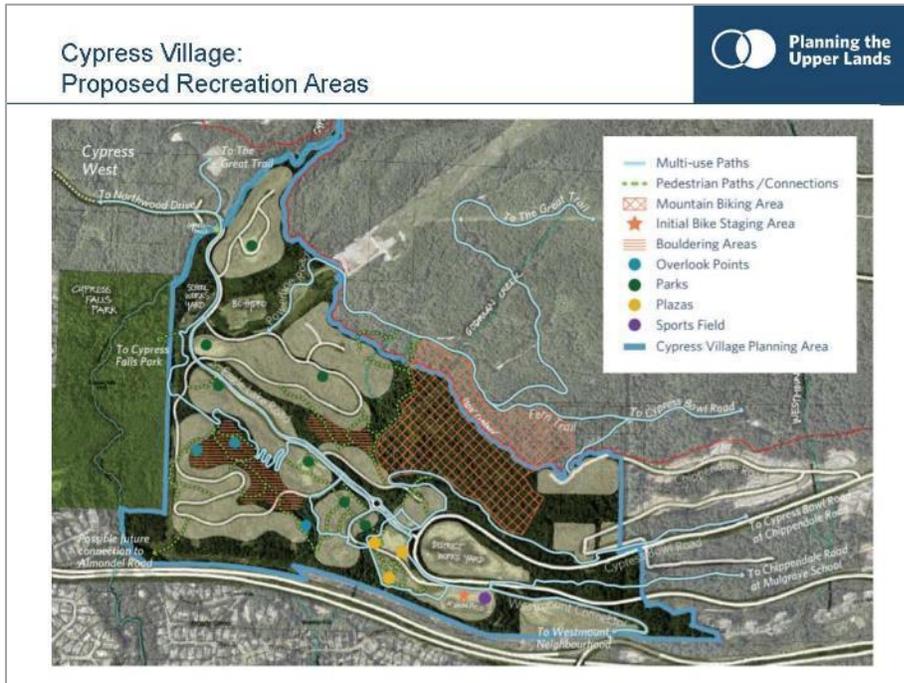
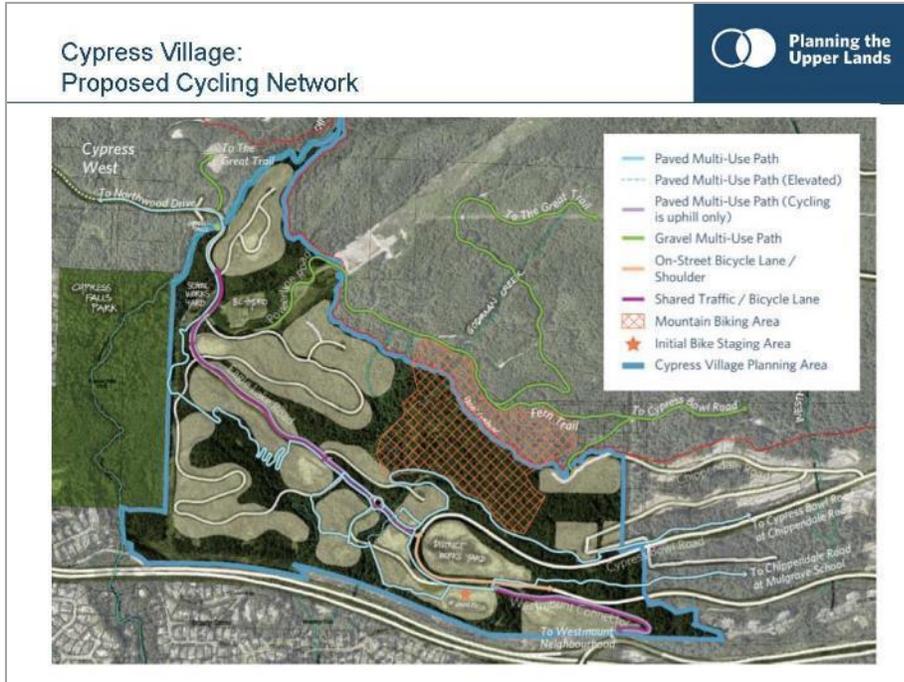
<p>Cypress Village: Phase 2 Planning Materials</p>	 Planning the Upper Lands
<ol style="list-style-type: none"> 1. Planning the Upper Lands: Phase 2 Overview 2. Planning Principles for Cypress Village and Eagleridge 3. Community Size and Proposed Housing Mix 4. Concept Plans (Urban and Natural Areas, Road Network, and Land Use Plan) 5. Transit 6. Active Transportation Network and Recreation Areas 7. Community Facilities 8. Proposed Form and Character of Development 9. Servicing Strategy (water, sewer, and stormwater) 10. Summary of Preliminary Transportation Impact Analysis 11. Anticipated Phasing of Development 12. Protecting the Lands in Eagleridge 	

<p>Cypress Village: Proposed Housing Mix</p>	 Planning the Upper Lands																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #004a7c; color: white;"> <th style="text-align: left; padding: 5px;">Unit Type</th> <th style="text-align: left; padding: 5px;">Approximate Number of Units</th> <th style="text-align: left; padding: 5px;">Share of Total Units</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Single family dwellings</td> <td style="padding: 5px;">200 to 250 units</td> <td style="padding: 5px;">About 5% to 7%</td> </tr> <tr> <td style="padding: 5px;">Townhouses</td> <td style="padding: 5px;">150 to 200 units</td> <td style="padding: 5px;">About 4% to 5%</td> </tr> <tr> <td style="padding: 5px;">Apartments</td> <td style="padding: 5px;">3,300 units, including:</td> <td style="padding: 5px;">About 90%, including:</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">• 180 affordable rental apartment units</td> <td style="padding: 5px;">About 5%</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">• 550 market rental apartment units</td> <td style="padding: 5px;">About 15%</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">• 2,580 strata apartment units</td> <td style="padding: 5px;">About 70%</td> </tr> <tr> <td style="padding: 5px;">Total Housing Count in Cypress Village</td> <td style="padding: 5px;">3,700 units</td> <td style="padding: 5px;">100%</td> </tr> </tbody> </table>		Unit Type	Approximate Number of Units	Share of Total Units	Single family dwellings	200 to 250 units	About 5% to 7%	Townhouses	150 to 200 units	About 4% to 5%	Apartments	3,300 units, including:	About 90%, including:		• 180 affordable rental apartment units	About 5%		• 550 market rental apartment units	About 15%		• 2,580 strata apartment units	About 70%	Total Housing Count in Cypress Village	3,700 units	100%
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**Cypress Village:
Proposed Community Facilities**



**Planning the
Upper Lands**

1. Community centre (with a gym; fitness centre; multi-purpose rooms for meetings, classes, social events, and/or programming by local organizations; and possibly a branch library)
2. Sports field
3. Elementary school
4. Child care space
5. Fire hall
6. Local businesses



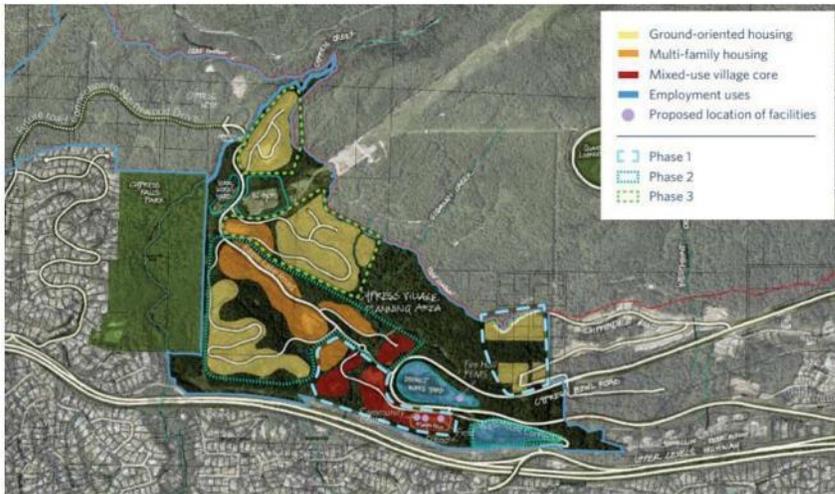
**Cypress Village:
Independent Transit Service to be Provided by BPP**



**Planning the
Upper Lands**



Cypress Village: Anticipated Phasing of Development



Cypress Village: Results of the Preliminary Transportation Analysis



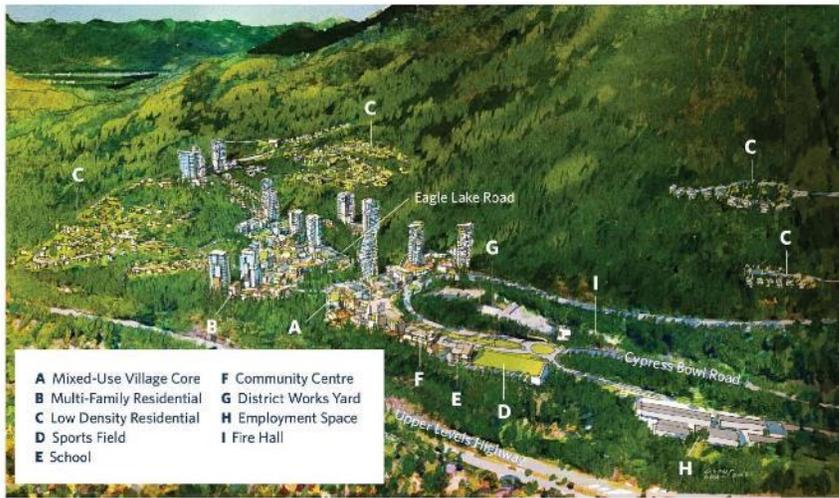
- Traffic impact on Highway 1, roads in West Vancouver, and the Lions Gate and Second Narrows bridges is small in the context of long-term increases from other sources including development elsewhere in the region and increased BC Ferries traffic volumes
- No intersections will have noticeable delays
- Travel times will not be materially longer (impact is less than a 2 minute increase in driving time for most trips at build-out)

**Cypress Village:
Precedents - Place-making Elements**



1 Design with Nature	2 Open Spaces & Recreation	3 Social Gathering Places	4 Great Streets & Street fronts	5 Building Design
				
				

**Cypress Village:
Proposed Form and Character of Development**

A Mixed-Use Village Core	F Community Centre
B Multi-Family Residential	G District Works Yard
C Low Density Residential	H Employment Space
D Sports Field	I Fire Hall
E School	

Cypress Village:
Proposed Form and Character of Development



Cypress Village:
Proposed Form and Character of Development



Cypress Village: Phase 2 Survey and Next Steps	 Planning the Upper Lands
<p>Phase 2 Survey:</p> <ul style="list-style-type: none">• Phase 2 Survey online• Seeks community input on the proposed land use plan and development concept for Cypress Village• Survey open until Monday, October 4, 2021 <p>Next Steps:</p> <ul style="list-style-type: none">• Report to Council on results of Phase 2 <p>Webpage: westvancouverite.ca/upperlands Email: upperlands@westvancouver.ca</p>	

	 Planning the Upper Lands
<p>Thank you!</p>	

Attachment K: Transcript of Comments from the Phase 2 Survey

The following is a transcript of comments provided in response to the open-ended questions that asked respondents to indicate what they like, are concerned about, and/or would like to see refined in relation to the proposals for Cypress Village (i.e. the open-ended questions about the proposed housing mix, land use plan, active transportation network and recreation areas plans, community facilities, and form and character of development). These comments are not edited for typos or wording and are the comments that respondents provided, except that any personal information (names, ages, place of residence) or rude language has been deleted.

<p>Form & Character Comment Section: Condo towers are too tall</p>
<p>Form & Character Comment Section: I would prefer to avoid too many high towers which may detract from the community nature of the development and the appearance.</p>
<p>Form & Character Comment Section: Please consider public transportation for the Upper Levels Road at the start of the Cypress Bowl Road so that those living in this area will have transportation. It looks to me that the plan is to exit at Westmount Road and avoid the residents of lower Cypress Bowl Road.</p>
<p>Form & Character Comment Section: Until we solve our traffic problems, we should not be adding mass additional density in West Vancouver. There are many single family properties that lend themselves to rezoning and increased density on a gradual and integrated basis. The proposed village is yet another soulless concrete monstrosity. Would it not be better to convert some of the very large older homes, in Altamont, for example, into multiple unit dwellings. This happens in England. The result is downsized livable space with a shared garden at an affordable price for both seniors and young people. I know my grandchildren hate the idea of apartment living, as do I and many of my older friends. You have allowed many monster homes to be built. Allow these to be converted into multiple unit dwellings. Also, in proximity to Marine Drive, extend duplex zoning to allow developers or owners to replace old single family homes with duplexes.</p>
<p>Form & Character Comment Section: What about animals that would wander around?</p>
<p>Community Facilities Comment Section: Another pool and ice rink for the public is needed</p>
<p>Community Facilities Comment Section: great idea to have them...I am concerned that until you get the area up to full population there won't be enough people to justify them...and yet you need them early on or people will have to drive down to marine drive to access services like they do now.</p>
<p>Form & Character Comment Section: It is ambitious to hope that all these apartment buildings will be full...but I think in 10 years accommodation in the lower mainland will be so sought after that they will fill.</p>
<p>Community Facilities Comment Section: I know you show restaurants and hopefully a bar or two. How about a small boutique hotel?</p>
<p>Community Facilities Comment Section: I would love to see 2 skating rinks in the upper lands.</p>
<p>Community Facilities Comment Section: I'd like to see an ice rink built in the new community center. My kids play hockey, oftentimes we have to travel a lot to North Van and Burnaby simply because we do not have extra hockey programs running in West Van because of ice time shortage. Even for basic in-season club team practices, we have to travel too, and the traffic situation is bad. Since the new plan will bring a lot more population into West Van, without an extra ice rink, I can only imagine the situation gets worse. Please consider this situation for all the hockey parents like us. Thank you.</p>
<p>Community Facilities Comment Section: It would be nice to have a second ice arena in West Vancouver, and this seems an ideal location</p>
<p>Community Facilities Comment Section: Multi use court facilities (basketball, tennis, pickleball, outdoor hockey etc.) Possibility of community pool? With increase in population in general, current WV an pool is overcrowded and would be nice to facilitate walkable community and minimize car travel/trips.</p>
<p>Community Facilities Comment Section: Need addition ice rink - one is not sufficient so including an ice rink as part of a new community centre is a must.</p>
<p>Community Facilities Comment Section: overkill with community center and fire hall</p>
<p>Form & Character Comment Section: very idealistic</p>
<p>Community Facilities Comment Section: Rent vehicle spots.</p>
<p>Form & Character Comment Section: I wish to see more eco friendly and sustainable services. Solar panels for public lighting for example.</p>
<p>Community Facilities Comment Section: West Vancouver only has one ice rink and given the scale of this new village development project, it is very necessary to consider the building of an additional ice sheet in West Vancouver. I think we should include the ice rink in the proposed community facilities.</p>
<p>Community Facilities Comment Section: With this great increase of new residents, a pool and rink would be more useful and serve local residents better. Otherwise, the existing pool and rink in West van community Centre would be very crowded and cause decrease in user's satisfaction.</p>
<p>Active Transportation/Recreation Comments Section: As a mountain biker, I'm concerned that a lot of the existing trails network will be lost and only a small area will be 'reserved' for mountain biking within the proposed development area. I presume "someone" will build NEW trails in this area but I've not seen anything to confirm this. Also, there seems to be an undertaking in some of the project documentation that trails in the Upper Lands area will be formalized.</p>

<p>If the District are planning an 'easy gravel' route up past the 1200ft contour, there needs to be an undertaking to sanction trails in this area asap and provide resources for trails maintenance/upgrades to cope with the increased volume of trails users (and either formally engage with NSMBA or contract with experienced trails building organizations such as Dream Wizards like Metro Vancouver have).</p> <p>Any trails off the proposed gravel path will need some sort of formalization in place BEFORE the gravel path opens. Other than that, it isn't clear what purpose the gravel path serves as, as far as I know, there aren't any real 'destinations' in that area I am pleased to see that utility cycling infrastructure is being designed into the urban area!</p> <p>Community Facilities Comment Section: A pub with a large sunny beer garden/patio overlooking Stanley Park with somewhere to secure bikes would be truly AWESOME</p>
<p>Active Transportation/Recreation Comments Section: can there be future lift access to Cypress / Hollyburn?</p> <p>Form & Character Comment Section: why take 25 years... cant this be done sooner</p>
<p>Active Transportation/Recreation Comments Section: Hi there, thank you for the excellent presentation. I'm ----- years old and a ----- generation West Vancouverite. ----- years ago I got into mountain biking as my primary form of exercise. My ---- yr old son and all of his friends also have become avid mountain bikers. It is a wonderful sport and the trail networks have developed quite substantially in North Vancouver and Squamish. Those districts spend time and money building and maintaining all of the trails to ensure safety and constant construction of embetterments. The sport provides a nice boost to all of the biking shops, pubs, restaurants and cafés that surround the trails. I currently own ----- houses in West Vancouver and waste a substantial amount of time and gas driving to and from those places. I would just like to make my voice heard that cypress has an opportunity to be a world class downhill mountain biking location. What is missing is a safe and gradually sloped climbing trail and a vastly improved network of downhill trails for all abilities. Trail construction needs to be done with small excavators and proper consultation from experts in downhill trail construction. This could be a legacy that would serve West Vancouverites in a way that walkers enjoy the Sea Walk. Thank you so much for considering my ideas.</p> <p>Form & Character Comment Section: I support the design and density ideas however I would like to suggest that perhaps there be a few restaurants that are able to capture the stunning views from that location. It appears most of the shops are located in a valley bottom.</p>
<p>Active Transportation/Recreation Comments Section: I do not believe there should be any manufactured "gravel pathways" above the 1200ft planning area. This terrain should remain as close to its current state as possible.</p>
<p>Active Transportation/Recreation Comments Section: I have concerns about impacts to existing biking and hiking trails above the 1,200 ft contour. It appears that the multi-use path up from the Powerline Road (existing fire access road) will be re-aligned significantly along its length and will impact many existing trails. Please consider if there are alternatives that meet the guiding principles that result in less disruption to the forest and existing trails. One would assume the multi-use path will be wide and in essence a roadway through the forest, and lengths should be taken to minimize forest disturbance above the 1,200 ft line unless absolutely required. The steep grades on the existing road are for short sections and a deviation from grade guidelines should be considered. Or consider much shorter and less invasive re-alignments for only the steepest of sections. Thanks.</p>
<p>Active Transportation/Recreation Comments Section: I think the Almond Road connection would be good for high school students and for people living in Cypress Village who want to walk to Caulfield.</p> <p>Community Facilities Comment Section: ----- I think it would be good to plan for the community centre to offer programming to all ages (kids, teens, adults, seniors).</p> <p>Form & Character Comment Section: Looks like a nice place to live</p>
<p>Active Transportation/Recreation Comments Section: Ice rink is needed</p> <p>Community Facilities Comment Section: Need ice rink</p> <p>Form & Character Comment Section: Too many cars. Better walkability and public transport</p>
<p>Active Transportation/Recreation Comments Section: I'm very excited about these plans. We live in ----- and my kids attend ----- school its so wonderful that they might have the opportunity to cycle or walk to school and that we will have a sense of village community in this area</p>
<p>Active Transportation/Recreation Comments Section: Integrating/improving the current mountain bike trails network and ensuring the current trails remain should be a priority. It would be interesting to extend the network in order to connect to closer neighborhoods as well - this would encourage people to use their bicycles to visit Cypress Village - think of parking issue with activities such as mountain biking and bouldering.</p>
<p>Active Transportation/Recreation Comments Section: It's difficult to tell exactly what trails would be affected in the images above, but it appears that the multi-use path appears impacts several (SOB, SG, Pull Tab and Roach Clip I believe) trails that are above 1,200 feet. This means that multiple trails that were</p>

<p>not part of discussion throughout the development process will be affected. This means that a number of the easier MTB routes will be wiped out, leaving only expert level trails in the area. There is no real need for the multi-use path in that area anyway. The proposed mountain bike area should also be substantially larger.</p>
<p>Active Transportation/Recreation Comments Section: More mountain biking areas</p>
<p>Active Transportation/Recreation Comments Section: Mountain biking area is quite small in comparison to current state (full mountain). It would be nice to incorporate more trails across the whole plan versus small dedicated section. User groups consultations and some funding from developers are mentioned but should be more refined down the road.</p>
<p>Active Transportation/Recreation Comments Section: My concern is that several world renowned mountain bike trails that are very popular will be destroyed in this plan, particularly roach clip.</p>
<p>Active Transportation/Recreation Comments Section: Overall looks reasonable. Multi-use paths should be wide enough (or have enough future width allowance) to allow concurrent pedestrians and cyclists. Think False Creek as a model.</p>
<p>Form & Character Comment Section: Need to ensure towers don't negatively affect sight/view lines from residential low-rise properties that are completed earlier.</p>
<p>Active Transportation/Recreation Comments Section: Paths should be completely separated from roadways, no 'painted on road'. Given mtb area is small, suggest this is skills/pump track area.</p>
<p>Community Facilities Comment Section: I think the district fundamentally needs to revisit fire hall footprint. Given majority of calls are high way related a full review is required to eliminate duplication.</p>
<p>Form & Character Comment Section: Better to have a consistent mix of lower buildings 10-15 floors, than so many high rises.</p>
<p>Active Transportation/Recreation Comments Section: Preserving the the mountain bike trails established, Roach Hit, being one of them, would maintain the natural beauty and history that is the true North shore.</p>
<p>Active Transportation/Recreation Comments Section: Really looking forward to the improved access to nature and recreation that will be here.</p>
<p>Active Transportation/Recreation Comments Section: Removing mountain bike trails like Roach Hit does not serve the active lifestyle community. These trails grew from grass roots usage long ago and are part of the long standing trail system. Please manage these trails appropriately!</p>
<p>Active Transportation/Recreation Comments Section: Some of your proposed areas for paved paths would mean removing existing bike trails that have been there for 30 years. These trails have had thousands of volunteer hours in building and maintaining the area and hope there is a solution to avoid removing more of the lower cypress mountain bike trails.</p>
<p>Active Transportation/Recreation Comments Section: The biking area seems limited in size. My hope is that the mountain bike trails that feed into (or north of) the proposed mountain bike area will continue to exist.</p>
<p>Community Facilities Comment Section: The temporary bike wash and repair stations have been a positive add.</p>
<p>Form & Character Comment Section: It's unfortunate that this area will turn include high rise buildings. I appreciate the density that they provide, but it doesn't fit into the natural landscape of the area.</p>
<p>Active Transportation/Recreation Comments Section: The proposed alignment for the multi-use trail above the 1200' contour intersects several existing mountain biking trails. I do not support establishing a multi-use trail that disturbs existing mountain biking trails.</p>
<p>Form & Character Comment Section: In general, I would rather not see this forested area developed. I would prefer additional density in currently-developed areas.</p>
<p>Active Transportation/Recreation Comments Section: The proposed multi use trail above 1200' would destroy many existing mountain bike trails, including the easier Cypress trails. If this trail goes ahead as planned it would take away the main reason for an access trail. If there are no mountain bike trails why would people be riding up. The existing BLT trail is more than sufficient. Destroying these trails will take away one of the main reasons people would visit the area, and the new businesses.</p>
<p>Active Transportation/Recreation Comments Section: This appears to be getting rid of roach hit which is a very popular biking trail. Why do you need to replace this with a hiking trail? I'm sure you could put a hiking trail very close to roach hit without getting rid of this trail.</p>
<p>Active Transportation/Recreation Comments Section: While I support expanded multi-use trails in the area, I am concerned about the encroachment on existing mountain bike trails which have been in the area for decades. Some trail loss is required of course for build out, but the expanded multi-use up above 400m is unnecessary given existence of the BLT for multi-use access. As much mountain bike trail should be preserved and maintained as possible given the already identified benefits to the area in terms of recreation and economic.</p>

<p>Active Transportation/Recreation Comments Section: Who would be in control for the proposed recreational areas proposed for mountain bikers and would locals be considered for positions</p>
<p>Active Transportation/Recreation Comments Section: Would like to see consideration for tennis courts.</p>
<p>Land Use Plan Comments Section: a firehall is not necessary at the new Cypress Village, relocate the existing Caulfield Marine Dr. hall to the N/E corner of the Rockridge School property or to the north side of the highway fronting Woodgreen This was proposed by past Mayor Humphreys and F/C Colln Evans, but the then developer reneged on property offered at the time. Also during construction of this development a west road connecting with Northwood or Westport must be completed so fire truck access is permitted. This would allow prompt response from the Horseshoe Bay and Caulfield Fire Halls, rather than the trucks having to go to Cypress Bowl Road. Look at the fires Langley has had during building construction. All so this would allow faster response to Interface fires.</p> <p>Community Facilities Comment Section: I do not support the proposed fire hall, the call volume in Westmount, Bayridge and surrounding areas do not support this. Past surveys done on fire truck response do not support this, Relocate the existing Caulfield Marine Drive Fire Hall to the N/E corner of the Rockridge School site. This will solve any response issues.</p> <p>Form & Character Comment Section: I do not support the Fire Hall, see previous comments</p>
<p>Land Use Plan Comments Section: A recreational Ice Arena would be beneficial in the land use plan</p> <p>Active Transportation/Recreation Comments Section: Only concern is a recreational ice arena is missing. Would be beneficial to have one as there is a shortage in West Vancouver</p> <p>Community Facilities Comment Section: Same comment as the previous question - require an ice arena to the community facilities</p>
<p>Land Use Plan Comments Section: Although this is the detailed Cypress Village plan, I am also interested to understand the adjacent Rodgers Creek development and how it interacts with this village concept. The Rodgers Creek area seems to be developed with the opposite of the Cypress philosophy: it is not a sustainable development, the houses are huge and sparsely located, there is no neighbourhood feel and it is entirely car dependent. It looks and feels dead upon arrival, similar to much of the BP lands previously developed. Can multi-family housing be developed at the east end of this plan. Why is the Rodgers Creek McMansion development allowed to creep into the eastern edge of this planning area?</p> <p>Active Transportation/Recreation Comments Section: Similar to my comment on the land use planning, the eastern end of this plan looks to be a continuation of the Rodgers Creek plan, with little or no connectivity by multi-use path and no parks within the developed area.</p> <p>Form & Character Comment Section: My concerns mainly relate to the east end, adjoining Rodgers Creek. That form of development with mega-mansions and fully car dependent, should not be allowed into this planning area.</p>
<p>Land Use Plan Comments Section: Area 4 - Isn't that prime view land and couldn't that be better assigned than to works yards etc.?</p> <p>Active Transportation/Recreation Comments Section: This is very well done. Meets many different needs and reduces the need for vehicles to access services.</p> <p>Community Facilities Comment Section: I just want to confirm, no gas station has been proposed in the plans? (I am in agreement with this just not sure if I missed that.)</p>
<p>Land Use Plan Comments Section: As a mountain biker and recreational user of this part of the mountain I am deeply disappointed that classic mountain bike trails will be affected. Without those trails I won't visit the mountain. The original pitch was for integration of the commercial development with the existing trail infrastructure. If you kill 30% of the trails I would have no reason to visit the mountain or participate in the commercial service offered.</p> <p>Active Transportation/Recreation Comments Section: So your plan is basically to eliminate all the lower mountain bike trails? I guess a handful of rich people will have those trails as another thing they never use and the mountain bikers will go someplace else. That's great. Congratulations.</p>
<p>Land Use Plan Comments Section: Different parks for different age groups (skate parks for older people, playground for younger)</p>
<p>Land Use Plan Comments Section: Don't overbuild in our beautiful forests because of profits when the forests go we go</p> <p>Active Transportation/Recreation Comments Section: Don't build your ----- there</p>

<p>Community Facilities Comment Section: Dont build your ---- there</p> <p>Form & Character Comment Section: It ruins the beauty of the nature</p>
<p>Land Use Plan Comments Section: Existing mountain bike trails need to be preserved, many have been in place for 20-30 years</p> <p>Active Transportation/Recreation Comments Section: Existing mountain bike trails need to be preserved</p>
<p>Land Use Plan Comments Section: General concerns about densification and its environmental impact.</p> <p>Active Transportation/Recreation Comments Section: Are there dedicated dog friendly areas?</p> <p>Form & Character Comment Section: This would look great someplace else.</p>
<p>Land Use Plan Comments Section: Good to see employment and residential uses</p> <p>Active Transportation/Recreation Comments Section: I like the focus on providing choices other than cars for moving around actively in the village</p>
<p>Land Use Plan Comments Section: I am concerned that the mountain biking and hiking trails I use every week will be lost with the planning as currently proposed.</p> <p>Active Transportation/Recreation Comments Section: The very popular mountain biking trails called "Wutang" and "Roach Hit" are going to be lost with this plan. We use these trails every week during the Spring, Summer and Fall.</p> <p>Form & Character Comment Section: I am concerned that all the proposed glass on the exterior of the buildings is going to cause huge bird kills. What is going to be done to prevent bird fatalities?</p>
<p>Land Use Plan Comments Section: I am not in agreement with towers of 20-25 stories</p> <p>Active Transportation/Recreation Comments Section: In reality at a higher level with snow and rain I think biking and pedestrian travel will be minimal from October to April</p> <p>Community Facilities Comment Section: I don't agree with another fireball and community centre based on needs and use.</p> <p>Form & Character Comment Section: I am concerned about the environmental impact of such a large development and loss of quality of life what drew most people, to west Vancouver or the people who have been here most of their lives Nobody wants to look at towers on a mountainside but understand density must be higher to protect eagle ridge lands completely It would be terrible to have this continued development right out to horseshoe bay.</p>
<p>Land Use Plan Comments Section: I applaud the proposal by staff and BPP to move development off Eagle Ridge, recognizing that mixed housing would increase unit count and that a large number of units is required to support a full community with village centre. I am unsure whether it is accurate to equate 3700 units as comparable to the 625 units permitted, or whatever is permitted at 2.5 units per acre. I am not opposed to the proposed 10.8 units per acre. However, I believe the District should have included compensation for its developable Eagle ridge lands prior to dedicating a large portion of the lands for park lands and now the remains for the same. I support the eventual dedication, but BPP gets at least full compensation for dedication of its land while the community gets zero compensation for the same. I would have preferred to see a larger development and a resulting heritage fund of many 10's of millions for future generations. If that can be looked at, even in part, it would be a generational boon.</p> <p>Active Transportation/Recreation Comments Section: Like overall, but particularly appreciate agreement to have private funding as a bridge for future public transit.</p>
<p>Land Use Plan Comments Section: I believe there should be more attention paid to current recreational land use. Established trails, (biking and hiking), if conserved, will bring in more revenue and create more small green spaces to enhance the area. Such trails exit into the commercial area, which is perfect for creating more business traffic.</p> <p>Active Transportation/Recreation Comments Section: I feel it would be beneficial to preserve the major biking trails that feed into this spot. Not only does it preserve a history that influenced biking all over the world, and preserve use for Vancouverites, but it attracts tourists from all corners of the planet. Keeping these trails will provide traffic and revenue to the commercial sector - as well as</p>

<p>adding small strips of green space to reduce run-off and help wildlife. The "Roaches" series of trails are ones I ride on 90% of my visits to Cypress, they are not only one of the main ways down from many trails, they are also the most popular in their own right. With almost ---- yrs of riding the Roaches under my belt, I am still not bored with them. They are a jewel of trail terrain.</p> <p>Form & Character Comment Section: I feel the taller high-rises may not work well with the mountain environment and background. It will be too disrupting to the views of the North Shore/West Van area.</p>
<p>Land Use Plan Comments Section: I do not support taller buildings of 15 to 25 stories. I think this would be out of character for West Vancouver and be a blight on the mountain side.</p> <p>Community Facilities Comment Section: I note that there is no plan included for an ice arena. The community of West Vancouver is currently underserved by the existing ice arena, which led the minor hockey association to use a private facility in North Vancouver last season at a much higher cost to the association. Up the highway in Squamish their ice arena cannot support their growing population of families. I foresee a similar problem for West Vancouver if we add a significant number of families to our community without adding needed sports facilities at the same time. I would not support this project without an ice arena being included.</p> <p>Form & Character Comment Section: I do not support inclusion of taller buildings within the development plan. It is not within the character of other development in West Vancouver and would be a blight on the natural beauty of the mountain side.</p>
<p>Land Use Plan Comments Section: I don't think there is enough natural green space being left. I appreciate the need of developers to maximize the return on investment but I feel that the high density development will already be a fundamental change to the area. By leaving lots of natural green space (original forest, not grass fields or planted trees) part of the feeling of Cypress could remain intact. This would be especially important in the red and orange zones.</p> <p>Active Transportation/Recreation Comments Section: Please ensure there is proper consultation with mountain bike trail builders and riders to ensure the trails remain challenging and natural. While I greatly appreciate the land owners allowing access to the trails for so many years, I hope to still have access to some of the most iconic, challenging trails in the world without too much user conflict. I hope this is something that can be accomplished because Cypress has been an amazing place for the progression of myself and many of my friends from intermediate to advanced riders and has given access to some of the only Downhill and shuttle-access advanced technical riding in the Lower Mainland. This may not seem important, but it is very key for the advancement of the sport on a global scale for some of our top racers and athletes.</p> <p>Community Facilities Comment Section: This is awesome! As a frequent local trail user, if the trails remain fun, conflict-free and accessible, I will look forward to supporting the local businesses when I buy my post-ride or post-hike meals or shop for some snacks to bring on my hike/ride. Hopefully there will be space for a bike shop or outdoor supply store, too.</p> <p>Form & Character Comment Section: It could stand to look a little more like a mountain resort than a downtown core. A bit devoid of character.</p>
<p>Land Use Plan Comments Section: I feel that West Vancouver desperately needs an additional ice arena for hockey and ice sports and this would be an ideal location</p> <p>Active Transportation/Recreation Comments Section: A significant bike park area (like inter-river in nvan) should be built in the Rec area</p> <p>Community Facilities Comment Section: I agree with most of the recreational plan, but west vancouver needs an additional ice arena for hockey and ice sports</p>
<p>Land Use Plan Comments Section: I fully support the proposed land use plan</p> <p>Active Transportation/Recreation Comments Section: This is fantastic! I believe tourism will also become an economical opportunity for the development</p> <p>Community Facilities Comment Section: Full support!</p> <p>Form & Character Comment Section: Such a unique development within such natural environments should not look like the Olympic Village in Downtown. Unique contextual architecture and urban design can potentially create a top international grade community setting the gold standard for sustainable communities of the future. I strongly believe that the proposed design direction lacks boldness, appropriateness, and contextuality. A strong and ambitious yet cost sensitive reconsideration of the design direction can transform the project and elevate it to much higher levels of excellence.</p>
<p>Land Use Plan Comments Section: I have concerns about how the existing rock climbing (bouldering) in the area will be affected.</p>

<p>Land Use Plan Comments Section: I have significant concerns regarding the impact on recreation (specifically mountain biking) in the proposed housing areas. It appears that the proposed land use plan would result in the closure of several popular mountain biking routes, which are collectors for trail higher up on the mountain. There should be a plan in place to mitigate impact on trails or provide equal alternatives.</p> <p>Active Transportation/Recreation Comments Section: I have significant concerns regarding the impact on recreation (specifically mountain biking) in the proposed housing areas. It appears that the proposed land use plan would result in the closure of several popular mountain biking routes, which are collectors for trail higher up on the mountain. There should be a plan in place to mitigate impact on trails or provide equal alternatives.</p> <p>Community Facilities Comment Section: Ideally a designated trailhead area would be provided for those travelling from elsewhere in metro Vancouver to recreate on Cypress. This should have adequate washrooms and ideally picnic tables or even a bike wash or repair area.</p>
<p>Land Use Plan Comments Section: I live in ----- and am bothered at night by the 60 cycle hum from the hydro power grid that is located across the lane from the school works yard. It would be a nuisance to anybody living in close proximity to this hydro facility.</p>
<p>Land Use Plan Comments Section: I WOULD PREFER NO DEVELOPMENT</p> <p>Active Transportation/Recreation Comments Section: Give the nature of the terrain walking/cycling is not very practical</p> <p>Form & Character Comment Section: Trees and bush would be much preferable</p>
<p>Land Use Plan Comments Section: I would prefer more land and for trail use</p> <p>Active Transportation/Recreation Comments Section: More bike paths on and off road</p>
<p>Land Use Plan Comments Section: I would whole heartedly support future office space for who knows what but in particular I support a small hotel. There is no where to stay in WV if you have friends and family coming and with the proposed increased density in Cypress Village it would be a tremendous asset. We need a hotel. As weather has been identified as a concern in other studies when using McGavin Field I propose that there is plenty of covered outdoor space ie walkways, gathering spaces etc. in design of the buildings in the commercial areas of the village. Not an after thought.</p> <p>Active Transportation/Recreation Comments Section: I am pleased to see so much active transportation. Can you please ensure that the major routes especially into and out of the commercial area are well lit so that people can use it in the dark and low light conditions. I did not read much mention of lighting the trails. Whistler has done a very good job of lighting the main valley trail and people use it day and night as a transportation route to go to the village to work or play. Keeps people out of their cars and off the roads when it is pitch dark and pouring rain where they can not be seen by vehicles. Safety first.</p> <p>Community Facilities Comment Section: I am delighted to see that there are future plans for a public elementary school. We don't want what has happened in Vancouver in the higher density areas such as Yale town to happen here. Not enough adequate school planning. Families will move in. Pleased that some of the recreation facilities will be shared by the school and the community. A good use of space and money.</p> <p>Form & Character Comment Section: I find the High rise buildings spread out not very visually pleasing at all. It seems they are really encroaching on the green spaces. I would suggest that they are more central to the village. It just looks weird and incongruous to the rest of it. Seems odd that they are so spread from the commercial core.</p>
<p>Land Use Plan Comments Section: Ice rink facilities!! West Van desperately needs more ice</p> <p>Active Transportation/Recreation Comments Section: Need an ice rink!</p> <p>Community Facilities Comment Section: Ice rink!</p> <p>Form & Character Comment Section: Ice rink</p>
<p>Land Use Plan Comments Section: I'm concerned about erosion and secondly the amount of traffic as West Vancouver already has a lack of infrastructure to support current traffic levels.</p>

<p>Active Transportation/Recreation Comments Section: Many people in West Vancouver already don't have access to good public transportation as their job takes them to various parts of the Lower Mainland so I'm concerned about the traffic without additional infrastructure. It is unrealistic to think people will commute for 2 hours each way when driving takes less time (e.g., working in Surrey but nowhere near the sky train currently = 2 buses and the skytrain).</p> <p>Form & Character Comment Section: I'm assuming this is being built for young professionals and families, there doesn't seem to be much for older residents, so not a full community focus.</p>
<p>Land Use Plan Comments Section: I'm concerned about the preservation of cliffs and boulders currently beloved by mountain bikers and climbers.</p> <p>Active Transportation/Recreation Comments Section: I'm concerned about the preservation of cliffs and boulders currently beloved by mountain bikers and climbers. Which specific areas for bouldering/climbing are being preserved and which are being developed?</p> <p>Form & Character Comment Section: Glad BP is developing with density and preservation in mind.</p>
<p>Land Use Plan Comments Section: I'm happy to see a mix of affordable housing and that the planning includes community amenities that will keep people from needing to drive outside the community for their day to day needs.</p> <p>Active Transportation/Recreation Comments Section: I am really pleased to see that the planning includes the existing mountain biking and bouldering areas in Cypress Village, and it appears that the recreation will only be enhanced with potential for even quicker access and ongoing maintenance of the trails. One concern is that the bouldering does not appear to include the Tank boulder, which is located on the east side of the new road that is above and to the west of the hairpin on the main Cypress Bowl Road. These renderings also appear to include the existing bouldering zones, but it is difficult to confirm.</p> <p>Community Facilities Comment Section: I am very supportive of all these community facilities proposed</p> <p>Form & Character Comment Section: The proposed village looks lovely, my only concern is that there is enough of a buffer from the apartments etc to the recreation areas (biking and bouldering) so that it doesn't feel like you are recreating in a concrete jungle, it should feel like a natural space that you can get away to and relax, while still being accessible</p>
<p>Land Use Plan Comments Section: In between I do not support and generally support. I just don't really like that we're building another village. Especially, I don't like the idea of cutting down a bunch of trees. Maybe we could make hiking trails instead?</p> <p>Form & Character Comment Section: I would prefer if we just worked a little harder on a village we already have</p>
<p>Land Use Plan Comments Section: Include ice sheet</p> <p>Active Transportation/Recreation Comments Section: Please include ice arena</p> <p>Community Facilities Comment Section: Include ice sheet in arena</p> <p>Form & Character Comment Section: Make it affordable</p>
<p>Land Use Plan Comments Section: It is abhorrent to me that you should think about destroying wild animal habitat.</p> <p>Active Transportation/Recreation Comments Section: Leave it as wilderness</p> <p>Community Facilities Comment Section: DO NOT BUILD ON CYPRESS MOUNTAIN</p> <p>Form & Character Comment Section: This is a disgrace!</p>
<p>Land Use Plan Comments Section: It seems development is proposed above the elevation of 1200 feet which I thought was the height limit for development. Mountain bike trails up to over 1400 feet are being effected which feels very unfair</p> <p>Active Transportation/Recreation Comments Section:</p>

<p>I believe the mountain bike trails will suffer unfairly with this plan. I appreciate the attempt to please everyone but I feel a better effort to save some amazing trails could be had.</p> <p>Form & Character Comment Section: It makes me sad to think that such an amazing and natural forest will be replaced with high rises. Maybe patches of trail can be left to withhold their legacy which outlives many other things in Vancouver</p>
<p>Land Use Plan Comments Section: My concern is that it is not dense enough. I would prefer to see increased density resulting in more forest saved.</p> <p>Active Transportation/Recreation Comments Section: Again, my concern is a loss of existing forest. I would prefer to see existing trails used (and perhaps modified) rather than new trails being built.</p>
<p>Form & Character Comment Section: Again, I prefer increased density.</p> <p>Land Use Plan Comments Section: Opposed to land use that destroys the current network of mountain bike trails.</p> <p>Active Transportation/Recreation Comments Section: Do not agree with turning any current mountain bike trails into hiking trails. Hiking trails should be created separate for mountain bike trails. Preserve all mountain bike trails that are in place.</p>
<p>Land Use Plan Comments Section: Talking about biking, do you assume that the senior population, the largest in West Vancouver, will be able to move on bikes? Allow golf carts to be used in this village.</p> <p>Active Transportation/Recreation Comments Section: As I said in my previous page: Talking about biking, do you assume that the senior population, the largest in West Vancouver, will be able to move on bikes? Allow golf carts to be used in this village.</p>
<p>Form & Character Comment Section: From the artist's impression it looks like a canyon of glass. Are we sure we want this on a mountain environment?</p>
<p>Land Use Plan Comments Section: the multi-use path above 1200 feet heavily impacts historic and important trails to the mountain biking community</p> <p>Active Transportation/Recreation Comments Section: See question 4</p>
<p>Land Use Plan Comments Section: The plan is a good one and like the enhancement of outdoor recreation activities, hiking, mountain biking etc.</p>
<p>Land Use Plan Comments Section: The road connections to the development rely on intersections with Hwy 1 and Cypress Bowl Road. Traffic generated by the development combined with the Provincial Park traffic and other residential development traffic will lead to significant congestion on Cypress Bowl Rd that should be addressed by upgrading of the Provincial road capacity from the Hwy 1 interchange to the Look-Out. The proposed intersections with Hwy 1, especially the Westmount off-ramp, are completely unsuitable for active transport users who would of necessity have to use the shoulders of Hwy 1 to access those intersections for travel off-site. Accessible connections across Hwy 1 to the local street system are essential, e.g. at Almond Rd among others, preferably not involving steep gradients.</p> <p>Active Transportation/Recreation Comments Section: The active transport network relies on shared use of highway space in roads, streets and multi-use pathways (MUPs) which are highly dangerous to active transport users when congestion and speed differentials are high. Road reserve width should be adequate to permit separated protected bike lanes. MUPs should be restricted to lightly used routes. Active transport facilities should conform to the normative recommendations of the BC Province Active Transportation Design Guidelines.</p>
<p>Community Facilities Comment Section: Is there space for faith-based institution facilities?</p>
<p>Form & Character Comment Section: High rise buildings against a mountainous backdrop are an eyesore (viz. Table Mountain, Cape Town). Such buildings should be confined to the lower part of the site</p>
<p>Land Use Plan Comments Section: The upper area of ground-oriented housing would destroy several popular existing mountain bike trails. I see there is discussion about developing new mountain bike trails, but that sounds like something the developer can easily squirm out of once they have approval. Preserving existing trails would be far preferable.</p> <p>Active Transportation/Recreation Comments Section: The area set aside for Mountain Biking trails does not include the most popular existing trails in the area (Wutang, Single Lane Traffic, Roach Hit). These should be preserved, or failing that, a detailed plan for how to replace these trails should be in place - maybe even build replacement trails now. Also, the existing MTB trail "roach Hit" is slated to become a pedestrian path. Surely</p>

<p>there is room for both a pedestrian path and the existing MTB trail to exist in parallel.</p> <p>Community Facilities Comment Section: I am concerned that the bike staging area is only temporary, and that the developer could go back on their promise to provide a permanent one. I fear that the development will restrict parking such that there will be nowhere for mountain bikers to park, preventing use of this long standing and historic mountain biking area.</p> <p>Form & Character Comment Section: It looks like a nice place to get a coffee. I am concerned about the upper low density residential area destroying existing mountain bike trails.</p>
<p>Land Use Plan Comments Section: The village is an excellent plan. It will be fantastic to have restaurants, shops, services close by.</p>
<p>Land Use Plan Comments Section: There are some points of development that are putting existing trail network at risk.</p> <p>Active Transportation/Recreation Comments Section: The introduction of the sidewalk areas as well as paved and gravel multi-use trails will interrupt existing trails, which sit specifically in the proposed area as it has an easy land slope to keep Cypress Mountain trail network access for beginner users.</p> <p>Form & Character Comment Section: Areas within C seem unnecessary in terms of property density. Just self opinion but West Vancouver needs a stronger consideration of density as there already is a large existing amount of single dwelling area across both Cypress and Hollyburn.</p>
<p>Land Use Plan Comments Section: There is a vibrant mountain biking community on Cypress mountain, please try to keep the mountain biking trails as-is.</p> <p>Active Transportation/Recreation Comments Section: Please try to keep the existing mountain bike trails.</p>
<p>Land Use Plan Comments Section: There is dire need for more ice rink surfaces in West & North Vancouver. I would support the community center if it included an ice rink.</p> <p>Community Facilities Comment Section: As previously stated, I would only support the community center if it included an ice rink.</p>
<p>Land Use Plan Comments Section: There should be a robust trail network and bike lanes separated from roads where possible.</p> <p>Active Transportation/Recreation Comments Section: Mountain biking needs a robust trail network. The DWV has not been historically supportive of upgrading and adding to the trail network on Cypress. This needs to change, because better maintained trails are safer trails.</p> <p>Community Facilities Comment Section: Lynn Valley should be looked at for good ideas on how to create a vibrant village core.</p>
<p>Land Use Plan Comments Section: This effectively destroys all the green space and recreation in those areas.</p> <p>Active Transportation/Recreation Comments Section: I would love to see any existing trails in the area retained and if necessary integrate them in to the new development.</p> <p>Form & Character Comment Section: I would like to see the buildings integrate in to nature more. Low rise, or tiered buildings that work with the contours of the mountain rather than block like high rises.</p>
<p>Land Use Plan Comments Section: Too many units</p>
<p>Land Use Plan Comments Section: West Van definitely needs another ice arena. Please consider to build another ice arena for ice sports.</p> <p>Active Transportation/Recreation Comments Section: West Van definitely needs another ice arena. Please consider to build another ice arena for ice sports.</p> <p>Community Facilities Comment Section: West Van definitely needs another ice arena. Please consider to build another ice arena for ice sports.</p> <p>Form & Character Comment Section: West Van definitely needs another ice arena. Please consider to build another ice arena for ice sports.</p>
<p>Land Use Plan Comments Section: What's to become of the Mountain Bike trails about and around the development area.</p>
<p>Housing Mix Comments Section: "About 5%" being offered as 'affordable' rental apartments is not enough. This is an opportunity for the community to take a ction of providing good accommodation at a reasonable price - let's do that with this project.</p>

<p>Land Use Plan Comments Section: 25-story buildings! What a blot on the land that would be. If it is to be developed, I would prefer to see maximum 3 to 5 story buildings.</p> <p>Active Transportation/Recreation Comments Section: Does it not rain on Cypress? Are any of the walking trails covered? What about people who are unable to walk about, is there a bus service within the site?</p> <p>Community Facilities Comment Section: Surely there could be some imagination here. What about community gardens?</p> <p>Form & Character Comment Section: This is quite horrible! Why cluster the buildings so close together (other than revenue to the builder) I'm clearly becoming less and less interested in seeing this project go ahead.</p>
<p>Housing Mix Comments Section: 1.) I do not see the point of affordable housing in one of (if not the) most expensive neighborhoods in Canada - it just isn't cost effective. 2.) We need more town homes (similar to downtown Toronto/Montreal). So, I'd like to see the proposed mix as: - 0% single family homes - 50% townhomes - 50% apartments (less than 4 floors)</p> <p>Land Use Plan Comments Section: Get rid of the single family homes - or at least put a cap on the lot size and house size. We don't need any more 'mc mansions' in West Vancouver</p> <p>Active Transportation/Recreation Comments Section: Let's focus on dedicated cycling paths (not mountain biking). The advent of e-bikes has solved the main problem with cycling in West Vancouver (hills).</p> <p>Form & Character Comment Section: The high-rises are too tall. Limit them to 4-stories maximum</p>
<p>Housing Mix Comments Section: 25 storeys is too tall. Limit to 8 storeys.</p> <p>Land Use Plan Comments Section: The community centre should be built first. This is a remote unserved area that will burden existing resources. Amenities should be a priority, not part of the 'never never' plan.</p> <p>Active Transportation/Recreation Comments Section: This area is above the snow line, and steep. It is not a bicycle friendly zone. The transportation plan is unrealistic. It does not address increased traffic on upper levels or across Lions Gate bridge which are already overloaded.</p> <p>Community Facilities Comment Section: The community facilities sound great but without a commitment to build at the same time, not after, the descriptions are meaningless. DOWV should require a percentage complete of amenities in line with the percentage completion of residences.</p> <p>Form & Character Comment Section: What is this?! This is not false creek. This is a mountain village with snow. And heavy rain. In a Wildland with exposure to wildfire risk. The design should incorporate less glass to keep heat in. Sloped roofs to protect from snow and ice. Overhangs to protect decks from rain. Heavy construction with ignition resistant materials. Also the density is too high for the location. And the towers are ridiculous.</p>
<p>Housing Mix Comments Section: 3,130 apartments/condo is too many. We do not have the roads to support this many additional people to West Van. I'm sick of the gridlock every single day across the North Shore.</p> <p>Form & Character Comment Section: I'm against the high rises. Stick with low rise 4 floors</p>
<p>Housing Mix Comments Section: 3300 units is a lot! I have concerns with the size of the apartment towers that would be required to accommodate this number of units.</p> <p>Land Use Plan Comments Section: Comfortable with mid-rise buildings, but 10-25 storey apartment blocks are way too high (25 storeys = 250 feet / 80m) and very out of character with the "Village" that the District and developers are supposedly trying to create. 80m high on the side of a mountain? Ugly, expensive to build in an earthquake zone and three times as high as the Deer Ridge condos. Also assuming the developers will maximise the views for profits and price into their strata apartments. So much for affordable options for families!</p> <p>Local transit will have to be very accessible (electric? free?) Area is hilly and many residents (young families, seniors, apartment</p>

<p>dwellers carrying groceries) are unlikely to want to walk or bike, particularly in the wetter seasons.</p> <p>Cypress Falls Park is also a very beautiful and relatively wild place to be so close to a huge development. Development of a safer trail network within the park and access restrictions/ boundaries will be required with expected higher usage and foot traffic from potentially inexperienced visitors. There are currently a number of very steep drop-offs into the canyons from existing trails. Cypress Creek runs really fast and high when it rains and that is potentially very dangerous with a much larger number of park users.</p> <p>Active Transportation/Recreation Comments Section: Good to see some of the existing mountain biking areas preserved and multi-use paths in place. Local transit will have to be very accessible (electric? free?) Area is hilly and many residents (young families, seniors, apartment dwellers carrying groceries) are unlikely to want to walk or bike, particularly in the wetter seasons.</p> <p>Form & Character Comment Section: Mid rise apartment buildings are fine, the high rise buildings severely detract from the village character. Artist's impression (pic 3) shows how hilly it is! Need to offer transit options for those unwilling or unable to walk/ bike</p>
<p>Housing Mix Comments Section: 3700 units is a lot of people and a lot of cars to add to an already challenged roadway infrastructure.</p> <p>Land Use Plan Comments Section: There is infinite egress to and from West Vancouver as it is, and our traffic snarls are becoming increasingly problematic. This will worsen with increased density that is happening slowly throughout the Ambleside area. You cannot make more land. Roadways through West Vancouver are well established and there are but two bridges to take use east and one road west. You can put in public transportation, bike paths and trails but I highly doubt it will be enough to encourage residents to go without a vehicle. The plan is geared at higher density and that is discouraging. I highly doubt a 'vibrant commercial core' will keep a lid on the increased traffic flow through West Vancouver. Gilding this lily under the guise of protecting Eagleridge lands is insulting. To call the sprawling mass that will further scar Cypress a 'village' is also an insult. This is no village. Have the decency to call it what it is; a money-making, land grabbing putrefaction that is ruining what was once a beautiful place to live.</p> <p>Community Facilities Comment Section: See previous comments</p>
<p>Housing Mix Comments Section: 5% allocation to affordable housing is quite low, especially considering the townhouses and single family dwellings will not be affordable to most people. This is perpetuating issues with the ongoing housing crisis</p> <p>Land Use Plan Comments Section: I am concerned about impact to recreational rock climbing areas. There are a large number of others concerned about this, discussing in our local Facebook group. Please contact Vancouver Climbers Association (https://www.vanclimbers.com/). This is an important issue for us climbers - once this land is gone we can never get it back. There is a large impact to outdoor climbing areas with growing popularity of the sport and overcrowding is becoming an issue. We need more space for climbing, not less.</p> <p>Active Transportation/Recreation Comments Section: See previous comments regarding impact for rock climbing (bouldering).</p>
<p>Housing Mix Comments Section: 6900 more people. Before any new buildings are built on the north shore, there must be a solution and a plan to expand the roads to and from Vancouver and towards Squamish. Those roads can't handle today's traffic already!</p> <p>Land Use Plan Comments Section: Units are too close to Cypress Creek. Please maintain a buffer of 150m</p> <p>Active Transportation/Recreation Comments Section: What about going to and from the village. Adding almost 3000 cars to the daily traffic jam is just bad stewardship. I would like to see how you expand transport. I would like to see another seabus from Westvan to downtown Vancouver, a fast train Vancouver Squamish with 2-3 stops in Westvan. The train must be faster than the highway.</p> <p>Community Facilities Comment Section: Supporting walking and cycling inside the village is okay, but what about outside? What are the plans for public transport? Train from Vancouver to Squamish with 3 stops in Westvan, funicular to the village from a train station, a seabus.</p> <p>Form & Character Comment Section: Without a proper solution for transportation, I can't support such an increase in population.</p>
<p>Housing Mix Comments Section: 70% of market of market rate for high end apartments is hardly affordable. Should have a much more clearly defined criteria for affordable rates.</p> <p>Land Use Plan Comments Section: The proposed plan includes ground-oriented housing backing very close to Cypress Creek. This is a pristine and extremely sensitive area - more needs to be done to buffer the creek from runoff from residential properties, particularly in the area above Cypress Falls Park</p>

<p>Active Transportation/Recreation Comments Section: Ridiculous that this degree of attention is paid to a tiny loop of cycling at a 300 m elevation when so little has been done to safely accommodate cycling within the core of West Van. Purely lip service.</p> <p>Community Facilities Comment Section: I do not support the level of encroachment on the sensitive areas surrounding Cypress Creek.</p> <p>Form & Character Comment Section: Needs improved protection for the areas surrounding Cypress Creek.</p>
<p>Housing Mix Comments Section: A higher number of townhouses and less apartments or single family dwellings would be ideal.</p>
<p>Housing Mix Comments Section: Adding this many new residents up there without more comprehensively addressing the traffic issues is a key concern. (I'm very, very sceptical that people who can afford to buy/rent these places will use much of the transit). It's already dangerous for cyclists going up Cypress Bowl Road with no shoulder to ride on in summer and badly congested going up skiing in winter.</p> <p>Land Use Plan Comments Section: I am very, very sceptical that the "the transit service that the developer will provide" will be anything other than token. I'm concerned that with all the hundreds of millions of dollars involved in this project it will export traffic problems to the existing West Vancouver community and Cypress Bowl Road.</p> <p>Active Transportation/Recreation Comments Section: Maintain all of existing Roach Hit and Wutang trails to allow riders to complete their descents. These are many decades old legacy trails carefully built and maintained by knowledgeable enthusiasts providing decades of fun and fitness for West Van kids and adults. There is an existing network of mountain biking trails in that area that needs to be respected, with all the thousands of hours of volunteer work creating recreation opportunities to many of us West Van residents. The relationship between BP and the local mountain biking community has been mutually respectful for the ---- I have been a West Van tax payer and mountain biker. That needs to continue by having access to a full range of existing trail network for mountain bikers old and new to connect to the 1st switchback.</p> <p>Community Facilities Comment Section: Sounds good. But people will still drive their cars into West Van and Vancouver creating further congestion for existing West Van residents</p> <p>Form & Character Comment Section: Is there any consideration of assisted living options?</p>
<p>Housing Mix Comments Section: Additional affordable units will be essential if this neighborhood is going to be self-sufficient</p>
<p>Active Transportation/Recreation Comments Section: This plan does not recognize the value that mountain biking can bring to the community. The plan to convert one of the most popular mountain biking trails into a walking only trail, and the temporary staging area speak to how this plan fails to take mountain biking seriously. There is a huge opportunity here to create a world class tourist destination with businesses benefiting from mountain bikers coming from all around the world to ride the famous North Shore trails. I encourage you to look to the success in North Vancouver and work with the mountain biking community to develop a sustainable plan that acknowledges all stakeholders rather than corralling mountain bikers into a small chunk of land with no real plan.</p>
<p>Housing Mix Comments Section: Additional traffic.</p> <p>Active Transportation/Recreation Comments Section: Overall, the road construction in West Vancouver is unrealistic. The 'traffic calming' medians interrupt the flow of traffic. The community is mainly families and many families use CARS because we live on a mountain. People do errands and shopping in cars not bikes. It rains a lot here as well so having an abundance of bike lanes, at the expense of cars, causes more problems than it solves. Many West Vancouverites have electric cars, perhaps it would be more useful--in terms of what the people actually want as opposed to what is PC--to have more EV charging stations than bike lanes.</p> <p>Community Facilities Comment Section: Grocery store is a MUST. And not a fancy, overpriced store, but a more mainstream store that is suitable for all.</p>
<p>Housing Mix Comments Section: Adequate 'Affordable' housing is important.</p> <p>Land Use Plan Comments Section: Walking/cycling paths separated from vehicle traffic are welcome.</p> <p>Active Transportation/Recreation Comments Section: All looks good!</p> <p>Form & Character Comment Section: Proposal makes it look amazing!</p>

<p>Housing Mix Comments Section: Although it seems like a good idea to have affordable housing... Is living on a mountain the most viable option for this?</p> <p>Land Use Plan Comments Section: Although the area is ok and the development is likely needed. Effort should be taken to leave the trails in tact as they are now. If there are SMALL parts that need to be tweaked that's ok, but destroying trails entirely or changing their use should not be done.</p> <p>Active Transportation/Recreation Comments Section: Leave the long standing and existing trails that volunteers have put thousands of hours into as they stand. Minor tweaks is one thing, but they should be upheld in their existing form. Do NOT change the use of an iconic trail (Roach Hit, Wutang, etc) to pedestrian or other uses. If this much effort is going in to create a community build separate trails for this.</p>
<p>Housing Mix Comments Section: Any concern I have relates to the advisability of accommodating a total of 6900 people within the space. If that's the goal, I suppose this mix is okay.</p> <p>Land Use Plan Comments Section: My primary interest is as a frequent user of the mountain biking trails in the area and maintaining reasonable access to same.</p> <p>Active Transportation/Recreation Comments Section: Main concern is to maintain reasonable access through the designated mountain biking area to the much larger mountain biking trail system located higher on the mountain.</p> <p>Form & Character Comment Section: I recognize the practical need for vertical density, but think the towers should be focussed in a dense area proximate to the commercial hub. The image of a few scattered towers higher and further West appears... sub-optimal to me</p>
<p>Housing Mix Comments Section: Apartment buildings of 20 - 25 stories is too much for this area. I don't think it fits the character we need for the area</p> <p>Land Use Plan Comments Section: refer to answer 2</p> <p>Active Transportation/Recreation Comments Section: too much area being allocated to mountain biking</p> <p>Community Facilities Comment Section: more space for sport fields and less be set aside for mountain biking</p> <p>Form & Character Comment Section: 25 story buildings are not appropriate increase the # of 10-15 story buildings</p>
<p>Housing Mix Comments Section: Approx double the number of townhouses</p> <p>Land Use Plan Comments Section: The build out timeline doesn't appear to allow sufficient population to allow businesses to be successful i.e. too few people initially to encourage establish commercially successful restaurants, coffee shops etc</p> <p>Active Transportation/Recreation Comments Section: Where will EV chargers located</p> <p>Community Facilities Comment Section: Where are Tennis and pickle ball courts</p>
<p>Housing Mix Comments Section: Apt's # should be kept limited, Cyprus should remain as green as possible, townhouse with yards or single family dwellings</p> <p>Land Use Plan Comments Section: Should not have building above 4 stories</p> <p>Form & Character Comment Section: 4 story max! High rise on Cyprus is dreadful</p>
<p>Housing Mix Comments Section: As a resident of West Vancouver for ----- years I support the proposed housing mix in this plan. It provides types of housing that presently are under-represented in West Vancouver and also enables the preservation of the Eagle Ridge area, which is an important objective in my opinion.</p> <p>Land Use Plan Comments Section: I have specific concerns about the proposed "ground-oriented housing" to the East of Cypress Creek, above the present vehicular bridge. That area is steep and I am concerned that even though the minimum stream setbacks are shown in the plan, this is likely going to be insufficient to prevent erosion / subsidence of soil, rocks and trees into the creek area due to exposing this finely-balanced area. I would rather see higher density in the current flat areas (just to the North West of the Cypress</p>

<p>substation there is a large municipal use area for example). There is also a popular cycling and hiking trail "5th Horseman", which looks like it will be sacrificed as part of this. Will they build a replacement? Hikers use it too... not just young mountain bikers.</p>
<p>Housing Mix Comments Section: Because it is in a forest, I want to know whether the animals, forest overall, etc. will be protected.</p> <p>Active Transportation/Recreation Comments Section: I feel it could use multiple bike staging areas</p> <p>Form & Character Comment Section: I really like/support this idea for Cypress Village. This is definitely one of the last steps, but it would be nice to see local artists supported somehow (murals)</p>
<p>Housing Mix Comments Section: best to allow flexibility for changing market conditions.</p>
<p>Housing Mix Comments Section: By adding housing for humans, you will be destroying many lives, and habitats for animals in the area. Not only that, but you will be destroying countless amounts of trees. This may be good for money, but these trees and habitats you will be destroying are our real future. Especially with climate change.</p> <p>Community Facilities Comment Section: We already have all those utilities. Why more? Why do we as a human race need to take so much from our Earth that's giving us life? Enough with the money! We need to be paying more attention to climate change and our destruction.</p>
<p>Housing Mix Comments Section: Concern #1 I disagree that 3700 units is required to support commercial initiatives and I am suspicious this is a number that is the conclusion of a maximum profit and maximum density agenda on the part of the developer and the District. Concern #2 Traffic is an obvious issue here. The way up and down the mountain to this new "city" is effectively a cut-de-sac. In other areas of WV, for example, Taylor Way and Marine/Park Royal and Horseshoe Bay, the District has been on a program to insert density at all costs - but has done very little to coordinate realistic/practical (meaningful?) changes to traffic patterns to accommodate the density being imposed. So my general support is a "pinch my nose" support - in order to preserve/protect the Eagleridge bluffs. I encourage staff to drive an agenda that has to do with the well-being and practical sustainability of the new "village" being installed - rather than adding enough bullet points to a plan to justify calling the plan sustainable etc. There is opportunity to do something good and needed and interesting in this location - but if profit and density are the drivers of purpose, the good will be substantially marginalized.</p> <p>Land Use Plan Comments Section: Concerns are the same as previously listed. Are discussions being had with British Properties to contribute to the amendments that are going to be required at the Cypress Bowl Hwy#1 interchange? There is no chance that interchange can remain as is and accommodate this kind of future volume. Moreover, I hope, but do not assume, that the District is giving the utmost of attention to preserving/maintaining the Cypress Falls waterway/watershed - this development could/will have serious ramifications on the welfare of that important ecological zone.</p> <p>Active Transportation/Recreation Comments Section: Is now the time to connect your MTB trail initiatives with a "long-overdue" plan for trail building and maintenance with sanctioned signage etc. above this area? MTB traffic continues in this area, but there is no sanctioned, and therefore capable, trail maintenance/builders working in the area. From me should be an obvious case study for how MTB trails can and should be created and maintained. The lands above this village proposal are in dire need of organization and formalization. Now is the time for West Vancouver to get "up to date" and follow the lead of North Vancouver (or look to Squamish as well) in terms of MTB trails.</p> <p>Form & Character Comment Section: Do not pursue or allow that maximum conceivable and profitable density. Choose a level of density and mix of housing type that is good in its own right - not according to someone's profit or density agenda. This is the District's chance to create the right balance in terms of the nature of this project. I would like to know what the maximum allowable/conceivable density could be in this project, and then would vote (vehemently) to dial that number back 30-40% if "true" sustainability and lifestyle according to both humans and the natural environment, is your goal. I endorse and encourage you to continue committing to alternate forms of transit - my comments vs. traffic earlier in this survey have to do with the impossible dilemma that is density + cars. It cannot work.</p>
<p>Housing Mix Comments Section: Concern about the impact of vehicles on highway 1 to/from park royal/ downtown/ north van for that many units? Viable Transit options?</p> <p>Land Use Plan Comments Section: I do not think 15 plus store high rises belong in this currently residential and nature filled area. I am ok with lower mid rise and mixed commercial use but this shouldn't look like a mini downtown core!</p> <p>Community Facilities Comment Section: Is there enough nearby population density to support a community center - I suspect so given how busy WV Rec center is, but what does this do to the Gleneagles center? Will it become less used? Etc has this been considered?</p> <p>Form & Character Comment Section:</p>

<p>I am concerned about high rises in this area (15 stories high). This is not consistent with the general community feel of West Van and its special character of having a small town village feel.</p>
<p>Housing Mix Comments Section: Concerned about all the additional traffic and losing the "vibe" that makes our community special</p>
<p>Housing Mix Comments Section: Concerned about the affordable rental units- what type of care will go into selecting who lives in the units to ensure that the community is productive and safe</p> <p>Land Use Plan Comments Section: I am greatly concerned about traffic and then impact on neighbouring community this development will have. The roads are small, slow and extremely close to houses. Having any additional traffic on streets like westmount will greatly impact livability, home values and community safety.</p>
<p>Housing Mix Comments Section: Concerns about not enough affordable housing. I suggest at least 15%</p>
<p>Housing Mix Comments Section: Concerns re affordable housing allotment - I don't support the expenditure of taxpayer \$\$ to subsidize housing. Rentals should all be at market rates. Im assuming this comment will not make any difference so I would like to know how the people will be selected for the subsidized units. I am against offering them to employees of City or School Board of West Vancouver which seems likely as the Ops Centre will be located close by.</p> <p>Land Use Plan Comments Section: I am concerned with the impact on Eagle Lake which is the main source of water for West Vancouverites. What are the plans for protecting the water source with the addition of so many people? Who's paying for the cost of infrastructure, new schools, etc? I am concerned with the significant amount of long term debt and deficit financing the District will have to engage in to move this forward. It is our children and grandchildren that will be impacted.</p> <p>Active Transportation/Recreation Comments Section: For those that are outdoor oriented, the lifestyle sounds great. While I support the concept of active transportation, not sure it will work in a relatively isolated location on a day to day basis - take Whistler's villages as examples where people visit but do not live. People's time (especially those with kids) is precious. Cars will be a key factor as most residents will not work close to where they live and those visiting are not likely to opt for transit. I expect there will be a significant increase in car usage due to kids sports and activities, residents shopping where they've always shopped because it's on the way, etc.</p> <p>Community Facilities Comment Section: I strongly support the tradeoff that you're putting forth re protection of lands in return for development as outlined. However, complete community plan highlights competing and divergent objectives - you want to increase affordable housing but you're creating a very expensive community for a relatively small number of people. Not sure residents' lifestyles will support it - school beyond elementary grades, kids sports and other activities, location of workplace, etc. do not mesh well with your complete community concept. Typically to survive businesses will need to charge higher prices for everything which will encourage residents to shop elsewhere. Re improvements - expand the thinking beyond just being a residential community: create a village "brand" to attract non residents, look at ways to attract non residents that will increase revenue for businesses located onsite (and for the District), e.g. boutique hotels, short term vacation rentals, bicycle rentals, walking tours, etc., scale the services back and move slowly on it. Find out what the patterns of residents are before moving ahead on full service community facilities and if necessary, cut the services back. Use the experience and evolution of the Gleneagles Community Centre as a guide. Use the experience of other businesses in West Vancouver as a guide - many small businesses, restaurants, etc. are struggling to keep their doors open and draw from a much larger population.</p> <p>Form & Character Comment Section: I like the concept but please keep in mind the other concerns I have raised.</p>
<p>Housing Mix Comments Section: Consider 10% to 15% affordable rental apartments to increase supply of employ housing. Consider a much higher percentage of townhouses. Provide a definition for Apartment, particularly in terms of building height . Not all apartments need to be towers. Low to mid-rise apartment buildings should be given precedence over tower forms. Apartments are typically defined as units within a building with a common entry. Consider a greater percentage of ground-oriented units, including more townhouses overall (including stacked townhouses) and townhouses with individual entry at the base of apartment buildings. Ground-oriented live-work units should also be included to provide more housing choice and animate streetscapes. Clarify target demographic for the housing, i.e., seniors, working singles and couples, and families. What are the expected percentages of residents that will work in Cypress Village, in West Vancouver, commute to other municipalities or not be in the labour force??</p> <p>Land Use Plan Comments Section: To achieve a complete community, balance residential population with employment opportunities. Provide diverse and affordable housing choice with each phase of development. Develop an economic development strategy to encourage and/or require office/research space to support employment in addition to service sector jobs in retail and hospitality. It appears that much of the land area (Area 3: Ground-oriented housing) is given to low-density single-family housing, as stated in "Cypress Village: Form and Character". The Land Use Plan needs to identify the proposed build-out and density in each planning area (total number of units and density per hectare). Redistribute the density to achieve a more balanced land use, with moderately greater density at the Village core with townhouse</p>

<p>density at the periphery, Area 3 and no single-family development. Consider a Plan without 10-25 storey high rise buildings and limit building height to 6 storeys.</p> <p>Active Transportation/Recreation Comments Section: Consider an increase compactness of development to ensure a truly walkable community. Identify car-free zones, particularly in the Village Core and Multi-family areas. Increase the bicycle network to all areas. Consider future transit connections to the Cypress Mountain recreation area and to Ambleside.</p> <p>Community Facilities Comment Section: Consider a mix of publicly supported and privately sponsored community amenities. Identify a potential location for a future health clinic. To support food security, identify locations for community gardens and farmer's markets. Set aside land for a demonstration farming project in association with the school district and regional post-secondary schools. Plant trees.</p> <p>Form & Character Comment Section: Consider increasing business employment opportunities to achieve a balance of population and jobs to make this more than a bedroom suburban community. Consider other forms of development other than 10-25 storey high rises to achieve the target overall unit count. Consider more row housing in place of the family zones. Consider a form and character that is more in scale with a compact walkable village (Whistler, Chilliwack) and less like the mixed-use regional Frequent Transit Development Areas identified in the Precedent Study, which are adjacent to major transit nodes and employment centres including major universities. Consider additional open-space play fields and a range of parks of various sizes and character. Create an urban forest along the streets and walkways.</p>
<p>Housing Mix Comments Section: Consider adding more townhome units, and in those townhomes, add the ability to have a secondary unit [small rental suite within]. Result would increase families with children, given some income would help finance their purchase. Add a daycare component in the rental apartments, to enable families to reside there and not have to commute to drop kids off. Resulting in less car trips.</p> <p>Land Use Plan Comments Section: Duplexes. These are strata housing. Consider instead, narrow houses on the same plot of land. Result: More affordable, non strata houses, each containing a secondary suite. Focus is affordability and ease of ownership. Duplex works well when new. Neighbours often disagree on major maintenance need, cost and timing in the future. I have witnessed this many times [-----].</p> <p>Community Facilities Comment Section: Restaurants and food services. Double the size of sidewalks and outside patio areas. Park Royal Village is a prime example of how much people enjoy this type of design.</p> <p>Form & Character Comment Section: I may be missing it, but feel there should be a larger outside water feature to attract walkers. Maybe redirecting storm water run off into a large pond that constantly filters through the surrounding site for landscaping water needs.</p>
<p>Housing Mix Comments Section: Consider fewer strata apartment units but with larger average size.</p>
<p>Housing Mix Comments Section: Could be higher buildings without sacrificing anything. Construction and underground parking may be an issue because of rock excavations. Phase One of Whistler Village put parking and truck services under the public walkway while Phase Two put it under each building and raised the walkway. This needs to be thought out as it influences circulation.</p> <p>Land Use Plan Comments Section: Topography will be paramount. Check carefully for earthquake issues and the natural fault lying north of the school access road, you can see the shear line from the road.</p> <p>Active Transportation/Recreation Comments Section: Ensure the multi use paths stay that way and bikes aren't shut out by complaining pedestrians. Best to "line" the paved walk to segregate bikes.</p> <p>Community Facilities Comment Section: Looks great but who pays for all the stuff?</p> <p>Form & Character Comment Section: Really good. I want to live there!</p>
<p>Housing Mix Comments Section: Could include more apartments. West Vancouver needs to accommodate more residents.</p> <p>Land Use Plan Comments Section: Would have liked to see Single Family Dwellings not included. Townhouses and Rowhouses would be better. There's enough SFD in the rest of West Van.</p>

<p>Active Transportation/Recreation Comments Section: Would be nicer to see fully separated bike lanes rather than shared lanes. Shared lanes provide no protection for cyclists.</p> <p>Form & Character Comment Section: Love the density in the core, but it would be nicer to see more density also spread throughout the rest of the development.</p>
<p>Housing Mix Comments Section: Currently North Shore traffic (North Vancouver/West Vancouver), including traffic flow in West Vancouver is rapidly becoming untenable. With the addition of hundreds of new high density units coming on stream in the months ahead at both the intersection of Marine Drive and Taylor Way in addition to hundreds of new high density units at the intersection of Capilano Road and Marine Drive and no approved plan to provide express egress from the North Shore to the city is foolhardy at best. It would be irresponsible to add another 3700 housing units (many with multiple residents and vehicles) to an existing inadequate roadway infrastructure. I would suggest a focus on planning and completing dramatically improved egress routes from the North Shore before contemplating approval of an additional 3700 housing units in West Vancouver.</p> <p>Land Use Plan Comments Section: I have already responded in answer #2. In addition, this is pristine green space, do not desecrate this beautiful landscape. It is a unique area.</p> <p>Active Transportation/Recreation Comments Section: Do not desecrate this beautiful natural terrain.</p>
<p>Housing Mix Comments Section: Cypress mountain is an outdoor recreational space for many people including hikers, mountain bikers, and trail runners. The housing development would destroy many unique trails that cannot be replicated due to cypresses unique terrain. Cypress is a training ground for many elite downhill and enduro racers.</p>
<p>Housing Mix Comments Section: Density is a concern.</p> <p>Land Use Plan Comments Section: What will happen with the water run off after heavy rain? We back onto Eagle Creek and it has come close to breaching several times over the years. When the development moves west to the Inter Creek area what are the plans to manage this? We recently received a notice that our property is in a proposed Foreshore Development Permit area. I'm more concerned about water running off the mountains than an increase in sea level and a storm surge. Another obvious impact of the density will be vehicular traffic.</p> <p>Community Facilities Comment Section: Think the developer's views are somewhat Utopian. In reality most people will need to drive to and from. Traffic will be very congested with the density. Maybe everyone will be ordering online from Costco by 2045, I suspect some will be driving to the local store.</p> <p>Form & Character Comment Section: Don't agree at all with the density.</p>
<p>Housing Mix Comments Section: Density should be achieved with a greater focus on town-homes and low rise apartment buildings (6-8 stories). The best examples of completed full community/village build outs avoided the excessive use of high towers (10+ stories), and instead try to reflect many of the 'old world' villages these new communities are trying to emulate. Two of the best local examples are Whistler village and Granville Island which are considered impressive success stories where strict height guidelines coupled with density has created an enduring popular community village. Many of the precedents in the 'Form & Character' document which are dominated by 'cost effective' high rises are still largely unproven new developments, outside a city core, that have not been adequately tested over time. The few existing high rises in the upper lands are bespoke monoliths that have achieved little if any community feel. Finally the 'Employment Space' should not be divorced from the residential space but rather should be incorporated into it to better integrate a holistic community while reducing commuting.</p> <p>Land Use Plan Comments Section: The plan should avoid high rises as this does not fit the geography nor the strong non-urban communities with the most successful historical track record. The plan should include a strong mix of residential townhomes and lower rise apartments. The plan should include a greater mix of residential and office space to enable local employment.</p> <p>Active Transportation/Recreation Comments Section: The plan gives only lip service to serious non-vehicle people movement. The community of the future should have dedicated paved paths for commuters using bikes/e-bikes/e-scooters. The commentary of only having a one-way dedicated bike lane up Eagle Lake Road because bikes are slower than cars is overly simplistic and does not anticipate the significant growth in e-bikes and e-scooters that are already transforming communities around the world. The goal should be for every residence in the upper lands community to have dedicated bike path access.</p> <p>Community Facilities Comment Section: The office space should be integrated into the Cypress Village residential development so that it is truly 'mixed use' instead of being in a separate area. The community center should include an ice arena given the lack of public ice surfaces in West Vancouver currently, especially for a community that is trying to attract young families/the 'missing middle'. Is there a need to consider a high school or space for</p>

<p>an alternative/independent school?</p> <p>Form & Character Comment Section: Based on two of the most successful proven neighborhood developments in BC (Whistler and Granville Island) the Cypress Village should be built with townhomes and low-rise (6-8 story) apartment buildings. High rise apartment buildings, a characteristic of a larger city center, should be avoided or minimized.</p>
<p>Housing Mix Comments Section: Density too high</p> <p>Land Use Plan Comments Section: Service demands at this location will not be able to be completely paid for from the tax base at this location</p> <p>Community Facilities Comment Section: The community is not paid for in full by the community tax base</p> <p>Form & Character Comment Section: Too dense</p>
<p>Housing Mix Comments Section: Destroying the trails and nature and habitats for wildlife</p>
<p>Housing Mix Comments Section: Do not want any more development</p> <p>Active Transportation/Recreation Comments Section: No more development please</p>
<p>Housing Mix Comments Section: encroachment of existing natural trail networks should be addressed by the creation of newer natural infrastructure</p> <p>Land Use Plan Comments Section: will there be any protections on accessible parkland to support recreational activities in the area?</p> <p>Active Transportation/Recreation Comments Section: will there be any funding provided for, or engagement with, the appropriate volunteer organizations who are responsible for creating natural recreational infrastructure i.e. mountain biking and hiking trails?</p> <p>Form & Character Comment Section: to avoid issues as seen in Langford's Bear Mountain development, ground-oriented retail space should have necessary zoning restrictions to encourage the provision of community amenities. In Langford, the zoning was too loose, which resulted in general office uses taking up valuable retail space, which hampered community activation</p>
<p>Housing Mix Comments Section: Even considering this development is irresponsible. Aside from the fact that that land is supposed to be parkland, West Van does not have room for another development. That's thousands more people, and the equal number of additional cars. West Van's roads are already deplorable. Our traffic is nightmarish, all day, every day. And this will worsen when the ridiculous Park Royal expansion is complete. Do your jobs and look after the community you have, rather than trying to fatten developers' wallets by expanding it.</p> <p>Land Use Plan Comments Section: see previous comments</p> <p>Active Transportation/Recreation Comments Section: see previous comments</p> <p>Community Facilities Comment Section: see comments section 1</p> <p>Form & Character Comment Section: Horried. See comments section 1</p>
<p>Housing Mix Comments Section: Existing area transportation infrastructure is inadequate and cannot support added development of any kind.</p>
<p>Housing Mix Comments Section: Far too many apartments. Inconsistent with the neighbourhood area. If any apartments are permitted, they should be minimal and very low rise.</p> <p>Land Use Plan Comments Section: I would prefer no development at all in this area. However, if development is to occur, it should be consistent with the community - i.e. no apartment towers or minimal/low rise ones and a much lower % of those units and a much smaller overall population in the area. Also, mountain biking and hiking in the area must be strongly protected.</p> <p>Active Transportation/Recreation Comments Section: Looks ok overall. But with the mountain biking area, I hope you preserve what is there now. Also, the development overall could</p>

<p>have serious adverse impact on the trail network outside of the development area. For example, the development would seem to cut off Fifth Horseman trail and has already resulted in the loss of many other trails. This should be mitigated in some way as many of those trails are a part of the fabric of our community and history on the North Shore as a crucial catalyst of modern mountain biking. As you know, most of those trails have been around for at least 20-30 years.</p> <p>Form & Character Comment Section: I am totally opposed to the high-rise towers, which are completely inconsistent with the character of the community.</p>
<p>Housing Mix Comments Section: Far too much development up there.</p> <p>Land Use Plan Comments Section: Excessive density and height. Residential approval must follow or be in tandem with job creation up there to reduce traffic. Must be built to the highest of environmental standards; passive house etc. This whole concept is environmentally poor. Destructive of natural lands and very poor from a transportation point of view.</p> <p>Active Transportation/Recreation Comments Section: Delusional thinking this will be pedestrian and bike friendly. This will be a traffic nightmare for all of the intersections.</p> <p>Form & Character Comment Section: High rises should be closer together. More mid rise buildings rather than high rise. More rental there.</p>
<p>Housing Mix Comments Section: fewer single family dwellings</p> <p>Land Use Plan Comments Section: more recreation space set aside</p> <p>Active Transportation/Recreation Comments Section: set aside more recreation space</p> <p>Community Facilities Comment Section: Need to limit business spaces to just a few</p> <p>Form & Character Comment Section: too dense</p>
<p>Housing Mix Comments Section: Fewer single family dwellings and more affordable rental apartments and strata apartments are needed.</p> <p>Land Use Plan Comments Section: Concerns include bridge traffic into the city. With more properties being built, what is being planned for the inevitable increase in traffic at the intersection of Marine Drive and Taylor Way? Traffic across the Lions Gate bridge and the second narrows has already reached capacity so what is being planned to accommodate the increase in car traffic?</p> <p>Active Transportation/Recreation Comments Section: Again, this proposed area will attract people from across the lower mainland so what is being planned for the increase in bridge traffic into and out of the north shore?</p> <p>Community Facilities Comment Section: There needs to be a solution for the overloaded bridge traffic into and out of the North Shore. It's wonderful to build a community fostering active living but how are residents of West Vancouver supposed to navigate the already congested traffic in and around the municipality?</p> <p>Form & Character Comment Section: The village looks lovely but what about getting to and from the area from the city? There needs to be a tunnel or third crossing built to accommodate the inevitable increase in traffic.</p>
<p>Housing Mix Comments Section: First the number of units as agreed to was 3500. Now we are at 3700. What is the guarantee that when all is said and done BPP will not demand more units.</p> <p>Land Use Plan Comments Section: I live in the ----- area and concerned about the impact on us with traffic trying to access Marine Dr. There seems that little or no concern given for these residents.</p> <p>Form & Character Comment Section: I walked the area two weeks ago and it's upsetting to see the Very Large trees in area's "C" which will be removed.</p>
<p>Housing Mix Comments Section: generally i'm concerned that we over-densify the area with a detrimental impact on the surrounding green space.</p> <p>Form & Character Comment Section: Please restrict architecture such that buildings blend into the environment. This area will be visible from a large portion of West Vancouver</p>

<p>Housing Mix Comments Section: Given expected prohibitive purchase costs of single family dwellings suggest slightly greater emphasis on townhouses to encourage young families.</p> <p>Active Transportation/Recreation Comments Section: The routing of the proposed Multi-Use Path [MUP], to the extent it extends above the 1200' level, and is outside the Cypress Village Planning Area, will have a huge negative impact on the existing, and very popular, mountain bike trails in that area that the MUP would cross. In addition, this crossing of existing bike trails with a MUP could create bike/pedestrian directional conflict. Question also who would be maintaining the MUP.</p>
<p>Housing Mix Comments Section: Good that you are focusing on strata units and only a small number of houses.</p> <p>Land Use Plan Comments Section: Generally I like the mix but it would be great to have more towers of 10 stories than less of 25 floors. This is not a downtown area. The housing should be more akin to a town than a city!!</p> <p>Active Transportation/Recreation Comments Section: The reality is that there will be a number of inclement weather days or months, when residents will revert to motorized transportation. Think about ancillary small buses that may just operate within a small area.</p> <p>Form & Character Comment Section: As per my earlier comment, I really don't think that high, 20 stories, buildings are appropriate.</p>
<p>Housing Mix Comments Section: Half the number of single family homes and at least double the number of affordable rentals</p> <p>Land Use Plan Comments Section: Traffic off and on the north shore is currently bad enough how are you going to deal with all these new people I don't see a third crossing in the plans and public transit is not enough</p> <p>Active Transportation/Recreation Comments Section: you are on the side of a mountain are you going to include an e bike with every purchase you must be joking</p> <p>Community Facilities Comment Section: yes you are going to need all those services as there isn't room in the existing facilities for all these people</p> <p>Form & Character Comment Section: horrific you are trying to create Park Royal and the west end on the side of a mountain</p>
<p>Housing Mix Comments Section: Happy to see more rental apartments made available in West Van</p>
<p>Housing Mix Comments Section: Happy to see the mix of dwellings!</p> <p>Community Facilities Comment Section: I think these facilities would be great addition to the community being proposed.</p>
<p>Housing Mix Comments Section: Heavily weighted to condominiums which tend to result in higher levels of non-resident ownership and as well are rarely large enough to be able to support most families desires. As well often ripe for speculative purchasing.</p> <p>Land Use Plan Comments Section: I see this is a rather large community with few jobs, beyond those that already exist with the Works Yard etc., those that are created are going to be service level and so you are just creating another area where the people who will work there have to commute in (those unable to afford to actually live there) and the actual residents who will commute elsewhere. Not at all sustainable.</p> <p>Active Transportation/Recreation Comments Section: I am not sure the elevation profile of this area will result in the amount of non-car commutes that you are hoping for. And as my above comment suggests the people working at the service jobs in this proposed community are not going to be able to live there. Even 70% of market rates is not affordable for someone making minimum wage to \$25 an hour; it's a simple equation frankly. I also am sorry to say this but I laughed at the shaded mountain biking area. West Vancouver has failed in its support for mountain biking, frankly since the inception of the sport, and it strikes me as typical that you would consider reducing the area for this sport. I don't mean to be pejorative but frankly it's a bit sad and lacking in insight. That is probably the majority of the recreating that goes on in that area, other than the riders going up road, and now you want to reduce that even more.</p> <p>Community Facilities Comment Section: It's a valiant idea to create a self-sustaining community but this will not be it. More cars in and out unfortunately.</p> <p>Form & Character Comment Section:</p>

Appendix A

<p>The classic trap that cities fall into, feeling like they have to trade land for density. One wonders who is actually in charge of the zoning and character of the community? It just seems like you are afraid to say no to some things as if the sky is going to fall in.</p> <p>Housing Mix Comments Section: Hi density must have transit infrastructure.</p> <p>Land Use Plan Comments Section: The plan does not include Ice Rink and Swimming Pool - WV is sorely inadequate already in these facilities.</p> <p>Community Facilities Comment Section: Ice Rink is required to service the complete community. Currently my family must go to North Vancouver for facilities.</p>
<p>Housing Mix Comments Section: Hi rise apartments will ruin the natural landscape. No.</p> <p>Land Use Plan Comments Section: Too much density.</p> <p>Active Transportation/Recreation Comments Section: Is this a done deal.????</p> <p>Form & Character Comment Section: Too much density and way too many hi rise apartments</p>
<p>Housing Mix Comments Section: Higher percentage of affordable units</p> <p>Land Use Plan Comments Section: More wild buffer adjacent to the East boundary of Cypress Park</p> <p>Active Transportation/Recreation Comments Section: Pedestrian trails and pathways should be actively maintained rather than constructed and neglected. Developer should maintain trails in these lands in perpetuity.</p>
<p>Housing Mix Comments Section: Highway 1 is already too congested so this will make it worse.</p> <p>Land Use Plan Comments Section: Highway One cannot handle any more traffic.</p> <p>Community Facilities Comment Section: I disagree that this will reduce vehicle traffic. There will be more congestion.</p>
<p>Housing Mix Comments Section: hopefully rental and affordable housing includes units large enough for families</p> <p>Active Transportation/Recreation Comments Section: seems fine at this stage.. details on connectivity and how the various uses mix will be critical. Area is used extensively by mtn bikes and road bikes now.. and how these are kept from conflict with cars, pedestrians, family cyclists (kids/old people), and e-modes will be important to avoid user aggression/conflicts.</p> <p>Community Facilities Comment Section: 7k people here is roughly 16% of the current west van population.. and will likely be 25% or more when Cypress West is included. Currently west van has 13 elementary schools and 3 high schools.. is the proposed community facilities sufficient? The potential development of Cypress West should be considered or described in this balance of facilities vs development.</p>
<p>Housing Mix Comments Section: How affordable the units will be to support a viable community</p> <p>Land Use Plan Comments Section: How current recreational trails will be preserved</p> <p>Active Transportation/Recreation Comments Section: Loss of historic mountain bike trails would be unfortunate</p> <p>Form & Character Comment Section: Would be great to keep the traditional mountain bike trails as they are.</p>
<p>Housing Mix Comments Section: How can you possibly expect purchasers to spend millions of dollars for a home while living beside a subsidized rental?</p> <p>Form & Character Comment Section: The works yard and the fire hall should be moved further from the residential area. I suggest the H area.</p>
<p>Housing Mix Comments Section: How does this giant development help in any way with affordable housing with less than 5% of it designated as "affordable"?</p>

<p>Land Use Plan Comments Section: I do not support the future road through Cypress West</p> <p>Active Transportation/Recreation Comments Section: I do not support a road to Northwood Drive</p> <p>Form & Character Comment Section: More destruction of our natural environment.</p>
<p>Housing Mix Comments Section: I agree with the proposed housing mix</p> <p>Active Transportation/Recreation Comments Section: A wonderful balance of activity areas</p> <p>Community Facilities Comment Section: Wonderful plans but would like more details about District capital costs and how long it will be before the Cypress Village community can sustain the costs</p>
<p>Housing Mix Comments Section: I am a mountain biker and I don't want these new homes to destroy and overpopulate the trails I ride everyday</p> <p>Land Use Plan Comments Section: This plan plans on destroying many trails for housing, paths, parks and re routing blt to go through many trails which is an absolute shame.</p> <p>Active Transportation/Recreation Comments Section: Your plan is horrible. The trails are amazing as they are and let me remind you that they were built by mountain bikers for mountain bikers, if you decide to turn these into walking paths this will not end well. Walking paths are not important and will be used rarely by the people living in this residence because there are already so many better options not far away like cypress falls and whyte lake so destroying bike trails to make useless walking paths is a pretty horrible idea</p> <p>Community Facilities Comment Section: I like the idea of having this here but it depends on what cost. If these are being built on vacant land then I am all for it but if it is at the cost of any biking trails I am 100% against it</p> <p>Looks nice I guess</p>
<p>Housing Mix Comments Section: I am afraid the density is a bit too much. Cypress Village and Upper Land is situated in the mid of real nature. Let's have a more moderate density while keeping our now characters.</p> <p>Land Use Plan Comments Section: I would suggest planning on day care centres and public schools</p>
<p>Housing Mix Comments Section: I am concerned about the addition of so many homes and the volume of people and how that relates to additional traffic and congestion in that area and the effect of the congestion to Cypress Mtn and how disruptive that would be. It also seriously impacts a beautiful natural area.</p> <p>Land Use Plan Comments Section: It's a beautiful accessible natural setting and a project of this magnitude would destroy it.</p> <p>Active Transportation/Recreation Comments Section: I cannot comment on this as I do not do anything other than visit Cypress mountain therefore I have no opinion about the mountain biking trails.</p> <p>Community Facilities Comment Section: I disagree as I don't want to see so much congestion to that part of our community.</p>
<p>Housing Mix Comments Section: I am concerned about the height of the apartment blocks and their overall scale in the context of the area. No information appears to have been published on height limits</p> <p>Land Use Plan Comments Section: The density created by this development is going to create problems of overloading infrastructure, particularly roads, in West Van outside of this area, as well as links to North Van and downtown. Constantly adding population without addressing the bottlenecks makes no sense at all. Most people who would live in this area will not work in this area, so the significant portion of the real cost of the development will be borne in increased travel times and congestion by people already living in West Vancouver.</p> <p>Active Transportation/Recreation Comments Section: The plan within the development area is fine. The lack of plan for the stress placed on the surrounding area is not</p> <p>Form & Character Comment Section:</p>

<p>The height of apartment blocks is concerning. Seems to be creating a similar effect to French ski villages, with incongruously tall blocks overloading mountain villages.</p>
<p>Housing Mix Comments Section: I am concerned about what is being done to address the transportation infrastructure that is needed to support a community of almost 7000 people. Adding this population increase to our current transportation infrastructure would not work</p>
<p>Housing Mix Comments Section: I am concerned that the number of housing units advanced during Phase 1 of the planning process -- according to a devised formula -- has been added to. This appears to be an overall increase of about 5.5%. As well, this increase appears to consist of all of the below-market rental units for Cypress Village. Was this type of housing not included as part of Phase 1? If not, that would be odd, as one of the guiding principles is affordability. It appears now, from comments made during the online presentation/questions session, that another 100 or so rental units could be added to mix. That would take the increase to over 8%. I think that it is important to have non-market rental housing in the District -- it's as close as we can get to 'affordable' in West Vancouver -- but why at this location? Isn't this environmentally sensitive area, on a mountain-side, already going to be maxed out in terms of density? Why not concentrate this type of below-market rental housing at, or close to, Park Royal Mall, or along the Marine Drive corridor? This would be closer to a wider variety of amenities, services and shopping options (crucial to those on a budget) and a fully functioning public transit service.</p> <p>Land Use Plan Comments Section: I am very concerned about how the layout of the planned village will impact the environment, particularly the watercourses, wetlands, the trees (riparian and otherwise) and the soil. While I understand that the protection of Eagleridge is a desired goal, I still think that we need to do our best to protect as much of the ecologically sensitive and important areas of 'Cypress Village' as possible. To protect one area, while forsaking the other seems short-sighted and foolish. Therefore, we have to do our best to limit the negative impacts during this planning process. This may involve revising the layout, but this is what the process is about -- finding out what matters to citizens and creating both a plan and a social license to move forward. It has been suggested that some of the wetlands and watercourses may have to be relocated. Is this even possible without creating significant, or even devastating, impacts? The biologists and experts that I've spoken to suggest that it isn't. Any negotiated off-site off-sets, or financial compensation, for these relocations would be cold comfort. Is it not possible to relocate the proposed 'Ground-orientated housing' area next to Cypress Creek to another area -- swap it out with a tower? Locating multi-family housing in this area instead could provide the forest space necessary to buffer the creek and protect the natural watershed? This could also provide a contiguous strip of forest that would connect Cypress Falls Park to the land above the 1200 ft contour line, to the north-east. There are also some significant and important stands of old cedars in this area -- just above BPP's upper Muster Station. This has been recognized as a significant stand. Leaving more intact forest in this area would also protect this ecological feature. Is the large area above the mixed-use village core, east of Godman Creek, being left undeveloped because it is too difficult/steep, or expensive, to build on? Otherwise, why isn't some of this area being used instead of other more environmentally sensitive areas?</p> <p>Active Transportation/Recreation Comments Section: I generally support the active transportation and recreation area plans, although I am concerned about how recreation (or what constitutes 'recreation') may be extended above the 1200 ft contour line.</p> <p>I am concerned that the active transportation options might not be available for all, particularly those who are older, or have mobility issues. (There would be a climb returning home from the village core.) This concern is heightened because TransLink has yet to commit to any public transit for the area and the proposed 'independent transit service' would have limits -- operating between the village shopping core and Park Royal Mall and only during peak hours. There are no guarantees that a proper public transit system will ever come to the area.</p> <p>In her March 21, 2018 letter to the District's Director of Planning and Development Services, Sarah Ross, Director of System Planning for TransLink expressed concerns about potential new neighbourhoods in the District's Draft OCP. She wrote that these neighbourhoods "are not located along a reasonably direct corridor connecting other transit destinations, one of the key principles of the Transit-Oriented Communities Design Guidelines. They are also not located in or near a designated Urban Centre or along the Frequent Transit Network (FTN)." Her comments were directed at the Cypress Village and Cypress West planning concepts and the increased density proposed. Ms. Ross continued by suggesting that it would be difficult for TransLink to reasonably and cost effectively serve neighbourhoods in locations such as this. The process isn't simply: "if you build it, they (TransLink) will come."</p> <p>Additionally, to advance the goals of the Regional Transportation Strategy, TransLink recommends locating multifamily housing, particularly purpose built rental and 'affordable' housing within 400 metres of frequent bus corridors and within 800 metres of new or existing rapid transit stations. I'm not sure if anyone knows what 'affordable housing' or 'affordable rentals' means in a West Vancouver, not to mention, a British Pacific Properties context -- we'll only commit to 'diversified housing' -- but even if truly affordable units are constructed and made available in Cypress Village, it is highly probable that they will have limited bus service at best. And, rather than saving the day, Cypress Village and Cypress West may actually make the situation worse, from both a traffic and climate action perspective.</p> <p>Community Facilities Comment Section: I support the main community facilities proposed for the village. However, there are a number of unknowns about the retail/commercial component. Will locals be satisfied with the selection of businesses, or will they choose to shop, eat elsewhere? Perhaps the shops and restaurants will actually draw people to the village? If this happens, and people drive in to the area, would this lessen the sustainability concept of the village? I also have a concern about the proposed 'Employment Uses' area and what might be located there, besides the Film Studio. What will the visual impact be? How will this impact traffic and noise in the area and below, in Westmount, particularly with the</p>

<p>proposed Westmount Connector? I was told by staff that the elementary school will be a public school. I think that this is important from an affordability/sustainability perspective.</p> <p>Form & Character Comment Section: While I do have a few concerns about the visual impact of taller buildings and concerns about whether the towers will have a negative impact on native and migratory birds (birds striking the tower windows) -- I believe that this area is part of the Pacific Flyway -- I appreciate that it does allow for a smaller footprint on the ground, through the forest. I'm not sure what the low density residential areas will ultimately look like, but they will have a greater impact on the forest, creeks and wetlands and, as I have suggested previously, they should only be located in areas where they will not produce significant consequences for the ecology of the area.</p>
<p>Housing Mix Comments Section: I am in favor of this proposed housing mix but my concern is the % between affordable housing/market rental apartment/strata apartment seem off. We all know that apartments and housing pricing in West Vancouver are above the market value compare to the rest of GVA. It will be great for young family to be able to afford to live in Cypress Village without spending \$1.5M on a 600 sq.ft apartment. The distribution ration should be as follow: affordable housing - 30%, market rental apartment - 10%, strata apartment (which should be affordable as well) - 50%</p> <p>Active Transportation/Recreation Comments Section: I am a MTBer myself and with the proposed plan of Cypress Village, many iconic MTB trails on Cypress will be destroyed which I am not opposed but saddened. The proposed plan for mountain biking area is a great start but proper investment will need to be done to ensure mountain biking stay part of this new community with the existing (what's left) iconic MTB trails and new MTB trails. It has been proven since Covid 19, the population wants to get outside and mountain biking has gained many new users from beginners to advanced riders which the importance of the investment in mountain biking trails in this project.</p> <p>Community Facilities Comment Section: It's important to think about families in this development which, in my mind, are and should be your #1 clientele. Child care s/ play parks / schools are very important to integrate.</p>
<p>Housing Mix Comments Section: I am opposed to the whole development particularly 3,300 apartment units.</p> <p>Land Use Plan Comments Section: I do not support any further development.</p> <p>Active Transportation/Recreation Comments Section: I do not support the entire development.</p> <p>Community Facilities Comment Section: I am against the whole development.</p> <p>Form & Character Comment Section: I am against the entire development.</p>
<p>Housing Mix Comments Section: I am opposed to this development and think that WV cannot add this much additional population until our severe traffic bottle necks (at Taylor Way & Marine Dr and on the upper levels Hwy any day between 3-6 pm) are addressed.</p> <p>Land Use Plan Comments Section: This survey assumes that West Van residents agree to this amount of development and population growth. I believe that a majority of WV residents don't agree to this and that a referendum needs to be held on this topic before it proceeds.</p>
<p>Housing Mix Comments Section: I am pleased to see the mix of housing but would prefer different proportions with fewer single-family homes, fewer strata apartment units, and more market rentals. I Like that there will be some affordable rental apartment units which to me means less than market rental prices. However, I suggest that, in addition, some of the market rentals can be made affordable by making the units smaller in the range of 350 to 500 sq ft floor area.</p> <p>Land Use Plan Comments Section: I like the green open spaces, which look like they will be kept in their wild state. I would like to see developed parks near the housing units that would include such things as benches, picnic tables, flower gardens, and water features.</p> <p>Active Transportation/Recreation Comments Section: Cycling and Pedestrian Network Maps:</p> <p>1. I generally like the number of multi-use paths (MUPs), but on the north uphill side of the main Eagle Lake Road through the Village, where it is coloured purple on the map, I would like to see a dedicated separated bike lane beside the MUP. An example of this configuration is on the uphill, south side of West Keith Road in City of North Vancouver. Eagle Lake Road is the main connector road through the Village, so will have the heaviest amount of automobile and pedestrian traffic, so a separated bike lane would provide the highest level of safety for pedestrians and people on bicycles. Coming south and downhill on Eagle Lake Road, cyclists can ride in the traffic lane on the road where there should be share-the-road pavement markings and signs. Some cyclists may choose to exit the traffic lane on Eagle Lake Road and ride on the paved MUP when they get that far down the road.</p>

2. On the Westmount Connector, there should be a separated or buffer-protected bike lane going uphill to connect to the uphill separated bike lane on Eagle Lake Road through the Village. Alternatively, this separated or buffer-protected bike lane could connect to a proposed separated bike lane on Cypress Bowl Road past the District works yard and into the Village. The District of West Vancouver is already planning for a protected uphill bike lane on Westmount Road, so this protected uphill bike lane should continue into Cypress Village along the Westmount Connector. On the downhill side of the Westmount Connector, cyclists can ride in the traffic lane on the road where there should be share-the-road pavement markings and signs. This would match the planned configuration going down Westmount Road toward Marine Drive.

3. On the Pedestrian Network Map, a possible pedestrian-only connection to Almond Road is shown in the SW corner of the Cypress Village Planning Area. This possible path is shown to connect to a paved road that connects to a MUP in the Cypress Village Planning Area. I propose that there be a MUP along this section of paved road and, instead of a possible pedestrian-only connection, this should be a continuation of the proposed paved MUP to connect Cypress Village to Almond Road, which is a designated part of the District of West Vancouver's Cycling Network.

4. Note that HUB North Shore is recommending to MoTI that there be a protected separated bike lane on the north side of Cypress Bowl Road from Hwy 1 past the District's work yard and continuing in the uphill lane to the 2nd switchback. While this might be completed before Cypress Village becomes populated, I think that when Cypress Village does become populated with residents, there should also be a separated bike lane on the south side of Cypress Bowl Road between Hwy 1 into Cypress Village. When Cypress Village becomes populated, this section of Cypress Bowl Road will have a lot of automobile traffic coming and going between Hwy 1 and the Village and Cypress Provincial Park. Therefore, it will be important to provide safe passage for cyclists on this busy section Cypress Bowl Road. HUB North Shore will be informing the District of West Vancouver, seeking their support of these recommendations for Cypress Bowl Road.

Proposed Recreation Areas Plan

In addition to the sports field, I suggest 4 tennis courts in one location, 8 pickleball courts in another location, a fitness park (https://www.pentictonherald.ca/news/article_4bfa54c2-dc79-11eb-bfb0-ebcf9a12cb4e.html), and a skateboard park. I wonder if a mountain bike dirt park could be located under the BC Hydro power transmission lines in the NW corner of the Cypress Village Planning Area, like the one in Loutet Park in North Vancouver (<https://www.trailforks.com/video/pb/531255/>)?

Community Facilities Comment Section:

It will be essential to provide a routine scheduled transit service to and from the Village. In addition to the sports field, I suggest 4 tennis courts in one location, 8 pickleball courts in another location, a fitness park (https://www.pentictonherald.ca/news/article_4bfa54c2-dc79-11eb-bfb0-ebcf9a12cb4e.html), and a skateboard park. I wonder if a mountain bike dirt park could be located under the BC Hydro power transmission lines in the NW corner of the Cypress Village Planning Area, like the one in Loutet Park in North Vancouver (<https://www.trailforks.com/video/pb/531255/>)?

Form & Character Comment Section:

Too much low-density residential.

Housing Mix Comments Section:

I am very pleased that large 'estate' homes are not going to be allowed. I strongly support the proposed housing mix!

Land Use Plan Comments Section:

I hope this housing mix will support 'aging in place' so that West Van seniors can downsize but stay in West Van but still live in a community made vibrant by mix of young and old.

Active Transportation/Recreation Comments Section:

I strongly support how the design encourages residents to walk/cycle. However, residents still need vehicles so please ensure there is adequate off street parking provided, especially in the multi unit housing.

Community Facilities Comment Section:

I recognize that these community facilities help to create 'community' but the costs will have to be carefully managed. Will these costs be borne by the residents of Cypress Village? Will non-residents of Cypress Village be welcomed and encouraged to use these facilities, especially if they will be paid for by all West Van taxpayers?

Form & Character Comment Section:

I would prefer if buildings over 10 or so stories weren't included but I accept that tall buildings are needed to achieve the density that allows the Eagle Ridge and Inter Creek areas to be preserved.

Housing Mix Comments Section:

I appreciate that I'm probably a minority voice here, but I think there should be somewhat more density - more townhomes at the expense of single family dwellings. This is really the only way for average, middle class (or even upper middle class) families to be able to afford housing in West Vancouver. Apartments are good for younger/older people, but families with kids need space. West Vancouver has terrible affordability problems (the worst I've experienced despite having lived all over the world, including in some major centers), and we need to keep "regular" people here to have a vibrant, inclusive community.

Land Use Plan Comments Section:

I don't understand why there's no arena factored into the community facilities. The North Shore in general is terribly short of ice space, hockey/figure skating/skating generally is a quintessential, healthy, Canadian activity (enjoyed by both long-term residents and newcomers). The Memorial arena at West Van is overbooked, overcrowded and just plain old - our community desperately needs at least one new ice sheet (ideally an NHL sized rink, plus a smaller rink).

<p>Community Facilities Comment Section: See my comments above around ice arena. I also strongly support the idea of a library branch.</p>
<p>Housing Mix Comments Section: I appreciate the attention towards the missing middle demographic</p> <p>Land Use Plan Comments Section: Great to see the inclusion of stores etc. Residents living in the current BPP's have always had to drive to buy groceries etc. In ambleside. This is a better option</p> <p>Community Facilities Comment Section: Once again, having the facilities and trails keep residents active and reduce driving</p>
<p>Housing Mix Comments Section: I believe it's simply too many people without the infrastructure. Our north shore highway can't even handle the current load.</p> <p>Land Use Plan Comments Section: I believe it's simply too many people without the infrastructure. Our north shore highway can't even handle the current load.</p> <p>Form & Character Comment Section: I believe it's simply too many people without the infrastructure. Our north shore highway can't even handle the current load.</p>
<p>Housing Mix Comments Section: I believe that there should be more affordable units. Only 5% of the total number of units seems particularly low. I believe that number should be at least 10% to reflect the housing needs in the Greater Vancouver Area.</p> <p>Land Use Plan Comments Section: To build better public transit infrastructure and to better conserve land, it is necessary to focus more on multi-family residential areas than single houses.</p> <p>Active Transportation/Recreation Comments Section: I hope that the specifics of the re-arrangement of the current trail networks used by mountain bikes can be done in concertation with a trail advocacy group and with respect to the current trail users.</p>
<p>Housing Mix Comments Section: I believe that with high density needs to come appropriate park, and amenity space. The amenity space needs to be shared (not in each separate building) and should include community garden allotments, wood working spaces, spaces for kids of all ages, etc....</p> <p>Land Use Plan Comments Section: I generally don't support large single family homes. These are buildings that don't have a high occupancy, are unaffordable, and take up a large amount of space. The focus should be on MURBs, townhomes, and multi-use spaces. This way more of the space can be maintained as green space and the amount of paved/impermeable surfaces can be minimized.</p> <p>Active Transportation/Recreation Comments Section: The existing plan places a paved trail overtop of existing biking and hiking trails. The goal should be to maintain or improve existing recreation opportunities, not destroy then recreate recreation opportunities (that aren't as good as the existing options).</p> <p>Community Facilities Comment Section: In many cases, the joint community spaces are undersized and don't include space for gardening, woodworking, metalworking, etc... There needs to be a focus on a complete community!</p> <p>Form & Character Comment Section: I think the pretty pictures look great... the reality will be very different! Reality is that the space will be clearcut for 20 years... construction will take 20 years... growth will start back, but these images are 50 years away. The focus should be on finding ways to minimize the impact on existing vegetation, trails, infrastructure for as long as possible. I ride and love the mountain bike trails, and hope to maintain some of them...</p>
<p>Housing Mix Comments Section: I believe the number of detached, single family homes is, realistically, too high for this forested slope. If the developer insists on the legally arguable entitlement to a maximum number of units then houses become the culprit to an excessive build-out in terms of cleared land. If the development is to maintain the critical natural functioning of ecological services of this forested slope to both the existing neighbourhoods below the highway, and to the current developments of 'Rodgers Creek' and future adjacent enclaves, then more big trees are needed to be retained. Even though the proposed number of houses represent just 5 - 7% of the total number of units, this is not at all a portrayal of what that means in area. What will happen is precisely what the Urban Land Use plan map shows, in pale green - vast cleared areas with what is in between easily becoming blow-down wind funnels. Clarification of the pale green areas and greenbelts between is needed, as 'greenbelts' as they appear in the diagrams are not enough.</p> <p>Land Use Plan Comments Section: I hesitate to suggest that "I generally support" as survey results might summarize my response as simply 'positive'. A vast majority of the provided precedent images of other developments show an unsustainable amount of hard surface. My tangible experience on the ground at many of these compared locations, I feel as a comparison, undervalues the extent to which this particular forested slope, above mature, existing neighbourhoods, must be understood and treated. For instance: - the practical utilization of precipitation which falls here and which infiltrates to here from above, is best captured and slowly</p>

<p>released, therein reducing unnecessary stress or burden on regional water supply;</p> <ul style="list-style-type: none"> - I see no pervious gravel or mulch walkways beyond the block ground surface of a public square; - Working around the valuable components of the terrain in order to retain existing trees.; - I see no roofstipped to the south to capture solar energy; - Conserve very wide swaths of riparian areas, to which any touching of or thought of altering requires public consultation; - After 2 years of receiving no answer to my questions of hydrological plans for this development, surely there is not a contemplation of styling a 5 Creeks Diversion project for here, which in 2019 was declared by Head of Engineering himself, as out-dated and not a contemporary approach. <p>Build this village please as this true Pacific northwest temperate rainforest is worthy of, as this is not UBC or SFU Burnaby or Maple Ridge or the River District. Although there are pleasing attributes to greenways none of these mentioned provide the depth of functionality that is required in this setting.</p> <p>Active Transportation/Recreation Comments Section: I assume that the hiking trails all link together and that they also intersect with hard surface walkways. Sidewalks mean the roads are very wide. Sidewalks often create a very man-factured environment with a conditional, not absolute safety, and an overly regularized confinement from being able to walk on the friendlier, natural, softer ground.</p> <p>Community Facilities Comment Section: I think providing British Pacific Properties with a 10 year re-zoning agreement for presentation and sales is longer than the time in which the elementary school / recreation centre / park will need to be built. I am surprised by this, which seems an excessive gift of this space. A clause should exist that BPP can be asked to move with a year or 6 months notice</p> <p>Form & Character Comment Section: I made comments to this earlier. My apologies for not knowing this question lay ahead. 25 storeys is very, very tall! Many of the images both in the BPP proposal here, as well as in the comparative precedent images show about 12 to 17 storeys. I would be far more content and accepting of this proposal if there were trees standing tall, significantly large and mature as well as mid-range, growing in between and around these buildings. I think the human race is clever enough, if motivated, to work around the trees. Take more time, build with more craft and sensitivity to the environment. This is not building again plazas on flat denuded ground, so please don't turn it into that. I feel the land is being over-built because of a colonialist outlook of maximum volume, based on what exactly ... maximum dollar? The land was so inexpensively purchased in 1928. The still more finely-tuned result in balancing all facets, will be found in letting this hillside breathe and weep naturally. The image from a distance, of the separated enclaves is attractive, as too is the walkway in this image, but too much a wall of towers. If this is environmentally progressive and being built in 2025-2030 where is the water capture and solar roofs?</p>
<p>Housing Mix Comments Section: I believe this is going to be an ecological disaster and is going to severely degrade the life standards of all West Vancouver residents. The federal and local government should be looking on how to purchase back those lands and protect the ecology. The effects of the development of multi-unit housing projects can already be felt.</p> <p>Land Use Plan Comments Section: I do not support any housing developments in this area, I think the federal and provincial government should purchase back the land and protect it.</p> <p>Active Transportation/Recreation Comments Section: I do not support any type of development in this area.</p> <p>Community Facilities Comment Section: I do not support the construction of housing in this area, its ecology should and must be protected at any cost.</p> <p>Form & Character Comment Section: Government should buy back this area and protect it.</p>
<p>Housing Mix Comments Section: I believe we need more affordable rental apartments for local workers</p> <p>Community Facilities Comment Section: Is there an opportunity to partner with Mulgrave School about the community use of some of its outstanding facilities</p>
<p>Housing Mix Comments Section: I cannot support this type of density without a clear traffic plan to deal with the horrendous congestion on the North Shore. We need to address more traffic lanes on and off North Shore prior to any further major development.</p> <p>Land Use Plan Comments Section: We already have vacant retail and Restaurants in Ambleside and Dundarave. (look at the disaster of Grosvenor where most retail empty or facilities with no customers). Traffic is a nightmare on upper levels. We do not need this type of enormous density above the upper levels high way or anywhere in West Vancouver. Restrict development until we actually have a well thought out traffic and transit plan. As I understand it Transink will not service this new proposed community.</p> <p>Active Transportation/Recreation Comments Section: I just don't support this development at all. If you go ahead cycle paths and walking paths make sense within the community. But where is Transink? Will people in this new community use cars for accessing work, recreation etc - of course dumping more</p>

<p>cars onto the upper levels highway parking lot. West Vancouver Residents do not want more traffic and density.</p> <p>Community Facilities Comment Section: I don't support this development at all. If you decide to put that many people up there, there obviously needs to be some facilities which must be entirely paid for by the developer. The ongoing operating costs also must be paid for by owners and renters of this development and not add a further burden to the already overtaxed residents of West Vancouver.</p> <p>Form & Character Comment Section: I do not support a development of this scale and definitely do not support further high rise (above three stories) developments anywhere in West Vancouver. Why do we want to become just like every other Municipality in the lower mainland? Let's pursue a different and more innovative approach to developments that are environmentally friendly and blend in to our beautiful mountains and forests - not developments that stick out like a sore thumb.</p>
<p>Housing Mix Comments Section: I do not believe the fundamental assumptions requiring the housing growth is required</p>
<p>Housing Mix Comments Section: I do not like the number of towers proposed. I would like to see more lower storied buildings 3-4 floors and more townhomes and condos.</p> <p>Land Use Plan Comments Section: I think there is too much land taken up by the single family dwellings. More of the single family dwelling land should go to the townhomes and condos.</p> <p>Active Transportation/Recreation Comments Section: It looks like there is no cycle path on the one section of Cypress Bowl road near the works yard. Why is that? What are bouldering areas? As in rock climbing bouldering?</p> <p>Community Facilities Comment Section: The plan sounds good. It needs to become a real self sustaining village with a good grocery store not a 'corner' store.</p> <p>Form & Character Comment Section: I do not like all the tall highrise buildings. Its hard to tell how many floors they are but look to be 10-12 floors. That is too tall for up the mountain slopes. Have more but lower storied highrises.</p>
<p>Housing Mix Comments Section: I do not support adding 7,000 people to the population of West Vancouver without first having a formal legal referendum to get the opinions of WV residents. Let BPP have their current zoning and deal with the issues of development over time. This survey, like so many DWV surveys ASSUMES decision to build has been made without asking WV residents if they want an additional 3,700 units and/or about 7,000 additional residents in West Vancouver</p> <p>Land Use Plan Comments Section: No spot re-zoning ... leave the current zoning for single family housing so as to honour the deal made with BPP some 50 years ago. This option minimizes population increase. If and only if infrastructure .. water, storm sewer and sanitary sewer is built FIRST and traffic issues resolved before encouraging population growth. Stop promoting this development please because it is not in the long term interest of current West Vancouver Residents. Traffic is horrible and so why make it worse. Listen to residents of West Vancouver and don't try to trick them with these "it has been decided to add 7,000 people to West Vancouver even though no referendum or other statistically valid survey or residents has been taken but how should the housing be designed ... making it sound like West Vancouver residents have approved the big picture plan of adding 7,000 residents." Of course this totally ignores the additional people who will have to travel to/from within West Vancouver to service these people and the homes. Maintenance, store clerks, food and supply delivery, health care workers and similar. Likely the majority of these support workers will come in private vehicles and not public transit. When is the last time you saw a lawnmower or she ets of plywood on a bus?</p> <p>Active Transportation/Recreation Comments Section: See response to question 5. In addition creating the recreation area will end up attracting people to come and use the facilities which means more traffic and more people. Very similar to the way WV parks are being used now by mostly non residents of WV. Personally I do not even try to use Ambleside or John Lawson because they are crowded with non WV residents</p> <p>Community Facilities Comment Section: See comments to question 5 and 6. If a legally binding referendum was held and assuming a majority of WV residents statistically approve adding 7,000 / 3,700 units in Cypress Village, then I would support the proposed community facilities subject to the rest of WV taxpayers not ending up financially supporting these new facilities. Either BPP or new residents must pay for 100% of the costs.</p> <p>Form & Character Comment Section: I do not support Cypress Village at all. However, if a referendum was held and the majority of WV residents support, then this plan looks fine to me.</p>
<p>Housing Mix Comments Section: I do not support increasing the population of West Vancouver by over 7000 people, especially on a car-dependent mountainside.</p> <p>Land Use Plan Comments Section: I do not support increasing the population of West Vancouver by over 7000 people on a car-dependent mountainside. Also has</p>

<p>any business plan been done to show that private retail businesses and services would be able to survive in such an isolated location (where others have tried and failed)?</p> <p>Active Transportation/Recreation Comments Section: Sounds wonderful but is not very realistic on a mountain and does not support aging in place (ie serves the younger & fitter demographic). Such a development will be extremely car-dependent, adding additional traffic problems to West Vancouver.</p> <p>Community Facilities Comment Section: Again, it sounds good, but I have doubts that retail businesses would survive, especially if the expectation is that businesses would be open for the early (lower) number of residents.</p> <p>Form & Character Comment Section: I do not support such a massive development adding more than 7000 people on cypress mountain. This is a horrendous and disrespectful abuse of our natural environment.</p>
<p>Housing Mix Comments Section: I do not support more single family homes. There is no reason to have more Single Family homes on the mountain. They are not a sustainable housing supply.</p> <p>Land Use Plan Comments Section: A significant amount of the land being cleared is for single family homes. It looks like about 50% of the land being cleared is for single family homes which only represent 5% of housing supply. This is not a good use of the region's mountain area.</p> <p>Active Transportation/Recreation Comments Section: I do not support the new east/west gravel trail which is proposed to be ABOVE the 1200m line. It significantly damages existing trail networks and is outside the development area. This trail should be located within the development area and not encroach on the area above 1200m. I believe it has not been designed with existing trails in mind and has been placed outside of the development area for the developer's gains.</p> <p>Community Facilities Comment Section: I doubt that there will be as few vehicle trips as stated in the report. Better public transit planning would benefit the community. The large number of single family homes spreads the development out and makes walking within the core dense areas more difficult and longer.</p> <p>Form & Character Comment Section: The single family home areas are not viable in 2021 on the north shore mountains. They are not planned for future densification and there is already an overrepresentation of single family homes in the region.</p>
<p>Housing Mix Comments Section: I do not support the development of the Cypress Lands as proposed for two specific reasons. First, if Council is serious about climate change they will understand that developing green space, constructing buildings, and building supporting infrastructure is the most irresponsible strategy they can adopt. Secondly, the transportation planning study is a self-serving justification of the proposed development - we have a serious traffic planning issue on the North Shore which has no credible solution. Pretending that transit is the answer or that multi-family residential development attracts less cars is delusional. Until council partners with the province and North Vancouver on a credible, feasible, affordable transportation plan to address what is already unacceptable, council shouldn't even be considering adding such density to the Cypress Lands.</p> <p>Land Use Plan Comments Section: I do not support the development of the Cypress Lands as proposed for two specific reasons. First, if Council is serious about climate change they will understand that developing green space, constructing buildings, and building supporting infrastructure is the most irresponsible strategy they can adopt. Secondly, the transportation planning study is a self-serving justification of the proposed development - we have a serious traffic planning issue on the North Shore which has no credible solution. Pretending that transit is the answer or that multi-family residential development attracts less cars is delusional. Until council partners with the province and North Vancouver on a credible, feasible, affordable transportation plan to address what is already unacceptable, council shouldn't even be considering adding such density to the Cypress Lands.</p> <p>Active Transportation/Recreation Comments Section: The best and most sustainable solution in keeping with any sensible, responsible climate change strategy is to leave the green space as is - no development at all.</p> <p>Community Facilities Comment Section: I do not support the development of the Cypress Lands as proposed for two specific reasons. First, if Council is serious about climate change they will understand that developing green space, constructing buildings, and building supporting infrastructure is the most irresponsible strategy they can adopt.</p> <p>Form & Character Comment Section: I do not support the development of the Cypress Lands as proposed for two specific reasons. First, if Council is serious about climate change they will understand that developing green space, constructing buildings, and building supporting infrastructure is the most irresponsible strategy they can adopt. Secondly, the proposed high rises will be an eye sore on the mountainside - we do not need such development and I only support preserving the green space in its current form. I have enjoyed that green space all of my life on the West Vancouver mountain side - leave it as is and preserve it for future generations.</p>

<p>Housing Mix Comments Section: I do not support the housing mix as there is no option of affordable workforce home ownership. I would like to see a workforce needs assessment for housing (those who work and serve all citizens of West Vancouver- including all health care staff that serve West Vancouver residents) as to whether they wish to, or are in the process of searching for affordable home ownership in the community they serve. Affordable workforce home ownership housing options should be available across the entire continuum of Unit types including, Single family dwellings, Townhouses, and Apartments. I would question if this has not been considered, that there is a significant imbalance which skews the properties offered towards those that have preexisting homeownership and foreign capital purchase. This model does not lean towards encouraging youth to stay and build families in West Vancouver. It evokes an atmosphere that says "we welcome you for a short period that we may extract your work effort and only while you may be useful to serve us, but you and your family are not welcome to be a long lasting contributing member of our community". It is clear why the census numbers are dropping because those involved in planning are not encouraging youth to stay and build a life dedicated toward the community. Inclusion of Flexible Inclusive Delivery Models, mixed income, mixed tenure, Shared -Equity Ownership, Rent to own models which encourage inclusivity, longevity, community commitment and sustainability.</p> <p>Land Use Plan Comments Section: Would like to see a community garden for those living in apartments and townhouses. Sustainability and access to land use for a garden similar to that afforded to lower density SFD's.</p> <p>Active Transportation/Recreation Comments Section: Will the types of recreational suggested in this develop be equally inclusive for all members of the community or will the majority of the recreational infrastructure and development be predominately for a single demographic. Insure balance in the plan.</p> <p>Community Facilities Comment Section: Per previous comment. Community garden. Activities that would be balanced between gender and age stratifications.</p> <p>Form & Character Comment Section: Taller building balconies may have a strong wind factor which may make the balconies useable for only short periods of time throughout the year. Check with like-properties, equal height within the nearby community to see if the wind factor may affect the use of the balconies and whether there are any design modifications that would need to be in place. There are properties in Vancouver where the hum of the wind is so loud that the properties are severely affected.</p>
<p>Housing Mix Comments Section: I do not support the idea of increasing it to 3700 units. I already believe that 3500 units is too many, but that was required in order to protect Eagleridge. We need to keep this to the minimum number possible.</p> <p>Land Use Plan Comments Section: 25 stories is too high for this area. I would support more townhomes and lower rise buildings. I also think that this should be limited to the minimum number of units possible, to enable us to protect Eagleridge.</p> <p>Active Transportation/Recreation Comments Section: We need to ensure that the existing hiking trails in Eagleridge are maintained as is, with no extra development (there should not be lighting or other additions made to these trails as they should be kept in their natural state). There should be no mountain biking allowed in Eagleridge. If there are mountain bike areas in Cypress then the entrance to the existing hiking trails should be clearly identified as not appropriate for mountain biking or any motorized transport.</p> <p>Form & Character Comment Section: The high rise buildings should be closely grouped together and closer to the highway, to minimize their visual impact on the surrounding hiking trails. The minimum number of allowed units should be built, and we should not increase this to 3700 units. The building should be as low as possible, and 25 stories seems too high for this area.</p>
<p>Housing Mix Comments Section: I don't want to see any single family houses there - rather see an additional 500 townhouses vs 250 single family houses. Also I cannot believe there is only have 20% rentals! Where are people supposed to live who work in West Van?</p> <p>Land Use Plan Comments Section: Why are we putting another Rec Centre up there?!? West Van does not need 3 Rec Centres.</p> <p>Community Facilities Comment Section: I have concerns about adding one more Rec Centre to West Van!</p> <p>Form & Character Comment Section: I think the high rises look terrible! Too tall.</p>
<p>Housing Mix Comments Section: I don't really have a concern, but I assume you want this to be a fairly densely populated place where people can obtain most of the things they need and not have to drive out of Cypress Village. The density allows for this to happen.</p> <p>Land Use Plan Comments Section: Looks reasonable to me</p> <p>Active Transportation/Recreation Comments Section: Multi-use paths are NOT suitable for bicycle travel; particularly commuting. A bicycle travels at a different speed to a pedestrian</p>

<p>or a car - THEREFORE it needs its own space on the transportation system. It also MUST NOT be a bike lane beside parked cars - this not merely annoying - but Dangerous. There are recorded instances of bicyclists who have been killed when bicycling beside a parked car (car door opens and bicyclists get run over). We will NEVER create a proper transportation system for bicycling until society (and District of West Vancouver included) can understand that it makes no sense for bicycle to share space with either someone walking or driving. The speeds of all three modes are NOT the same and there is no overlap. Do you think it would be good to have pedestrians walking down the road? If not, this is what you are asking bicyclists to do when you create a "Multi-Use path". Pedestrians often have dogs, baby strollers, young kids who are just learning to bicycle etc. For those of use who know how to bicycle this sharing of space is completely inappropriate.</p> <p>Community Facilities Comment Section: Soundsgood</p> <p>Form & Character Comment Section: Yuck. The apartment buildings are too high. Looks horrible</p>
<p>Housing Mix Comments Section: i don't see much in the way of parking for 3700 units, that needs to be well addressed. This development is way off the beaten path and people will drive here, especially in winter snow.</p> <p>Land Use Plan Comments Section: I don't see an area set aside for skiers use as a park and ride. Right now that is done informally at the base, just before the hairpin, but demand and use is bound to escalate with the population increase proposed here. We will need parking for skiers, down here, well below the usual snow line. Further to, is there a plan to deal with congestion in this area on "packed" days at Cypress Bowl?</p> <p>Active Transportation/Recreation Comments Section: I see only one dedicated cycling path, marked "uphill only". When we reach the top, then what?</p> <p>Community Facilities Comment Section: Vehicles will come, no matter what planners wish for, there must be provisions for them</p>
<p>Housing Mix Comments Section: I don't want development on the upper lands, keep our mountains green.</p> <p>Land Use Plan Comments Section: I do not support development on the upper lands, keep our mountains green.</p> <p>Active Transportation/Recreation Comments Section: I do not support development on the upper lands, keep our mountains green.</p> <p>Community Facilities Comment Section: I do not support development on the upper lands, keep our mountains green.</p> <p>Form & Character Comment Section: I do not support development on the upper lands, keep our mountains green.</p>
<p>Housing Mix Comments Section: I don't want to see anymore massive homes, that go from lot line to lot line, with very little green space in between.</p> <p>Active Transportation/Recreation Comments Section: Developing the mountain biking access and trail system would be amazing.</p> <p>Community Facilities Comment Section: I would like to understand how else, beyond reducing vehicles use, is Cypress Village planning to reduce emission, conserve water,</p>
<p>Housing Mix Comments Section: I feel that there should be more apartment and townhouse housing units.</p> <p>Land Use Plan Comments Section: I feel that there is too much "ground oriented housing" (those areas labeled with "3") and that those areas labeled as "1" (mixed use) and "2" (multi-family) should be increased.</p> <p>Active Transportation/Recreation Comments Section: I have concerns about the bike lanes being unrealistic and badly planned as per the bad outcome the District supported in Horseshoe Bay. These need to be realistically considered from all user perspectives.</p> <p>Community Facilities Comment Section: The community centre should include a swimming pool to take pressure off of the overused and not large enough pool at 22nd Street.</p> <p>Form & Character Comment Section: I generally support the vision subject to my earlier comments about more apartment, mixed use and townhouse properties.</p>

<p>Housing Mix Comments Section: I feel the affordable rental/market rental percentage should be higher in relation to the strata</p> <p>Active Transportation/Recreation Comments Section: I do not believe there should be any manufactured "gravel pathways" above the planning area. This terrain should remain as close to natural as it now is.</p> <p>Form & Character Comment Section: The highrise buildings will be a massive eyesore within the landscape, Where there was nothing but trees, now all you will see is a glass and concrete sticking out like a sore thumb, Disappointing, but not unexpected.</p>
<p>Housing Mix Comments Section: I fully support the changes made to the initial upper lands development permit. The planned self sufficient, "green" development meets the Official Community Plan requirements. Furthermore the smaller units in the revised plan provide for the increased densification and affordability that West Van. needs despite the ill-informed voices of a vocal minority.</p> <p>Active Transportation/Recreation Comments Section: Traffic is a huge concern for this development. I would encourage the British Properties development group to frequently remind the public that BC Transit has promised to provide bussing to the new community and perhaps provide more accurate information to correct Nigel Malkin's (Ratepayers Assoc) prediction of "2,000 car a day" traffic increase.</p>
<p>Housing Mix Comments Section: I fully support the number (over 20 years) of units-My one caveat-there needs to be more attention paid to affordability (maybe looking at tenancy options-coops/rentals-as well as possibly some sub market</p> <p>Land Use Plan Comments Section: The mix is important (but so is the feel) There needs to be careful planning as to how the multi storey and the amenities fit with each other -while maintaining an "exploring the mountainside" feel to it all</p> <p>Active Transportation/Recreation Comments Section: Careful attention to the walking/biking trails needs to be in place (together with their connectivity to trails outside of this area) As mentioned before-It would be best to have the "mountainside character" dominate all proposals for layout/alignment of these trails-Especially the connectivity with the south side routes-and the existing roads, trails at Northwood Dr, and Almond Rd.</p> <p>Community Facilities Comment Section: I realize that in planning-the usual attitude to this type of thing is "If they come-we will build it"-schools, gyms, etc) I would suggest in this endeavour- that they will not come if you do not build it first-There will need to be a commitment from the agency partners (schools, gym etc) for a building timetable as part of the development with specific dates for when the amenities would go up.</p> <p>Form & Character Comment Section: Work on making it look a little less denser-going more into the mountainside</p>
<p>Housing Mix Comments Section: I generally support the housing mix, but feel that the density response could be higher in the lower forms (townhomes) as well as the apartments. Assuming that 15% of market rental is not enough affordable housing. More of the strata apartments should be attributed to the affordable and PBR units. Overall the unit count is too low. I feel that the SFD units are sufficient.</p> <p>Land Use Plan Comments Section: Multi-family residential should capitalize and incentive new construction forms to encourage GHG reductions and carbon neutrality through construction. Mass timber allows for up to 12 stories currently and should be considered - not just max 6 stories.</p> <p>Active Transportation/Recreation Comments Section: Could plan show connection points to the other trail systems within W Van and beyond (i.e.: DNV and CNV)</p> <p>Community Facilities Comment Section: Where is the indigenous consideration in urban design/planning. (i.e.: interpretive trail system; replanting for native medicinal plants; public art?)</p> <p>Form & Character Comment Section: I think there is room for more intensification.</p>
<p>Housing Mix Comments Section: I generally support the mix and would prefer a higher % of market and affordable rental units. This helps the lack of housing affordability solutions needed in the lower mainland.</p>
<p>Housing Mix Comments Section: I have concerns about high rises blocking views</p>
<p>Housing Mix Comments Section: I have concerns about the state of the wetlands and forest that's currently there, and how the ecosystem will be protected.</p> <p>Community Facilities Comment Section: I like how it sounds like it will include all ages and make the community vibrant.</p>

<p>Housing Mix Comments Section: I hope that that the sustainability components of this housing mix are properly supportive of the environmental footprint that will be left by moving in 7k people.</p> <p>Community Facilities Comment Section: I hope there are lots of opportunities for outdoor eating & drinking areas.</p>
<p>Housing Mix Comments Section: I like how you are limiting the size of single family dwellings. I am generally not in favour of high rises as I don't believe in this area these will be desirable aside from off-shore purchasers.</p> <p>Land Use Plan Comments Section: Infringing on nature would be my biggest concern. We are already seeing the effects of displacement of larger predators.</p> <p>Active Transportation/Recreation Comments Section: Passing bus responsibility off to BP will not be suitable. People living a remote area such as this will still need cars, and this will impact overall traffic. Also, you need to allow for street and off-street parking for those who wish to travel to this new area for shops, meals, etc.</p> <p>Form & Character Comment Section: If high rises are incorporated into the plan, attention should be made to having those structures not block views or cause much shade to other structures.</p>
<p>Housing Mix Comments Section: I like the availability of affordable housing and market rental; one concern is an overwhelming presence of high rises, i.e. >10 stories. Seems to me they will be located to minimize their size, so that the framing of the Village is more ground oriented - walkable, bikeable, access to forest, etc.</p> <p>Land Use Plan Comments Section: I like how the density is clustered and has a lower height to the outside of the region.</p> <p>Active Transportation/Recreation Comments Section: focus on walking, hiking and biking is a must; biking separate from traffic is preferred.</p> <p>Community Facilities Comment Section: love the idea of this area meeting the day to day needs of residents of Cypress Village and likely Rodgers Creek residents.</p> <p>Form & Character Comment Section: Feels dense but I can adjust to then need for this to save forested land; there seems to be more topographical height differences than I expected - the area is much more rugged.</p>
<p>Housing Mix Comments Section: I like the balance of various housing options. It looks as though an effort is being made toward affordability.</p> <p>Land Use Plan Comments Section: It has often been said to let the land inform the design. I know the area intimately and I would say BPP has met this objective.</p>
<p>Housing Mix Comments Section: I like the high density, but think there should be more density to limit the overall footprint of the development (ie, fewer yet taller buildings, no single family dwellings)</p> <p>Land Use Plan Comments Section: The proposed school and field are close to busy roads, and may cause underlying side effects. Connections across the highway would integrate the new development to the existing community, and allow those services to be accessed without driving. More commercial/ business space spread out would help reduce traffic. Fewer low density developments should be added to reduce overall footprint. Existing road/path network does not encourage walking/biking, more direct pedestrian paths should be considered.</p> <p>Form & Character Comment Section: Narrow roads should be considered to reduce the footprint of pavement, and reduce vehicle speeds. Low density housing should be reduced to preserve the natural aesthetic and views, and the low density that is built should minimize needless tree removal to protect the ecosystem</p>
<p>Housing Mix Comments Section: I like the proportion of strata apartments relative to others, but 3700 units seems like too much housing for that area.</p> <p>Active Transportation/Recreation Comments Section: I'm biased but would like to see more of the area designated for mountain biking. I'd also really like to see more gravel-oriented paths instead of paved trails. Let people walk on un-even, un-manicured dirt. It's good for the soul.</p>
<p>Housing Mix Comments Section: I may have preferred a slightly larger number of single family dwellings offset by the strata and full market rental units</p> <p>Active Transportation/Recreation Comments Section: I am supportive of the emphasis on not using cars but as people get older they may no longer be able to cycle scooter or roller blade. I would like to see dedicated EV charging stations and preferred parking for EV's</p>

<p>Community Facilities Comment Section: EV charging area</p>
<p>Housing Mix Comments Section: I oppose any new housing in West Vancouver until we add a new connection to Vancouver. The Taylor Way intersection/Marine Drive has become intolerable. Even adding one new resident to West Vancouver will add new cars to come and deliver basic daily needs of living to them for their lifetime (grocery delivery, repair persons, nurses, housekeepers, package delivery, etc). This makes our problem getting around our community even bigger, it is already at a crisis. There have been no plans to clear up the traffic nightmare (no similar solution such as the Port Mann bridge when Surrey had the similar issue).</p> <p>Land Use Plan Comments Section: We can not add any new residents to West Vancouver until we fix our ability to travel in/out of our city. Adding one person will bring service cars, nurse aids/therapists, grocery delivery trucks, Uber pickups, repair vehicles, Amazon package delivery, etc. This amounts to a lot of additional vehicle traffic each day. Also considering that the pandemic increased delivery of items, a traffic remains even when these residents do not drive/own vehicles.</p> <p>Community Facilities Comment Section: We don't need a community facility if we don't build this proposed development. Also, a community gathering facility will encourage all West Vancouver residents to drive there. We have a traffic nightmare.</p> <p>Form & Character Comment Section: We need to fix our traffic problem, we need vehicle access to Vancouver prior to any further development of this proposed residential area. This question is years away from being asked. We need to work on a third vehicle passing to Vancouver to be able to get deliveries and care to any new residents in West Vancouver in a timely fashion. Even ambulances are often stuck</p>
<p>Housing Mix Comments Section: I support more rental housing to include rentals are available at 30% of the persons income. That is affordable rentals</p> <p>Land Use Plan Comments Section: I would prefer less #4 area housing and greater density of housing as #1 and #2</p> <p>Active Transportation/Recreation Comments Section: Very easy walking access to the whole area</p> <p>Community Facilities Comment Section: It is very important to have businesses that meet the needs of this community ie food, pharmacy etc</p>
<p>Housing Mix Comments Section: I support a higher percentage of townhouses to better accommodate the needs of young families, and active "downsizers"</p>
<p>Housing Mix Comments Section: I support having the maximum possible rental and affordable rental units.</p> <p>Land Use Plan Comments Section: Parking for hikers coming from out of the area to hike on the improved trails is important. These mountains are a public resource. I wouldn't want to see access restricted. The school, library, recreation centre are essential.</p> <p>Active Transportation/Recreation Comments Section: As per previous comment, there needs to be parking for visitors to the trails etc.</p> <p>Community Facilities Comment Section: All great. Especially glad to see child care and community centre.</p> <p>Form & Character Comment Section: Use of solar energy not visible in the illustrations. Can this be incorporated? Also gas and charging stations for vehicles?</p>
<p>Housing Mix Comments Section: I support increasing the rental units</p> <p>Land Use Plan Comments Section: I am concerned about the impact on existing mountain bike trails.</p> <p>Active Transportation/Recreation Comments Section: I cannot support decommissioning the most popular mountain bike trail in favour of a pedestrian path unless I know the alternatives. I am concerned about the security of a relocated staging area. I am concerned that there is no plan to maintain trails above Fern Trail and no strategy to resolve this.</p> <p>Community Facilities Comment Section: I am concerned about the security of a relocated staging area.</p> <p>Form & Character Comment Section: This is the density the community requested to protect the Eagleridge lands.</p>
<p>Housing Mix Comments Section: I support the affordable housing to be closer to 15% to attract more families. There is such an opportunity here to grow the</p>

<p>diversity of the north shore and bring in families. This housing mix makes it nearly impossible for a young family to live there.</p> <p>Land Use Plan Comments Section: The proposed plan does not consider the growing needs of the north shore and West Vancouver. We only have ONE hockey rink for public use on the north shore and we lose most of our good players by 10 years old to private clubs or Burnaby. There is also limited opportunity to swim. The WVCC is much too small to meet the needs of our community. This is an excellent opportunity to provide so much more diversity for play for our community (rather than a sports field alone).</p> <p>Community Facilities Comment Section: At the end of the day, you have to get up the mountain to access these facilities. Not sure where the plan is to manage the increased traffic, ensure biker safety, and increase access to more community facilities for all (hockey rink, pool?). This is such an important time to expand. It is a wonder if young families have been considered in this plan? There are clear holes to consider the growth of the community to be healthy, active, and connected through sport. This would be such an incredible addition to our north shore.</p> <p>Form & Character Comment Section: I do not see anything in the plan that supports understanding the stolen lands on which these buildings are being built. Where in the plans are there spaces for traditional gatherings? Have Squamish nation been consulted? These lands have been extensive history on Turtle Island. Emphasis on how this will be considered in all aspects of planning is needed.</p>
<p>Housing Mix Comments Section: I support the inclusion of affordable rental housing.</p> <p>Active Transportation/Recreation Comments Section: I like the idea of a no car plaza and the pedestrian network. McGavin field is great.</p> <p>Community Facilities Comment Section: Support the proposed community Center and local businesses. Helps reduce traffic from travelling to other locations.</p>
<p>Housing Mix Comments Section: I think 3,700 units is far too many units and people. As much as you want to think or want people to take public transportation - they won't and it is unlikely that any village is going to provide all the amenities that are needed. Other upper WV people will come to village but will drive for the most part especially in winter, so there will be a huge increase in traffic.</p> <p>Land Use Plan Comments Section: 10 to 25 storey buildings?? Really disappointed to hear that is what is envisioned. 10 Storey should be the max height.</p> <p>Active Transportation/Recreation Comments Section: As stated earlier. The area has steep areas and people will own cars and drive them. Don't dream the impossible.</p> <p>Community Facilities Comment Section: Make sure that the taxes and development fees stay in the area and not siphoned off for the proposed Art Centre. Rodgers Creek area has zero facilities and no maintenance to infrastructure such as boulevards. District must make sure that a realistic allocation of services is made back to the revenue source to support the local community needs. Lots of talk here about trails etc - but you must maintain what you plan for - District has failed on Rodgers Creek.</p> <p>Form & Character Comment Section: Looks like another city plunked on a beautiful natural mountain side - way too much buildings - cut it in half</p>
<p>Housing Mix Comments Section: I think 3300 units for apartments is too many, and adding 6000 people in that area is excessive. I'd like to see a smaller scale planned. I'd like to see the percentage of apartments be reduced from 90% down to 40%.</p> <p>Land Use Plan Comments Section: I think the current plan has too many units and is aiming for too much densification. This is bringing 6000-7000 people into a quiet calm area, it will impact the current caulfield, west bay, eagle harbour communities adding major congestion.</p> <p>Active Transportation/Recreation Comments Section: The recreation area and pedestrian paths seem nice, however this mainly will add congestion to the highway. I don't think "avoiding" the use of cars is realistic in this remote/steep/off the highway area.</p> <p>Community Facilities Comment Section: I think maintaining the current community centre a gleneagles would be a better option. Is an elementary school really required? there are already many nearby.</p> <p>Form & Character Comment Section: Ideally these condos would be lower rise, less stories. This currently looks like downtown Vancouver.</p>
<p>Housing Mix Comments Section: I think it is a fabulous idea to create a complete community up there with all the services required for people to have convenience close at hand. Less density risks this and frankly would create more problems than it would solve. Easier to grab a quart of milk a walk away versus a drive into Dundarave. Less traffic that way. The trend to "fifteen minute neighbourhoods", where you can walk or cycle to what you need in that time or less, is definitely the way of the future. BPP has done countless hours of consultation and listening which I respect.</p>

<p>Land Use Plan Comments Section: We are very short of good office space in West Van. --- searched forever before getting very expensive space in the Grosvenor building. I would like to see fresh, new choice in this area.</p> <p>Active Transportation/Recreation Comments Section: Brilliant. Important to keep recreation options available for the broader community. My family would use it as much or more as we do now</p>
<p>Housing Mix Comments Section: I think it is excellent. We really need affordable housing for people to live and work within our community.</p> <p>Land Use Plan Comments Section: Love that a new community centre, school and services will be built within walking distance of the new housing. We need to get away from having drive only communities.</p> <p>Active Transportation/Recreation Comments Section: Excellent diversity of outside land use that encourages community building.</p> <p>Community Facilities Comment Section: I look forward to more services above the highway.</p>
<p>Housing Mix Comments Section: I think it is foolish to add so many people to our population without updating the roads, hospital, bridge and other infrastructure.</p> <p>Land Use Plan Comments Section: Too many people.</p> <p>Active Transportation/Recreation Comments Section: I don't want to add 6000 people to the hill ----.</p> <p>Community Facilities Comment Section: These 6000 people will still want to go to hockey games, library, theatres, hospitals, doctors, airport, etc. and will overwhelm our facilities.</p> <p>Form & Character Comment Section: None of this is affordable housing, Just more big profits for BPP!</p>
<p>Housing Mix Comments Section: I think it's a good idea as long as a large portion of the units are affordable to help diversify the population base in West Van.</p> <p>Land Use Plan Comments Section: I think this looks reasonable.</p> <p>Active Transportation/Recreation Comments Section: Looks good.</p> <p>Community Facilities Comment Section: All good.</p> <p>Form & Character Comment Section: This looks ambitious but with a good upside. Hopefully ample public transit is planned.</p>
<p>Housing Mix Comments Section: I think more units should be considered if it helps improve the selection of commercial services and amenities in the area.</p> <p>Land Use Plan Comments Section: I like that the plan includes employment uses as well as housing.</p> <p>Active Transportation/Recreation Comments Section: I like how the outdoor recreation is incorporated into the plan, especially the biking.</p> <p>Form & Character Comment Section: I would look for opportunities to increase the amount of development. Overall, it looks pretty low density.</p>
<p>Housing Mix Comments Section: I think that it is good that affordable housing and rental housing is being proposed as part of the housing mix.</p>
<p>Housing Mix Comments Section: I think that the 180 affordable housing options should have a priority system for teachers, first responders and medical and care workers.</p> <p>Land Use Plan Comments Section: I love the idea of West Vancouver enhancing its tax base with a business park that can attract larger businesses! We rely too heavily on residential property taxes and very small businesses for our tax base. The one issue I had with the plan was the statement that this "should not be a destination" to try to keep traffic down. That is counterproductive as why would anyone</p>

<p>situate their business in an area that was based on that premise?</p> <p>Active Transportation/Recreation Comments Section: Love it! The North Shore already has a world wide reputation for mountain biking so why not leverage that in this development!</p> <p>Community Facilities Comment Section: We need more and better sports fields etc in West Vancouver - that alone will keep traffic off the upper levels to the east as many higher level sports use North Vancouver facilities!</p> <p>Form & Character Comment Section: The walkable bikeable nature that we are seeking here demands higher density and I support that along with the open spaces and connection both with nature and your community.</p>
<p>Housing Mix Comments Section: I think that the idea that people in large numbers will use transit or walk to access local services may be over optimistic especially in an area at higher elevation with frequently inclement weather. All traffic flows out to the highway which is experiencing a surge in regular congestion.</p> <p>Land Use Plan Comments Section: The taller buildings shown in the sketches do not relate well to the mountain setting. Somewhat shorter apartment towers like at Deer Ridge appear to fit in with the landscape far better. It may be challenging to establish a vital commercial/work core. Have to ensure that it does not hollow out to just a few basic stores and lacks interest and vitality. I expect that a lot of residents will continue to commute to Par Royal etc. unless the commercial area measures up in terms of shopping experience.</p> <p>Community Facilities Comment Section: Again, care and effort is required to create community facilities of a size and standard that residents will choose to utilize them over ones they need to commute to. Some attempts at creating such local centers are not successful.</p> <p>Form & Character Comment Section: The tall buildings in the sketches in no way relate to the setting. The village looks generic and random in design. It should be of a distinct general form and composition that doesn't look like Metro town transplanted to the side of a mountain.</p>
<p>Housing Mix Comments Section: I think that there is too much density/population proposed for an area that already has traffic and congestion's problems and a single exit for access that is also dangerous due to lineups down to the Highway some days and multiple cars heading in multiple directions. We were nearly hit head on by a car running a stop sign on the way to Cypress just on the weekend.</p> <p>Land Use Plan Comments Section: I repeat there is too much population density included in this proposal based on the current infrastructure and existing traffic congestion issues and I do not think that bicycles and a bus will resolve that issue</p> <p>Active Transportation/Recreation Comments Section: People will not necessarily shop "locally" they will still be able to choose to leave of course and if they do, it will greatly increase traffic on an already congested Exit going East and West. In addition, there is no plan that I saw for a High School so there will be even more traffic at regular times going to the 3 local public high schools.</p> <p>Community Facilities Comment Section: Simply that just because there will be facilities there, which I support, does not mean that the majority of residents will use them or won't continue to use other private and community facilities elsewhere in West Vancouver continuing to increase traffic</p> <p>Form & Character Comment Section: I do not think that there is significant architectural merit or diversity in this proposal. It is very "cookie cutter" and urbanized with little regard to differentiation or the environment in which it is situated</p>
<p>Housing Mix Comments Section: I think that there should be a higher percentage of townhouses to address the need for slightly less expensive housing for all ages and stages of life.</p> <p>Land Use Plan Comments Section: I guess the sooner you can attract services to locate there, the more likely you are to have families and those without cars to move into Cypress Village. A delicate balance for sure.</p>
<p>Housing Mix Comments Section: I think the percentage allocations to the different housing types is appropriate but there are too many units in total.</p>
<p>Housing Mix Comments Section: I think there should also be provision for duplexes in the housing mix. Not everyone wants a big house, or a small condo, or a townhouse where you have to pay large and ongoing monthly maintenance fees. Duplexes would be nice as they would allow people to have a smaller house and yard and yet maintain responsibility for the maintenance of the yard and gardening.</p> <p>Land Use Plan Comments Section: I generally support this but still have concerns about traffic and access to transit for the inhabitants. The highway and major exits/entrances to the highway (21st/15th) are already so backed up with the kids going to Mulgrave and Collingwood and every parent driving their child to their school of choice. I'd like to see what is going to be done about that before we build more housing above the highway there.</p>

<p>Community Facilities Comment Section: I don't think the area is large enough or populated enough to warrant a branch library; that would be a waste of funding. I like the idea of a school and childcare and a firehall. I am uncertain as to whether a community centre should go in here. I would need to study how far the Gleneagles Community Centre is and complete a cost/benefit analysis. At MOST, I would suggest a satellite community centre with limited space and facilities.</p>
<p>Housing Mix Comments Section: I think there should be a significantly higher number of rental units</p>
<p>Housing Mix Comments Section: I think there should be more mid-market/ affordable market options.</p>
<p>Land Use Plan Comments Section: Ensure protection of forest, eco-system during development and walkable paths through forested areas.</p>
<p>Active Transportation/Recreation Comments Section: I would worry that by being a mountain biking destination in close proximity to the village will infringe on enjoyment of the area by non-riders.</p>
<p>Community Facilities Comment Section: Would be great to have a shuttle service to the local public high school.</p>
<p>Form & Character Comment Section: It would be nice to see the living green building facade in some places used - especially with the taller building. Also more wood and the notion of canopied spaces and walkways.</p>
<p>Housing Mix Comments Section: I think there should be more townhouses because that is the type of housing that is in short supply in WV but is wanted by both downsizers and young families. Also, I do not agree with the addition of subsidized below-market rentals. Politicians' attempts at social engineering often miss the mark.</p>
<p>Land Use Plan Comments Section: Stay flexible on the employment areas and only add employers if the demand materializes. Just as WV is too small to successfully develop any kind of economy, tiny Cypress Village is even less likely to succeed in that area. People in Metro Vancouver will work where they want and that will usually not coincide with their choice of residence.</p>
<p>Community Facilities Comment Section: The plan sounds very ambitious so leave space for those amenities and see who moves into the village and what their needs are. There may not be enough children for daycares and a school, for example. I am amazed that you would propose yet another firehall as we already have four and there are only so many dogs to rescue each week. The firehall staff already consume a huge portion of WV's budget and how often do they see fires? Ditto with the sports field; we already have far more per capita than most other municipalities and the associated traffic is a problem.</p>
<p>Form & Character Comment Section: I understand the trade-offs proposed, but think that the number of very tall buildings could generate enough opposition to kill the project. The last picture in particular is likely to cause some alarm. Would it be possible to come up with an option that leaves a bit more space between the high rises (at the expense of some recreational space).</p>
<p>Housing Mix Comments Section: I think there should be more townhouses, and fewer SFDs.</p>
<p>Land Use Plan Comments Section: It seems too dense. And it looks certain to cause major traffic problems.</p>
<p>Active Transportation/Recreation Comments Section: People will still use their cars, and traffic will probably be a mess.</p>
<p>Community Facilities Comment Section: Where will older students attend high school. Have the traffic implications of that been considered?</p>
<p>Housing Mix Comments Section: I was surprised to see the number of units set at 3700 as opposed to the 3500 that had been agreed to with Approach B during the first phase of the discussion. Of course there is always some hesitation to agreeing to this number when the preamble to that particular meeting mentioned "a this time". Is this number firm or as in Section 5.2.2 of the document indicates, might BPP have to reduce the amount of amenities they cover in order to achieve protection of BPP's Eagleridge+L231e Lands? There was however, confirmation on Sept. 21st that Eagleridge would remain intact in perpetuity. Is the land being set aside in Eagleridge and Intercreek going to be protected by park dedication bylaw? I did pose a question in earlier discussions about reactions from some members of the Upper Lands Working Group who asked how the determination or who made the determination that 3500 units (the original number) was the number that would satisfy BPP and the District? Has that question been answered? I did note that in answering this question, the caveat was that council might ask for this number to be increased by say 100 if their plans were not met. From my perspective, I would infer that this discussion is already taking place but I would consider this a betrayal of confidence. Why Metro Vancouver is striking fear into the hearts of MC is beyond comprehension, in the last appearance by</p>

Metro representatives, the question of the District's participation in increased housing was raised yet again by a member of council and was told that Metro is considering the North Shore as a whole and not singling the District out as a slacker. Can we relax now and carry on with reasonable development? The question deals with housing mix however, So, yes, I think that the mix of multi family housing is desirable to limit the sprawl and hopefully provide the opportunity for home ownership for more people. The idea was to limit sprawl as development continues up the mountainside so I am surprised that single family homes are being considered. My understanding was that these were not to be included even from the time that -----[BPP] did a presentation to realtors about 3 years ago. I support condos, some townhouses and some duplexes.

Land Use Plan Comments Section:

Because I live in the ----- area, I have concerns about the plans for the Westmount Connector and the Industrial Park with which it seems to connect. I am familiar with film studios (and all of the adjacent buildings that come with it) and it is not a small, non-intrusive one story building. I know that we are being told that this will build up over time, incrementally so I have to assume that the intent here is to have a public transit service or the majority of vehicles electrified so the traffic will not be an issue - that is a stretch - and if there is traffic, the pollution will be limited. The film industry is not the greenest industry so I would hope that this idea would be discarded for something more amenable to the sustainable planning for Cypress Village. Pity the Westmount area, with the intrusion of the 5 creeks development, still incomplete, all of the trees, probably over 100 removed, so noise and pollution from the highway now and that unsightly concrete wall constructed to hold back the hillside. (The question about whether or not residents above the highway were on water meters. was never answered, either by the District or BPP. Someone must know.) I would propose a rethink on this planning idea. Not only will it be unsightly, but noisy with all of the generators, the traffic, all of the accessory buildings, big trucks hauling equipment to set etc. Surely we can do better than that. Redesign please. In terms of the development near Cypress Creek and the ground-oriented housing, I have a comment. I did take a hike last week so that I would know that of I spoke, just to have a closer look and my opinion remains the same. I am aware that I was told that the DFO would be consulted but the word "trade-off" was not reassuring. What would be the issue with changing the ground-oriented buildings to towers? without commercial/retail on the main. No impacted views. Towers could be built further from the riparian area and more trees could be saved, and could be a buffer between residents. I did see some significant trees above the upper works yard that could also be destroyed if plans are not altered. It makes sense to provide a contiguous corridor from Cypress Falls Park moving east away from Cypress West and above the 1200 foot contour line, so that trees can remain in a forested area and at least some habitat for animals, flora and fauna will be retained.

Active Transportation/Recreation Comments Section:

People who work in Cypress Village and are able to live there will certainly take advantage of the walking and cycling networks, Seniors will be walking of course - will they have mobility issues? I am not convinced that seniors will want, or better, be able to live up there. I cannot fathom that residents of Cypress Village, who work in offices in the Lower Mainland will be taking public transit (BPP) despite the scheduled peak hour schedule. It is more likely that residents not employed will be taking transit to, lets say Park Royal or the Pacific Centre, and not during peak hours. I understand that you must, in fairness, make accommodation for the mountain bikers, although as stated, making it a key part of this development and encouraging it, I am opposed to. I am aware of some tension between that activity and environmentalists. There was mention that because Cypress Village could not accommodate all of the biking trails that currently exist, that new trails would have to be envisioned. Where? Surely not in Eagleridge which is to be preserved as part of the density transfer. So then where? Mountain biking seems like a good recreational activity albeit for a small percentage of the residents of West Vancouver but as I pointed out in my previous comments to council, that responses to a questionnaire indicated that the recreational activities enjoyed by the public were primarily nature viewing and hiking. Even hiking does its share of damage, this confirmed by ----- on a hike through the old growth, but does seem healthier. I guess that we could argue that point.

Form & Character Comment Section:

I understand the concentration of development in the village "downtown" centre, but am expressing concerns about the high "C" areas. I will reiterate my earlier remarks about ground-level housing or low density residential in that particular area of the village. The sprawl that these single family homes, townhouses and duplexes, houses of 200 to 2500 s.f., require is a larger footprint than towers, and these presumably would not have a commercial/retail component on the main so less intrusion into the riparian forested areas. That would represent our vision of a natural setting, even sustainable and not superficial strategies. The walk from these areas would be more of a hike since access is not a flat surface. These condo dwellers would not need a car - they would more likely be cyclists. But will snow and ice impede traveling by any mode? I am aware that the downtown Vancouver condos developers are having to respond to the increased number of cyclists by increasing the size and security of bicycles lock-ups, for bikes which are now priced in the thousands and thousands of dollars. Many of these cyclists try to sneak these precious bikes up in the elevator to their condos and are willing to risk fines to protect them,

Housing Mix Comments Section:

I wish more of it was affordable rental housing. People with low-moderate incomes have nowhere to live in West Van, and communities need people of all income levels to function well. Lack of affordable housing makes it very challenging to attract people to middle income jobs.

Land Use Plan Comments Section:

This would completely change the Northwood Drive community, increase traffic both through the residential areas as well as the environmentally vulnerable park space around and in Cypress Falls Park (which is a West Van treasure!!) and further remove recreation use opportunities. Outdoor mountain recreation is a huge driver for moving to the North Shore.

Active Transportation/Recreation Comments Section:

I like that there will be a separate mountain biking area, to hopefully avoid run-ins with other trail users on other trails.

Form & Character Comment Section:

building tall apartment buildings on the side of the mountain is an eyesore, and building that level of density into the

<p>mountainside will further displace wildlife and put a strain on the natural resources in the area. This looks like it was designed with greed and capitalism in mind, not the most sustainable future for West Vancouver. To think that the people that live there won't be driving up and down the huge hill everyday is completely naive. This concept will not reduce greenhouse gas emissions in the least, as it takes a lot of fuel to make it up there each day.</p>
<p>Housing Mix Comments Section: I wish the housing became available sooner and buildings were bigger</p> <p>Form & Character Comment Section: I think there is room for more towers to facilitate more housing. Otherwise I love this.</p>
<p>Housing Mix Comments Section: I worry that this will add to the traffic congestion that highway 1 experiences. This project would tackle that problem by making the housing affordable for the average household of people to transit to the north shore.</p> <p>Form & Character Comment Section: The high rise building ruins the natural landscape in that area. I support the buildings that generally follow the landscape, but the high rises do not fit the natural landscape at all.</p>
<p>Housing Mix Comments Section: I would like to know if there is some flexibility with an increase to the affordable rental units, should the need be higher than anticipated.</p> <p>Active Transportation/Recreation Comments Section: I would like to see some winter oriented activities for some of the paths (e.g.) freezing some of the paths for skating and perhaps even adding lights on the trees for the evening, having a winter hay ride a few times through the season, some year-round organized nature hikes on the local history, flora and fauna, etc. The transportation and recreation plans include all ages and physical abilities, and as Martha would say, "That's a good thing!"</p> <p>Community Facilities Comment Section: I'd like to see the community centre be a bit more adult oriented as there will be a school for the children, and a joint community-school agreement could take care of most programs for that age group. The more adult oriented community centre could have: a library; coffee corner; welcome centre; nature house; fitness programs, etc., on a scale and as needed basis to serve the Village residents.</p> <p>Form & Character Comment Section: I really like the opportunity of having a mountain community, and the positives it presents for West Vancouverites, (e.g.) increased housing for a variety of income levels and styles; the aspect of a real four-season climate; the scope of living either beside the shore or up in the mountains!</p>
<p>Housing Mix Comments Section: I would like to see a much higher percentage of town houses so that young families and seniors could live with a small amount of outdoor space around their homes.....</p> <p>Community Facilities Comment Section: Where and how will the teenagers receive their education</p> <p>Form & Character Comment Section: I am concerned that the low density (C) areas are located at the greatest distance from the village and isolated into three separate areas.....</p>
<p>Housing Mix Comments Section: I would like to see fewer single family homes and more townhouses. Single family units dominate West Vancouver. Above the highway their size make an obscene statement. More townhouses (and certainly smaller single family homes) will bring the necessary balance. I'd also like to see an increase in the number of affordable rental units in exchange for a reduced number of market rentals or strata units.</p> <p>Land Use Plan Comments Section: I am concerned about the impact on the aquatic/riparian areas and HOW they will be compensated. I'd like to know more about this. I'd also like to see a tree planting plan in the urban areas of this development, that goes a significant way to compensating the inevitable loss of indigenous trees.</p> <p>Active Transportation/Recreation Comments Section: I'm pleased to see much consideration is given to non-car commuting</p> <p>Community Facilities Comment Section: I'm not convinced an additional community center is needed. Have you done a study on the capacity of existing community centers to handle the extra population? Let's face it, people who live in Cypress Village will still be community out of the village for many activities and needs, so commuting to an existing community center could be one of them.</p> <p>Form & Character Comment Section: I think my only concern is the architectural style that will dominate the design of the apartments (both low and high rise). The current dominant designs are blah. I would like to see something more interesting.</p>
<p>Housing Mix Comments Section: I would like to see more creative options such as attached row housing, and as such the townhouse component should be</p>

<p>increased to 10-20% and the apartment component reduced accordingly.</p> <p>Land Use Plan Comments Section: Consider adding some flexible commercial space in the village for remote workers .</p> <p>Form & Character Comment Section: Consider some creative approaches to increasing trees where they have been lost to density. Ensure the whole design within Cypress Village is green, green, green, and a testament to our incredible environment. For example - green roofs as per the convention center , gardens with full size trees on top of the large buildings as per the Vancouver library, and garden space integrated into building design as per Singapore's recent designs.</p>
<p>Housing Mix Comments Section: I would like to see more units of affordable housing</p> <p>Community Facilities Comment Section: Please include a library. It is not a community without one.</p> <p>Form & Character Comment Section: If the village develops as described, it will be a lovely place to raise a family</p>
<p>Housing Mix Comments Section: I would like to see some of the community and destination elements being built early in the development timeline</p> <p>Active Transportation/Recreation Comments Section: Public transport or off site parking would be good to make the village accessible but keep traffic out of the village itself</p> <p>Community Facilities Comment Section: I would strongly encourage a "destination" tenant to draw in visitors to the village more than just coffee shops</p>
<p>Housing Mix Comments Section: I would love if the cypress village was completely apartments and more affordable housing. It is unacceptable monetizing a forest as dense and vibrant as around cypress creek. Our community values the relatively undisrupted forest that your 'village' will be built on. That is far too much valuable space to be used to build more multi million dollar homes let alone housing in general. I would be overjoyed to see a far more restrained plan</p> <p>Land Use Plan Comments Section: Clear cut plazas are detrimental to the wildlife in the area. Why not leave trees standing instead of bleak concrete. Also if you decide to keep some things alive why not move them to the outskirts of the town so both residents and nature can enjoy the space. The lower and more condensed the apartments the better. Also I know from experience the land above and slightly below eagle lake road has large beautiful rock formations (often enjoyed by Vancouver's rock climbing community) that would be costly to build on whereas the land below eagle lake access may be more profitable while keeping the wildlife and west van residents happy.</p> <p>Active Transportation/Recreation Comments Section: I like riding my bike! I like walking places! Vancouverites like spending time outside! What we don't want is flat cut winding paths. We can use regular sized bike lanes just fine. The less space used by us the more space for the various wildlife currently separated from west van by cypress bowl road and the highway.</p> <p>Community Facilities Comment Section: Why clear and level steep, dense forest to create a sports field?? As I stated in a previous response for every square foot of unnecessary space taken up by a Starbucks or an elementary school a tear falls from my cheek. There is west bay elementary and Mulgrave just down the hill. And if those are too expensive for residents there is a public school facility already at the first corner of eagle lake access road that could be developed further if necessary. I do not think the 'village' needs more paths or gift shops or grocery stores than absolutely necessary! This will not be a miniature Whistler, it will not be seen that way, the 'cypress village' is an extension of an expensive housing project</p> <p>Form & Character Comment Section: I do not see integrated development into a natural setting. I see big squares overly large walkways and too much space taken up by housing. A rendering I saw earlier had a large cleared space for a winding elevated walkway/suspension bridge. That is the most pointless un-environmental thing I could imagine. However these renderings make it seem as if you're more imaginative than I am. But I will say they are beautifully drawn.</p>
<p>Housing Mix Comments Section: I would make sure the single family dwellings are mid sized not huge mansions. 200 large mansions would be unacceptable to me.</p> <p>Active Transportation/Recreation Comments Section: Is there any space for an Ice Arena? We need more ice in West Van</p> <p>Community Facilities Comment Section: Please have the plan include an ice arena and another water based field hockey turf</p>
<p>Housing Mix Comments Section: I would prefer 10% affordable rental apartment units</p>

<p>Land Use Plan Comments Section: It seems to be well planned with suitable locations for each area.</p> <p>Active Transportation/Recreation Comments Section: I'm glad of the focus away from cars.</p> <p>Community Facilities Comment Section: I would place more emphasis on the need for a library - an active branch of the main library on Marine Drive.</p> <p>Form & Character Comment Section: Looks very attractive - I would like to live there.</p>
<p>Housing Mix Comments Section: I would prefer fewer single family dwellings and more townhouses and apartments. Less wasteful in terms of land use and occupancy. More intensity provides for better public transport and amenity options.</p> <p>Land Use Plan Comments Section: I like the concentration around the hub that makes walking to public transport and other amenity the best option for residents and visitors.</p> <p>Community Facilities Comment Section: the Centre also needs to attract visitors, not just for the exclusive use of residents. This will add more vibrancy, provide choice for others in the region, a destination for visitors to Vancouver and BC. Without this appeal it might become a ghost town during the week and also feel too exclusive for others to come feel welcome and enjoy the unique "village" and outdoors environment. consider what would need to be a viable level of activity for restaurants and cafes etc.</p> <p>Form & Character Comment Section: Looks great and if care is taken to develop the town centre quickly to gain momentum and a sense of a village local meeting place it will work even better. Waiting 5-10 years to get the right feel may be too long.</p>
<p>Housing Mix Comments Section: I would prefer to see fewer high rise apartments. I would prefer to see a Whistler style height mix.</p> <p>Land Use Plan Comments Section: I would prefer to not see 10 to 25 story buildings. I would like to see an ice arena included in the plan and possibly more sports fields.</p> <p>Community Facilities Comment Section: As mentioned earlier, I would like to see an ice rink and more sports fields.</p> <p>Form & Character Comment Section: I would like to see building heights capped at 6 stories as mentioned earlier.</p>
<p>Housing Mix Comments Section: I would prefer to see the affordable component at 10% of the total new supply. Perhaps some of that could be rental as set out above, and some could be rent-to-own, as is being done in other municipalities.</p> <p>Land Use Plan Comments Section: Generally supportive about the mix of forms and density, but I need to understand how/where public transit will be incorporated to provide further comment.</p> <p>Active Transportation/Recreation Comments Section: Public transit should be a priority. Perhaps the connection to Northwood Drive would facilitate a public transit link from upper Caulfeild to the Upper Lands and to Chippendale/Mulgrave/Collingwood, thereby reducing the amount of passenger vehicle traffic through this area.</p> <p>Form & Character Comment Section: I completely appreciate the need to incorporate density into Cypress Village, in order to facilitate protection of the Eagle Ridge lands, and am fully supportive.</p>
<p>Housing Mix Comments Section: I would propose to add more than 180 affordable rental apartments. We need to support our police force, teachers, firefighters</p> <p>Land Use Plan Comments Section: The more facilities for the community the better</p> <p>Active Transportation/Recreation Comments Section: No concerns</p> <p>Community Facilities Comment Section: No concerns</p> <p>Form & Character Comment Section: No concerns</p>

<p>Housing Mix Comments Section: I would support greater density to support the employment generating spaces...</p> <p>Active Transportation/Recreation Comments Section: great to see the additional recreation areas... desperately needed in these times...</p> <p>Form & Character Comment Section: could easily support additional density</p>
<p>Housing Mix Comments Section: I would urge more rentals, especially below-market. Rentals are what we need to make Vancouver more livable.</p> <p>Land Use Plan Comments Section: Cypress Village will be a new destination for hikers -- is there any provision for parking for such visitors?</p> <p>Active Transportation/Recreation Comments Section: I don't see parking in the area plan? This is important.</p>
<p>Housing Mix Comments Section: I'd like to see many more townhomes and stacked townhomes suitable for your families, in addition to existing mix.</p> <p>Community Facilities Comment Section: The development needs to learn from the success of the Shipyards and have a community gathering space that is protected from the rain and can be activated with events and activities for families.</p> <p>Form & Character Comment Section: I support the housing mix, massing and land use plan, but strongly believe the building designs should reflect a mountain village, for example with peaked roofs. Current design looks like they have just dropped cookie cutter yaletown towers on the side of Cypress. Should look more like Whistler.</p>
<p>Housing Mix Comments Section: I'm all for increased density but how many stories are permitted for the apartments?</p> <p>Form & Character Comment Section: Again, just the size of the high rises</p>
<p>Housing Mix Comments Section: I'd just prefer more housing pointed towards people with less income. Perhaps to help refugees and such as well. Also jobs for these people that allow them to live there in general.</p> <p>Active Transportation/Recreation Comments Section: A skate park would be a great addition</p> <p>Form & Character Comment Section: Just employment wise. The space seems to be lacking general workplaces but housing wise it looks great.</p>
<p>Housing Mix Comments Section: If possible, more affordable rental units?</p>
<p>Housing Mix Comments Section: I'm mainly concerned about the proposed high rise towers (6+ stories) that will be looking into my bedroom windows if this proposed housing mix is allowed. Tall towers will look horrible on the natural fall line of Cypress mountain.</p> <p>Land Use Plan Comments Section: Keeping the building heights to a reasonable level should be a priority. It's going to look out of place to have concrete and glass high rises on the side of the North Shore mountains.</p> <p>Form & Character Comment Section: Again, I like the aesthetic of the proposed plan (similar to Whistler Village), however I'd like to see the buildings limited by height. It would be a shame to lose the beautiful natural look of our wonderful mountains to another concrete tower development</p>
<p>Housing Mix Comments Section: In general I support an effort to encourage developers to include more "affordable housing" in any proposal. BUT Since this area will be, for a time at least, less accessible by public transport, I feel it is more important for the district to encourage developers in the "lower lands" to provide affordable housing.</p> <p>Land Use Plan Comments Section: I am unhappy about, and do not see the necessity for, the proposed future road connection to Northwood Drive. --- this was my initial reaction - I did not want a road through an area that might be otherwise protected, and that might add traffic on residential streets in the Woodbine area. However, On further reflection I see it may be necessary to have an alternate route out of the area to a main road or highway (and Caulfeild Village and this seems the shortest, most logical route.</p>
<p>Housing Mix Comments Section: In my opinion the apartment section of the housing mix is much too highly weighted toward strata apartment units. A much higher proportion of market rental and affordable rental units would be appropriate.</p> <p>Active Transportation/Recreation Comments Section:</p>

<p>The Cypress village planning area hosts a portion of a network of world class mountain bike trails. These trails are both vital to the contemporary mountain bike community and an important part of the history of mountain bike trail development. I believe that maintaining all of the existing mountain bike trails in the planning area should be a top priority of the recreation plan.</p>
<p>Housing Mix Comments Section: In the interests of housing affordability, I'd rather see more rental units, fewer strata units.</p>
<p>Housing Mix Comments Section: Insane to have that many people living above highway in West Vancouver. You are destroying the community as we know it. Traffic, overuse of parks, beaches and green space. This is a disaster.</p> <p>Land Use Plan Comments Section: I like nothing about the plan</p> <p>Active Transportation/Recreation Comments Section: This development is a disaster for West Vancouver and our quality of life.</p> <p>Community Facilities Comment Section: Improvement would be to stop this development</p> <p>Form & Character Comment Section: This is a disaster above the highway. Improvement would be to stop this plan. It will destroy West Vancouver</p>
<p>Housing Mix Comments Section: It does not appear that this plan is supportable environmentally (drainage) nor socially (population impact)</p> <p>Land Use Plan Comments Section: In theory this mix is good, but I see nothing in the planning nor in West Van's track record to indicate that it can be successfully implemented.</p> <p>Active Transportation/Recreation Comments Section: I support the transportation and recreation ideas but not at this amount of density.</p> <p>Community Facilities Comment Section: This plan offers little or nothing for older children and teenagers.</p> <p>Form & Character Comment Section: I've worked on a number of master planned communities. This looks like fluff.</p>
<p>Housing Mix Comments Section: It is far too big. There is no way WV can sustain such an ambitious population increase with no support for other infrastructures such as road, parking, park space</p> <p>Land Use Plan Comments Section: The inclusion of 25 story buildings is heartbreaking. There is a real opportunity to create a proper village (Edgemont or Garrison in Calgary for example) that increases density but meets the needs of families. Why such an extreme plan?</p> <p>Active Transportation/Recreation Comments Section: It is wonderful to include such a comprehensive plan for encouraging walking and outdoor activities. However there will always be a need for cars and roads as people need to drive to work and schools. That is reality. People work all of the lower mainland & not simply a downtown core like many major cities in the world. This will not change.</p> <p>Form & Character Comment Section: High rise buildings have no character and no place in this development</p>
<p>Housing Mix Comments Section: It is good to see there are options to try to accommodate a variety of people - families, empty nesters, young people moving out of home or back to the community after university.</p> <p>Active Transportation/Recreation Comments Section: Fully support promoting active choices for moving around the village and healthy lifestyles</p> <p>Community Facilities Comment Section: Plan for commercial spaces like restaurants, pubs to have outdoor patios and outdoor 'take over the plaza or street' spaces to help the community feel vibrant and lively</p> <p>Form & Character Comment Section: Looks good</p>
<p>Housing Mix Comments Section: It is important to have some market rental, although I would like to see a bit more. Perhaps increasing below market rental by decreasing strata units could work.</p> <p>Land Use Plan Comments Section: I would like to see at least two public tennis courts added. And perhaps one pickle ball court.</p>

<p>Community Facilities Comment Section: I would like to see the addition of at least two tennis courts and one (separate) pickle ball court.</p>
<p>Form & Character Comment Section: All areas that have stairs should have accessible options.</p>
<p>Housing Mix Comments Section: It is not apparent how large the units are (except S/F). At Rogers Creek some M/F units were reduced to 1000 sf. (from 2000+sf). To be more affordable, some units should be 500 sf. Same footprint, just more units.</p>
<p>Form & Character Comment Section: All areas that have stairs should have accessible options.</p>
<p>Housing Mix Comments Section: It looks very reasonable to support services, especially transit.</p>
<p>Community Facilities Comment Section: I'm very supportive of the goal to reduce car traffic.</p>
<p>Housing Mix Comments Section: It needs MORE affordable housing units to make this an honest proposal. By affordable, I mean affordable by pensioners whose only source of income is their CPP and Old Age Pension. Do I make myself clear? No more PHONEY "affordable housing" criteria based on West Vancouver's average income and/or on the income of citizens who are NOT retired. Not many people anywhere on earth have such a high income. GET REAL.</p> <p>Land Use Plan Comments Section: Anything over 10 storeys tall is TOO HIGH AND WOULD CONTAIN TOO MANY PEOPLE. Lions Gate Bridge is still a 3-lane bridge. Are any other crossings proposed from West Vancouver to Vancouver? Well, we all know there are no more planned crossings. This ----- project is going to bring traffic to a halt. TOO MANY PEOPLE. TOO MANY CARS. FIGURE IT OUT, -----.</p>
<p>Community Facilities Comment Section: If this project is going to be the size of a small town, then MAKE IT A SMALL CITY AND NOT PART OF WEST VANCOUVER. This project is truly disturbing due to its size.</p>
<p>Form & Character Comment Section: It's the size of a small city. It should be incorporated as a small city - NOT PART OF WEST VANCOUVER. And, as a small city, it should fund its own crossing into Vancouver and beyond. I'm sick of this continual building in West Vancouver. It's unnecessary and it will create many problems in the future - TRAFFIC, CONGESTION, EXPENSE FOR ALL WEST VANCOUVERITES.</p>
<p>Housing Mix Comments Section: It seems like a very large development in an area of significant ecological and recreational value to all Lower Mainland users. Don't see how having 3700 units helps protect lands. Traffic concerns are valid in an area that feeds onto an already congested highway.</p>
<p>Land Use Plan Comments Section: Proposed development is way too large in my opinion.</p>
<p>Active Transportation/Recreation Comments Section: No development should be allowed about the 1200 contour. Including creation of a new gravel path. If you wish for a path you should look at upgrading BLT but any new paths should be discouraged.</p>
<p>Housing Mix Comments Section: -It would be preferable if there were more affordable units. -It would be preferable if the affordable units were divided into sizes so that we would know how many units of each type was being proposed. A studio unit of affordable housing is not the same as an affordable 3bdrm or 4bdrm family unit. -It is not possible to support the project with the community benefit of affordable housing and the definition of affordable housing simply "TBD". This should be decided and defined before approving the project. -I would strongly prefer no SFH (we have enough) and instead see TH (the rarest form of housing in WV), with an additional provision for affordable TH units, either strata with a mark-to-market provision similar to UniverCity or rental. I would support added density to make this happen.</p>
<p>Land Use Plan Comments Section: -I would strongly prefer no SFH (we have enough) and instead see TH (the rarest form of housing in WV), with an additional provision for affordable TH units, either strata with a mark-to-market provision similar to UniverCity or rental. I would support added density to make this happen. -Ideally, the density of area 3 would be all townhouse units. In addition to using this added density to provide deeper affordability, a higher % of affordable units and more family-oriented affordable units, this could also be used to provide a more generous area for a school site, seniors care living site to replace the lost Capilano river care home capacity, community space to provide an larger public square that opens to the amazing view from the site.</p>
<p>Active Transportation/Recreation Comments Section: Overall, it looks good. It would be important to provide access for parking for recreational users. Unfortunately, it is difficult to get folks out of their cars.</p>
<p>Community Facilities Comment Section:</p>

<p>I wonder if the West Vancouver pool is adequate for the number of residents we are planning to add in the next 20 years. Might it be wise to provide at least a space and some site planning for the option of having a pool as part of the rec centre?</p> <p>Form & Character Comment Section: I would generally support a greater area of mid-rise (up to 8 storeys) rather than the high rise. Eliminate the SFH, expand the mid-rise area and expand TH to increase total N of units to make this happen. We are too focused on SFH as a % of total land allocation in West Vancouver as it is.</p>
<p>Housing Mix Comments Section: It's a joke to do all of this development with only have 5% affordable housing and 15% market rate apartments (less when you consider the townhouses and single family dwellings) during a wicked housing crisis. And no subsidized housing for people that need ongoing support - low income families, seniors and people with disabilities - to be able to make a home here? You're just going to be creating another amenable enclave for West Vancouver's affluent elite and a few middle class households rather than developing an actual inclusive, diverse community. I'm not surprised that West Van isn't committed to the radical change this city needs, but it ---- me off that you're throwing this opportunity.</p> <p>Active Transportation/Recreation Comments Section: I like that it's a walkable/rideable community, but I don't know enough about it to comment on the specifics. I assume it will be accessible?</p> <p>Community Facilities Comment Section: Definitely should have a branch Library. Libraries do more than they get credit for, and their programming is crucially more equitable than pay for services and programs.</p>
<p>Housing Mix Comments Section: Just single family residences</p> <p>Land Use Plan Comments Section: Low density single family residence</p> <p>Active Transportation/Recreation Comments Section: Provide parking and adequate roadways for cars</p> <p>Community Facilities Comment Section: Don't reduce the need or a person's personal choice for using a car</p> <p>Form & Character Comment Section: Too many high rises, too much density</p>
<p>Housing Mix Comments Section: like accent on walking and cycling but will the population be too old for these types of mobility</p> <p>Land Use Plan Comments Section: 25 stories seems a bit high</p> <p>Form & Character Comment Section: 25 floors seems too high</p>
<p>Housing Mix Comments Section: Like all the for sale condos and townhomes. There should be more SFD</p> <p>Land Use Plan Comments Section: Like the concentration of retail and higher density housing as close to Highway as possible</p> <p>Active Transportation/Recreation Comments Section: Great mix of outdoor activities</p> <p>Community Facilities Comment Section: Make sure there is a coffee shop and restaurant located in the Community Center.</p> <p>Form & Character Comment Section: More terracing of hi rise buildings along Eagle RD.</p>
<p>Housing Mix Comments Section: Low density fits West Vancouver as a unique city with a more European flair like a classic city in Prague Or Florence</p> <p>Land Use Plan Comments Section: Cutting a forest to build new developments is completely inappropriate planning in a modern world with esg taking centre stage. Adding density to current city areas is a much better and thoughtful way of designing a city than clear cutting</p> <p>Active Transportation/Recreation Comments Section: Building a new development up a mountain with inclement weather including a lot of snow will leave most residents choosing the car option in an area where there are already a lot of traffic issues. Better to density current neighborhoods than clear cut new ones</p>

<p>Community Facilities Comment Section: Please see my previous statements. Stop clear cutting forests for progress</p>
<p>Housing Mix Comments Section: Make it market driven and quit trying to impose restrictions to effect so called affordability. But if you do want market rental cut the DCC CAC and the gross fee to redone of 75 percent. If costs are lower then rents will be lower</p>
<p>Community Facilities Comment Section: We have 5 fire halls why do we need more</p>
<p>Housing Mix Comments Section: Maybe a few more townhouses</p>
<p>Land Use Plan Comments Section: 25 storeys too high</p>
<p>Form & Character Comment Section: I strongly support saving the lands in the Eagleridge area from development, but I think that some of the high-rise buildings may be too tall. How would they look from below?</p>
<p>Housing Mix Comments Section: Maybe increase affordable units from 180 to 200 in keeping with revision from phase 1 of total units from 3500 to 3700. Consider if 70% strata is too high.</p>
<p>Land Use Plan Comments Section: Consider impact of electric scooters and bicycles, including maybe a community based unit sharing program. This could make the core of the village more accessible to those from further out, including existing units already built at south east end of the village.</p>
<p>Active Transportation/Recreation Comments Section: Looks really encouraging. I hope the scope of these plans are not diminished as time goes by.</p>
<p>Community Facilities Comment Section: Sept-sufficiency is key to reducing need for ex-community car trips and this objective is largely met. Would a longer term objective include some form of secondary education facility?</p>
<p>Form & Character Comment Section: Fully in agreement. Consult with experts to use best building practices within the forest setting - ie materials which reduce risk of damage from or causing wildfires</p>
<p>Housing Mix Comments Section: maybe more townhouses?</p>
<p>Form & Character Comment Section: I would prefer to see more low rise buildings. 6-8 floors. less dependence on elevators and use stairs and ramps and the grade of the mountain for access for bikes and pedestrians. Prefer the buildings more 'nestled' into the side of the mountain. I hope that ground source heat pump for temperature control is being considered. could there be some innovation used in the planning of the community in terms of alternate sources of energy? (wind, solar, sewage and compost etc)</p>
<p>Housing Mix Comments Section: Mix is about right. Might consider increasing the rental housing.</p>
<p>Land Use Plan Comments Section: no comments. Seems well thought out.</p>
<p>Housing Mix Comments Section: Mix looks like a good balance.</p>
<p>Land Use Plan Comments Section: I particularly like the village core being mixed use.</p>
<p>Active Transportation/Recreation Comments Section: Make sure all multi-use paths are safe for everyone using them.</p>
<p>Form & Character Comment Section: These images are helpful in understanding what Cypress Village might look like. I like the look and feel. I think Westbrook Village is a good example.</p>
<p>Housing Mix Comments Section: More affordable housing</p>
<p>Land Use Plan Comments Section: I would like the mountain bike trail network to be maintained or even absorbed by nsmba and increased</p>

Appendix A

<p>Active Transportation/Recreation Comments Section: It's most important to me not to lose access to hiking and mountain bike trail networks</p>
<p>Housing Mix Comments Section: More affordable housing units</p>
<p>Active Transportation/Recreation Comments Section: The mountain biking area needs to be bigger and more westerly</p>
<p>Housing Mix Comments Section: More affordable housing units</p>
<p>Housing Mix Comments Section: more affordable housing.</p>
<p>Land Use Plan Comments Section: I dislike this.</p>
<p>Active Transportation/Recreation Comments Section: Not enough biking area to make up for how many trails this development destroys. Add more, leave Brutus alone</p>
<p>Form & Character Comment Section: Not a fan. Too city like, where's the nature and green spaces.</p>
<p>Housing Mix Comments Section: More affordable rental units. No single family dwellings; have more townhouses instead</p>
<p>Land Use Plan Comments Section: Replace low-density areas with medium density</p>
<p>Community Facilities Comment Section: Reducing vehicular traffic is an especially good plan, as is having a walkable neighbourhood</p>
<p>Form & Character Comment Section: Replacing single-family homes with added density would allow for additional units, most importantly lower-cost ones</p>
<p>Housing Mix Comments Section: More affordable units</p>
<p>Land Use Plan Comments Section: Leave egress/access from the existing mountain bike trails. These are WORLD CLASS trails... Wutang, Roach Hit, Tall Cans & Truck Monkey</p>
<p>Active Transportation/Recreation Comments Section: Maintain the exit from 5th Horseman mountain bike trail - near Cypress Creek and the BC Hydro</p>
<p>Housing Mix Comments Section: More car congestion!</p>
<p>Active Transportation/Recreation Comments Section: Need a new ice arena</p>
<p>Housing Mix Comments Section: more lower scale townhouses and less apartments</p>
<p>Land Use Plan Comments Section: Too much emphasis on highrise planning. Mid-rise is a more healthy option.</p>
<p>Form & Character Comment Section: Less highrise. More townhouses and mid-rise apartments (max six stories)</p>
<p>Housing Mix Comments Section: More market rentals</p>
<p>Active Transportation/Recreation Comments Section: I am concerned existing mtb trails will be removed in favor of trails of unequal quality/difficulty, cypress is an area where riders can progress beyond what is available on the other north shore mountains. Dumbing down the trails encourages further illegal trail building</p>
<p>Housing Mix Comments Section: More single family homes on Moderate size lots. 10-12,000sqft of land.</p>
<p>Housing Mix Comments Section: More single family vs apartments</p>
<p>Form & Character Comment Section: Keep high rises in the community core area</p>
<p>Housing Mix Comments Section: More townhomes</p>

<p>Housing Mix Comments Section: More townhomes, less apartments (condos?)</p>
<p>Housing Mix Comments Section: more townhouses because you can have a variety of housing for young families. apartments will not attract young families and that is what west van needs.</p>
<p>Land Use Plan Comments Section: I understand that to get that many rental units in you have to build up, and if you don't want to cut trees then you need to build up. I personally do not see a market with people wanting to live in a 25 story building. It would be an eyesore on our community and would like a cap at 15 stories for the high density. I also think it is not about height but about design. Good design will be critical.</p>
<p>Active Transportation/Recreation Comments Section: Where do people park to use these trails? Will there be parking on the side of Cypress road, from the number 1 highway to Cypress village. How do people transit up to Cypress mountain. There is a lot of traffic during winter driving quickly up that road, how do you control speed and so many cars. Think of a sunny day during Christmas, the road is chaos.</p>
<p>Community Facilities Comment Section: How do people get to work downtown without driving in this low environmental impact community? Is there a car share program? Busto downtown? Electric bicycle lanes and charging stations. Will there be a bus stopping in the village for ski visitors to Cypress mountain? Will the grocery store be big enough for shoppers to want to shop there? Like a quality food store or Thrifty? Will there be dry cleaners, bakery, brewery, dentists, professional offices, a true small town experience not to leave on a daily basis.</p>
<p>Form & Character Comment Section: To make this work you will need real people in the apartments. What stops foreign/out of town owners from buying properties and not living there, or renting for Air BnB? BP will want to sell, but is there a bylaw that can state the units must be occupied for at least 1/2 the year. To have empty units would be a shame.</p>
<p>Housing Mix Comments Section: More townhouses probably a good idea.</p>
<p>Housing Mix Comments Section: Most of West Vancouver is single-family dwellings. Why do we need any there? Why not build more affordable three-bedroom townhouses and apartments for young families</p>
<p>Housing Mix Comments Section: Multi-family units, to achieve a compact, sustainable community that is transit-oriented and supportive of walking and cycling for daily errands is exactly what west van (and the entire north shore) needs.</p>
<p>Housing Mix Comments Section: My biggest concern is that it's going to cause even worse traffic issues in West Vancouver.</p>
<p>Land Use Plan Comments Section: We don't have enough traffic capacity to accommodate it.</p>
<p>Housing Mix Comments Section: My chief worry is the height of the proposed apartment buildings. I would prefer to see lower buildings, with larger footprints, than tall, skinny buildings.</p>
<p>Land Use Plan Comments Section: 25 stories is too high. Buildings should be limited to about 12 stories and a greater number of 4-6 story buildings is preferable. This will likely mean somewhat less green space around Cypress Village, which I am ok with.</p>
<p>Community Facilities Comment Section: Is a community centre needed? Is there sufficient demand for, say, a library branch? Consider allowing the private sector to provide a gym.</p>
<p>Form & Character Comment Section: 25 story buildings are too high. Add more lower rise buildings to the existing footprint and the Eagleridge lands can still be saved. There does not need to be as much green space around the village, e.g., no need for the proposed mountain-biking area as there are lots of other places to locate this activity. In short, increase the building footprint around the village with lower-rise buildings with a larger footprint.</p>
<p>Housing Mix Comments Section: My concern is not so much the housing mix as the transportation problems accompanying such a development. With most residents using personal transport, roadways will be stressed even more than they are now. What plans are being considered to get people out of their cars and on to public transport?</p>
<p>Community Facilities Comment Section: The plans show much more foresight than previous BPP developments. But like the original 1939 development, personal transport- the automobile- and all the problems it brings with it will likely be the main way into and out of, if not around, the community. I wish I had an answer to that problem.</p>
<p>Housing Mix Comments Section: My concern is that "densification" initiatives for West Vancouver are not clearly articulated. Why is this a goal? Why should</p>

<p>residents support it? For example, our family chose to live in West Vancouver precisely because of less population density, less congestion, and larger property sizes. Roads are already getting more congested. Each of these densification initiatives would logically make traffic worse, thereby reducing quality of life. I have not seen any attempt to address traffic issues that would flow from each new higher density development. Traffic issues should be a priority for West Vancouver.</p> <p>Land Use Plan Comments Section: Same general reasons as above.</p> <p>Community Facilities Comment Section: These would be tied to the development plan, so I am not in favour of these for the same reasons set out previously. It is unreasonable to assume that development plans in West Vancouver will ever reduce vehicular traffic. People have to travel long distances to shop, work and go to school. West Vancouver is not like Europe or a major metropolitan centre and should not aspire to be.</p> <p>Form & Character Comment Section: Same reasons as above. With roads essentially limited, and only a few access points to and from the rest of Vancouver, this would only add to an already terrible traffic situation. Again, it is unclear WHY residents should support significant changes like this to West Vancouver.</p>
<p>Housing Mix Comments Section: My concern is that the trails on Cypress- accessed by hikers and mountain bikers -will not be preserved. These are world class trails, contribute to the local economy by drawing nature enthusiasts and locals alike. I love going there to hike, bike, pick mushrooms in the fall. I would be a shame to develop it so only the billionaires that can afford to live there can enjoy it</p> <p>Land Use Plan Comments Section: My concern is that the trails on Cypress- accessed by hikers and mountain bikers -will not be preserved. These are world class trails, contribute to the local economy by drawing nature enthusiasts and locals alike. I love going there to hike, bike, pick mushrooms in the fall. I would be a shame to develop it so only the billionaires that can afford to live there can enjoy it</p> <p>Active Transportation/Recreation Comments Section: My concern is that the EXISTING trails on Cypress- accessed by hikers and mountain bikers -will not be preserved. These are world class trails, contribute to the local economy by drawing nature enthusiasts and locals alike. I love going there to hike, bike, pick mushrooms in the fall. I would be a shame to develop it so only the billionaires that can afford to live there can enjoy it</p>
<p>Housing Mix Comments Section: My concern is traffic. The traffic in West Vancouver is already horrendous. Trying to drive along Marine Drive to get onto the Lions Gate bridge is awful. With more housing this will make shopping, etc. in West Vancouver more problematic. I'm already heading to Squamish now to do my day to day shopping, etc. because of the overpopulation in WV.</p>
<p>Housing Mix Comments Section: My main concern is the order in which the mix of proposed housing is built. With the urgent need for affordable rental units, this housing needs to be built in the first stage (2025).</p> <p>Land Use Plan Comments Section: The area near the proposed community centre is used as parking, both for mountain bikers and for skiers, who meet there to carpool. The need for free public parking for the current users needs to be addressed.</p> <p>Active Transportation/Recreation Comments Section: All roads in the development area need to have a bike lane, with that bike lane being separated from traffic on the main roads into and through the development. I also see some 'uphill only' paved cycling paths. Given that road bikers do not ride on gravel, paved downhill cycling routes need to be clearly marked.</p> <p>Community Facilities Comment Section: The West Vancouver working group for Arts and Culture recommended that Art spaces be sprinkled throughout West Vancouver. Please ensure there is space provided for the arts as a community amenity, that is either low cost (for non-profits) or no cost.</p> <p>The artists conception shows large trees in the midst of Cypress Village. It is my hope that these will be existing trees that are saved and taken care of during construction. I far prefer this to clearing all the trees and then planting smaller trees that will take many years to get to the size shown in the illustrations.</p>
<p>Housing Mix Comments Section: Natural areas will be cleared and developed. I hope significant areas planted with native trees, shrubs and plants will be required so the area is not an ecological desert.</p> <p>Land Use Plan Comments Section: Increased density near transportation, stores and resources makes sense then reducing density as you move away from resources sensibly follows, but a very large natural area is being stripped and developed with too little natural space left. We are losing an enormous amount of green space developing this area and I feel much more green space made of trails, parks and natural areas should be left.</p> <p>Active Transportation/Recreation Comments Section: Hiking and bike trails with facilities like washrooms are great, but there is far too little of this and much more green, undeveloped space should be included. I would love to see more native plantings from trees, to shrubs and perennials added to regenerate the environment.</p>

<p>Community Facilities Comment Section: The development totally loses touch with and destroys too much of the natural environment found on the North Shore.</p> <p>Form & Character Comment Section: I think this is an ecological catastrophe</p>
<p>Housing Mix Comments Section: Need below market and rentals. People who work here cannot afford to live here.</p>
<p>Housing Mix Comments Section: need more townhomes to accommodate families (3-4 bdrms)</p> <p>Land Use Plan Comments Section: there should be no single family homes built here, if you are destroying this wonderful forest area, then it should be densified and developed so families can stay in west Vancouver</p> <p>Active Transportation/Recreation Comments Section: there should be absolutely no part of this proposal that changes anything above the 1200ft contour line. This was what was originally proposed. The existing hiking/mtn bike trails above 1200ft must be left in their current state.</p> <p>Form & Character Comment Section: no high rises, should only be medium density low rise buildings and townhomes. What an eyesore and destruction of beautiful habitat. This whole development is an absolute crime scene</p>
<p>Housing Mix Comments Section: Needs more affordable housing</p> <p>Land Use Plan Comments Section: No designated area for sports, such as hiking, trail running, mountain biking, etc</p> <p>Active Transportation/Recreation Comments Section: The mountain biking area is too small, and converting existing and well established MTB trails into hiking trails is wrong and disrespectful with the community and builders.</p>
<p>Housing Mix Comments Section: Needs more rental units, less market units, more 3 bedroom units, more low cost units</p> <p>Land Use Plan Comments Section: Less high rise more townhouse low cost rental</p> <p>Active Transportation/Recreation Comments Section: This is hilly terrain. Need dedicated bus service shuttle</p>
<p>Housing Mix Comments Section: No additional construction or development until road and transportation infrastructure is improved upon and expanded.</p> <p>Land Use Plan Comments Section: Destroying natural habitat, to lunch densification, Northshore does not have the infrastructure in place to support more people, and cars.</p>
<p>Housing Mix Comments Section: No significant planning undertaken re traffic load for West Vancouver</p>
<p>Housing Mix Comments Section: North shore roads are not adequately design for extra volume on traffic roads. Unless significant changes being proposed, roads will literally turn into parking lot. Therefore I Do Not support the proposed Housing Mix.</p> <p>Land Use Plan Comments Section: Unless traffic load and movement being rectified adding residency would make matter worse. Therefore I Do Not support proposed land use plan.</p> <p>Active Transportation/Recreation Comments Section: If roads for use of vehicle and traffic not being compromised I support the plan.</p> <p>Community Facilities Comment Section: If roads for use of vehicle and traffic not being compromised I support the plan.</p> <p>Form & Character Comment Section: It goes back to not supporting the proposal in due to traffic roads issues.</p>
<p>Housing Mix Comments Section: Not a fan of project. No infrastructure to handle increased traffic flow - eg. lanes are closed or marked for recreational cycling that causes congestion - more residences will just increase the chaos.</p> <p>Land Use Plan Comments Section: Ditto previous comments. City government has their collective heads up their -----: increasing residential opportunities without</p>

<p>better road etc. Public transit is a farce and no answer- mean while they do everything they can to obstruct traffic with obstructed roadways and recreational cycling and their persistent anti automobile policies.</p> <p>Active Transportation/Recreation Comments Section: Active transportation not the correct term. Recreational opportunities fits best as the former has nothing to do with driving to: the doctor, grocery store, work or any other non-recreational movement.</p> <p>Community Facilities Comment Section: Ditto previous comments, . Stop using CO2 emissions to justify ---- decisions - really? How is recreational facilities going to reduce green house gas emissions? Sick of hearing about this over blown concern.</p>
<p>Housing Mix Comments Section: not about the mix per se, but just the issue of how transportation will be provided to this remote and quite inaccessible (only 1 way in/out) site.</p> <p>Active Transportation/Recreation Comments Section: Nice to see the "mountain biking area" below the 1200' contour. I am concerned about impacts above the 1200' contour such as the proposed multiuse path with may have significant impacts on the mountain biking trails. It appears to possibly occupy exiting trail alignments in some places, which should be avoided.</p> <p>Community Facilities Comment Section: Need to accommodate parking for mountain biking, but other than that looks good. As I use the area as a hiking and mtn biking destination, I would support the local businesses.</p>
<p>Housing Mix Comments Section: Options for all demographics</p> <p>Land Use Plan Comments Section: The plan does not adequately cover the current mountain bike community. How many trails will be allowed in the new designated zone? Who will maintain these trails? Will the NSMBA be asked to work with your proposed network? Will there be trails linking from existing network? How many trails per year will be developed? What % of trails will be rated black diamond or higher? Will there be 1 or more climb trails to access the proposed mountain bike area?</p> <p>Active Transportation/Recreation Comments Section: What is currently world renowned North Shore mountain biking is being developed. I get that. Multi purpose, encouraging active lifestyle transportation is great. Good goal to have. The MTB designated area is a slap in the face to people who have enjoyed what will be taken away. Primarily because it seems to me there is a lack of future planning and engagement of the community that has been created through the use of the existing MTB trail network.</p> <p>Community Facilities Comment Section: I can't tell if there will be enough parking to accommodate trail use for people who are not living in the Cypress Village community.</p>
<p>Housing Mix Comments Section: Overly reliant on apartments which is inconsistent with the dominantly single family detached housing nature of the area.</p> <p>Community Facilities Comment Section: The recreation plan is great with one exception - this community desperately requires a rink (ideally with two ice surfaces). The community centre location is perfect for a rink to serve the growing population and growing popularity of hockey and other ice sports.</p> <p>Form & Character Comment Section: These towers will not be a strong legacy of this community</p>
<p>Housing Mix Comments Section: Please do as much as you possibly can to mitigate climate change and preserve and restore natural ecosystems.</p> <p>Active Transportation/Recreation Comments Section: The plan appears intense but I think it is a good trade off if it minimizes the disturbance of the area that is being conserved.</p>
<p>Housing Mix Comments Section: Please provide details about the housing mix over the proposed time period. What will be built first; condos, single family houses etc?</p> <p>Land Use Plan Comments Section: I'm mostly concerned about the effects on traffic volumes in North Vancouver</p> <p>Active Transportation/Recreation Comments Section: I'm an avid mountain biker and I would like to see more details about the protection of trails above (north of the current area). This might be out of scope but please provide this info on the map if that's the case. The current area for mountain biking appears</p>

<p>very small as I know existing trail network covers the full mountain. Is there a commitment to keep the trails above the development area?</p>
<p>Housing Mix Comments Section: Proactively dealing with hotels or short-term rentals would be useful (possibly addressed elsewhere)</p> <p>Active Transportation/Recreation Comments Section: Accommodating the other rec users (skiers, bikers up the hill etc) will be key - possibly addressed in transportation plan</p>
<p>Housing Mix Comments Section: Problems</p> <ol style="list-style-type: none"> 1. Eliminate single family residences and increase number of mid size and 4 storey townhouses. 2. Reduce number and height of towers to very small number (2) with maximum of 10 storey height. 3. Site coverage to remain the same. By eliminating single family density one can increase "horizontal towers" ie. mid-height of 4-6 storey. 4. Parks (green dots) are extremely small 5. Rather than a connected "village" layout the 3 different housing types are separated with the single family enclave having a very suburban feel. 6. If anything it needs to be more dense. 7. Housing units to be located closer and more integrated with commercial and community facilities. <p>Land Use Plan Comments Section: Problems</p> <ol style="list-style-type: none"> 1. All the housing types too separate in their own enclave. 2. Little sense of village centre core. "Employment uses" area could be integrated with multifamily housing and the "high street". 3 Mixed use village core adjacent to District works yard may be conflict of uses. <p>Active Transportation/Recreation Comments Section:</p> <ol style="list-style-type: none"> 1. Overlook points and bouldering areas are planned for areas in middle of area designated as single family??? Not much of a public amenity. 2. Suspect there is too little density to support enough retail, business and community functions to provide basic community services. Therefore there will be much more car use. 3. Plazas don't seem to be central in plans. They work in Whistler because of density but here they could be vacant. 4. The long main road that runs diagonally through the site could turn into a speed way and needs to be reconfigured. Where are all of the transit stops? 4. Potential conflict with mountain bikers and drivers? Are alternate bike paths available throughout? 5. Graphics are very unclear utilizing blue lines for borders, creeks and multi-use paths. <p>Community Facilities Comment Section:</p> <ol style="list-style-type: none"> 1. No assurance that this will in fact be a "complete community" by this information. 2. Please see my earlier comments on eliminating single family and providing more low rise on similar footprint or site area. 3. One should be able to achieve the similar or higher density by mid range height units (4-6 levels). 4. I don't see local businesses being viable here. <p>Form & Character Comment Section:</p> <ol style="list-style-type: none"> 1. To achieve density remove the single family enclaves and tall towers and plan mid-rise buildings. 2. The towers are too tall and too many. Create Paris not NYC. (smaller scale of course) 3. Approve saving Eagleridge lands but not with 25 storey towers - totally too tall scale. 4. There is no transition between towers and single family??? Very uncomfortable relationship.
<p>Housing Mix Comments Section: pros and cons</p> <p>Land Use Plan Comments Section: Efficiency for everyone e.g. access to what they need (fulfill needs in any sort of emergency)</p>
<p>Housing Mix Comments Section: Recommend no single family housing. West Van already has sufficient supply. Add more market and non-market rental units. Less strata apartment units for sale.</p> <p>Form & Character Comment Section: More townhouses and market and non market rental apartments. Amenity space in buildings for families.</p>
<p>Housing Mix Comments Section: Seems rather ridiculous that 90% of residents will live in an apartment. Who wants to live on this side of a mountain in a wilderness area in an apartment building? I think you could add more homes and townhouses to this mix to actually have the area be somewhat more attractive to live.</p> <p>Active Transportation/Recreation Comments Section: have the developer provide everyone that buys a unit in the area with an e-bike.</p> <p>Form & Character Comment Section: I find building apartment buildings in such a beautiful area appalling.</p>

<p>Housing Mix Comments Section: Should all be houses and lots of green space</p> <p>Land Use Plan Comments Section: Single family homes with lots of green space</p>
<p>Housing Mix Comments Section: Should be denser, no single family homes</p> <p>Land Use Plan Comments Section: Density should be near marine drive where good transit exists. I do not like to see a forest cut down.</p> <p>Form & Character Comment Section: Why are we adding density in a forest or removing a forest, we should be densifying around marine drive where transit is already very good</p>
<p>Housing Mix Comments Section: Should plan for the 6900 units described, even if requires more density</p>
<p>Housing Mix Comments Section: Single family square footage should be limited to 3000ft, which includes a 1 bed suite to enhance rental stock. Lots should be small, with a focus on shared community green space rather than private gardens. I do not support dedicated rentals or subsidized rentals. DWV should put a moratorium on houses over 300 @ Sq ft, anything over that is unsustainable. Currently homes over 9000 sf are being built here, seems so wasteful. Significant natural landscape should be preserved with safe walking and biking routes. We don't want to be dependent on fossil-fueled cars and buses.</p> <p>Active Transportation/Recreation Comments Section: To date DWV has done a terrible job of cycling routes. Why not a safe route on Marine Drive? What happened in Horseshoe Bay? Hope u get it right this time. We need to learn from CNV.</p> <p>Form & Character Comment Section: Low density residential looks like it doesn't fit.</p>
<p>Housing Mix Comments Section: Slight increase to townhouse component. I would like to see that increase to the total number of units as well. 3700 sti ll seems too low</p> <p>Land Use Plan Comments Section: Larger village core with more commercial amenities</p> <p>Should be tied in more to the East.. Stone Cliff - Deer Ridge</p> <p>Community Facilities Comment Section: There should be a gondola to Cypress. This community is squandering the opportunity of it being tied to a ski resort where one can live work and play without getting in their car. Also visitors to Cypress would be able to ride down and visit the shops and restaurants.</p> <p>Form & Character Comment Section: Mixed use area not enough. Not enough density. Make it more of a destination space tied into the ski area.</p>
<p>Housing Mix Comments Section: So far Im liking everything Im reading. Im a long time North Shore resident (----years) and we need more affordable, sustainable housing that attracts a younger, vibrant community that will help west van thrive, and embrace positive change, in future.</p> <p>Land Use Plan Comments Section: Pretty much love the considerations and design of this plan. West Van needs to adapt, and identify its potential for growth and sustainability in future. Its critical to attract a population of forward thinking residents who value recreation, sustainability, nature, our unique environment and environment situation in order to progress and preserve. The environment here is so special, and BPP has done an outstanding job identifying issues and resources as well as engaging in the community. Everything about the current plan - as a mountain biker, rock climber, hiker, skier, long term north resident - is very appealing. I only hope I can afford to buy here!</p> <p>Active Transportation/Recreation Comments Section: In general, I love what I see in these drawings/ renderings. More specifically, there are several bouldering (climbing) sites that are located extremely close to all the boundaries defined in these drawings - so they may / may not survive depending on specific boundaries that can only be considered in this regard based on specifics of GPS and on site surveying. As the local climbing guidebook author I have a vested interest in this and would be happy to offer GPS coordinates/ on site tour of specific climbing boulders. Climbing has been around for hundreds of years but only recently has become more recognized as 'mainstream' and in future will become a commonplace activity at rec centres, playgrounds, and local gyms.</p>
<p>Housing Mix Comments Section: So far, the survey does not provide a timetable for each of the proposed unit blocks. In my opinion, to best address housing shortages in West Vancouver, development should not start with single family housing, but rather with multi-family housing, preferably those that would be available to the most people: "affordable" units and strata units. We need multi family housing ASAP. Our DWV should make this a building requirement, not an ask. Our longstanding housing crisis is now well beyond crisis level and permanently threatens the sustainability of our community, on top of massive risks from our climate emergency.</p>

<p>Community Facilities Comment Section: There is no mention of the word "arts" on the community facilities list; nor any mention of the word "mind" or "spirit." Most of the facilities funding address the body only: fitness, gyms, sports fields. This is dishearteningly shortsighted. Every community needs arts facilities, a gathering place where people can discuss ideas and CV community progress, spaces within the village where performances can happen (band boxes, small stages, festival spaces). We have learned the hard way in West Van that arts should come first, not last. CV could lead by including arts in the original design of the Village, not as an afterthought where access and programming must be paid for from the resident wallet. Without the arts, there is no reflection of who we are and where we're going as a culture. Think about the arts now, not after it's too late.</p>
<p>Form & Character Comment Section: As mentioned in my last comment, I see no mention of the arts as part of the village design. This important consideration needs to be detailed. If the arts are crowded out of this development, or offered as a puny afterthought, the promise this fantastic addition to West Van might have will only be partially realized.</p>
<p>Housing Mix Comments Section: Support the ratios of housing types, but have concerns about the location. Should densify existing residential areas before creating new ones. North Vancouver / West Vancouver population densities are low and don't justify sprawl, especially when it encroaches on an area highly used for recreation.</p> <p>Land Use Plan Comments Section: Too much of the available land is given to single family homes, while mixed-use development is squeezed into a small percentage of the development's footprint. You wouldn't need to develop such a large area, remove well established recreational trails, and take away natural habitat if residential density was higher. Yes, Metro Vancouver needs more housing, but the region does NOT NEED multi-million dollar single family homes.</p> <p>Active Transportation/Recreation Comments Section: This will be predominately an active recreation network, not an active transportation network. This will be a very car-dependant development. I hope the active transportation component of this isn't just a box checking exercise to get this approved.</p> <p>Community Facilities Comment Section: Looks good, but spread them out more. The land use plan suggests large areas of single family homes will be distant from these amenities and likely won't achieve the transportation behaviour objectives. Many residents of the single family home areas will likely drive to the mixed-use area, or leave the community for their needs.</p>
<p>Housing Mix Comments Section: That is a lot of apartments-land will be needed for buildings and additional parking. The green spaces in horseshoe bay are what make it so special.</p> <p>Land Use Plan Comments Section: That is a lot of development. The green space is what makes cypress so special. Preserving forests, parks, natural space and green space is essential.</p> <p>Active Transportation/Recreation Comments Section: Trails are so important. They need to be accommodating and inclusive for all peoples.</p> <p>Community Facilities Comment Section: Big supporter of this plan. Less cars and more trails! Encourage biking/walking!</p> <p>Form & Character Comment Section: I hope there are opportunities for small businesses to infiltrate low density residential (local small coffee shops, restaurants, etc).</p>
<p>Housing Mix Comments Section: The building construction is going far too high up the mountain. There are beautiful wild animals losing their habitat for buildings and communities where they do not belong. We already have bears and deer being killed on the upper levels highway every single year. We need to protect nature not clear it away for another community!!!</p> <p>Land Use Plan Comments Section: Again, simply NO to developing these lands. Protect the wild animals and their habitat. Let West Vancouver be a "Green Community". If expansion is deemed necessary simply densify the existing communities within West Vancouver.</p> <p>Active Transportation/Recreation Comments Section: Expand the recreational opportunities on the Provincial Cypress Mountain Site. Leave the other lands alone.</p> <p>Community Facilities Comment Section: It is a terrible mistake to develop these lands. Save them for the positive future of our planet!!</p> <p>Form & Character Comment Section: Don't take any more wild life habitat away. Keep the mountains wild for generations to come!</p>
<p>Housing Mix Comments Section: The City of Vancouver needs to ensure that affordable rental apartments are really AFFORDABLE. The Sanctuary development in Horseshoe Bay was approved as affordable living while the starting price point for the units in that community was ~1.2M at the time. The City of Vancouver has a huge responsibility to ensure that a similar misrepresentation and misleading of the</p>

<p>public and ultimately under delivery of services will not happen with the new Uplands dwellings.</p> <p>Land Use Plan Comments Section: 1. The plan significantly damages the nature still remained intact in West Vancouver 2. The plan will bring +7,000 new people in West Vancouver in addition to the many, many more thousands in the new developments at Capilano Road and Park Royal while not including a plan and funding to expand the old infrastructure including the expanding traffic capacity on the connecting bridges to Vancouver and the roads funneling traffic to them. Without the significant update of the infrastructure in West Vancouver bring in new population to West Vancouver will make the traffic and negative ecologic impact much worse than it is today.</p>
<p>Housing Mix Comments Section: the continued expansion of housing on the North shore with increased commuter traffic from Squamish /Whistler without an improvement in access to Vancouver, will result in a further decrease in quality of life in this municipality. We have been here ----- years and ----- now insisting on returning to Vancouver solely due to the traffic congestion over the 2 bridges.</p> <p>Land Use Plan Comments Section: see above</p> <p>Form & Character Comment Section: would appear to be considerable vertical dimensions involved which depending on age grouping will require motorized transport</p>
<p>Housing Mix Comments Section: The conversation needs to be less about meaningless terms like apartments, townhouses and more about capacity types. ie 1 vs 2 vs 3 bedrooms. I don't believe 1 & 2 bedroom options are right for families and would like to see a bias towards higher density 3 bedroom options. So families (who we need to retain/attract) can see a future where they don't need to squash into 2 bd especially if there are 2+ kids in the mix. Like in Horseshoe bay priority for West Van residents or workers with 2+ Work history in West Van (ie teachers/ public servants who live outside of West Van)</p> <p>Land Use Plan Comments Section: I broadly agree although the portion of single family dwellings, duplexes should be kept as low as possible (albeit within bounds of legal responsibility). We don't need more of this kind of housing stock</p>
<p>Housing Mix Comments Section: The density is too high.</p> <p>Land Use Plan Comments Section: Reduce the density by reducing the height of building to up to 15 stories from 25.</p> <p>Active Transportation/Recreation Comments Section: Public transportation routes must be tabled before finalizing the plan.</p> <p>Form & Character Comment Section: Reduce the height of high rise buildings.</p>
<p>Housing Mix Comments Section: The density of our natural mountainside is out of control. We are a nature loving community who have all chosen to live here for that reason. The traffic to get on and off and around the north shore is compounding exponentially. Cypress exit is becoming more and more busy between the ski hill in winter and the school year... if this many new homes will be built, the next discussion won't even be a discussion... you will decide to add an additional access road at the Westmount exit. The proposal for these developments have nothing to do with what's best for West Van and everything to do with the interests of those who stand to make money off of large developments. West van has to do a better job of making hard decisions. Just because someone is willing to pay for Storm water upgrades, roads, and other infrastructure, selling out to them by giving away all that makes west van special is not morally right. Money doesn't always have to talk. We have no street lights past Dunderave and that is part of our charm. We don't have cell towers and garbage dumps and multiple through roads. This isn't a major city, this is a small town on the edge of the major cities connecting them to the sea to sky. The greedy people driving these types of projects are disgusting. Hard working average people work very hard to be able to afford to live in beautiful West Van. I pay very high property taxes because I have worked very hard to be able to build my dream home in West Van, something not many people my age are able to accomplish. I'm not a mining mogul or a broker that sits and home and makes a ton of money off other people, I actually work. I commute, I sit in traffic and commute because I actually have to work. I clean my own house. I pull my own weeds. I raise my own kids. I walk in our forests. I pay all my taxes. I support local businesses. I talk to my neighbours. I help the elderly in my community. I know shop owners by name and buy their goods. This is the community I longed to live in and worked very hard to get to so that my kids could live in nature yet still be close to the city and get a good education in.</p> <p>There is a cost to selling out to large companies and feeding into their interests... what is nature worth to you as a district? 15th street is going to have to double in size. You will need to look into widening for another lane along the upper levels as well somehow. Marine drive is only going to get busier and more dangerous. The needs for more infrastructure will expand and more services will need to be ramped up. Etc etc. It's all a snowball effect.</p> <p>The amount of restrictions single family residential developments go through, the hoops we have to jump just to build our own home in west van are rigorous... then large developments come around and they can literally destroy nature, reroute streams to increase their service needs, add more stress on the environment, on traffic, and on communities.</p>

I'm sad and I'm disappointed. Hard working people with only love and care for West Van don't seem to matter as much as people who have all the money in the world and just want to make more of it at the expense of our natural surroundings and manageable infrastructure. It's disgusting.

I'm not against any development whatsoever, but we have a very important moral and ethical responsibility to ensure the right type of developments are being done. What is the future vision of this city? What do we want to be in 10 years, 50 years, 100 years? What process do we want to follow to get there and how fast do we want to move? Who's interests are being taken into account and why? Look at other coastal communities like European cities or our those in California. What has worked well, what doesn't. (Think Malibu, it doesn't have to be big to be great) Look, Take notes. Learn. Observe and study. Listen to the people (thank you for the survey). Listen to nature, it doesn't lie... the trees covered in ivy and the invasive plants popping up along our landscape needs attention. We need to ensure native species are being taken care of and nature conservationists are being listened to. Our bears and cougars are trying to tell us something as well.

Land Use Plan Comments Section:

I don't see how you plan to create more arteries to get in and out of the proposed development. We don't need another community centre, Gleneagles sits empty the majority of the day and is under utilized. People here want to live in a town that feels safe and is one with nature. The only people who want this large of a development are those who will be making the money off it. That's literally the only reason.

Disgusting is the only word I have for this. The amount of time and the investment of permits and planning and planning and getting this this point then asking people what they think is also disgusting. The investment is already there, so obviously this survey isn't very meaningful... is the due diligence mark off your list of requirements... but don't have alternate plans or vision for the future of this city.

Sounds very backwards and tunnel visioned. Good solutions come from creative divergent thinking, not throwing all your eggs into one basket and forging forward because of the interests of few at the expense of the many who have invested what you consider to be a measly amount into the community. For those people it's their life savings, but it's nothing compared to these developers. I'm dumbfounded.

Active Transportation/Recreation Comments Section:

This is the added due diligence in the plan to make people like it.

Community Facilities Comment Section:

Let's act to improve our current facilities. There has been more than enough development of West Van ... let's improve what we have rather than keep selling out to other interests.

Form & Character Comment Section:

This development is not necessary and doesn't make west van better... only bigger with a new fancy development. Just because something is nice, doesn't mean it makes sense for the vision of this city. We have to remember that! How are you all so swept up by this?

Housing Mix Comments Section:

The different types of housing are fine. The number of them is too high. Traffic volumes are already too high. We still have only a 3 lane bridge to downtown!

Land Use Plan Comments Section:

The development is too large

Active Transportation/Recreation Comments Section:

The weather is miserable here for a good portion of the year (especially the higher up the mountain you go). This is an idealized vision regarding modes of getting around. People will drive and our road infrastructure cannot handle it. Even Squamish is basically a suburb now. More traffic and only 2 main roads to get through - marine drive and the upper levels. We still only have a 3 lane bridge to downtown.

Community Facilities Comment Section:

Sounds great but too many people.

Form & Character Comment Section:

The high rises are awful.

Housing Mix Comments Section:

The existing infrastructure cannot support the residents of 3700 housing units. For 3700 units, there would be at least that many more vehicles on the road which is not realistic.

Active Transportation/Recreation Comments Section:

Current plan impacts too many Mountain Bike trails. Is there a way to keep more trails open?

Community Facilities Comment Section:

This will increase the traffic in the area and impact the access to the trails. The current situation provides quick access to trails for hiking and biking. With this new development, people will have to go further. What parking is provided for people that want to access the trails?

Form & Character Comment Section:

<p>I do not like the density and height of the buildings. It destroys the natural beauty of the area, and replaces it with concrete and glass.</p> <p>Housing Mix Comments Section: The existing road infrastructure is unable to cope with traffic. Until that is fixed I oppose all development</p> <p>Active Transportation/Recreation Comments Section: see above</p> <p>Community Facilities Comment Section: see above</p> <p>Form & Character Comment Section: see above</p>
<p>Housing Mix Comments Section: The general increase in construction, population and through traffic on the Northshore is creating untenable traffic on the only two ways off the Northshore, especially over the 2nd Narrows Bridge starting at about 2 pm. Will public transit improvements keep up to the extra demand? I do favour higher density to allow for more greenspace as this plan proposes.</p> <p>Active Transportation/Recreation Comments Section: Being an avid mountain biker, I would like to see the current trails which collect near the first switchback preserved as much as possible with additional walking and hiking routes established nearby but not eliminating these bike trails as they collect many upper trails to the common exit area below. These trails include Roach Hit, Wutang, Single Lane Traffic, and trails feeding into them like S & M, NFL. Also a concern is the proposed upper multi-use path which it appears to be the same as what bikers have called BLT: will bike trails which cross this trail be allowed to exist and how will the crossing be done safely? Does Trunk Monkey fall inside the proposed mountain biking area? Will existing trails which will fall in the preserved area exist as is or will they be 'dumbed down'?</p> <p>Community Facilities Comment Section: What about the capacities of Rockridge and West Van Highschool to absorb the extra students?</p>
<p>Housing Mix Comments Section: The housing mix does not concern me nearly as much as the proposed number of residents. 7,000 people will strain transportation, roadways, services to a degree that will end up costing existing residents with no benefit to those residents.</p> <p>Land Use Plan Comments Section: I have two issues. First, the assumption that a majority of residents will walk and bike when traveling within the Cypress Village is questionable given the terrain of the area. Second, the proposed land use does not concern me nearly as much as the proposed number of residents. 7,000 people will strain transportation, roadways, services to a degree that will end up costing existing residents with no benefit to those residents.</p> <p>Active Transportation/Recreation Comments Section: I have a number of concerns. First, walkers with skateboarders, scooters, and roller-bladers together create dangerous situations. Second, the terrain is not one that will be conducive to walking and biking. Third, the proposed transportation and recreation plans do not concern me nearly as much as the proposed number of residents. 7,000 people will strain transportation, roadways, services to a degree that will end up costing existing residents with no benefit to those residents.</p> <p>Community Facilities Comment Section: There is no information to support the assumption that business will locate to the Cypress Village, so this aspect of the overall plan is conjecture at this point. Please provide the basis for assuming there will be employment opportunities in the village commensurate with the income needed to live in the village.</p> <p>Form & Character Comment Section: There are too many assumptions with no data to back them up. Also I heard a number of "hope" statements in the utube presentation to allow me to be comfortable supporting this massive plan.</p>
<p>Housing Mix Comments Section: The housing mix needs to ensure the community can be home to first responders and their families. The West Vancouver demographic mix is so out of wack currently that if Cypress Village home prices are only affordable to retirees, there are going to be serious problems in ensuring essential service facilities and human resources can be found from within the WV community.</p> <p>Land Use Plan Comments Section: Good job. Makes a lot of sense with the community center and village near the main access artery road and then sticking some nice view properties for single family higher in elevation. The density decreases as you move away from the village center.</p> <p>Active Transportation/Recreation Comments Section: The bike paths (transportation, not mountain biking) need to be wide as possible. West Vancouver needs a cycling path infrastructure that connects all of its main neighborhoods. This is obviously beyond the scope of the Cypress Village project. Nice to see cycling is being taken seriously as a way to get around. The electrification of personal transportation is coming in a big way and it'll need infrastructure. This will reduce the strain on our streets and highways.</p> <p>Community Facilities Comment Section: Please include dedicated Pickleball courts. The game is exploding in popularity. Active people are the antidote to crowded</p>

<p>hospitals.</p> <p>Form & Character Comment Section: The character is not very unique or creative. It's more Vancouver high-density looking housing. It looks uninspiring. As a suggestion, it would be really helpful if your team included some stereoscopic viewing of the Cypress Village topography. Perhaps a virtual 3D model of the area.</p>
<p>Housing Mix Comments Section: The illustrations suggest high rise apartments, I would prefer more mid-rise</p> <p>Active Transportation/Recreation Comments Section: Who would be responsible for maintaining the bouldering and mountain biking areas (including the costs)? Based on my experience with other areas, these can degrade quickly if not maintained. I presume that the municipality would maintain the walkways and trails; is this correct?</p> <p>Form & Character Comment Section: More mid-rise, less high rise multi-family</p>
<p>Housing Mix Comments Section: The impact of housing other than single family will have an irreversible and detrimental effect on this area which is already at great risk in terms of climate change and climate-change downstream effects and on biodiversity losses. You acknowledge that this is unceded and traditional territory of coast Salish First Nations. However you are not respecting the lands and oceans. With a decreasing population size - and the extreme weather event just this summer, this housing mix scenario is unacceptable. Our climate emergency is not being taken seriously.</p> <p>Land Use Plan Comments Section: Already commented on in 2.</p> <p>Active Transportation/Recreation Comments Section: I support the extensive pedestrian and cycling areas. But the scale of this development is truly unrealistic and irresponsible given our present crisis. For such a privileged community and district this is not in keeping with where we are globally in terms of a code red for humanity. This means local action is paramount - and conservation and preservation needs to be at the forefront</p> <p>Community Facilities Comment Section: Yes - the ability to reduce cares and support better sustainable transportation is good. But again - developing a mini city in an area where wildlife, birds, and the gifts of nature are situated is not responsible at all. Our children's children have a right to what we enjoy now. You need to consider what this area will look like in 25 years and what the state of the world will be when fresh water, and healthy air and food are at great risk.</p> <p>Form & Character Comment Section: Please see comments in previous sections.</p>
<p>Housing Mix Comments Section: The infrastructure must be improved first.</p>
<p>Housing Mix Comments Section: The main concern is traffic in West Van. This summer it was difficult to even go to North Van after 2:30 in the afternoon., we need to add a mitigation strategy, especially when we are increasing the population in the District.</p> <p>Active Transportation/Recreation Comments Section: I generally support the strategy. There needs to be additional effort in controlling bicycles, especially on downhill sections to enable clear separation with pedestrians and vehicle traffic to ensure safety. While most cyclists comply it is my experience in Stanley Park and Whistler that they feel they have right of way over all others, show no courtesy and put the general public at risk through their actions.</p> <p>Form & Character Comment Section: Note that the BC Hydro substation does generate some noise and the developer may have to consider some design issues to mitigate</p>
<p>Housing Mix Comments Section: The mix is fine, but the phasing is entirely wrong. The multi-family units should be done first with the mixed use core and then the large single family dwellings after 2038.</p> <p>Land Use Plan Comments Section: The village core should be placed if possible at the core of the village.</p>
<p>Housing Mix Comments Section: The mountain bike trails have taken a long time to build. I hope more trails are built not destroyed.</p>
<p>Housing Mix Comments Section: The North Shore is FULL. Add lanes on both bridges THEN ask me again and I will say yes. There is a daily crawl on the upper levels starting about 1:30 to 2:00 daily and it ends after 6. Insane. More development, NO Thanks,</p> <p>Form & Character Comment Section: Again, the North Shore is FULL...and you know it is. Solve the infrastructure problems first.</p>

<p>Housing Mix Comments Section: The number of housing units has increased from phase one. Not sure this is required. The rationale about this being necessary because of building and providing affordable rental units does not make sense. Proposal should be able to accommodate rental housing within the 3500 units proposed in phase one.</p> <p>Form & Character Comment Section: Unfortunately that the pristine wilderness would disappear and that the buildings do not blend in with the environment.</p>
<p>Housing Mix Comments Section: The original number was 3500 and now it has been bumped to 3700. What will the number be next year? As with Park Royal, we low ball the number and then come asking for more when no one is paying attention. How much can the land bear? What impact does increased hard surface have on the hydrology? What impact does that have on the Catchment Area of Altamont / Westmount? And the area below CAAW with loss of trees and increased hard surface within those neighbourhoods? And slope stability? Mudslide??? How much carbon is being produced during development? How much carbon storage is being lost with forest removal? How much oxygen production is lost?</p> <p>Land Use Plan Comments Section: Riparian Areas - are the setbacks from creeks large enough to allow for biodiversity corridors / ribbons of life? How will wildlife be impacted? How will salmon be supported for spawning? How will local birds and migrating birds be supported? Ground oriented housing appears too close to Cypress Creek. If switched with towers, towers are too high for birds. With Design with Nature, the landscape informs the design. The design does not manipulate the landscape. Nature does not lose.</p> <p>Active Transportation/Recreation Comments Section: Wilderness and wildlife need an untouched space. How much construction carbon will be produced? How much carbon storage will be lost? How much oxygen production will be lost? How warm will it be with the removal of cooling canopy? Stop human activity at the 1200' contour.</p> <p>Community Facilities Comment Section: What happens in the winter?</p> <p>Form & Character Comment Section: What happens to the night sky? What is the view from Vancouver?</p>
<p>Housing Mix Comments Section: The percentage of affordable rental units seems very low</p> <p>Land Use Plan Comments Section: What provision has been made for wildlife habitat and safety? Removal of such an extensive area of natural forest will heavily impact local wildlife. Furthermore, the Cypress Falls Park area, is now squeezed between two heavily developed areas, which will encourage even more wild bear, deer, coyotes, bobcats etc. to travel south and cross the highway as their travel corridor, feeding area etc. Has the planning team considered wildlife corridors throughout the planned development area (green areas, over and underpasses, tunnel etc) so they do not encounter humans or traffic? There does not appear to be enough of a natural green buffer between the south end of the development and the highway so animals can get safely around the proposed development.</p> <p>More wild natural areas, parks and greenspace please - for the wild animals being displaced and for the people who presumably wish to live in a leafy, green, natural environment, given they've chose to live on the side of a mountain</p> <p>Community Facilities Comment Section: More housing and facilities for seniors please.</p> <p>Form & Character Comment Section: I really have concerns about this level of density and the removal of such a large area of wild animal habitat</p>
<p>Housing Mix Comments Section: The population density will be too great.</p> <p>Land Use Plan Comments Section: I do not want a community of 7000 people evolving.</p>

<p>Active Transportation/Recreation Comments Section: You are dreaming if you think that people will walk these pathways in bad weather...and with the wildlife present.</p> <p>Community Facilities Comment Section: We need these.</p> <p>Form & Character Comment Section: Far too dense.</p>
<p>Housing Mix Comments Section: The proposed 180 supported housing units (5%) is markedly too few. W Van is already one of the most expensive municipalities in Canada. To make sure affordable housing is available for essential workers (teachers, fire, police, paramedics etc) in W Van and avoid further traffic congestion due to people commuting, we should commit to an absolute minimum of 15% affordable/subsidized units</p> <p>Active Transportation/Recreation Comments Section: For this to be a viable, active "outdoor" community it needs an additional sports field with multiple pads (soccer, baseball), protected bike lanes on all paved roads (both directions) and pedestrian only commercial areas</p> <p>Community Facilities Comment Section: With 3500 additional housing units and possibly up to 10,000 additional residents the development should include a community centre that is family friendly (swimming pool, tennis courts and ice rink). The current facilities at 21st & Gleneagles will be completely overwhelmed with 5-10,000 additional residents</p> <p>Form & Character Comment Section: It is essential to include a BC EHS (paramedic) station to appropriately serve this new development</p>
<p>Housing Mix Comments Section: The proposed density will overwhelm local infrastructure and services.</p> <p>Land Use Plan Comments Section: "Ground oriented" housing, which I interpret as single family homes, take up a significant amount of space despite providing only a small fraction of living spaces. Multi-family units should be allocated more space.</p> <p>Active Transportation/Recreation Comments Section: A large number of mountain bike trails will be lost in the development. A plan should be made to ensure no net mountain bike trail loss.</p> <p>Form & Character Comment Section: More space between multi-family residences.</p>
<p>Housing Mix Comments Section: The proposed housing mix needs to be : 30% rental units 10% affordable rental units 60 % strata units To reflect the actual needs in the proposed mixed use "complete" Community.</p> <p>Land Use Plan Comments Section: The proposed community facilities need to be more centrally located in the community. For example swap the location of the southern most cluster of MF housing with the facilities location.</p> <p>Active Transportation/Recreation Comments Section: Design the school so it can act as a Neighbourhood/Community centre as well and adjust the pedestrian and bicycle network to be within 15-5 minutes distance from all parts of the community.</p> <p>Community Facilities Comment Section: Sounds fabulous Clarify : at what stage in the development will these facilities be built ?</p> <p>Form & Character Comment Section: 1. Specify all-wood construction for ALL proposed buildings. This is BC !!! 2. Specify 75 % of storm/rain water to be returned to natural streams and into the soil. 3. Specify a realistic soft landscaping site coverage % for each building, to support #2. 4. Sidewalks on all roads and design guidelines to encourage active street level vibrancy. 5. More emphasis on continuous street tree canopy .</p>
<p>Housing Mix Comments Section: The public will benefit so much by acquiring the Eagle Ridge lands that I support mixes that provide fair compensation to BPP for giving up the lands west of Eagle Creek. However there are special lands within the Village planning area in the north corner beside Cypress creek that should also be protected. They are slated for single family development. I believe the density from that northern pod be moved such as through adding units to other buildings.</p> <p>Land Use Plan Comments Section: It is hard to envision with just the details provided as I am interested how the commercial core integrates, but overall I re preat my</p>

<p>comment above. The northern pod should be reduced in size to fit into the existing cleared area within that pod and that no further clearing north occur from what exists today.</p> <p>Active Transportation/Recreation Comments Section: One of the problems I have seen with past planning is the inappropriate mixing of cycling with pedestrian thus creating a very dangerous situation for pedestrians especially. A perfect example are the parts of the Spirit Trail that are mixed such as the last block between 17th and 18th or the part between Park Royal and Ambleside where fast moving bikes weave between pedestrians with chances of accidents being high. I have been clipped by a bike so I know the problem is real. I am a cyclist and won't use those paths because I don't want to hit someone who steps into my path when I am passing from behind.</p> <p>Community Facilities Comment Section: I am concerned about the use of the word "grocery store". The Village needs a full sized supermarket like Safeway, not some corner grocer store with limited high priced stock. This needs to be a place that you can do basic shopping within the village otherwise it will generate far more traffic as people have to do basic shopping elsewhere.</p> <p>Form & Character Comment Section: I actually would prefer even more concentrated density rather than the low density sprawl at the top corner.</p>
<p>Housing Mix Comments Section: The scale is too massive. What about the impacts on the existing WV community? Where is the additional commercial retail on BP land (like another Caulfield shopping center?) as all this extra traffic will just clog up existing overcrowded road infrastructure and commercial space? Why do you let BP get what ever they want at the expense of the existing community? Why don't you work for the people that live here now rather than BP and future residents?</p> <p>Land Use Plan Comments Section: If you drive the upper level highway regularly you will indeed see that it is becoming very heavily used and even congested at times. This development won't help. Why does BP ALWAYS get what they want at the expense of the existing residents. Sadly, this is never answered by Mayor and Council. I am not against development but am at this scale. Why do we have to continue to overbuild West Vancouver? What is wrong with staying the same size? Guess if you are the Director of Planning and Development you have to plan and develop ----</p> <p>Active Transportation/Recreation Comments Section: See comments above.....</p> <p>Form & Character Comment Section: It is too big. But I guess BP can't make the numbers work without massing.</p>
<p>Housing Mix Comments Section: The west Vancouver can not handle the current traffic. More houses need better district infrastructure.</p> <p>Land Use Plan Comments Section: The animal habitats will be disturbed</p>
<p>Housing Mix Comments Section: There are insufficient affordable units. A new community will need carers and health workers, teachers, and many other people to meet the needs of this new population. Where are they supposed to live? We already have a chronic shortage of affordable housing in the district.</p> <p>Land Use Plan Comments Section: I'm not convinced that this will be enough of a self-contained community, with all the amenities that will allow people to stay local. We do not need another suburb, generating enormous amounts of traffic and carbon emissions.</p> <p>Active Transportation/Recreation Comments Section: While I would support the proposals in principle, I believe that in practice pretty all of these paths, trails and cycle facilities should be categorised under 'recreation' and it is very unlikely that the vast majority of the residents of the proposed village will use any other form of transportation. As I understand the topography, the steep gradients will deter some people from using 'active transportation' in favour of their cars.</p> <p>Community Facilities Comment Section: Affordable grocery stores are a necessity, for any viable, self-contained community. The plan should require BPP to provide at least one. Also - 'expected to include' a health centre? Why can BPP not guarantee that there will be one?</p> <p>Form & Character Comment Section: Recent research has demonstrated that high rise, high density housing produces higher carbon emissions over the life-cycle of any development. https://www.nature.com/articles/s42949-021-00034-w That is why high density, low rise development is the favoured solution for many cities seeking to combat climate change.</p>
<p>Housing Mix Comments Section: There are too many units</p>
<p>Housing Mix Comments Section: There does not need to be further development in the area. This is ruining west Vancouver. More road infrastructure needs to be built to support heavy vehicle traffic now. This development will further impact the atrocious amount of traffic on hwy1 and the north shore. No one wants to ride transit</p>

<p>Land Use Plan Comments Section: I would support low density homes. West Vancouver is busy enough not to mention ruining the esthetic look that drives many to west van. Don't ruin nature and the west Vancouver district: it does not need to be turned into downtown Vancouver</p> <p>Active Transportation/Recreation Comments Section: I support walking trails for leisure. People are never going to get rid of their vehicles, especially in this area. BUILD CAR INFRASTRUCTURE</p> <p>Form & Character Comment Section: This proposal will ruin the area. Absolutely disgusting</p>
<p>Housing Mix Comments Section: There is no definition of what "affordable" rental means. Is this affordable relative to Vancouver as a whole, or West Vancouver as a whole, or the local upper lands area outside of the Ambleside apartments. i.e., the apartments and condos above the upper levels highway. Also 70% of local area rents (for new developments) will still be too high a rental rate for most renters.</p> <p>Land Use Plan Comments Section: Local road access does not appear to have been well developed. there appear to be only three access points from the village into the existing road system. The first is into the middle of the corner of the Cypress Bowl Road, providing an inadequate line of sight for vehicles. The second is into the Westmount Interchange connecting at the north end of the highway bridge. This is a steep difficult connection to make without a major renovation of the existing interchange. Who will pay for the required changes?? Also, if traffic is wanting to go down to Marine Drive, the route below the interchange is already a high traffic area with a long tortuous roadway passing through an existing residential area and past an elementary school. Significant traffic calming measures will be required. The only decent connection point is the existing connection onto Cypress Bowl Road by the West Van Municipal Yard. All of the traffic should be routed here. Also, I think additional traffic planning is required.</p> <p>Active Transportation/Recreation Comments Section: What is a bouldering area? The trail connection to Almond Road is a must have. Additional walking biking trail connections should be included across the highway using pedestrian/cycling bridges to encourage active transportation. Add a bridge across the highway into Westridge Park.</p> <p>Community Facilities Comment Section: What supports can be included to foster the commercial businesses, e.g., restaurant, convenience store, drug store, other? Perhaps subsidized rent or at least ensure reasonable rental rates for a period to encourage the new business. What about a shared business centre for small consultants?</p>
<p>Housing Mix Comments Section: There needs to be more affordable housing. Where will all the lower paid workers that serve coffee, repair things, build things and operate things live? The village should be self sustaining if it's to be attractive to move (buy) into</p> <p>Land Use Plan Comments Section: I may not be seeing it but where are the middle use dwellings? Apartments in towers and single family ground based houses are there, but where are the town homes, the low rise developments? Those living in the \$750k apartments will never afford to move into the \$2M homes. It's elitist - unless the middle housing doesn't exist and I'm not seeing it?</p> <p>Active Transportation/Recreation Comments Section: If the plan is to encourage active transportation, why are the houses at the far end from the commercial areas? Surely it would make sense to put commercial areas more central?</p> <p>Community Facilities Comment Section: As an active user of the bike trails, I would be put off moving to Cypress Village if the world famous mountain bike trails were lost or watered down to lose their character</p> <p>Form & Character Comment Section: See my comments above about middle housing</p>
<p>Housing Mix Comments Section: There needs to be more density - built additional 5-8 story towers with higher density occupants</p> <p>Land Use Plan Comments Section: increase density with some 3-5 story buildings mixed in with the family dwellings</p> <p>Active Transportation/Recreation Comments Section: I am pleased with the recreation plans, in particular the efforts to preserve mountain biking. I am however concerned about the broader issue of mass transit beyond this narrow development. North shore traffic is at capacity and all municipalities need to push levels of government to have the skytrain extended to park royal via line across second narrows and along the foreshore</p> <p>Community Facilities Comment Section: craft beer please</p>
<p>Housing Mix Comments Section: There needs to be supporting public transportation and created with a sustainable power grid that is local and carbon neutral.</p>

<p>Land Use Plan Comments Section: the single family units are too car dependant. Less single family units and have them lower and closer to the services. Smaller lots. More public green space and less private space.</p> <p>Active Transportation/Recreation Comments Section: The bike staging area should be connected to the bike area. Way too little shoulder bike lane set up for on road. Think kids riding to school and home again. Be more focused on out of the car transport. This is not forward thinking planning.</p> <p>Community Facilities Comment Section: as noted- fewer single occupancy and more green space, better connected out of car transportation (including shared transportation) Way less private space and much more green and shared space. I dont think the set up is particularly forward thinking or progressive enough for the long run.</p> <p>Form & Character Comment Section: as noted- way to much private single occupancy area</p>
<p>Housing Mix Comments Section: There should be additional affordable rental units, and some of the townhouses need to be affordable rental units as well. There needs to be affordable rental units in the city for families not just single people. Ideally 5% of the single family dwellings would also be affordable rental units.</p> <p>Land Use Plan Comments Section: I would prefer to see the zoning a little more mixed allowing commercial properties to be more central to the development increasing walkability.</p> <p>Active Transportation/Recreation Comments Section: This plan will impact/eliminate existing mountain bike trails which have value as recreational trails, and are historic to the Vancouver area and the world, as the birth place of mountain biking. The mountain bike trails should be preserved and recognized with a plaque. I recognize that this plan is working to preserve some mountain biking area, but this is a blow to world history, everything possible should be done to preserve these trails. At a minimum the pedestrian path should be pushed to the edge of the green space, so the Roach Hit trail is unaffected.</p>
<p>Housing Mix Comments Section: There should be more single family dwellings and duplexes.</p> <p>Land Use Plan Comments Section: There is not sufficient road access and the highway needs to be widened to accommodate the probable lineup of vehicles going in or out.</p> <p>Active Transportation/Recreation Comments Section: There isn't enough parking space for people who want to drive to the walking/cycling areas from other parts of the District.</p> <p>Community Facilities Comment Section: Please define in detail what makes a "complete community". Is this community going to pay for snow removal or do you expect the other areas of the District to pay for it?</p>
<p>Housing Mix Comments Section: There should be no development until the North Shore traffic problems are fixed. It should not take 1 hour at 3PM to travel from West Vancouver to Burnaby.</p>
<p>Housing Mix Comments Section: There should be twice as many single family homes totaling 500 with a small area in the order of 1500 to 2000 square. The number of townhomes should be doubled to 400 units but in smaller sizes of 1000 to 1500 sq ft.</p> <p>Land Use Plan Comments Section: The present land use plan is incorrect. The 262 acres proposed for BPP to give to West Vancouver in exchange for 3700 housing units is incorrect. There should be 1000 acres that is given to West Vancouver based on precedents in WV for the developments and land exchanged in the area around the WV Maintenance area which was done a number of years ago. This is a very serious issue and must be resolved now.</p> <p>Active Transportation/Recreation Comments Section: The recreation area needs to be increased from 262 acres to 1000 acres for this particular development. In addition, the 3000 of publicly owned lands to the east need to be designated as parkland as part of the Upper Lands Working Group recommendations and OCP.</p> <p>Community Facilities Comment Section: This plan is extremely preliminary and has not been thought through.</p> <p>Form & Character Comment Section: The plan has not taken into account climate change and the greenhouse gases that will result during construction and when the development is completed. There are no metrics for doing this and it is being largely ignored. High rise buildings leave residents susceptible to diseases such as COVID that circulate with the central heating and air conditioning systems. People do not want to live in high rise buildings</p>

<p>Housing Mix Comments Section: This community has many owners of single family dwellings who are looking to downsize in a community with few options - most would prefer townhouses. I would recommend more townhouses, fewer strata apartment units and increase the market and affordable rental apartment units. There are enough condos in the community. And single family dwellings.</p> <p>Land Use Plan Comments Section: The size of it on that poor mountain. Just because you have given preference to preservation of Eagle Ridge does not mean that you cannot have a development that is more in keeping with the natural beauty of Cypress mountain. Are they not enough single family homes in West Van without adding them up here? Cutting them out would make a denser community</p> <p>Active Transportation/Recreation Comments Section: OK with pedestrian areas but for others, result is more encroachment on the mountain where there are pre-existing facilities.</p> <p>Community Facilities Comment Section: You need some of these facilities, not all. No need for the kingdom of Cypress Village.</p> <p>Form & Character Comment Section: A lot of sprawl and not much benefit to the existing community whose needs are for more flexible housing options, not just condos and single family dwellings. This is not going to be an affordable community.</p>
<p>Housing Mix Comments Section: This development is too large and higher than the originally proposed plan! I have concerns about erosion based on all the development in the upper lands and removing what little green space is left in the whole of West Vancouver regarding climate change mitigation. This will also add massive amounts of traffic in an already congested district.</p> <p>Land Use Plan Comments Section: As per my previous comments in question 2 - I do not support further development in the Upper Lands</p> <p>Active Transportation/Recreation Comments Section: How much green space is being developed with all this "recreation space" and what is the emission effect of both the construction/development and loss of the green space?</p> <p>Community Facilities Comment Section: Senior activity centre? How has the reduction in emissions been calculated? In my experience while people do walk or bike for exercise - they are not doing this for errands such as grocery shopping and other attending classes/ medical or other appointments.</p> <p>Form & Character Comment Section: I do not see plans on addressing increased rainfall, runoff, reduced green space, erosion - continuous building on the Upper Lands. How will this affect the residences below this in Caulfield/Dundarave?</p>
<p>Housing Mix Comments Section: This encroaches on to areas needed to sustain wildlife.</p> <p>Land Use Plan Comments Section: This area is needed for wildlife already too many bears get killed yearly because people encroach on to their land.</p> <p>Active Transportation/Recreation Comments Section: See other comments</p>
<p>Housing Mix Comments Section: This is a huge number of apartment units/ buildings in the core area</p> <p>Land Use Plan Comments Section: development area proposed above the hydro and school works yard seems quite high and I worry about impact on Cypress Creek</p> <p>Active Transportation/Recreation Comments Section: What about adding some sport courts/ basketball/ tennis or pickleball courts/ bocce pit Bouldering is quite an uncommon hobby/ sport for the majority of people and you may be serving a less outdoorsy apartment dwelling group. Bike storage/ sharing will also need to be essential with the apartment spaces. Love the bike path and walking proposals Also additional playground hubs (a few small scattered ones like hillside park) or even a water spray park like John Lawson park.</p>
<p>Housing Mix Comments Section: This land should not be developed! West Van cannot handle the additional residents and traffic and our road systems are overwhelmed. Adding more residents to West Van will dramatically change the municipality in a negative manner</p> <p>Land Use Plan Comments Section: Do not develop this area. Leave it as is. There is enough development in West Van already</p> <p>Form & Character Comment Section: We should not be building high rises on our mountains. Maintain our natural beauty. This is an eyesore</p>

<p>Housing Mix Comments Section: This plan is only about housing but nothing about required infra structures, schools and etc.</p> <p>Land Use Plan Comments Section: How are already crowded and busy existing infra structures (main roads, Lions Gate bridge, Highway 1) going to accommodate this huge increase in population?</p>
<p>Housing Mix Comments Section: This plan will exacerbate the already crippling issues regarding transportation infrastructure in West Van. There are times of day when it's ill-advised to travel across the North Shore, let alone trying to cross a bridge into downtown Vancouver - all with our existing population. Furthermore, Cypress mountain is a beautiful backdrop for West Vancouver and should remain forested. Housing supply has been ruled out as a causal factor in the current housing crisis, whereas real estate speculators, both domestic and foreign, are the main issue. This plan will take a huge swath of forested land and leave it a sea of beige and gray construction, which will largely sit empty year-round. All this plan does is pad the pockets of developers, and presumably, the city council members that support it.</p>
<p>Housing Mix Comments Section: This project has been under way for some time and is very complex. Let the public take the time needed to review the District's proposals in detail.</p> <p>Land Use Plan Comments Section: This development is isolated from the rest of the District and people will probably not be willing to rely primarily on public transit. Does your plan provide for adequate parking for the number of private vehicles that residents will actually want and need?</p> <p>Active Transportation/Recreation Comments Section: This community is being built on the side of a mountain. How much use will these facilities actually get relative to their cost?</p> <p>Community Facilities Comment Section: DWV already spends too much on its firefighting facilities given that fire frequency is declining. Why add a new station?</p> <p>Form & Character Comment Section: European cities achieve high density with low rise (up to 5 stories). Can that not be done here?</p>
<p>Housing Mix Comments Section: This will create more traffic congestion and disturb the peace and tranquility of the residents. Commerce should not be located in the same space as homes. Take an example of Caulfield Village. The square is ONLY for business and even there congestion is high due to the nearby school.</p> <p>Land Use Plan Comments Section: Too much multi-family housing lowers the value of the neighbourhood.</p> <p>Active Transportation/Recreation Comments Section: Sidewalks, sidewalks, sidewalks. All areas of the British properties need more of them because there are more and more interested in an active lifestyle and the lack of sidewalks makes it difficult and even potentially dangerous to walk around the neighbourhood during the day, or in the evenings.</p> <p>Community Facilities Comment Section: More and more schools I keep seeing, but no health care facilities or hospitals for West Vancouverites. Not happy about it. There are already 2 community centers.</p> <p>Form & Character Comment Section: If the artist's rendition is accurate, it looks much too dense. However, from what I've seen on the plans, it seems to support that this will be the final result.</p>
<p>Housing Mix Comments Section: To support that many people and traffic the infrastructure needs to be improved more access points and more community amenities</p> <p>Land Use Plan Comments Section: Need more community amenities including an ice rink</p> <p>Active Transportation/Recreation Comments Section: You can not assume everyone will be using some form of active transportation. There needs to be more entry points and parking for people who don't live there and for those going up the mountains</p> <p>Community Facilities Comment Section: This is a good opportunity to provide a sports track and ice arena</p> <p>Form & Character Comment Section: There does not seem to be thought around influx of people into this neighbourhood. Congestion getting in and out is already very bad especially around school drop off and pickup</p>
<p>Housing Mix Comments Section: Too many additional housing units for our area.</p>

<p>Land Use Plan Comments Section: Far too much development for our area.</p> <p>Active Transportation/Recreation Comments Section: Far too much development for our area.</p> <p>Community Facilities Comment Section: Far too much development for our area - too dense.</p> <p>Form & Character Comment Section: Unnecessary, too dense, too much development.</p>
<p>Housing Mix Comments Section: Too many apartments will be occupied by too many groups of people needing separate motor vehicles causing traffic nightmares. It's a dream to expect people in the upper levels to be transit oriented.</p> <p>Land Use Plan Comments Section: Do not support 25 story buildings. Minimal employment opportunities</p> <p>Community Facilities Comment Section: I'd like to see specific support for seniors and also for mental wellness, and incorporating an indigenous view such as healing centres</p> <p>Form & Character Comment Section: It looks to me like another Whistler village for the wealthy. I do not like the tall buildings. Are you getting feedback from First Nations?</p>
<p>Housing Mix Comments Section: Too many apartments, too much density. The traffic is already horrendous and I don't see the majority of people who choose to live there using transit as it's not reasonable for most of the north shore.</p> <p>Land Use Plan Comments Section: No commercial mixed in, not enough commercial to support the houses in this new plan as well as other local homes which will likely use the amenities. Think about: walking for a coffee, buying groceries from a small grocery, small goods shops, things that make it feel like a village and not a development. More commercial there will provide more opportunities for live/work. Share office space, gym space, etc. This is a development created for blind profit and little to no long term planning for the people who will end up living there and close by.</p> <p>Active Transportation/Recreation Comments Section: I don't know why you would bother with the tiny "mountain biking area" The whole mountain is a mountain biking area. Why limit that area to that. Would be better used for running/walking trails.</p> <p>Community Facilities Comment Section: Again spread this stuff out. Think European city, not American Costco hell. I would be really nice to have micro commercial spaces mixed in with residential areas (everywhere in west van tbh). It's incredibly un-walkable and unfriendly in west van because there is no where to stop. If you are walking in an area the first question by locals is why are you there. As someone who lives here I would love to be able to walk to a small cafe etc in my area. As opposed to having to go to park royal or marine dr. (or the central area of this plan)</p> <p>Form & Character Comment Section: Why do we need towers? Why not keep it under 6-8 stories max. Again no one seems to take any aspects of the most pedestrian friendly cities into account. Towers lead to shade, in this environment that means damp cold. If you have more lower buildings you get the feeling of a village, as opposed to houses jammed up next to towers. It's un-harmonious and ugly. It's like taking the worst parts of city planning that happen over time due to necessity and applying that to a newly built development. No one wants more towers. No one really wants to live in towers either. Psychological impacts on social and mental well-being are well documented to have negative affect. Do better. We are a very rich suburb, and the developers will make lots of money off this. Do better. Make something that other cities will want to re-create, because it works, not because a developer made a ton of money off it.</p>
<p>Housing Mix Comments Section: Too many apartments. Basically it becomes a slum on Cypress. Fewer apartments, and more townhomes/Row homes would be more appropriate. You just seem to be squeezing a lot of folk into very small units. Overall the population at buildout is too large.</p> <p>Land Use Plan Comments Section: Too sprawling. A central core of slums and a wrapper of expensive houses?</p> <p>Active Transportation/Recreation Comments Section: Not enough bike lanes. Public transport seems overlooked?</p> <p>Form & Character Comment Section: Very, very ugly. Does not appear inviting in the least. Are you trying to replicate the mess that is the village walk from Whistler? on a huge scale?</p>

<p>Housing Mix Comments Section: Too many apartments. More ground oriented homes would be better</p> <p>Form & Character Comment Section: High rises too much density</p>
<p>Housing Mix Comments Section: too many housing units, of all kinds.</p> <p>Land Use Plan Comments Section: Continuing to mow-down our local community forest to make more spooky-empty neighbourhoods is just fundamentally wrong. The district and BP have repeatedly failed to create any sort of mixed housing diversity, and this will be no different. The WV cost of living dictates these too will be empty homes for non-local owners, at the expense of our local residents who actually live here and use the forest to recreate in.</p> <p>Active Transportation/Recreation Comments Section: You actually expect WV/BP residents will ride bikes, scooters, and walk about this proposed neighbourhood? Have you seen the slope grades? This is laughable. The ones who actually do live there will drive their Land Rovers and Jaguars.</p> <p>Form & Character Comment Section: The Artist's Conceptual Illustration shows young families and children frolicking. Right... You've driven that class out of the district long ago, never to return. You ever been out to Port Moody?</p>
<p>Housing Mix Comments Section: Too many occupants considering road infrastructure on the north shore.</p> <p>Active Transportation/Recreation Comments Section: It appears the plan is to build over the most highly used trails on the lower mountain (Wutang, and Roach Hit). In return the area you have designated for mountain biking currently has one trail, that is not well maintained that is not overly popular that is also one of the steepest areas. Why not incorporate Wutang and Roach hit into the trail plans since this is what the majority of riders actually ride on Cypress? Give the NSMBA autonomy to maintain and regulate what can be built and maintained? This will solve two problems: 1st it will stop illegal building and 2nd it will make the trails safer. Destroying and developing over these trails will only lead to more rogue building on these lands to replace what will be lost. Taking current Mountain bike trails like Single Lane traffic, and Lower Roach Hit and making them hiking trails will create dangerous encounters between different trail users. If you want to incorporate mountain bikers into your plans, start by not re-labeling trails for another usage. The bouldering area above the eagle lake access road is also one of the flattest areas and should seriously be reconsidered.</p>
<p>Housing Mix Comments Section: Too many people allowed in the proposed housing mix.</p> <p>Land Use Plan Comments Section: Too much multi-family housing.</p> <p>Form & Character Comment Section: I don't like the extent of multi-family housing</p>
<p>Housing Mix Comments Section: Too many people traffic will be insane. We don't need density or more people.</p> <p>Land Use Plan Comments Section: Too many people traffic will be a disaster. Council is being ----</p> <p>Form & Character Comment Section: Too much density</p>
<p>Housing Mix Comments Section: Too many unaffordable houses</p> <p>Community Facilities Comment Section: Developers do not follow through on promises to build some elements of plans</p>
<p>Housing Mix Comments Section: Too many units.</p> <p>Land Use Plan Comments Section: The infrastructure in West Vancouver does not currently support this type of development. Who will pay for the community centre, elementary school and sports field. The developer should pay for the community centre, elementary school and sports field.</p> <p>Active Transportation/Recreation Comments Section: I do not support this because I do not support putting in 3700 units in Cypress Village.</p> <p>Community Facilities Comment Section: I would only support the proposed community facilities if the developer will be paying for these facilities.</p>

<p>Form & Character Comment Section: I do not support the form and character for Cypress Village because I do not support adding 3700 units to Cypress Village.</p>
<p>Housing Mix Comments Section: Too much density</p>
<p>Housing Mix Comments Section: Too much density and not sustainable for many reasons long term. Will NOT give up conserving the natural land however</p> <p>Land Use Plan Comments Section: Too dense. Interruption of ecosystems and wildlife, water use and much more air pollution.</p>
<p>Form & Character Comment Section: How sustainable is this for the entirety of West Vancouver? High Schools? Eagle Lake? Vehicle support? Deforestation and unstable landscapes? Forest fires? Wildlife sustainability? Parking and movement in existing Ambleside and Park Royal?</p>
<p>Housing Mix Comments Section: Too much density not enough transportation infrastructure.</p> <p>Land Use Plan Comments Section: Do not develop this precious land.</p> <p>Active Transportation/Recreation Comments Section: Please leave the land and trees as is.</p> <p>Community Facilities Comment Section: Please do not destroy Mother Nature and overdevelop West Vancouver</p>
<p>Form & Character Comment Section: Going over Hollyburn Ridge is not a good idea.</p>
<p>Housing Mix Comments Section: Too much development. Build another bridge before you invite 3700+ people to live here.</p> <p>Active Transportation/Recreation Comments Section: Too much land dedicated to mountain biking which destroys the ecosystem.</p> <p>Community Facilities Comment Section: We can't even fill the public schools without international students. The new school will be all ESL and foreign owned. 5% rental is not welcoming Canadian middle class families.</p>
<p>Housing Mix Comments Section: Too much infrastructure near a recreational area</p> <p>Land Use Plan Comments Section: The plan portrays much of the mountain bike area turned into multi use trails or the trails will be destroyed</p> <p>Active Transportation/Recreation Comments Section: The mountain bike specific trails are being transformed into multi use trails which can be dangerous for all users. Multi use trails should be reserved for flatter gradients not the highest use mountain bike trails in the area</p> <p>Community Facilities Comment Section: Lots of the forested area will be destroyed for the large amounts of infrastructure</p>
<p>Form & Character Comment Section: 20 years for the construction seems very long</p>
<p>Housing Mix Comments Section: Too much Strata! Not sure how affordable housing can exist in the most expensive part of the city?</p> <p>Land Use Plan Comments Section: Again how on earth is there going to be affordable housing here? Need to know what "affordable" actually means</p> <p>Active Transportation/Recreation Comments Section: What is going to happen to all the existing MTB network? Seems like the area is getting cut by 80%? What a strange place to try and fill with affordable housing, it is the least affordable part of the city. Wholeheartedly disagree with the destruction of the current MTB network</p>
<p>Form & Character Comment Section: I just can't agree that this is actually needed in this part of the city. Confused by why people would want to live in affordable housing in the richest part of the city, how will they go to school? There is only the super rich private school up there!?</p>
<p>Housing Mix Comments Section: Too much! I am fed up with developers always asking for more. It's outrageous to be told that this development cannot meet the District's housing goals and mix with the previously established 3,500 units. 3,500 is too much, so NO, I don't support any more, I would like to see far less.</p> <p>We need to rethink this insatiable quest to develop with ever increasing density. We have finite resources (water, land) and</p>

<p>infrastructure (roads, sewage, hospital capacity, etc.). Continuous growth is not only unsustainable, it creates inherent problems. We will pay a terrible price for endless growth, and creating high-density neighbourhoods will not change the fact that perpetual population and economic growth are not solutions, rather, they are the problem itself.</p> <p>Active Transportation/Recreation Comments Section: The plan only addresses transportation within the village itself and ignores the issue of traffic and congestion for trips outside the village.</p> <p>Community Facilities Comment Section: Are there requirements in place to ensure amenities are constructed in a timely manner? Is it possible for the developer to build housing first then delay construction of amenities? Won't a community of the planned built out size require a high school? Currently WV experiences bad traffic congestion with parents dropping off and picking up kids from school.</p> <p>Form & Character Comment Section: High rise condos of 10 - 25 stories cannot possibly blend in with the landscape, nor can they meet the description of "human-scale". I completely disagree with the trade off of this size and density in the name of reducing developments footprint and protecting Eagleridge lands</p>
<p>Housing Mix Comments Section: traffic</p> <p>Land Use Plan Comments Section: traffic, green space, environmental</p>
<p>Housing Mix Comments Section: Traffic</p> <p>Land Use Plan Comments Section: Traffic, it is impossible to cross either bridge from 2:00-8:00 pm, we need much better public transit, also yo get to secondary schools, we need school buses that run often and from various routes,</p> <p>Community Facilities Comment Section: West van needs another ice arena</p>
<p>Housing Mix Comments Section: traffic flow , and fitting into the visual look of the surrounding nature</p> <p>Land Use Plan Comments Section: community commercial to service the needs to reduce need to travel down the hill</p> <p>Community Facilities Comment Section: i support the plan but would love to see a world class sports training facility for field hockey , west van is known for field hockey and could be a Canadian leader , or allow increased development by donating a arts center that is a hot issue in west vancouver</p> <p>Form & Character Comment Section: i would suggest maximizing day light by positioning the buildings to not shadow each other</p>
<p>Housing Mix Comments Section: Traffic is already terrible, and adding 3700 housing units seems irresponsible without some additional infrastructure.</p> <p>Active Transportation/Recreation Comments Section: Is there going to be parking to accommodate people that want to access the mountain trails or are they going to take up the street parking in front of the houses?</p> <p>Community Facilities Comment Section: Will there be a pool or ice arena? We only have one ice arena which isn't meeting our needs, and only one pool.</p> <p>Form & Character Comment Section: Density is too high for the area without transportation infrastructure improvements to get in and out of the north shore.</p>
<p>Housing Mix Comments Section: Traffic is already untenable on the north shore - this will not help this - still only two bridges</p> <p>Land Use Plan Comments Section: I cannot see a value add to the community - I understand BP properties wants to make some money - how does it help West Vancouver?</p> <p>Active Transportation/Recreation Comments Section: This adds little or no value to the existing experience</p> <p>Form & Character Comment Section: No comment</p>
<p>Housing Mix Comments Section: TRAFFIC!! Wildlife endangerment!! What happened to the restriction of development above a certain height up the mountain???</p>

<p>Land Use Plan Comments Section: TRAFFIC!!!! Encroaching on natural environmental lands! Ruining wilderness forests!</p> <p>Active Transportation/Recreation Comments Section: People will ALWAYS use cars to get to sports events because of "carting" sport equipment , kids, etc to fields. They also will be using cars to commute to work, events in Vancouver etc. It is naive to think that this new community will just walk, ride, etc to neighbors houses, school, grocery shopping etc. Further , what does affordable housing mean? If it is \$1. million & above local police firefighters community workers teachers etc will never be able to live in this community. Your thinking is utopian! This is a plan that will create more traffic , air pollution, loss of wildlife & further North Shore gridlock!! Our household is absolutely AGAINST this project!</p> <p>Community Facilities Comment Section: See above!</p> <p>Form & Character Comment Section: Isn't it enough that we have clogged the arteries of West Vancouver? We now kill bears because we have encroached on their territories! There is a list of missing cats at the pet store in Caulfeild(due to coyote eating habits.) Your plan will ruin our wilderness, this is NOT environmentally friendly. There will be more pollution than ever before, fertilizers draining down the mountains, car emissions, people & pet stramping through forests, litter(because we already know that people are irresponsible about picking up after themselves.)</p> <p>This community would also put even more pressure on our hospital, & clinics. Where will the doctors come from to support this new community? So many people in West Van already don't have primary care providers. I believe the big picture has not been looked at clearly enough.</p>
<p>Housing Mix Comments Section: Traffic, congestion, water, environmental damage. A loss of the nature we enjoy for choosing to live here.</p> <p>Land Use Plan Comments Section: I don't like the plan. My concerns are traffic, congestion, water, loss of nature reserves. West Vancouver has never been known to have affordable housing, it's not viable. The cost of land in this municipality is too high.</p> <p>Active Transportation/Recreation Comments Section: I agree with this proposal but think it is too big of a plan</p> <p>Community Facilities Comment Section: Unnecessary to this degree.</p> <p>Form & Character Comment Section: It is too large in scope, there will be too much congestion, too much traffic and too much destruction to the environment .</p>
<p>Housing Mix Comments Section: Traffic, lack of bus frequency throughout western West Vancouver already.</p> <p>Form & Character Comment Section: Weird buildings so much in a different are of West Van, when business is not doing as well along much of Marine Drive as it is.</p>
<p>Housing Mix Comments Section: Understanding that the requirement for 3700 units will require a very large footprint, I question why there should be ANY single family dwellings at all. The goal here should be to minimize the footprint to achieve the desired number of units. To me, that means more apartment buildings and no houses. There can be townhomes all around the perimeter at the base of the apartments should people seek an environment that is not an apartment, but there should be no single family houses. Most (75%? 90%) of the homes along Chippendale are empty are they not?</p> <p>Land Use Plan Comments Section: I am trying to be reasonable and respect that the developer has a right to develop its lands and that there will be benefits to DWV. Aside from the fact that I personally oppose the development, my concerns are: 1) I do not believe that Cypress Falls Park should be enclosed by an active road for many obvious reasons. Propose keeping that access as is - non vehicle. 2) I have concerns about the Ground Oriented Housing and the proximity to Cypress Creek above Eagle Lake Road between the creek and the substation. That's a sensitive area. Propose eliminating that from the proposal. 3)</p> <p>Active Transportation/Recreation Comments Section: Ignoring the obvious negative impact of the plan below the 1200 foot line to the largest user group in the area (those who use the MTB trails, either on bike or on foot), the proposed re-routing of Powerline is having an unnecessary and extremely damaging impact on the trails currently above 1200ft. This is NOT ACCEPTABLE. Looking at it closer, the reroute is also directly impacting the trails that are using terrains with shallower grades, meaning that this plan negatively impacts those who are using the easier trails on Cypress the most. The end result is that this plan reduces options for those who wish to ride/hike on the easier trails and forces them to ride elsewhere (Fromme? Seymour?) or to ride on terrain that they might not be comfortable with. The reroutes are choosing the same shallower grades that the easier trails on Cypress have resided on. THE PLAN TO REROUTE POWERLINE IN THOSE LOCATIONS MUST CHANGE. In addition, I propose that the cross hatched MTB area be expanded to where there are actually MTB trails- there are two or three in the identified area, there are DOZENS above 1200ft and its unclear</p>

<p>to me why the upper limit on the MTB area appears to be the 1200ft line. The rerouting of Powerline/the multiuse trail is a significant issue that must change. I plan on escalating this discussion until it is changed.</p>
<p>Housing Mix Comments Section: until better transportation is available, no population growth should be allowed</p>
<p>Housing Mix Comments Section: Very aggressive-- is there is positive case study anywhere in the world for increasing a healthy community's population by 20% in a single development zone? West Vancouver is a globally renowned community and with one development, the essence of it can change. It appears to be quite a significant amount of rental units, which would really shift the fabric and feel of West Vancouver. The should develop in a way consistent with the rest of West Vancouver, single family dwellings. It would reduce the amount of units and keep the growth measured. Why the urge for density? Have traffic flows been considered? Are any of these specifically meant and designed for adult and senior living? This development is short-sighted. The people in power to make the decision on this today are clearly being influenced by the developer. By approving this, the people in the leadership roles for only a short amount of time will be destroying a vibrant community that has grown over decades.</p> <p>Land Use Plan Comments Section: Essentially trying to create its own city, however the fundamentals of traffic flow in and out of the region need improvement first if anything like this should be considered.</p> <p>Active Transportation/Recreation Comments Section: If this is the plan, the new complex should sustain itself and not drain on resources of the lower community. Needs a hockey arena, community centre, swimming pool etc.</p> <p>Community Facilities Comment Section: Missing a hockey arena and swimming pool</p> <p>Form & Character Comment Section: The look and feel seems like inserting large downtown building in the mountain. Almost like an Olympic Village. This is not Vancouver, we are West Vancouver. Get creative. Find our own West Coast feeling. Think living roofs, more natural textures, and in harmony with the mountain village them. Should look more like Whistler than downtown Vancouver.</p>
<p>Housing Mix Comments Section: Very large scale, reduce number of units</p>
<p>Land Use Plan Comments Section: Very large construction that will put pressure on roads and infrastructure in West Van and North Van. What are the plans to address these pain points?</p>
<p>Housing Mix Comments Section: Way to many Apartments!!!</p> <p>Land Use Plan Comments Section: Way to many Apartments</p> <p>Active Transportation/Recreation Comments Section: The plans are too small to on the computer to give a proper comment</p> <p>Form & Character Comment Section: Cut out all of the high rises!!! Very Ugly :((Not West Vancouver You people have already ruined Park Royal!!!</p>
<p>Housing Mix Comments Section: Way too many units for the existing traffic plan and infrastructure to support.</p> <p>Land Use Plan Comments Section: Again, way too many units for the traffic plan and infrastructure to support in West Van.</p>
<p>Housing Mix Comments Section: way too much density. traffic is already terrible in west van and adding 3,000+ units will make it a complete disaster. the suggestion that people are going to commute via bicycle and buses in this geography and climate is insane</p> <p>Land Use Plan Comments Section: way too much density</p>
<p>Housing Mix Comments Section: We can't afford more traffic down Taylor way, lions game and marine drive. Even during Covid with a reduced downtown commute the streets don't have the capacity for more cars. We need to have a parallel plan to solve this before introducing more capacity.</p>
<p>Housing Mix Comments Section: We do not need more development that will lead to more traffic going west and east in West Vancouver.</p> <p>Land Use Plan Comments Section: 25 stories buildings? Definitely not. All these people will either have cars, or need transit (which isn't great) to get to their work.</p>

<p>Just so much more traffic for our bridge, which is the only source of crossing the inlet. All this growth in a community with no consideration of the impact on our limited options to access Vancouver.</p> <p>Active Transportation/Recreation Comments Section: It's being portrayed that the residents will stay in situ.... which is ridiculous. Recreation time aside, these people have to travel to their work places, which often mean the congestion around Park Royal and the bridge will be taxed.</p> <p>Community Facilities Comment Section: Again, no consideration for the bottle neck in traffic this will cause to other parts of our city. We are unique in that we do not have options on how to increase density without impacting the rest of the community as a whole.</p> <p>Form & Character Comment Section: Cannot believe the development proposed for a community that has such limited transportation options and already such a huge traffic problem that hasn't even been considered for the rest of the community. Growth without first addressing transportation and current traffic bottle necks already.....</p>
<p>Housing Mix Comments Section: We do not need to continue to take away the forest and continue to build on the mountain. Not necessary.</p> <p>Land Use Plan Comments Section: I do not support development on the mountain</p> <p>Active Transportation/Recreation Comments Section: See above</p> <p>Community Facilities Comment Section: Not necessary</p> <p>Form & Character Comment Section: I don't support the construction so I wouldn't support the design</p>
<p>Housing Mix Comments Section: We don't have the infrastructure to support this increase in population density. At minimum, we need a plan for an additional water reservoir to avoid water shortages, an additional bridge connecting the north shore to Vancouver. Surely, there is another place to build additional housing that doesn't involve removing trees and building up the side of the hill.</p> <p>Land Use Plan Comments Section: See prior concerns. I support not developing this area</p> <p>Active Transportation/Recreation Comments Section: See prior comments</p> <p>Community Facilities Comment Section: See prior comments</p> <p>Form & Character Comment Section: Limit height of buildings to six stories if you continue developing this area. Again, our infrastructure cannot support the existing housing, how can we possibly add more?</p>
<p>Housing Mix Comments Section: We have a climate crisis and encouraging more development of this scale is irresponsible! In addition it will be an eyesore on the West Vancouver mountainside!! BPP needs to be responsible citizens of West Van and leave the land as green space!</p> <p>Land Use Plan Comments Section: Over the past 10 years with certain members of council including the Mayor, we as citizens have seen the degradation of our community because of over development of our neighborhoods, allowing ridiculously huge houses to which our planning department should be held accountable! I don't support any more development which will lead to more traffic gridlock....</p> <p>Active Transportation/Recreation Comments Section: The concern is there are perfectly good natural recreational areas as it is.... If you are the least bit concerned about climate change leave it alone!!! It should be left in its natural state!</p> <p>Community Facilities Comment Section: I don't support any development of any kind on the upper lands! It's irresponsible!</p> <p>Form & Character Comment Section: I don't support this development as it's unsustainable and irresponsible given the challenges that climate change represents.</p>
<p>Housing Mix Comments Section: We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, I ceased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, I will not agree to any future developments here.</p> <p>Land Use Plan Comments Section:</p>

<p>We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, I would be pleased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, I will not agree to any future developments here.</p> <p>Active Transportation/Recreation Comments Section: We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, I would be pleased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, I will not agree to any future developments here.</p> <p>Community Facilities Comment Section: We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, I would be pleased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, I will not agree to any future developments here.</p> <p>Form & Character Comment Section: We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, I would be pleased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, I will not agree to any future developments here.</p>
<p>Housing Mix Comments Section: We need adequate transit. Not busses. We live on a mountain and need to look to other mountainous towns to see how they move people. Like Zurich in Switzerland. It's full of gondolas, trams, and funiculars.</p> <p>Form & Character Comment Section: It needs to look more alpine, something that gives the area character which so much of west Van lacks. Buildings that look similar to the current 3 towers on the south side of Cypress Bowl Rd</p>
<p>Housing Mix Comments Section: We need affordable housing not apartments, increase the affordable single family units and townhouses</p> <p>Land Use Plan Comments Section: The plan is not clear what it would look like</p> <p>Active Transportation/Recreation Comments Section: Why do we need a mountain biking area, hiking I can agree but not mountain biking.</p> <p>Form & Character Comment Section: We do not need a bunch of high apartment blocks, if we are going to have apartments they should be max four or five stories high.</p>
<p>Housing Mix Comments Section: We need more affordable housing for young families and seniors - I feel any new developments in WV must address this issue.</p> <p>Land Use Plan Comments Section: Retaining green space and large trees, and designing the development around walking/biking is very important to me, as I feel environmental protection and green commuting practices are imperative. Where properties do not have a large view it should be mandatory to preserve trees, to avoid the cheek-by-jowl mansions with no yards that are typical of the current developments below Cypress Bowl Road.</p> <p>Active Transportation/Recreation Comments Section: Fantastic! I already use the existing multi-use trails (paved and gravel) on my bike commute home from work every day, and can't wait until more are completed. Providing safe and beautiful biking options will encourage more people to ride, and with the advent of ebikes our hilly terrain is no longer such a prohibitive factor (I ride a ----). Trails throughout the new community will allow people to use bikes to run errands, instead of getting in their cars. Thankyou!</p> <p>Community Facilities Comment Section: Great ideas - the proposed services will go a long way to promoting a sense of real community, which we need.</p> <p>Form & Character Comment Section: Being a lover of the wilderness and a life-time hiker/biker on the north shore I am saddened by the reduction in our wild green space. Nevertheless I support the development, provided it offers a decent amount of affordable housing and not just more empty mansions. I like the renderings and support the multi-unit structures</p>
<p>Housing Mix Comments Section: We need more affordable rental housing in West Vancouver. My big concern is how people will get around. The traffic is already past tolerable and often is a gridlock. But I like the proposed housing plan.</p>
<p>Housing Mix Comments Section: We need more high density affordable housing that is on a transit line. We are extremely late to the party. Let's get on with this and stop catering to special interest groups in the community. They are not the majority, they just have the luxury of time on their hands because they are retired or rich or both.</p> <p>Active Transportation/Recreation Comments Section: Very hilly for biking and families - consider a wider bike path that would accommodate e-bikes.</p>

<p>Community Facilities Comment Section: We need housing for our workers in West Vancouver. Current council and previous councils have completely missed the mark on getting this done in an efficient manner.</p>
<p>Housing Mix Comments Section: We need more townhouse development, to allow for downsizing. More condos add to the traffic problems.</p>
<p>Housing Mix Comments Section: We need to maintain the natural environment of the hillside. West Vancouver and the Cypress Village area does not have the infrastructure to support greater density. As it, the slopes of the north shore mountains are already looking like a concrete jungle instead of a mountain. Lack of affordable housing in West Vancouver is an overrated concern - we are just adjacent to North Vancouver and Vancouver and there is not a whole lot of industry requiring commuting workforce. Most retail positions will likely be automated in the future requiring fewer workers.</p> <p>Land Use Plan Comments Section: See previous comment. Further 'development' is not conducive to the lifestyle of West Vancouver and the all important watershed.</p> <p>Active Transportation/Recreation Comments Section: It is not necessary</p> <p>Community Facilities Comment Section: It is not necessary to develop the hillside any further. Leave it natural.</p> <p>Form & Character Comment Section: I do not support creating a mini-Whistler in West Vancouver. It is not needed.</p>
<p>Housing Mix Comments Section: We need to slow down development until we have upgraded/additional road infrastructure to support additional residents up in Cypress.</p> <p>Land Use Plan Comments Section: Same answer as previous question.</p>
<p>Housing Mix Comments Section: We need to support more diverse housing. Look at what North Van has done with Lower Lonsdale, outstanding results.</p>
<p>Housing Mix Comments Section: We need way more housing up there. This is not enough. More housing and more density and more condos. No need for Single Family homes. West Van has more than enough single family homes.</p> <p>Land Use Plan Comments Section: More high rises, more density, more smaller affordable options. No houses. West Van has enough single family houses!</p> <p>Form & Character Comment Section: More towers, more density, more vibrancy and businesses needed! Whistler Village but with towers and more high density affordable housing options.</p>
<p>Housing Mix Comments Section: We require more townhouse type homes in the city</p> <p>Land Use Plan Comments Section: Consider views - where high towers are placed, not beneficial to have expensive single family "behind"</p> <p>Form & Character Comment Section: Commit to incorporate "cultural recognition" as in design elements that include local First Nation elements - wayfinding, imprints on sidewalk, native plant species... Some representative images could be included in the examples shown going forward.</p>
<p>Housing Mix Comments Section: We should be protecting all of the Eagleridge lands as well as ALL the lands on these Coastal mountains. The lands should really be government lands that protect the unique beauty and ecology of the area. How has this happened? These large developments being considered are a disgrace. It is mind boggling how they are even being considered. And under the guise of what? Affordable housing? For who? Poorer millionaires (vs billionaires) who want a city view? A minority. All to the detriment of the mountain and the masses who enjoy it. Carving out vast sections of Cypress, destroying parts of this mountain, its natural beauty, the tranquility, the wildlife habitat, the unique visual landscape of the North Shore Mountains that is seen by all, and not even mentioning the contribution to the growing gridlock traffic problems that are plaguing the North Shore and affecting quality of life for all residents. This project is not for the benefit of the community. It is for the benefit of the developers. This is shamefully obvious. There is no smoke and mirrors on this. This is an area of outstanding beauty that should never have been considered for this kind of development but should be unquestionably protected. And Eagleridge is the compromise? Please stop. How have developers gained so much control? Is there no way to protect our unique and beautiful landscape and lifestyle? The mountain is benefit the masses not a minority. And high rises on the mountain!!! OMG! No! Please no!! Crazy. Just crazy! Like during many moments of a society's history, we may look back and say...how could this have happened? And feel ashamed. Hopefully not. Huge monstrous development on an area of natural outstanding beauty. Please rethink.</p> <p>Land Use Plan Comments Section: See comments in previous section</p>

<p>Active Transportation/Recreation Comments Section: See comments in previous section</p> <p>Community Facilities Comment Section: See comments in previous section</p> <p>Form & Character Comment Section: See comments in previous section. High rises! OMG!! No!! Please no!! Crazy! Just crazy!!</p>
<p>Housing Mix Comments Section: West Vancouver is already a bottle neck of traffic and it is getting worse with development in Squamish, Horseshoe Bay and Park Royal. I do not support any further development, particularly encroaching on the woodlands above West Vancouver.</p>
<p>Housing Mix Comments Section: West Vancouver often experiences total vehicular grid lock. It gets worse every time we increase density. Taylor Way and Marine is a complete donkey show!</p> <p>Land Use Plan Comments Section: More High Rises On Hollyburn mountain will be an eyesore.</p> <p>Community Facilities Comment Section: How much will this cost the current tax payers of West Van? The developer should pay for it all.</p> <p>Form & Character Comment Section: No High rises please</p>
<p>Housing Mix Comments Section: West Vancouver should not increase population until access to downtown is solved.</p> <p>Land Use Plan Comments Section: There should be no increase in population until access to Vancouver is solved.</p> <p>Active Transportation/Recreation Comments Section: There should be no increase in population until access to Vancouver is solved.</p> <p>Community Facilities Comment Section: There should be no increase in population until access to Vancouver is solved.</p> <p>Form & Character Comment Section: There should be no increase in population until access to Vancouver is solved.</p>
<p>Housing Mix Comments Section: What does "affordable" mean? Is "affordable" suitable for a place that's inaccessible unless you have a car?</p> <p>Land Use Plan Comments Section: no</p> <p>Active Transportation/Recreation Comments Section: what about bus service?</p> <p>Form & Character Comment Section: Don't let's build something "cheap looking" that's going to rot and need replacing in 30 years time - like some of the stuff that's being built at Park Royal currently - ugly doesn't quite sum it up.</p>
<p>Housing Mix Comments Section: What does affordable mean? Can't WVAN Planning get off this direction. WVAN is expensive so why try to re-engineer the District socially.</p> <p>Land Use Plan Comments Section: How are all these extra people supposed to get around, current residents can't as it is. Need more automobile infrastructure that does not appear to be part of this proposal.</p> <p>Active Transportation/Recreation Comments Section: You expect residents to get up and down the mountain without vehicles! This looks like another baked plan already predetermined by the Planning Department in favor of the developer to be rubber stamped by Council. The on going odyssey of "progress" in WVAN. Why do we need more people? Cap the growth and the bureaucracy.</p> <p>Form & Character Comment Section: Looks incredibly boring! Can't the planners insist on some unique creative architecture instead of more buildings of curtain glass</p>
<p>Housing Mix Comments Section: Why are just 150 of the proposed dwellings considered "affordable"? Does the pricing strategy lead to creating a community that becomes largely a place for off-shore wealthy people to "park" money?</p>

<p>Land Use Plan Comments Section: As noted before, plan does not seem to include wild fire management.</p> <p>Active Transportation/Recreation Comments Section: Trails proposed are extensive, and expensive. Aside from initial cost, will maintenance costs be subsidized by West Vancouver residents not living in Cypress Village?</p> <p>Community Facilities Comment Section: Concern is similar to that about trails. If occupancy of village is low, could cost of maintaining facilities be borne by West Vancouver residents not living in Village?</p> <p>Form & Character Comment Section: Refer to first question. Lovely image of structures interspersed with heavy forest growth. Where are the fire hydrants?</p>
<p>Housing Mix Comments Section: Will any of the strata units be priced reasonably?</p> <p>Land Use Plan Comments Section: 25 storeys sounds too high. Max the towers at 12 storeys?</p> <p>Community Facilities Comment Section: Swimming pool? I don't think a library is necessary.</p> <p>Form & Character Comment Section: Too many tall towers. Eye sore. Keep the buildings lower.</p>
<p>Housing Mix Comments Section: Would like to see an increased proportion of affordable housing units, both as rental and for purchase.</p> <p>Active Transportation/Recreation Comments Section: The proposed paths disrupt multiple existing mountain bike trails. While I support the general idea of having multi-use trails accessible for multiple forms of transportation, the creation of these new trails should not result in the loss of the existing mountain bike trails. Any new trails, multi-use or otherwise should be planned so that they do not result in the loss or interruption of the existing mountain bike or hiking trails. These trails provide a unique experience to mountain biking not found elsewhere on the North Shore and are a valuable part of the mountain bike culture an experience and should be preserved.</p>
<p>Housing Mix Comments Section: would like to see more interesting architecture than the standard condo fare. Ideally rooted in west coast modernism that takes in account the surroundings and landscaping</p> <p>Active Transportation/Recreation Comments Section: There needs to be public transit to the upper lands from marine. Just like there should be (but does not exist) transit up west port to caufeild. We have seniors and kids stuck and cannot reach the nearest shopping centre. Rockridge kids are completely car dependent. I would hate for this to be repeated</p> <p>Form & Character Comment Section: architecture looks very generic. Would love to see true architecture inspired for west vancouver's mid century modernist history</p>
<p>Housing Mix Comments Section: Would like to see more townhomes and duplexes.</p> <p>Land Use Plan Comments Section: The area south of Eagle of Lake Road (between Eagle Lake Road and Cypress Falls Park where there is a trail entrance called "Moby Dick") has so much natural beauty, it would be nice to leave this area as a community park as opposed to single family homes.</p> <p>Active Transportation/Recreation Comments Section: I do not want to see any modification of the lands above 1,200 feet. Please leave those lands untouched as they currently are.</p> <p>Form & Character Comment Section: This area has so much natural beauty - I would really like to see strict design and landscape requirements, similar to what the Resort Municipality of Whistler has achieved with most of its developments, requirements that work with the natural environment, rather than controlling the natural environment. The ongoing British Properties development currently on Cypress is a great example of what not to do. This development completely destroyed and flattened the landscape and many homes made of concrete that don't fit the natural beauty of the area. The new Sewels Marina development is a much better example of high density that works with the landscape and also a good blend of natural building materials.</p>
<p>Housing Mix Comments Section: would like to see small lots for more single family use. Condos have a limited ability to have families so necessary to build and support our youth. This is a family oriented community with great schools. Also larger condos would lower the density to 3500 residents as per the initial plan.</p> <p>Land Use Plan Comments Section: lower the density with larger units</p>

<p>Active Transportation/Recreation Comments Section: We desperately need a second ice sheet as part of any community plan. Currently many WV kids have had to travel as far as Scotiabank for early morning Hockey before school because we do not have enough facilities in West Van. We claim to be and are a family oriented community and have great facilities at Ambleside for some programs. But we continue to struggle with 6 am and 7am practices outside of our community for our ice sports. I know this has been brought to the administration's attention so it is shocking that any new recreational development for the community would not address this obvious omission. We live in a world class community. The Cypress developers want to build a world class community. It is time to catch up with our ice facilities that have not been addressed or improved for decades.</p>
<p>Community Facilities Comment Section: See my previous page comments on land use. The community facilities need to include another ice rink. The current rink is inadequate and has been for decades. A outside sports field in this area is difficult given the weather above the highway. It is a poor choice. It would serve the community greatly to create another ice sheet so that our kids do not need to leave the community before 6am to skate on school days. It would drive traffic to support the businesses in the area. It has been made clear that our 30 year old ice rink needs to grow but there is limited room on the current site. To meet the needs of our community we need a second facility and have needed one for decades not another sports field.</p>
<p>Form & Character Comment Section: high rise towers will be a blight on our landscape. More lower rise with a maximum 10 stories would be better</p>
<p>Housing Mix Comments Section: Would like to see the existing mountain bike trails preserved as much as possible and/or new trails developed.</p>
<p>Land Use Plan Comments Section: Again, develop the lands in such a way to preserve the existing mountain bike trails on Cypress and/or develop new trails to grow Cypress Village as a mountain bike destination.</p>
<p>Active Transportation/Recreation Comments Section: Please protect existing mountain bike trails like Wutang, Roach hit, lower tall cans, trunk monkey etc...</p>
<p>Housing Mix Comments Section: Would prefer more townhome style house that is accessible to younger home buyers. Apartments are not a fit for many families.</p>
<p>Land Use Plan Comments Section: Existing mountain biking infrastructure should be taken into account and preserved where possible.</p>
<p>Active Transportation/Recreation Comments Section: Planned paths above 1200ft unnecessarily will destroy existing mountain bike infrastructure. If lower grade MUP access (lower than existing road, "BLT") is required routing should consider existing biking trails.</p>
<p>Community Facilities Comment Section: There is a huge opportunity to embrace existing mountain bike infrastructure as part of "healthy lifestyle" amenities. Should not waste the opportunity to integrate this into the community plan.</p>
<p>Housing Mix Comments Section: Would prefer that density is increased on existing developed land, rather than create new developments.</p>
<p>Land Use Plan Comments Section: I am devastated that more of the forests are being cleared. Increase density on land already developed instead.</p>
<p>Active Transportation/Recreation Comments Section: Multi use paths are not cycling facilities. They only work when very lightly used, which defeats the purpose.</p>
<p>Form & Character Comment Section: We all know the developer will default on their obligations to provide much of the village facilities once they've sold the development. Who do we think we are kidding?</p>
<p>Housing Mix Comments Section: Would rather see more single family homes in that area of the 2,500 to 3,000 sq foot size. Otherwise the price per sq foot will be astronomical because of limited supply. Also, restrictions. Strata that homes must be principal residence.</p>
<p>Land Use Plan Comments Section: Buildings are too high. Will be a blight on the view from Vancouver</p>
<p>Community Facilities Comment Section: Any plans for a second pool or ice arena?</p>
<p>Housing Mix Comments Section: Yes if done sensitively with keeping the terrain and beauty of the area in tact. However, I am very much opposed to the number of units being planned. Recommend maximum 2500 units and increase the number of rentals vrs strata title units.</p>
<p>Community Facilities Comment Section: Just too many facilities. Cost would be prohibitive to our tax base.</p>

<p>Form & Character Comment Section: Simply too many high rises. A horrible plan! Lower density and lower scale - not more than 4 stories.</p>
<p>Housing Mix Comments Section: Yes, I worry about the traffic impact this will have on our highways and Lions Gate Bridge. The traffic has become a very big problem and I cannot see how this development will be a good idea.</p> <p>Land Use Plan Comments Section: Yes, I do not believe this development will be good for the environment, nature, animals and people that enjoy hiking in this area. I do not see a need for a development of this size in West Vancouver. The impact it will have on the environment does not seem to be a positive affect. We do not need any more business or additional housing in West Van. Again, traffic is a huge concern. How will this affect the traffic? I think we need to address our highways and bridge problem before we allow any more large developments.</p> <p>Active Transportation/Recreation Comments Section: Most of our population are seniors citizens. They will not be cycling, scooting around West Van. Most of those of bikes are coming from outside West Van. Bikes want to bike around Marine Drive not on top of the mountain. Marine Drive needs to be rest[ru]ctured instead of adding new structures above.</p> <p>Community Facilities Comment Section: You need to deal with the traffic this will have on our highways and bridges, most people are not going to stay in your new Community. I know its too late but this is a really bad idea. Once again our Mayor has not done anything right for our community. One big failure after another.</p>
<p>Housing Mix Comments Section: You are proposing increasing density without addressing the urgent traffic issues we have in West Van, particularly Taylor Way. Taylor Way can not support this increase in density</p> <p>Active Transportation/Recreation Comments Section: The same type of assumptions of less car traffic were made with the park Royal towers and there is terrible congestion there. An extremely small number of people bike, or walk in the park Royal area (where it is flat) and you are assuming people can bike up to Cypress? Completely unrealistic. Or even if you are at best assuming they will use alternative transport within Cypress they still need a vehicle to get there and our current roads can not support this</p> <p>Community Facilities Comment Section: Traffic, realistically these areas are only accessible by vehicle. Your assumptions of alternative transportation is unrealistic</p> <p>Form & Character Comment Section: Design is very current and not forward looking or innovative. I don't see any Passive construction considerations or how this design is geared towards fostering alternative transportation.</p>

(end of Attachment K)

Attachment L: Transcript of Suggestions for Refinement from the Survey

The following is a transcript of suggestions for refinement provided in response to Survey Question #11 (What are the main topics that you would like to see addressed in the refinement of the planning work for Cypress Village in Phase 3, when we create an Area Development Plan and supporting bylaws for Cypress Village?). These comments are not edited for typos or wording and are the comments that respondents provided, except that any personal information (names, ages, place of residence) or rude language has been deleted.

More affordable units. No single-family homes. Additional density replacing low density
Affordable housing and small family independent dwellings (townhomes etc), natural trail space and recreation resource development / preservation (natural or developed)
Rental stock is so desperately needed for individuals and families. Diversity of form, keeping with West-coast style sensibilities ie wood, glass, concrete maximize the potential of embracing alternate forms of transportation from the very start
Make this a showcase sustainable community. The storm-water management plan is a good start, but more work should be undertaken to make Cypress Village an exemplary Sustainable Neighbourhood. Consider state-of-the-art best practices for sustainable networks for waste-water management, electricity (both supply and reducing demand), district heating, neighbourhood transit, community services such as child care, culture, services for seniors and food security. Design services to reduce long-term operation, maintenance and replacement costs which will be at the expense of all municipal taxpayers. Consider a range of more places for people. Design with Nature.
Urban forest plan. Increased number of duplexes/townhouses and affordable rentals Feasibility study on the need for an additional community center in West Van. Public Art plan and generally plans to support the enjoyment of/practice of the arts.
1. Incorporation of Indigenous Culture and places of community 2. Consideration of ways for community to gather through sport (other than one sportsfield). We need a hockey rink. 3. Increase access to affordability of housing to increase new young families to make their home here. 4. Clear incorporation of DIVERSE young families involved in this stage of planning to increase focus on inclusion, diversity, and equity.
1. Please come with actual information about affordability and what the benefit will be. There are too many projects that are "affordable" but that aren't by any rational definition affordable: they are only proportionally less unaffordable than the market. 2. Let's make it all TH or low- and mid- rise. Let's get away from SFH as an allocation here. Each yard is an opportunity-cost for providing an amenity, the TH could have enough common property to make it a great place to live (like the 1960s townhouse complexes - Spuraway is the only example I'm aware of in DWV, but DNV has many).
Do not allow high rises. West Vancouver is becoming an ugly community. I try looking at controlled building and architecture - suggest Santa Barbara Calif as an excellent example in planning a livable city.
Housing options and footprint
More density allowed throughout the site. We don't need more single family homes.
That housing truly supports people who want to live AND work locally in the community by being affordable. That the structure of the community is meant to attract a large range of ages with an emphasis on young families that are more of average income.
Better mix of housing. Retention of world class trails. Direct transit connection e.g. gondola to ambleside
Maintain access to outdoor recreation for non-residents. Limit the "sprawl" of the developed area. Traffic management. Adequate parking.
Less units. Shorter buildings. More emphasis on preserving the existing trail networks.
I would like to have more clarity about the process for protecting the Eagleridge area. The District has stated that it prefers a fee simple transfer of the Eagleridge lands, but this is apparently still being negotiated with the developer. It is important that all steps be taken -- a park dedication and protective covenants -- to ensure that Eagleridge remains a natural, intact, protected park, for perpetuity. I would like more clarity on what type of recreation would be allowed on the Eagleridge lands. What is the range of permitted/expected uses and what sort of impact might this have on the ecology of the area? While I realize that mountain biking has a core of passionate enthusiasts, I believe that hiking trails and road/path biking are a much more inclusive and popular recreational activity for all. This should be the recreational priority in the Village area (with proper signage to ensure that trail users respect the environment). I would like to know that the District and the developer have made all efforts to protect the more environmentally sensitive areas of the proposed Cypress Village. This would include modifying development plans in the north-west corner of the proposed village and coming up with alternatives (other than cash in lieu, or off-site off-sets) to relocating wetlands, re-routing, or burying creeks and intruding on watersheds and riparian areas. I would like to see a contiguous forest area between Cypress Falls Park and the land above the 1200 ft contour line. I would like to see/know more about the research and findings of the environmental consultants. Perhaps the reports could be made available. I would like to know more about traffic studies around the Westmount Connector. How much traffic and noise will it add to the Westmount (and Altamont) area. I would like to know more about what is being considered for the 'Employment uses' area. Is the film studio set in stone? I would like to see some indication that Translink will eventually commit to bringing a sufficient amount of public transit into the area. I am not sure that the current proposal, the independent transit service, mall-to-mall, during peak hours, is sufficient. (What options would shift workers at the village shops and restaurants have to get to and from work, outside peak hours?)

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<p>I have concerns that the number of residential units will keep shifting, upwards.</p> <p>I would like clarity on whether development is being considered for the area above the 1200ft contour line.</p> <p>Thank you for the opportunity to participate and express my opinions.</p>
<p>I would like to see that this development address the District's declared climate emergency and that any development stays below the 1200 contour line. It is inconceivable to me that after so many decades have past, that BPP is still allowed to continue to develop in the area that was purchased in a different time with so little money, and the Board of Directors, still with many Guinness family members, continue to dictate development plans and the District can only concur with little input. I think that it is appropriate for planners to think about the affected residents below as they make their decisions. Any increase in the number of units will put pressure on the ecology of the area. I have suggested that the area around Cypress Creek be protected with a change of housing plans. That is an easy solution. I note that the stream keepers will be concentrating their efforts on this fish-bearing creek since the plans for Lawson Creek have been curtailed. I would like planners to look into preserving all of the significant trees above the upper works yard. And, a rethink of the industrial park at the Westmount Connector should be on the table. That looks awful. There should be other less intrusive employment opportunities. I am not sure what you can do about the traffic issue because there will be one despite assurances otherwise. Thank you for doing this and inviting public comment. I hope that some adjustments can be undertaken and that this is not a fait accompli.</p>
<p>reduce heights reduce mountain biking area and use it for more mid height buildings do not reduce the protection of ALL OF EAGLE RIDGE property</p>
<p>A strong focus should be put on the increase of affordable housing units. I also hope that moving forward there will be a strong concertation with current trail users in the area.</p>
<p>Affordable housing Preservation of natural recreation resources (mountain biking and bouldering) and the natural outdoor setting that surrounds them.</p>
<p>Elimination of single family homes, and ensuring that the development above the 1200m elevation is not done.</p>
<p>I would like to see a focus on maintaining a much forest as possible through densification. I also prefer to see improvements of existing trails instead of rerouting trails through the forest and cutting down trees.</p>
<p>Impact to bouldering areas, affordability of housing</p>
<p>Improve the aesthetics to work better with natural surroundings. Retain as much of the existing recreation as possible.</p>
<p>no high rises, nothing gets touched above 1200ft</p>
<p>Preservation of the mountain bike trails. Availability of affordable house for families</p>
<p>Retain the mountain biking trails of "Wutang" and "Roach Hit". Design the exterior of the buildings to prevent bird fatalities.</p>
<p>Design should be more Whistler in style, quality and form. Currently the proposal does not look like durable construction. The density is too high for the Wildland location. The traffic increase is in addition to the traffic expected from the massive development in horseshoe bay and needs to be addressed with increase in highway width on the upper levels, and at Lions gate bridge. Expecting families with children to bicycle to school and work and shops is not realistic, neither is expecting them to take the bus. Perhaps a tram or gondola to a ferry downtown? Seriously, this is going to create massive traffic jams for the ferries. Not acceptable.</p>
<p>I would like to see transit plans, traffic impacts and a study on the desirability of people to live up there. It is still very isolated. Even with a few amenities available in the village itself, it is a long way from other services and shops. It would not be personally appealing to me to live there (a -- year old). However, if you put affordable duplexes in for young families, I can see how it will be appealing to them. By the way, --NOTE TO PLANNERS: West Van needs more duplexes and triplexes ALL OVER for young people and older people to live in (something with a smaller yard, smaller house, only 1 or 2 immediate neighbours and no ongoing maintenance fees or involvement in a strata corporation). There are precious few in West Van. There is a proliferation of townhouses in Lion's Gate Village and other areas but a real lack of duplexes and triplexes. It is a real GAP in the housing options available.</p>
<p>The best way to ensure that this is a self-contained community, without the need for many more cars, is to ensure that key workers are able to live in the village. Why not reserve a larger proportion of affordable units for the people you know will be needed to run the place?</p> <p>Also there needs to be more detail about the transit service. What kind of bus will it be? Who will operate it? Will passengers be required to pay a fare? How frequent will the service be? Will it work like community services, stopping at buildings or homes, rather than at city bus stops? Will the service carry bikes?</p> <p>Also: what are the plans for parking spaces? Will it be one per apartment/town house/unit, or more? Will driving be actively discouraged? Will there be controlled parking? What about a park and ride?</p>
<ol style="list-style-type: none"> 1. Reduce number of units built by 50% 2. Reveal target rent levels for affordable living units 2. Review the City's plan to enhance the current infrastructure including plans and allocated funding to add lanes to the current bridges and roads connecting West Vancouver to North Vancouver and Vancouver. 3. We should not proceed with the Upland community unless the infrastructure plan is approved and put in implementation mode at the same time with starting the construction of the new community.
<p>Less density, less people, automobile friendly, more traffic infrastructure, some world class architecture instead of more blah.</p>
<p>Traffic, Traffic, Traffic, Traffic- we need NOW more traffic lanes on our bridges plus dedicated transit lanes prior to any massive development of this scale. No high rises above three stories. We cannot keep adding density without adding road and bridge</p>

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<p>infrastructure . New facilities to support that density will also lead to a rising burden of property taxes to all West Vancouver residents. Enough is enough. Let's not try and make our beautiful West Vancouver a concrete jungle like most of the rest of the Lower Mainland is becoming.</p>
<p>Affordable housing (non-rental). Public transit. Dog park.</p>
<p>Affordable housing, less traffic and new ice arena</p>
<p>Environment Protection and public transportation and senior living.</p>
<p>Way less single occupancy and much more progressive transportation. More clarity on power grid and carbon reduced footprint.</p>
<p>1-Ensure that a 20 year timeline for full completion is clear from the beginning 2- Ensure a clearly articulated transportation plan (to and from the village) 3-Ensure the mountainside , inclusive character for the village is maintained throughout</p>
<p>Higher quality visuals on the current area and topography. We need some information on price points for housing. The plan should include more info on access to Dundarave via a cable car.</p>
<p>1. Scale of apartment blocks 2. Plan for congestion in adjacent areas</p>
<p>Building form and materials, traffic plan relating to the increased use of the Upper Levels Highway, and means to ensure that many units don't become investment properties. It is hard to create a real community without a commitment to live and work in it.</p>
<p>Create bicycle only paths. They can be alongside multiuse paths. But they also need to go ALL the same places the roads go. A bicycle can be used like a car. I know; I've been doing so for --- years. (I do own a car as well)</p>
<p>Lower apartment buildings would look nicer.</p>
<p>Explain how the development would impact on traffic and access from and to Upper Levels. Make sure the development provides options for ageing residents who wish to move out of single family homes in West Vancouver and who want and can afford larger strata units.</p>
<p>Golf carts, shorter buildings.</p>
<p>Inclusive densification, multi-mode transportation, range of amenities</p>
<p>Reduce height of apartment towers.</p>
<p>Ensure transit options (electric, free shuttle) to reduce reliance on vehicles</p>
<p>Single family homes, low rise buildings, adequate parking and roadways for cars.</p>
<p>No high-rises. Limit house sizes with mandatory tree protection. No townhouses. No apartments.</p>
<p>Slower, smaller and narrower streets, higher density, fewer low density developments, connections to existing community.</p>
<p>Reduced hardscapes, preserving existing forestry</p>
<p>More Town Homes, fewer Apartment Towers. Less density overall.</p>
<p>Focus development on low rise townhome and apartment condo mix similar to the strict architectural guidelines of the Whistler village. More dedicated bike/e-bike/e-scooter routes throughout village would reduce vehicular traffic and improve the sense of community. Augmenting the community center with another ice surface would support the community needs while reducing traffic into Dundarave/Ambleside. Improve mixed use nature of buildings in village to support residential, retail & office in close proximity.</p>
<p>Shifting the focus away from solely community based to include more "resort" elements Elimination of subsidized housing Reduction of overall costs and identification of sources of revenue to help offset some of the ongoing costs Determination of short term rentals policies, bylaws, etc.</p>
<p>1) Inclusion of an arena; 2) No tall buildings.</p>
<p>A housing mix that meets actual demand (bigger units, not cheaper ones), and realistic proposals for community amenities.</p>
<p>Avoid turning the single family-ground oriented portions of this plan to become more of the same unsustainable "McMansion development", that BP has long been fixated on. The single family homes should be sized and laid out in a way to maintain affordability for fully employed permanent residents of this area to afford. No to houses over 300m². No to 100% car dependent communities without public gathering spaces for families to use.</p>
<p>Must have design guidelines to harmonize architecture. Must be the highest standard of green.</p>
<p>Environmental preservation and land protection. There looks to be potential disruption of Cypress Creek based on the proximity of the development.</p>
<p>More affordable housing. Establishment and maintenance of trails and facilities in wildlands remaining in the area. Ensure that streams continue to provide good habitat for fish and other wildlife.</p>
<p>1. Remove single family housing and towers above 10 storey and replace with mostly 4-6 storey. 2. Create more of a village layout and not more of the BP suburban layout. 3. Need more information on time line with specific areas for development - first, second and last with accompanying densities and services provided. 4. Question the promise of a "complete community" that will provide any relief to car dependency. 5. Work on developing an integrated village core with retail services and offices. Review density increase.</p>
<p>I have concerns that this will become a community largely empty with owners living in other parts of the world using this as a bolt hole against the risks where they make their money. This issue is at a national and provincial level, but I've done over --- business trips to ----- since the --- and I am deeply concerned about issues of opportunity for young people in Canada. I strongly recommend a public business incubation space as part of the development plan. This community will attract successful business people from around the world; let's create a public commons with wifi access and prototype facilities a la maker lab to allow them to mentor and pass on their knowledge to a new generation. This could be a great legacy for West Van! A73</p>

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No towers, more small commercial, low rise density, cosiness, community, accessibility for everyone, room for lots of small businesses. No more ugly massive developments. You are actually in control of this one. Do better.
More townhouse, intensity of the village development in the early years and making it a destination for visitors so it is not seen as an exclusive enclave, for residents and visitors alike.
More townhouses and a plan for phased in services, starting with food and pharmacy stores.
Who will live here, how will parking work (residents vs visitors), how fast can amenities come online so people don't feel isolated, how to build so it doesn't feel like a construction zone for 20 years.
Clarification of target market and pricing for below market units, including conditions which developer cannot break Specific location and spacing of housing footprints, including height of building and mix, setbacks from parks and green spaces etc. Accurate mapping of walking and cycling trails, including how and where they will link up with trails outside the development
I want to see less space taken from Cypresses beautiful forests.
I would like to see affordable housing (I can dream)
I wouldn't like to see any unnecessary paths.
My mom told me that since I was growing up in Vancouver I needed to know how to ski, swim, hike, and mountain bike. Because if I didn't I would be left out from a vibrant environment to be cherished. I spend ---- days a week in your village to be. Every day I see different animals and beautiful landscapes. If you develop this land there won't be beautiful forest just maintained gardens and concrete. When I grow up I want to be able to tell my kids that they can enjoy the same things I have been able to.
If you've read these, thank you for taking the time out of your day, and I hope you'll take my feedback into account
Thankyou
More multiplexes, more green space, less single-family dwellings
Protection of old growth and large trees wherever possible. Ensuring active living elements remain in the final plan. Ensuring affordable housing is offered.
Protection of the area surrounding Cypress Creek, particularly above Cypress Falls Park Runoff from residential properties adjacent to the creek would be destructive to the ecosystem.
House sizes and sports facilities. If we are adding this many people to West Van we need to make sure that we build in enough sporting facilities to accommodate the people in to the future.
Increased proportion of affordable/subsidized housing and improved recreation/community facilities
Lower building heights and more sports facilities
Affordable housing (workforce housing); Indigenous elements/considerations/partnerships; incentives for new construction methods (both built form - i.e. mass timber, and encouragement of landscape design solutions: biophilic walls, bioswales, innovative storm water recapture systems).
One item that stands out is the number of high rises. More than I would have thought necessary. I would support more use of townhome / 4-6 story buildings and maybe in exchange 30 fewer single family homes in order to reduce the height of the Westernmost 3 of the high rises. Tall buildings sticking out of the forest that far West just does not appeal or suit the area.
A wider corridor of protection for Cypress Creek with reduction in size of the northern pod to protect the stand of almost pure Douglas-fir and cedar trees. This is a very rare stand type for the North Shore (it is a stand type that has been targetted by loggers for 150 years) and it is surprising that it is still there as mature trees.
Affordable homes for Canadians
Again, I do not like an "exclusive" development when it is made difficult for other west van residents to access!
Allow for more townhouse development for small families and active retirees
As indicated earlier, we need to insure that the village is inclusive which means affordable housing so that everyone can live there
As much affordable housing as possible. Priority given to teachers, firefighters, police officers who serve in West Vancouver changing the mix of housing to less high rises, less single family and more townhomes and lower storied buildings.
Consider more options for low rise housing 5-8 stories.
Cut out all of the high rises!!!
Design to encourage all ages groups with housing, community facilities and commercial outlets to suit all these age groups. design the facilities to allow people to meet.
Develop more land and have less density. I know this was probably covered by the first survey and I am late to the party, but really, leave densification to already developed centres.
Fewer high rises, more townhouse and mid-rise
I propose strong consideration of thinking differently in terms of what this community can look and feel like. Such a rich natural environment requires contextual design. What ever the architects, planners, and designers have done to date in Metro Vancouver is not necessarily the best approach. The preliminary sketches resemble inner-city communities such as Olympic Village, etc. Even though Metro Vancouver is one of the best quality of life areas in the world, still all efforts have resulted in the environmental, physical, and mental issues of today that need to be addressed for a better future. A unique opportunity presents itself with the Cypress Village development. The possibilities are unlimited...
I think from my previous comments it is clear, be realistic that you are not actually going to crest a sustainable community unless the developers are actually providing house that people of average income can afford. Market rates on new builds don't even resemble what those people can afford and 60-70% is not enough to make a difference. The median family income in BC adjusted up from most recently reported statistics is probably around \$91000 now. Check the rental prices for the new build

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Capilano Residences for a 3 bedroom apartment; \$4800. So \$57600 for arguably a less desirable location. Nope, no regular families moving to the mountain!
I would like to see projections of the occupancy of the constructed residential buildings. This is becoming increasingly worrying. There are too many empty residences in my ----- neighbourhood and I would like the assurance that this will not be a haven for foreign investment and not really meet the long term objective of a vibrant village with people actually living there. If the residences are not occupied, what shops and other services will survive?
If you could provide really affordable housing I might support this, but it is still expensive.
In addition to the suggestions I've already made in this survey, I trust consideration will be given to having a facility for super seniors (i.e.) a care home, trained staff facilities, local drug store, etc.).
Limiting building heights to 5 stories or less.
Livability for a range of people
More affordable housing
More housing and less apartments
More market and non market rental apartments. Create affordable housing for people working on the North Shore.
More rental units in multi-family buildings and some affordable housing units that would include below-market rental units and market rental micro-apartment units (350 to 500 square ft).
-possibly more wood frame housing to decrease imbedded carbon -improve awareness of general public in West Van., small but vocal minority of West Vancouverites highly influence some council members. Many of my neighbours are unaware of the thoughtfulness and inherent benefits of this new plan
Provide a clear vision of the future for families with 2+ kids or elderly parents in same residence.
Quality build and design.
Reduction of multi-family housing.
see comments section 1 (related to housing)
See earlier comments re height.
See earlier comments (related to housing)
see previous comments (related to housing)
See prior comments (related to housing)
Style of architecture - more innovative
the mix of housing types to compliment the surrounding terrain.
The style and character needs to be more explicit and follow design themes. A timeless mountain resort community would suit the location as opposed to ultra modern glass and metal structures. This should also include use of structured timber and such renewable materials as opposed to concrete. A good example of failure to focus sufficiently on design is Park Royal gateway, design of which is thoroughly underwhelming.
Tower height.
What are your target pricing for each housing segments?
A commitment to sanction/develop mountain bike trails in the Upper Lands as well as in the proposed zone within the development area
I'm concerned about the preservation of cliffs and boulders currently beloved by mountain bikers and climbers. I'm confused as to which bouldering/climbing/biking areas, specifically, are looking at being developed or left alone.
Let's figure out what the people who currently enjoy that land - MTB, hikers, walkers, etc will have going forward. (Not talking about the paved and gravel ways) Let's see something to get excited about. Let's get people planning what the aggressively active community might enjoy around Cypress Village.
Preservation of existing hiking and mountain biking trails that would be destroyed if this plan goes forward. DONT TOUCH ANYTHING ABOVE 1200ft. Please!!!
Preservation of the existing mountain bike trails. Creation of multi-use pathways that do NOT interrupt or cause loss of the existing mountain bike trails.
Preserving existing mountain bike trails as much as possible (especially Roach Hit); ensuring the developer follows through with their commitment to mountain biking (permanent staging area, new trails in the area designated, etc);
1. Maintain existing mountain biking trail network 2. Use this multi-billion dollar development to get a safe road cycling shoulder all the way up Cypress Bowl Road. Thousands of existing road cyclists pedal up Cypress, that number would increase multifold if a safe climbing shoulder were present as we saw during the pandemic shutdown. Many of the thousands of new Cypress Village residents will end up cycling outside the development area and up Cypress Bowl Road, and into Dundarave. This dramatically increased use of the existing roadways around the development will be amplified by the use of e-bikes to get into West Van. 3. Plan for dramatically increased road car traffic regardless of transit intentions.
Transportation and the protection of current trails and ecosystem. As a Cypress mountain biker I worry about what the development will do to our beloved trails.
Mountain biking trail drafts (maintaining existing, development of new). More details and calculation on additional traffic and its impact to the city.
Ensure safe cycling with storage capacity within the development and connecting to the lower lands and into Vancouver
Park and ride area for skiers. More acknowledgement and planning for cars. Planners, please visit the area during weekday afternoons when Mulgrave is discharging students and you will get the tiniest taste of what's to come.
The minimum number of allowed units to enable protection of Eagleridge is the maximum number that should be built. I do not support increasing this to 3700 units; it should remain at the minimum number possible. Care should be taken to ensure that the existing hiking trails at Eagleridge are not impacted, and remain in their existing natural state, with no extra lighting or other features added. They should be protected as is.

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<p>In addition mountain biking and any motorized transport such as e-bikes should not be allowed in the Eagleridge trails. If we are going to allow huge growth like this, it should all be done with the single goal approved by the voters: to protect the Eagleridge trails. Anything beyond that was not approved by the voters and should not be pursued. The voters want the trails at Eagleridge to remain intact as is, so please only do the bare minimum amount of development in Cypress that enables this. Any additional units beyond the minimum needed to protect Eagleridge should not be allowed. Any changes to the Eagleridge trails that impact their natural state (e.g. lighting, gravel paths, mountain bike paths) should not be allowed.</p>
<p>Sustainability, eco/green vision, mountain bike development, outdoor activities, accessibility (for people outside of Cypress Village)</p>
<p>BPP should not be allowed any development above the 1200ft. elevation. BPP are being allowed to transfer a potential 300 S/F lots in Eagleridge to Cypress Village. The public will never allow M/F rezoning in Eagleridge. BPP will face major costs to service (roads, water, sewer, etc) the 300 S/F lots in Eagleridge. There is no information on what benefit the District (we taxpayers) gets by allowing BPP to develop 3700 units in Cypress Village? The cost for BPP to service the Village (roads, water, sewer, drainage) will be a tiny fraction that BPP will need to spend if BPP had to service Eagleridge. Financial issues between BPP and the District should be made public in Phase 3.</p>
<p>Additional information on impacts to existing trails, as well as the proposed trail network, for both foot traffic and bikes, both above and below the 1,200ft contour. Additional information on outdoor recreational amenities.</p>
<p>Accommodation of existing mountain bike trails</p>
<p>Better MTB representation, minimal damage to current trails, and absolutely no converting existing bike trails into hiking trails.</p>
<p>Consideration and integration of existing mountain bike infrastructure.</p>
<p>Consideration of existing trail network in the area and the access to all levels of riders through the climb made accessible to users via the power line road.</p>
<p>Continued existence of existing mountain bike trail network</p>
<p>destruction of mountain bike trails is criminal</p>
<p>ensure that current/existing users of cypress mountain are not 'pushed out' by the development and no longer able to access and enjoy the provincial park and surrounding recreation opportunities.</p>
<p>Existing mountain bike trails need to be maintained</p>
<p>I guess I'll get my fill of riding the lower Cypress trails while I can. Maybe I should make some videos so I have something to remember.</p>
<p>I would like to see how user groups will be integrated in a way that manages conflict as the local population increases and how the integrity of the trails (hiking and biking) will be managed. I live in a planned community in ----- and am proud to live ----- from a great shared trail that connects the entire community to the ----- Mountain trails. I'm certain something similar will be accomplished with this development if proper consideration is given to the recreational aspect of the community.</p>
<p>Ideally, incorporating a collector trail/path that would enable some of the existing mountain bike trails that start above 1200' but finish below 1200' to be preserved and allow users to finish in the Village commercial area (currently the initial staging area). Existing mountain bike trails above the 1200' level should not be bisected by the proposed Multi-Use Path.</p>
<p>Incorporation of current users and trail users in the area. Don't ask for the opinions of only people who live in West Vancouver, and don't do it only online. Ask people at the trailheads and parking areas these questions. Do what Squamish did to see what the value of the trails in their area is.</p>
<p>Keeping some original mountain bike trails</p>
<p>Leave as much of the existing trails and recreation as they are. Although we need more housing, it needs to be done with existing trails infrastructure in mind. You're advertising the life and outdoor recreation Cypress has to offer and then destroying it as you build.</p>
<p>More dedicated mountain biking areas</p>
<p>More focus on keeping the mountain bike areas as they are</p>
<p>More mountain bike trails.</p>
<p>More support for the current and future MTB trails.</p>
<p>My concern is the any changes outside of the "planning area", I know the developer will have free reign to do what they like on the land that they own, but they should not be able to touch/change anything outside of those boundaries.</p>
<p>My only concerns are to work around the existing mountain bike trails and stop the destruction of bike trails on lower cypress. I hope that a plan can be put in place for all recreational users to still have access to what has been built here from volunteer hours.</p>
<p>Please help protect the existing biking network on trails!</p>
<p>Preservation and respect for established recreational use. Mountain biking taken into serious consideration as a part of the culture and business and history of the area, not something to be erased when inconvenient. So many trails have already been buried or shortened. Some would only have needed a small consideration of a few metres to preserve famous sections.</p>
<p>Preservation of existing mountain bike trails, and further development of new mtb trails.</p>
<p>preservation of existing outdoor activities such as mountain biking</p>
<p>Preserve mountain bike trails. These trails have been in use for decades and are an important network for outdoor recreation.</p>
<p>Preserve the MTB trails, figure out the demographics of the area and re-examine how this mix of income levels could actually work</p>
<p>Protect the established recreation areas, and don't allow the ultra-rich to own land that is enjoyed by people of a wide range of backgrounds, currently and into the future. This area is highly valued by communities such as hikers and mountain bikers. I accept that the region needs more housing, but this development, as planned, uses most of the land for what will become housing for the very wealthy. I believe you could provide a similar amount of housing, without developing the mountain side if greater densities were used.</p>

Provide some sort of hope for outdoor recreation...
Reassurance that as many existing mountain bike trails will be maintained
Support for current mountain bike trails
The plan should follow Upper Lands Working Group recommendation 3.2.2.3 - Planning for Cypress Village include consideration of recreational uses in the adjacent area above 1200 feet to provide for trail connectivity and potential recreational amenities.
The current plan only facilitates maintenance on the lower trails on Cypress. Upper trails will degrade and damage the environment if they are not maintained.
The preservation of mountain bike trails
The proposed rerouting of Powerline and the multi-use gravel trail above the 1200-foot line must be addressed immediately. Propose reconsidering the inclusion of any single family homes in this proposal to minimize the footprint. The current form of how Cypress mountainside has been developed can be used as an example of what not to do - low density, large and exclusive homes - they're actually an eyesore. They're empty too - nobody wants to live there. Since lands above 1200 ft cannot be developed, we should propose that BPP DONATE those back to DWV. There is no need for BPP to own those lands anymore.
There must be minimal change to recreational land use above the proposed development area.
As a ----- resident with family in ----- area we use the cypress trails regularly for family outings; hiking, dog walking and mountain biking. We accept that the lower areas are changing but feel strongly that the area above 1200ft must be maintained in its current state.
We do not support a gravel path constructed with heavy equipment in this area. The proposed route dissects the existing recreation area and would have substantial, negative impacts on the entire section below the second switchback.
Safety, roads, traffic, restricted road access to smaller neighbourhoods, how do you build a community without destroying the already well established ones neighbouring, reduction of environmental damage/impact, how do you make space with minimal deforestation, protect the animals, quality and consistency of residents to ensure west Vancouver remains such a great place to live. As a young person who invested ----- to live here, who is starting a family here, I am very concerned.
Better traffic and bus access for the residential areas that already exist
Improved traffic planning for local connector road interchanges and eventual traffic flow into the existing community to minimize impacts. Work with Translink to provide a modified express bus route to provide access to Ambleside and Downtown Vancouver, rather than just a local bus route with limited (hourly or half-hourly) service.
Improved transportation connections to the local network below Hwy 1.
Adequate highway widths to accommodate protected bike lanes.
Traffic and parking lot issues
Transportation
Transportation
Transportation and ensure that is the vision that it is a vibrant community that embraces its natural setting and all that offers.
DENSITY!!!! A 20% change in population is significant. Traffic and services need to reflect it. Lions Gate bridge is not addressed. There are key community infrastructure such as a pool and hockey rink missing -- these will put pressure on the established community who have invested to live here not knowing the District would turn the city on its head. Feels greedy and completely out of tune with what West Vancouver is. We are a small private community -- go take the massive developments to North Vancouver and leave us alone.
1. Development of public transportation. 2. Reduction of density. 3. Protection of prices of affordable housing. 4. Prioritizing West Van residents to purchase the housing especially for whom considering of downsizing. 5. Add 24 hour emergency medical facility
District budgets, downsize the project, traffic-how are you going to handle this many people getting in and out of the development area. Upper levels is already clogged with ferry and Whistler, Squamish traffic-another 5 -7500 people??
Not enough density, not a large enough mixed use area. Why isn't it not tied to Cypress with a gondola?
reduce population and figure out the traffic all those people funneling on to the upper levels on a Sunday afternoon after 2 ferries have come in !!!!!
Reduce the development footprint. Build a second bridge over to Vancouver. Fix the mess you made at Taylor Way and Marine Drive before there's anymore development in West Vancouver.
Road infrastructure for vehicles, smaller densities, parking
Minimizing car usage - can we get them parked underground? EV chargers. Creative energy sources - or too early? Gathering spaces for the community. Open view corridors?
I would like to see more thought given to creating a world class center for recreation. Hotels, a gondola to Cypress resort, better transit to downtown Vancouver, bike shops and more should be on the table.
Ice rink, walkability, bike safety, public transport
I'd want to see detailed plan regarding infra structures and city main roads and how they are going to be expanded to accommodate population and traffic increase.
A more detailed and accurate analysis (by independent experts, not developers) of 1. traffic congestion to and across the bridges, Taylor Way, upper levels highway 2. Emission levels due to reduction in green space and increased housing/ traffic 3. Erosion and risks of continuous development in the Upper Lands and climate changes in weather such as increased storms and rainfall.

Detailed building design requirements, transit plan, community carbon footprint plan.
<ol style="list-style-type: none"> 1. A few electric bike stations with a dozen bicycles provided. 2. A generous number of electric car charge points. 3. Regular bus service to Park Royal to connect to regional bus network. 4. Encouragement (bonus or rebates) for electric heat pump or geo thermal energy generation for individual buildings. 5. Consider a Community energy supply facility. (see DNV facility)
<ol style="list-style-type: none"> 1. community energy similar to Lonsdale Energy Corp would be a good thing to look at 2. I am concerned about the traffic, particularly the traffic circle planned at the outside of the first switchback. This can be a bumper to bumper traffic during busy ski times. Although there might be no skiing in 10-30 years, hopefully there still will be, and traffic circle will need to be large (i.e. London-style) if that is to work without accidents and frustrations, particularly when considering the road bike traffic also on this road. 3. In general the addition of 7000-10,000 residents planned for over the next 30 years (which is 2x that over the last 30 years) will require 25%+ more outside space (beaches, parks, fields, pools, forest access, skiing, biking, etc...). Hopefully this is part of West Vancouver (and Metro Van's) planning. It seems in contrast vs. West Van's proposal to take up beach space with art galleries...
Geotech check, parking feasibility and design for each building (even if much lower than current standards). Truck and service access.
Traffic impact, cost to taxpayers, destruction of Hollyburn Mountains' natural beauty.
Traffic. People won't walk, bike ride, etc as much as you think. The Lions Gate Bridge cannot handle any more traffic.
I also feel awful for the loss of wildlife habitat.
<ol style="list-style-type: none"> 1. Traffic infrastructure. Buses won't fix the problems we already have as they will never meet the needs of the community. How can construction workers (who contribute significantly to the ridiculous traffic possibly take transit?) even going to & from UBC is untenable. I bring this up because we need to deal with reality not a hopeful vision of the role cars and roads play in everyday life. 2. How many empty houses do we already have? Are we doing this for people or \$\$\$ 3. We have neighbourhoods that are not thriving. Why? Commercial space dominated by money exchange and nail salons. Park Royal is chaos but down the street in Ambleside?
I don't think the transportation has been fully addressed in the current plan. While the incremental impact of the development by 2043 is probably negligible the overall plan has to provide better alternatives to private car usage. I'd also like to see more employment opportunities, with greater mixed use areas offering a mix of retail/office and workshops.
Traffic impact. Cost of services to West Vancouver and ongoing contribution of developers.
Easy access to the village for neighbouring housing areas, especially for seniors. Traffic lights along the route. Widening of the existing road up Cypress to the first lookout.
I would like to see access to hiking trails above and west of this area to be maintained. I would like to understand how transportation from Cypress Village to other parts of greater Vancouver will be addressed.
I would like to see more on the Community amenity contribution and transportation options outside of active transportation
remove the Fire Hall and construct the west connector road to Westport or Northwood
A proper, modern solution for transportation.
Access from the highway - will there be another on/off ramp provided?
Traffic on Cypress Bowl road - will there be traffic lights, roundabouts or other traffic control?
Address on how you will deal with the terrible traffic this will have on our community. I'm very sad that West Van will be ruined by this development. Nothing here tells me how you will deal with the traffic and the effect it will have on us. Just drive the highway everyday as I do and you will see that you are creating a huge problem.
As above, I'd like to see a solution to the automobile problem that results from increased development. I don't think it can be the full responsibility of BPP to solve it, but I'd like to see more solid steps in that direction.
congestion, traffic, the terrible mismanagement of West Vancouver that is being perpetrated by staff and a neglectful council
Connections to transit and active transportation networks elsewhere on the north shore.
Cypress Road traffic Management
Don't be afraid of the naysayers. Be bold. I know it is hard but doable. Possibly a gondola to get people down to a bus route?
First solve dreadful daily traffic on roads before causing more issues.
How much more traffic will be generated during the day going to Vancouver and Burnaby?
How will our current road infrastructure support 7,000 additional residents when there is a line up of cars every morning on the highway trying to get to Mulgrave School.
How will the addition of traffic on the upper levels highway be addressed?
How will the road system integrate with the highway and local roads to the south? What will be the traffic impact on the residential areas south of the highway? What will be the impact of traffic to/from Cypress Mtn through the Village; traffic volumes can be high on winter weekends. How will the speed of traffic destined to the mountain be controlled to maintain a pedestrian friendly environment through the village?
I don't know if it's a refinement or not, but I think you should make public transit links and accessibility via public transit more prominent in your presentation and planning.
I think you are greatly underestimating the impact on traffic, especially with the large volume of cars already using the main Cypress road to get up the mountain. With this being a 20+ year project, there will be a large impact on Hwy 1 and Iron Workers bridge due to all the construction vehicles heading to this project.
I'm not sure you have considered the spillover of greater traffic flow across the highway and down Westmount. That small overpass will likely not handle the excess traffic safely, let alone the Westmount neighborhood
Improved transit mandated as required to support the increased population.

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Improving roads and traffic should be the priority. The main bottlenecks being the highway and Lion's Gate Bridge. Maybe before increasing density, North Shore leaders should consider whether the highway can be expanded by adding lanes, and whether there is anything that can be done to expand Lion's Gate Bridge (a perennial problem).
Increased vehicle traffic on Highway One.
Infrastructure for traffic getting onto the Upper Levels and all the additional traffic using the two bridges. The traffic is already causing issues and needs to be addressed.
Is traffic being addressed?
One aspect not addressed is where employees will be able to live in the shops and businesses envisioned for the Village. There needs to be data to support that there will not be a large number of people traveling to the Village to work (can restaurant workers afford to live in the Village or will they likely be commuting from less expensive areas to live that they can afford) as opposed to those that will live in the Village. There are many other aspects touched upon in earlier comments.
Overcrowding and traffic concerns.
Possibility of a 3rd. western vehicle road exit to Highway 99. Bottlenecks at current overpass at Cypress Rd entrance/egress. Anticipated Westmount entrance/exit would soon become a potentially congested traffic choke point. Exiting to the west only requires less land, no expensive overpass and would direct many of the anticipated population towards Caufeild Shopping Centre and as well, future development in Horseshoe Bay.
Public transportation for all residences
Some sort of rail Transit that can eventually connect to Marine drive and beyond.
The traffic entering ULH has not been addressed? For this number of people surely there is a plan for this.
Traffic congestion, both on the site, as well as particularly, at the highway merge points. These merge and access points are already frequently overwhelmed. Adding 7000 people without adding new roads sounds like a recipe for gridlock.
Traffic! With growing ferry traffic, and traffic from Squamish/Whistler, there is already a choke point at the Cypress Mountain exit. Both WV and BPP seem to be ducking this issue. It is time to be honest with the public about what the implications are for this development (which I support) and what it means for traffic congestion at this major choke point.
Traffic. Cypress Village does not stand alone it integrates into the rest of west Vancouver and there is no consideration of how this will factor into an already poor traffic situation on our major roads and the highway. There is limited way in/out of cypress village it will be a terrible bottle neck traffic wise.
Transit and the movement of people - not just to and from the village from the urban core but up the mountain to the ski hill and xc area as well as all the trails throughout the park. Please consider a gondola from the village to these areas - it will allow for people to park at the village (generating traffic for the businesses) and reduce accidents on the road (due to poor conditions in the winter and mixed use (bikes) in the summer. It is also an environmentally sound option and a possible tourist attraction in its own right.
Transit impact to an already overloaded infrastructure: to/from horseshoe bay/ Whistler, park royal Taylor way and downtown. What will be done to address concerns? Imagining that people will suddenly choose transit over vehicles beyond current averages is wishful thinking and ignores the growing problem we face.
Transportation from the area to the city and North Van
Transportation is a concern. Sure its good to see cycle routes and pedestrian routes, but cars are not going away. How are you going to deal with all the cars coming in and out of this area?
Transportation to the exterior - Vancouver and beyond.
Vehicle traffic
What are the plans to address the pain points that this massive construction will put on existing roads and bridges in North Van and West Van?
What is planned for increased traffic into the area? There are already lineups on the highway to get to Horseshoe Bay. What is planned for the inevitable increase in traffic congestion?
what plans to lobby the government for improved traffic flow to downtown, and lower mainland
Would like to see a traffic impact study. How will the effect the current unbearable traffic we already experience around Park Royal
All residential development should stop (no population growth) until we have completed a third passage for vehicles to Vancouver. Adding more population to our community will increase vehicles, to service them, to have caregivers for them, to bring them goods/food, even if the residents don't drive. Adding any more population adds risk to everyone on the North Shore - difficulty for current residents get their own food, their own services delivered, and ambulance passage.
CANCEL the project!
Change the over perspective of planning to one of protecting all current green spaces and move to increase current densification to add 7,000 new homes
densify near transit not near a highway
Developers are greedy, densify by green options, let nature stay nature. Concrete high risers are not the answer.
Do not approve it
Halting the starting time. Save all the plans until we do something that allows North Shore residents the ability to get off the North Shore without a 2 hour crawl back and forth. Tunnel?
I am generally dead set against any more development in West Vancouver!
I disagree with the changes to this development of the additional density and congestion it would allow. It will destroy a beautiful natural setting and add so much congestion to our community that we are not equipped to handle it will also destroy the serenity of this community by the addition of this many homes with a project of this magnitude.
I do not support the development of the Cypress Lands as proposed for two specific reasons. First, if Council is serious about climate change they will understand that developing green space, constructing buildings, and building supporting infrastructure is the most irresponsible strategy they can adopt. Secondly, the transportation planning study is a self serving justification of the proposed development - we have a serious traffic planning issue on the North Shore which has no credible solution. Pretending that transit is the answer or that multi-family residential development attracts less cars is delusional. Until council partners with

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the province and North Vancouver on a credible, feasible, affordable transportation plan to address what is already unacceptable, council shouldn't even be considering adding such density to the Cypress Lands.
I don't want to see this happen. Ever. It's the wrong decision.
I would like to see a legally binding referendum be held where WV taxpayers are asked if they favour changing the zoning in Cypress Village to increase the population in this specific area by about 7,000 people. It seems inappropriate that 7 people elected on average by 14% of WV residents should not be deciding that it is OK to increase the population of WV by 15%-25%. This is very significant and will impact the quality of life of current WV residents.
Just don't destroy the quality of life for People who currently live in West Van. If I wanted high density I can move to Lonsdale or Metrotown. This plan is insane and should not be allowed. Leave West Van alone
Keep commercialism and density and traffic and schools and general destruction off the mountainside!!
LEAVE THE MOUNTAIN AS IT IS!
No development at all.
No more upper lands development please
No suggestion on how to further degrade West Vancouver's natural assets. Unfortunately the choice has been between 2 unattractive options.
Not in favour of adding 6900 new residents to West Van - traffic is out of control - should focus on putting a new bridge into Vancouver to help traffic flow
Plan and complete satisfactory high traffic volume access and egress to and from the North Shore before adding to the current traffic woes. Focus on contemporary re-development planning of the currently tired commercial areas along Ambleside and Dundarave before any 'Upper Lands' development.
Please stop developing precious forests and land slides will result with the loss of trees.
Preservation of the green space axis... NO DEVELOPMENT!
Removal of this whole plan or limiting it to a smaller village that does not harm my ----- hours of work into bike trails
Restrict all development until a 3rd crossing is assured
Sadly, I am afraid that my comments (that I have been making/reporting for some time), have had absolutely no bearing on the general direction of community planning in the community. West Vancouver, like Oak Bay in Victoria, are unique gem communities in Canada. Oak Bay seems to have had the courage to try to retain its charm and character while permitting upgrades and developments. West Vancouver will soon look like any other overbuilt and tacky community in BC (take a drive around the Okanagan) if you continue to let developers dictate future direction. It didn't have to be this way.....
See my previous comment. I do not want this development, but am not opposed to progress if it preserves West Vancouver's unique character.
Do not develop
Should never have been passed. More traffic congestion without appropriate roadway development.
Single family homes not multi-family
Stop ignoring the wishes of people who live in West Van. We have enough traffic problems.
That it become its own city - NOT PART OF WEST VANCOUVER. It is the size of a small city. West Vancouver taxpayers should not have to fund this disturbingly large project. The ---- West Vancouver Development Plan was fraudulent from the beginning. The only people benefitting from it are: Mayor and Council, employees of West Vancouver City Hall, the developers, real estate industry, and construction workers (none of whom live in West Vancouver). WEST VANCOUVER CITY HALL AND MAYOR AND COUNCIL ----.
The fact that this plan appears to be a fait accompli is deeply troubling as WV council has not made this process nearly as clear and transparent as residents require in order to weigh in in an informed way.
The massive density and population increase and potential negative impact to current WV residents quality of life.
The scale of destruction that will be done
The scope of the development. It's building another city within a city... and not addressing current traffic and congestion problems we have currently. Solve the problems with congestion and traffic going over to Vancouver then consider further development.
The scope of the project is going to forever change West Vancouver. Leave the mountain alone.
The congestion on Hwy 1 and the 2 bridges is already a problem
The Stone Cliff and Deer Ridge communities have been on Cypress Bowl Road in excess of 17 years. We do not yet have public transportation to serve these communities. We have asked. We pay taxes. Every excuse you can think of has been used. Every family here has at least 1 car... and most have 2 or 3. With the proposed 7000 additional people, the traffic will be a nightmare... for ALL of W.V. You DO know this, and are ignoring the facts.
There should be no increase in population until access to Vancouver is solved.
This is far too large a development and will create traffic issues through all areas but in particular Westmont, Dundarave and Ambleside areas
This project should be abandoned
WE DO NOT NEED THIS DEVELOPMENT WHICH WILL LEAD TO MORE TRAFFIC
We have lived here in West Vancouver for ---- years. Until the growing traffic nightmare on the Lions Gate Bridge, that intensifies with every new development on the North Shore, is eased with pro-active initiatives like a proper ferry, tram, boats, or any additional means to get to and from downtown Vancouver, we will not agree to any future developments here. Because of this devastating bridge traffic, real estate values have - compared to the Lower Mainland - stagnated or dropped; there is a real lack of inter-city sociability; young people and working families have no interest in being so isolated over here due to the traffic snarls and our population is raging dramatically as a result; Vancouver and North Shore families are less able to regularly visit each other... to continue to build housing here with such an insensitive eye to these issues is truly condemning West Vancouver to a tragic fate.
We're not against progress, we're against blind progress. That's what this is here. Rather than mow down the dwindling community forest to try and finally create multi-family housing in WV, why not upzone existing neighbourhoods to drive

Appendix A

<p>redevelopment, and create the density in logical areas? Oh right, because the BP's have complete and utter control up to 1200, and the district likes to pretend they have influence. The process, this survey, and every other "consultation" is a sham. Prepare for more tumbleweeds blowing through more and new empty streets of the BP's.</p>
<p>You want to cram 7000+ more people in to west van and there is no infrastructure to support it. No improvement to transportation in decades. It already takes over an hour just to get over a bridge.</p>
<p>Lower density, an ice arena and possibly a pool.</p>
<p>1) I am concerned about the lack of wild animal habitat and safety - especially right beside an important watershed in the form of Cypress Falls. The southern end of the waterway, just above the highway appears to be choked off by development 2) I am concerned about such extreme urban density on the side of a wild mountain area. Can't heavier densification be granted in areas that have already been developed?</p>
<p>additional density, more details on the commercial and office uses, and proposed build out/phasing details...</p>
<p>More housing and more towers. More small affordable options and less larger condos. No single family houses and lots of restaurants shops and vibrancy!</p>
<p>Timelines - I am surprised we have to wait over 20 years for the idea to fully materialize. Transit - I hope this project includes a bus hub to mitigate car traffic. Housing unit amount - I believe there is room for more towers to house more people there. This would also benefit the area as it would feel more alive, and would attract more businesses and commute options.</p>
<p>Ample trails and green space, allow enough density for a vibrant community. Preserve the areas near Eagle Lake and Whyte Lake!</p>
<p>That 3700 units are not built in Cypress Village. That the community facilities are paid for by the developer.</p>
<p>Less density, more open green space. Not mixing commercial with residential in the same structure. Keep it from looking "cheap".</p>
<p>Set aside more space for recreation, reduce density of housing and businesses</p>
<p>Decrease the density or at least force BP to provide more funding to solving the traffic infrastructure issues that already exist up there and will greatly increase due to this development. In my opinion, the City needs to start imposing more funding requirements on developers to address actual issues like infrastructure as opposed to assuming that new residents and increased density will be addressed by more people walking, biking and scootering. We do not live in a flat, relatively mild climate like Denmark and we need to reset expectations accordingly.</p>
<p>Density.</p>
<p>Don't make it high density.</p>
<p>I oppose the size of this development and not the development as a whole. I oppose the mixed housing and amount of it specifically.</p>
<p>In general, I would like to see less densification. I don't think it's necessary to add 7000 people (this is 7 times larger than the horseshoe bay population!?) to the upper lands. This will have many downstream effects on all of the current residents of all communities, including traffic, overpopulation of all lower parks/beaches, water runoff/flooding.</p>
<p>Less of everything.</p>
<p>Less people.</p>
<p>Reduce density, no business village, no large development.</p>
<p>Reduce the number of units</p>
<p>Reduce the size of the footprint that is higher up the hill, and reduce the number of total housing being created.</p>
<p>The need to develop eludes many of us. Growth is no longer an acceptable topic globally. Tearing up this mountain and engorging it with US is heartbreaking. Think globally. Think environment. Think climate change. Think minimums. Please ask for a reduction in the proposed population. When is enough enough? Find a way.</p>
<p>1. Inclusion of the arts in all realms of the development: music, visual art, photography, performance, creation, dance and community dialogue. 2. Shade trees throughout to control heat. Drainage and run off to control future water and flood events. Drought control. 3. Specifics about heating and cooling methods of residences and all facilities; water sources; climate mitigation (wildfires, floods, mudslides, earthquakes; the loss of trees at higher altitudes); vulnerability of this location to high altitude risks that will be vastly greater once it is completed.</p>
<p>Common areas for outdoor and indoor community interaction/meeting. Sustainable energy throughout the village.</p>
<p>1) How will you address biodiversity losses due to clear cutting and threats to vulnerable areas? How will you offset these? 2) How will run-off be mitigated? You very recently had a survey on sea level rise and threats to our coastal area. It is this type of project that does not make sense in relation to these concerns. 3) How will you protect salmon habitat? 4) How will you contend with increased flooding risk of the lower elevation areas? 5) How will you deal with increased wildlife-human interactions? Are you interfering with wildlife corridors? 6) What will the budget be for protection and restoration of the area?</p>
<p>Environmental impacts of building; land stability of building on slopes; impact of density to surrounding areas i.e. Dundrave/Caulfield area</p>
<p>Hotel? High rise location? Perhaps a hotel can be in one of the proposed high rises. Has there been a wildlife study? In particular how to mitigate the interaction with bears? And other predators? The village will be encroaching on their space. Wild Fire interface mitigation plans.</p>
<p>Outdoor community space for people to gather, socialize and enjoy recreation. Grocery store and services so people are not car based. Whistler does a great job of bike route and trails.</p>
<p>there needs to be community gardens for growing vegetables for all who wish</p>
<p>Add ice arena</p>

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An Ice Rink for families (kids to seniors) makes Cypress Village a true mountain community - to think otherwise is short sighted. To think that the current ice rink on Marine Drive can accommodate the demands is delusional. ----- currently must travel outside of West Vancouver for ice time - I shudder to think what that will look like under this new plan.
AN ice rink in the community plans
Community centre facilities including ice rink
I have always thought that Cypress bowl would be an amazing place for outdoor concerts to be held. ----- the Dave Matthews concerts at the Gorge in Washington that allow people to sit on a hill and look out at a spectacular view of the river and river Valley. Something similar could be done looking out over Howe Sound. There is ample parking and policing the highway would be very simple.
Ice arena.
Ice rink
Make an ice rink
Please give us an ice rink. Thank you.
Public spaces that are protected from weather and building design requirements that reflect a mountain village atmosphere. No t just Yaletown landed on the side of Cypress.
West Van definitely needs another ice arena. Please consider to build another ice arena for ice sports.
Bear proof garbage cans and garbage disposal systems. Eco-friendly.
Movement of the people/humans in and out and within this project is top of mind - second only to how this project will SECURE (not mitigate damage to) environmental integrity in all its forms. Sustainability and enhancement of the natural systems surrounding this project should be the value metric according to which all other decisions are subject too. Ensure, protect, enhance the surrounding lands and environment, build ways to move people that does not involve personal cars, and let the rest of the decisions follow/conform to these outcomes. Connect your MTB and hiking trail initiatives into a larger/wider surrounding network that exists and is in need of sanctioned support.
I would like to see more natural areas and more restoration including a requirement for developers to landscape green areas with native plants. This development provides the opportunity to regenerate habitat in the area instead of destroying huge natural areas.
Adequate space within buildings and in streets are for recycling and waste management.
All buildings, commercial & residential should make maximum use of 'renewable' energy sources; solar, heat pumps, etc. alternative energy sources please!
design
I would like to understand what other commitments are being made in regards to sustainability and reducing carbon footprints and use of fossil fuels. What a wonderful opportunity to great a "green village" from the start.
Will the sports field include another track?
Is there to be a gas/EV/Hydrogen station? Also, are there any solar panels anywhere? (And conceivably, wind power.) What is the source of heat in the buildings?
Making sure there are policies to create a great pedestrian realm - safe, vibrant, and good sense of place.
Please consider high restrictions for single family homes that would enable more homes to have city/water views. Perhaps high restrictions based on terrain rather than the same height restriction on every lot.
Sustainability
Recreational infrastructure is impressive. Can the village bear the cost of building and maintaining same?
Wild fire considerations not specified.
Climate change and forest fire issues
ENVIRONMENTAL IMPACT and effects on wildlife and human interactions.
I would like to see a survey of the forest in that area. There are some groves of cedar that should be preserved
Making sure there is environmental awareness and making sure that West Van isn't overcrowded.
Mostly topics regarding the environment.
Priority of maintaining green space, high quality and inclusive trail systems, room for small businesses and an exclusion of giant chain stores and larger corporations.
recreation and shopping centers.
Employment
PLEASE ensure there is enough space and zoning for local small businesses to flourish here - e.g non-chain grocery stores, butchers, distilleries, cafes and other service providers. My one hope is that it doesn't become a Whistler -village type centre with only large chain stores and recreational visitors
The shopping area needs a large grocery store to not only service the immediate area but surrounding areas as well.
20-25 year time line is too long and forces early homeowners to live through a generation of construction. All homes and amenities need to be completed within a 10 year period from start to finish.
certainty of development over time , helps buyers feel comfortable early in the cycle. Like to see something that is special like sports facility for the youth of west Vancouver which is often overlooked and a yes sounds great but NIMBY
I would like to see more details on the timeline of construction
I would like to see the timeline for this project shortened.
Much work has been done on this project. Let us now take some time for current DWV residents to review reflect and comment instead of ramming it through too quickly.

Appendix A

The order of build. Need some housing before commercial and school built as well as transit but need to commit to some of these to draw people and provide facilities.
when will the community centre be built?
Possible payment for transfer of development off District lands in Eagleridge, even if partial and resulting in more units or slight expansion on to suitable adjacent lands on 1200 foot contour
Firm commitment on how the exchange for Eagleridge lands will be executed.
Generally I support the plan and compliment BPP on its planning and community outreach.
Get the planning and development program including bylaws completed as quickly as possible.
I believe this plan is good for our community.
My only comment is that it is obvious considerable time and effort has already been expended in producing the plans by professionals and therefore I do not see any obvious reasons to make any changes. Refinements will undoubtedly come about as the development progresses.
The work to Phase 3 should not proceed until the issues raised in Phase 2 are satisfactorily completed. This will likely take 6 months to accomplish Phase 2. There seems to be an urgency for Cypress Village and it is being rushed through with proper development and review with the citizens of West Vancouver. This is a \$10 billion development and its sheer scale needs to be addressed.
As per previous comment what will be the fee structures re DCC CAC and the costs of rezoning
Drainage and flood control facilities should be 100% paid for by the Developer and not included in the drainage utility costs to be borne by other areas of the District.
Full services and tax-base financial analysis. If it is not paid in full in perpetuity by the property taxes on the owners in the specific area, it should not be approved
Less taxpayer dollars being spent on low use items
The District needs to become much more sophisticated in extracting developer amenities for West Vancouver.
There should be significant development cost savings for the construction of premises and infrastructure. What are the amenity contributions by BPP because of this transfer of density into a more compact area?
What is the value added to our community with this project??
Whose going to pay for it?
More info on recreation areas and trails
Mountain biking trails and Brutus.
Mountain Biking
Unnecessary removal of trees, and the impact on the residents directly below the Upper Levels Highway. I believe BPP has too much power over the West Vancouver District, and I have little confidence in their stated plans.
Integration of natural infrastructure, to commemorate and protect the reason why many people move to the north shore
It would be great to create a "urban forest" to further integrate into the landscape that surrounds Cypress Village.
More preservation of the natural beauty. Strict design controls, possibly even strata requirements, for all buildings and development.
Potentially retaining connectivity of some forested areas for forest animal habitat and education support for people on the land and around them.
Hydrology - loss of Forests for rain production, water collection and storage use of water meters
Can WW water and sanitation handle this many new homes? Will the streams be protected with runoff?
How are our streams meant to handle all this runoff - building bigger culverts is not the answer.
I will offer what I have several times over the past 2 years, and again which is brought forward in an earlier comment to this survey - that being that Cypress Village and the laterally adjacent developments, do not exist in their own bubble. I have seen one brief mention, once, suggesting that there may be land or property owners of pre-existing neighbours to the south, which means further downstream and down-slope. The absence of speaking to this subject is beyond unnerving, it is frightening and irritating. It is time to come out from behind the trees to speak to this, as the trees are probably about to fall anyway. Please come clean and address the concern that BPP and The District are planning on slaughtering trees in existing neighbourhoods, of existing hydrological importance, to make way for a 5' diameter pipe. Thank You in advance.
The 5-creeks drainage project is stalled and has been stalled for more than a year. The Drainage plans as outlined in the documents are complete wishful thinking. I'm shocked that no effort was made to realistically address the wishes.
linking to recreation plan for the area
More clarity on amenities, community services, and recreational opportunities.
From what I gather, this land will be demolished either way. How about you talk to some First Nations people like Squamish, Musqueam, and Tsleil Waututh Nations and see what they think.
full consultation with indigenous communities and incorporating their recommendations
I want to know how much Indigenous consultation you've done, and if they stand to benefit economically (eg a portion of any housing taxes go to them, priority consideration for businesses etc) considering we're developing on unceded occupied lands?
Asking for refinement suggestions means the basic concept is a fait accompli.
I really enjoyed seeing the John Deere Crawler at the Cypress Pop-up village. I'd like to see some of the history of the area reflected in Cypress Village. Perhaps a secure display space for the Crawler that people driving up the Cypress Mountain road could glimpse, similar to the old fire engine out at the Glen Eagles fire station that you see as you drive along Marine Drive; Also, historic photos used as wall murals in the public spaces in Cypress Village, and a log cabin and a slide that looks like a ski jump in a playground.
Make sure this is the last one. From here on forward accommodate the growing population by increasing density on existing developed land.
Evacuation routes for wildfires

Appendix A

I have no experience or expertise in such matters, so am content to trust WVD planning Dept & BPP.
Also, Covid has, & will probably continue to 'change everything' ! 'Life is what will happen - while the Planning Dept does - whatever it does'.

(end of Attachment L)

Attachment M: List of Organizations, Associations, and Groups Noted in Responses to Phase 2 Survey

The following table provides a list of the organizations, associations, and groups that Phase 2 Survey respondents indicated they are part of. Note that some answers are not a specific group name.

ACC (Alpine Club of Canada) (2)	Mighty riders
ADBIA (Ambleside Dundarave Business Improvement Association)	Mountain Biking community
ADRA (Ambleside Dundarave Residents Association)	North Shore Artists Guild
Altamont Community Association	NSMBA (North Shore Mountain Biking Association) (8)
Amberview Housing Co-operative	North Shore Rescue
Art Museum Advisory Committee	Old Growth Conservancy Society (4)
BC Registered Music Teachers Association	Philanthropy
BCCC (BC Cycling Coalition)	Positive Voices
BCMC (BC Mountaineering Club) (2)	RCMSAR (Royal Canadian Marine Search and Rescue) (2)
CASBC (Climbers' Access Society of British Columbia) (2)	Rotary
Chamber of Commerce (4)	School (including Mulgrave, Sentinal, WVSS) (6)
Coastal Marine Management Plan Working Group	Seniors' Center (including Outdoor Cycling Clubs, Quilters) (5)
Cypress Ski Club (2)	Sports (including baseball, field hockey, hiking groups, hockey, pickleball, soccer) (9)
Cypress Trails Collective	SWAT (Student Work & Advisory Team)
District Arts Committees	Theatre West Van
District of West Vancouver	Urban Tree Alliance (3)
Dundarave Festival of Lights	Volunteering
Dundarave Preschool by the Sea	West Vancouver Community Centre (2)
Eagle Wat	West Vancouver Community Stakeholders (4)
Executive Business Men's Club	West Vancouver Field Hockey Club
Fit Fellas	West Vancouver Football Association
FMCBC (Federation of Mountain Clubs of BC) (2)	West Vancouver Foreshore Preservation
Force of Nature North Shore (2)	West Vancouver Foundation (3)
Friends of Cypress Provincial Park (2)	West Vancouver Historical Society (3)
GE Golf	West Vancouver Lawn Bowling Club
Hollyburn	West Vancouver Little League (2)
Hollyburn Community Services	West Vancouver Memorial Library Board
Hollyburn Country Club (2)	West Vancouver Minor Hockey Association (7)
Hollyburn Family Services	West Vancouver Recreation Centre (3)
Hollyburn Ridge Association	West Vancouver Scouts
HUB North Shore (Cycling) (3)	West Vancouver Streamkeeper Society (11)
Kay Meek	West Vancouver Tennis Club (2)
KNSH Society	West Vancouver United Church and Choir
Library	Western Residents Association
Lighthouse Park Preservation Society (5)	Wild Bird
Long time resident	

(#) indicates number of mentions if mentioned more than once

Attachment N: Log of Enquiries from the Public during Phase 2

Documented November 15, 2021

This attachment provides a summary of enquiries from the public during Phase 2 of *Planning the Upper Lands*. This is not a transcript; in some cases, information has been abbreviated to capture the main points of the communication.

(1)

Sept 14, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting “I really hope that the new project will include areas that will be accessible to wheelchairs. If you make a space accessible for wheelchairs, it’s accessible to all.”

Sept 17, 2021 Response – Communicated that the "Active Transportation Network and Recreation Areas" document on the project webpage notes that the active transportation facilities (e.g. pathways for pedestrians and persons with mobility aids or using scooters, bikes, rollerblades) in Cypress Village will:

- "be designed to attract and accommodate pedestrians and cyclists of all ages and abilities, including seniors, children and youth, and persons with disabilities."
- "accommodate persons with physical, visual, hearing, and cognitive disabilities, including persons who use mobility aids such as wheelchairs, walkers, canes, and crutches."

Indicated that the planning team supports making spaces in the village accessible to wheelchairs.

(2)

Sept 16, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca enquiring about timelines for the phases of *Planning the Upper Lands*.

Sept 17 and 21, 2021 Response – Noted that the project webpage online at <https://www.westvancouverite.ca/upperlands> has key dates for the Phase 2 engagement which is taking place over the next several weeks:

- The Phase 2 survey is open now and will be open until Monday, October 4, 2021.
- There will be virtual information sessions on Tuesday, September 21 from 7-8:30 p.m. and on Wednesday, September 22 from 1-2:30 p.m.

Also noted that the planning team expects that Phase 2 will be complete during Q4 of this year (with the survey that is part of Phase 2 closing on Oct 4, 2021). The survey results will then be analyzed and reported to Council, along with other input from the virtual information sessions, enquiries, contact with stakeholder groups, and technical analysis. Subject to the results of Phase 2 and direction from Council, Phase 3 will start after that (likely by the end of 2021).

(3)

Sept 22, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting that “The brief PDF document discussing the BPP-owned lands sitting above Hwy 1/99 at Eagle Ridge mentions transfer of development rights from those lands to lands in the Cypress

Village area, but nowhere in the document is it set down how those rights will be acquired and what the cost of acquiring those rights will amount to. Expropriation of property rights by a government (local or provincial) or a government agency requires that compensation be paid to the property owner. Under the Highways Act, the provincial government can expropriate 20% of the lot area at no cost or compensation for the property owner. Your vision entails the expropriation of BPP's land for a public purpose other than for highway development. How do you propose to effect this and what is it going to cost the District's property owners in the way of taxes levied on their properties? One would want to have answers to these questions before, rather than after, discussion commences on the proposed measures in your updated Upper Lands development plan."

Sept 27, 2021 Response – “As you point out, one of the main goals of this planning and engagement process is to protect all of the lands in Eagleridge that are owned by British Pacific Properties Limited (BPP) for recreation and conservation purposes. Doing so will be a major step towards implementing the overall planning vision already contained in the District's 2018 Official Community Plan (OCP), which seeks to protect all of the lands west of Eagle Creek (i.e. Inter Creek and Eagleridge) in their natural state, enhance recreation opportunities in the remaining Upper Lands, and create compact, sustainable neighbourhoods in Cypress Village and Cypress West.

The mechanism for protecting the lands in Eagleridge is a transfer of development potential from one BPP property to another. There is no expropriation or direct financial compensation involved. “Transferring the development potential” means that BPP will voluntarily give up the ability to develop its lands in Eagleridge with estate-sized single family houses (which is allowed under the existing zoning) in exchange for the approval to develop more housing in the new Cypress Village community. The fundamental financial basis of the exchange is that after the rezoning, the value of BPP's land in Cypress Village will approximately match the value of BPP's Eagleridge and Cypress Village lands under the existing zoning.

The existing zoning on these lands only allows single detached dwellings. In the plan for Cypress Village almost all of the housing is multi-family, which is why there are more units in Cypress Village (about 3700) than allowed under existing zoning. The scale of community and proposed housing mix is described in the Community Size and Proposed Housing Mix document posted on the project webpage at www.westvancouverite.ca/upperlands if you are interested.

As a result of this exchange, the municipality is not making a new expenditure that would affect the municipality's financial situation or that would lead to a change in property taxes for West Vancouver property owners.

The planning team has engaged with BPP at key milestones throughout this planning and engagement process. BPP has expressed support for the District's process, support for the transfer of development potential as the means of protecting the lands in Eagleridge, and a commitment to sustainable, smart-growth development in the Upper Lands that reflects the community's input.

Sept 30, 2021 Follow-Up Correspondence Received – Email received to upperlands@westvancouver.ca as a follow-up to the above noted communication, suggesting that the District seek ownership of the lands owned by BPP in Eagleridge as part of this process, protect these ecologically-sensitive and ecologically-significant lands for future generations, and consider a cash purchase from BPP to achieve ownership.

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Oct 1, 2021 Additional Response – Described that the proposed arrangements have these main components:

- The development potential of BPP’s lands in Eagleridge will be transferred to Cypress Village.
- Cypress Village will be rezoned to accommodate the combined total development potential of the Eagleridge and Cypress Village lands.
- Simultaneously, the District will take title to BPP’s lands in Eagleridge. BPP will not retain ownership of these lands.
- The District will take steps to ensure the lands in Eagleridge are protected for conservation and recreation purposes. These steps could include rezoning the lands to a Community Use zone or dedicating the lands as park.
- The District will not have to pay cash to BPP for the lands in Eagleridge, as BPP will be voluntarily transferring the full ownership of the lands in Eagleridge as a condition of the rezoning of Cypress Village.

Oct 1, 2021 Additional Correspondence Received – Thanked the planning for “clarifying that transfer of ownership of the Eagle Ridge parcels from BPP to DWV is an integral element of the transfer of development rights from Eagle Ridge to Cypress Village”, expressed support for the proposed transfer, and noted interest in “seeing the completed agreement, if, as, and when it is published.”

Oct 1, 2021 Response to Additional Comments – Noted that the agreement will be part of a package of documents that will be presented to West Vancouver’s Council for formal consideration in Phase 3 of the planning/engagement process, so it will be published for the public to see in the next phase of work.

(4)

Sept 23, 2021 Telephone discussion with a member of the public about concerns regarding how mountain biking is addressed in the Phase 2 materials. Comments included: the mapping presented does not show the existing mountain biking trail network which makes it hard to ascertain impacts, concern about the elimination of mountain biking trails that are the most-used (in part due to the location of the proposed development areas, the boundary of the proposed mountain biking zone, and a proposed new hiking trail in the approximate alignment of an existing mountain biking trail just west of the proposed mountain biking area), concern about accommodating family friendly mountain biking options within the mountain bike zone, concern that the plans presented do not appear to commit to a permanent mountain bike staging area, a desire for a commitment to a process to plan for and sanction mountain biking trails above the 1200’ contour as well as within the mountain biking zone in the planning area, and a willingness to help provide input from the mountain biking community as the process moves along.

(5)

Sept 27, 2021 Correspondence Received – Voicemail received in Planning Inbox asking if a commercial shopping centre is being planned as part of Cypress Village.

Sept 27, 2021 Response – Returned the phone call and noted that commercial space is being planned as part of the mixed-use village.

(6)

Sept 27, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting disappointment and concern “that there is talk of impact to mountain bike trails over 1200 feet. Until now we were told that no trails above that elevation would be impacted, as our community (mountain bikers) are already loosing/lost a fair amount of amazing trails to development in the area” and asking for any additional information that could be provided about this topic.

Oct 4, 2021 Response – Replied with a response to the question about the trails above 1200 feet and to provide some general information about incorporating mountain biking into the planning for the village. Noted that “During Phase 1 of this planning and engagement process, we heard that connecting the village to other parts of West Vancouver is important to the community including connections to trails outside of the boundaries of the planning area. So, the proposed Active Transportation Network and Recreation Areas plan includes a proposed multi-use path above the 1200 foot contour. This path includes realigning and lengthening Powerline Road to help improve the ease of cycling and hiking for all skill levels and to allow a sanctioned connected to both the Fern Trail to the east and The Great Trail to the north. The realignment of Powerline Road is also proposed in order to improve access for fire trucks to enhanced wildfire management as well as access for other first responders (e.g. ambulance).

Within the Cypress Village planning area, development will occur in some places where there are currently unauthorized mountain biking trails on private land. Community and stakeholder feedback in Phase 1 of this process favoured protecting all of the lands in Eagleridge that are owned by BPP at this time (rather than in a phased approach) and planning for a scale of development in Cypress Village that will enable the protection of those lands, so we are planning for a total size of community that meets this objective. The proposed Recreation Areas plan for Cypress Village defines a mountain biking area that will be planned in a separate process. Our hope is that this can be a thoughtful and collaborative process with the District, BPP, and the mountain biking community. The mountain biking area that is proposed has been intentionally created to provide an opportunity to create a sanctioned network of trails that meet the needs of a variety of riders and appropriate trail standards. We see this as an opportunity to relocate and re-envision some of the trails on Cypress, and to create a really exciting sanctioned area for mountain biking.

Cypress Village will take about 20 to 25 years to fully develop, so there won't be any immediate changes. The District and BPP are committed to including mountain biking as a significant land use in the concept plans, providing facilities to support and facilitate cycling and mountain biking for both transportation and recreational needs in the village, and working with the mountain biking community on the detailed planning for trails which would happen in a separate process to follow the Area Development Plan and rezoning. We envision that this would be an ongoing relationship that could model how mountain biking trails are planned, built, and maintained in North Vancouver, with the ultimate goal of sanctioning and formalizing trails and trail maintenance.”

(7)

Sept 27, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting that “we do not feel we should even be contemplating this development while we still only have two bridges which are already overloaded. The Upper Levels are already at full capacity during rush hours but also at many other times including weekends. We need to give our collective heads a shake and come up with a serious plan for traffic before building more and more, and inviting even more cars and trucks onto the Upper Levels and beyond.

Sept 30, 2021 Response – Noted that “all input will be recorded and provided in a report to Council and that the planning team has noted these comments.

(8)

Sept 28, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting a concern about “the height of the high-rise buildings at 25 storeys”, that “this may be necessary to provide the density necessary to protect the Eagleridge lands, but it would be good if these buildings were a little lower (depending of course on visibility from lands below)”, and wishing to “compliment the Planning Department on their excellent housing legislation based on the Neighbourhood Character Working Group.”

Sept 30, 2021 Response – Noted that “the taller buildings are partly to help accommodate the transfer of development potential from Eagleridge and partly to help cluster development in Cypress Village to try to reduce the footprint of development.”

(9)

Sept 28, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting that “the projected population increase seems high. Based on past data (references below), in 1976 there was 35,700 people, in 2016 there was 42,500 people, that is a 6,800 people increase over 40 years or +170 people/year (0.44%/year), and based on Statistics Canada there was no population growth from 2005 to 2016. At the historic rate (1976-2016), the growth from 2016 to 2041 should be between +4,250 people (constant number +170/year) and +4,900 (constant rate +0.44%), that is, a population of 46,750 to 47,400. This is substantially less (55-65% less) than the 54,000 people (+11,500) projected by DWV (i.e. MetroVan study).

1. How is the project expected (or allowed) to change if population does not increase as forecast? (Will the affordable rental units or community facilities be delayed but strata apartments constructed, or what requirements, restrictions, or phasing are placed on the development?)
2. What is the total DWV increase in housing currently planned for this period (OCP or current development permits/proposals)? (is it close to the 11,500 people projected or much greater?)
3. The documents present development for the Cypress Village and no further development for Eagleridge. What about Cypress West and Inter River areas? What is the zoning, land ownership, and OCP for these areas?”

Oct 1, 2021 Response – Replied to the questions as follows:

- “Questions 1 and 2 Response – The Regional Growth Strategy sets out population, dwelling, and employment projections for each municipality in the region. The District’s Official Community Plan anticipates and plans for this growth.

The projections in the Regional Growth Strategy are for West Vancouver and the Squamish Nation land areas combined. These are shown in the following table:

In Table A.1 of Metro 2040, projections for the District of West Vancouver, including the Squamish Nation land, are:

	2011	2021	2031	2041
Population	46,300	51,000	56,000	60,000
Dwellings	18,400	20,600	23,100	24,500
Employment	18,700	24,000	27,000	29,000

The District conducted analysis in 2016 specific to the area within the municipality’s jurisdiction and produced the following growth projection which is included the Regional Context Statement in the 2018 Official Community Plan:

	2011	2021	2031	2041
Population	43,500	45,000	49,000	54,000
Dwellings	17,000	18,000	20,000	22,000
Employment	14,500	16,500	18,500	21,000

The projections anticipate growth of over 10,000 people, 5,000 dwellings, and 6,000 jobs in West Vancouver during 2011 to 2041.

You noted that the projected growth is higher than recent rates of population growth, which is true. This is because the pace of new residential development in West Vancouver has been relatively low. The intent of the policies and projections in the OCP are for West Vancouver to accommodate its share of regional growth, which means that the rate of new residential development should be higher than it has been. A new mixed-use sustainable urban community in Cypress Village would help accommodate some of this growth.

However, the plan for Cypress Village cannot require that all of the development occur at a defined rate because the developer will have to respond to market conditions. The approved plan will have some requirements regarding the delivery of community facilities and affordable housing, though:

- Affordable housing will have to be delivered as a percentage of the market housing built in each time period. It will not be possible for the developer to delay the affordable housing until the end of the project.
- Community facilities will have to be delivered by specific dates or milestones. We are still working on the structure for this, but for some facilities there may be a defined “not later than” year for construction and for some it may be defined as “prior to the completion of a specified number of housing units”.

These requirements will be contained within a binding contract called a Phased Development Agreement.

- Question 2 Response - The 2018 Official Community Plan aims to transfer all of the development potential of Inter Creek and Eagleridge into Cypress Village and Cypress West. However, early in this process it became clear that the total amount of development involved would take several decades. The planning team believes it is neither possible nor prudent to try to predict beyond 20 years or so the kinds of changes in technology, transportation, community priorities, housing needs, climate, and the nature of urban development that will likely occur. We think there is a need for flexibility, to adapt to a changing world.

So, the long term vision has been divided into two main components for implementation. This first step involves the protection of Eagleridge and the development of a new compact community in Cypress Village. This community will probably take 20 to 25 years to complete. As Cypress Village nears completion, the next step will be to protect Inter Creek by

transferring its development potential into a new compact community in Cypress West (in a separate, subsequent planning and engagement process).

There is information online about land areas, ownership, and zoning. See the Phase 1 FAQs (specifically the questions “How big are the four planning areas in the Upper Lands?” and “Who owns the lands in Cypress Village, Cypress West, Inter Creek, and Eagleridge?” which are online here:

<https://www.westvancouverite.ca/upperlands/widgets/59111/faqs#10526>

You might also be interested in the maps that show information for Eagleridge, Cypress Village, and the Upper Lands which are posted on the project webpage here:

- Information about the Lands in Eagleridge:
<https://westvancouver.ca/sites/default/files/dw/westvancouverite/upper-lands/Upper-Lands-About%20Eagleridge-Nov2020.pdf>
- Information about the Lands in Cypress Village:
<https://westvancouver.ca/sites/default/files/dw/westvancouverite/upper-lands/Upper-Lands-About%20the%20lands%20in%20Cypress%20Village-Nov2020.pdf>
- Ownership and Trails Map from the June 2015 “Upper Lands Study Review Working Group Final Report, Part 2: Background”:
<https://westvancouver.ca/sites/default/files/dw/westvancouverite/upper-lands/phase%20%20survey/Upper%20Lands%20Map%20from%20the%20Upper%20Lands%20Working%20Group%20Final%20Report.pdf> ”

(10)

Sept 28, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting that the enquirer “tried to take the survey but it would not open” and that the survey email response said “it might take several days for a reply” which would be “too late. Of course by then the survey will be over.” Follow-up email received on Sept 30, 2021 noting that the enquirer has “tried for three days to respond to the municipal survey re Upper Lands but it is blank when attempting to download.”

Sept 30, 2021 Response – Replied to connect the enquirer with District Communications staff to help with accessing their westvancouverite account and the survey.

Oct 1, 2021 Response – District Communications staff replied to thank the enquirer for their interest in taking the Upper Lands survey, asking to confirm if they have a westvancouverITE account, suggesting that they register for one online at <https://www.westvancouverite.ca/register> in order to complete the survey if not, and to advise if they do already have an account.

(11)

Sept 28, 2021 Correspondence Received – Email received to communications@westvancouver.ca and a Councillor providing the following comments:

- Great to keep Eagleridge a natural habitat.
- Fair trade to allow higher density at Cypress Village. How many potential units at Eagleridge are transferred to the existing allowable development at Cypress village ?
- The program sounds lofty but I would love to see how the 3,700 housing units are distributed. It is a relatively small area, so it would be pretty dense.

Appendix A

- Is there going to be an OCP for this area that regulates / contracts or is this entirely in the hands of the BPP?
- Proportion of multi residential - high rise - low rise to single family residence / duplexes.
- How much of the land will be allocated to community services - school(s), shopping centre, community centre.
- How does transportation - private and public fit within the overall system in West Vancouver - Lions Gate bridge?
- There is a brief mention of retention of soil and drainage, so how will the necessary clearcutting and blasting be controlled?

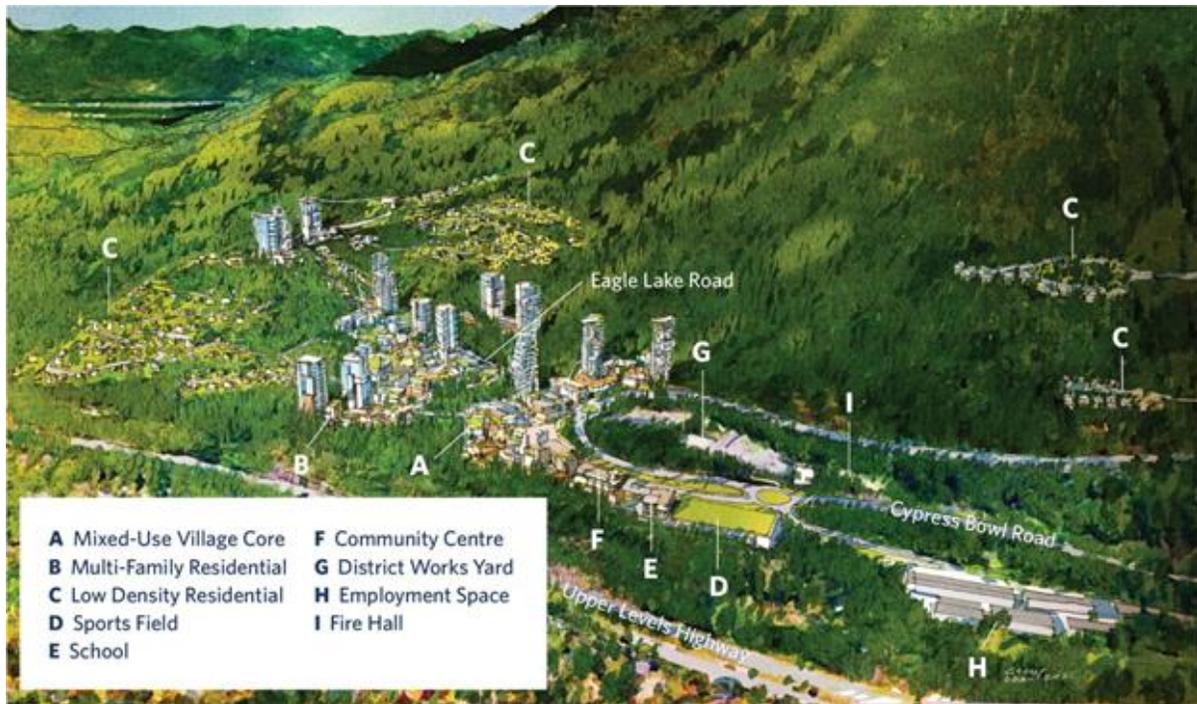
Oct 4, 2021 Response – Noted that there are several documents on the project webpage at www.westvancouverite.ca/upperlands that provide information about the topics asked about, and a recording of the first virtual information meeting which provided an overview of the planning work. Provided responses to the specific comments/questions as follows:

- Comment: Great to keep Eagleridge a natural habitat.
Response: Thank you for your support for keeping Eagleridge as a natural habitat. There is a document on the project webpage called “Protecting the Lands in Eagleridge” which provides information about the approach to protecting these lands if you are interested in learning more.
- Comments: Fair trade to allow higher density at Cypress Village. How many potential units at Eagle Ridge are transferred to the existing allowable development at Cypress village? The program sounds lofty but I would love to see how the 3700 housing units are distributed. It is a relatively small area, so it would be pretty dense. What is the proportion of multi residential - high rise - low rise to single family residence / duplexes.
Response: BPP’s lands in Eagleridge and in Cypress Village are currently zoned to allow single family houses. Preliminary site planning for BPP’s lands suggests that the achievable lot yield would be about 310 single family lots in Cypress Village and about 316 single family lots in Eagleridge, for a total of about 626 large single family houses under the existing zoning. These numbers take into account steep terrain and environmentally sensitive areas (which impact where buildings can be located but which can be included in lot area), and land needed for roads. When transferring the development potential from Eagleridge to Cypress Village, more than one multi-family unit is required for each foregone single family lot, because multi-family housing has a lower land value per unit than single family housing. To help illustrate this point, under the existing single family zoning, BPP’s lands in Eagleridge could have an average lot size of about 0.7 acres and could have an average house size of about 15,000 square feet. The multi-family units in the mixed-use village will be much smaller (e.g. averaging on the order of about 1,000 to 1,200 square feet for strata apartment units and about 1,700 to 1,800 square feet for townhouse units). More information about the share of the 3,700 housing units proposed for Cypress Village that are related to the transfer of development potential from the lands in Eagleridge will be added to the project webpage as the planning work moves along. You also asked about the proposed housing mix for Cypress Village. The following table shows the proposed mix. More detail is provided in the “Community Size and Proposed Housing Mix” document on the project webpage.

Unit Type	Approximate Number of Units	Share of Total Units
Single family dwellings	200 to 250 units	About 5% to 7%
Townhouses	150 to 200 units	About 4% to 5%
Apartments	3,300 units, including:	About 90%, including:
	• 180 affordable rental apartment units	About 5%
	• 550 market rental apartment units	About 15%
	• 2,580 strata apartment units	About 70%
Total Housing Count in Cypress Village	3,700 units	100%

Almost all of the proposed housing is multi-family units which will help achieve a compact, sustainable community that is transit-oriented and supports walking and cycling for many daily errands for those who will live in the village. There is a small number of single family houses included as well. These will be in the range of about 2,500 to 3,500 square feet in size, which is much smaller than typically found in the Upper Lands and smaller than would be permitted under the existing zoning.

To see what Cypress Village could look like when it is fully developed in 20 to 25 years, there are several images in the “Proposed Form and Character of Development” document on the project webpage. The image below is one example which is an artist’s illustration of what Cypress Village could look like when fully developed in about 20 to 25 years. The artist’s illustrations are conceptual but show aspirations/ideas for the village. Incorporating taller buildings helps to reduce the footprint of development and also allows for the transfer of development potential from the BPP lands in Eagleridge so that those lands can be protected for conservation and recreation.

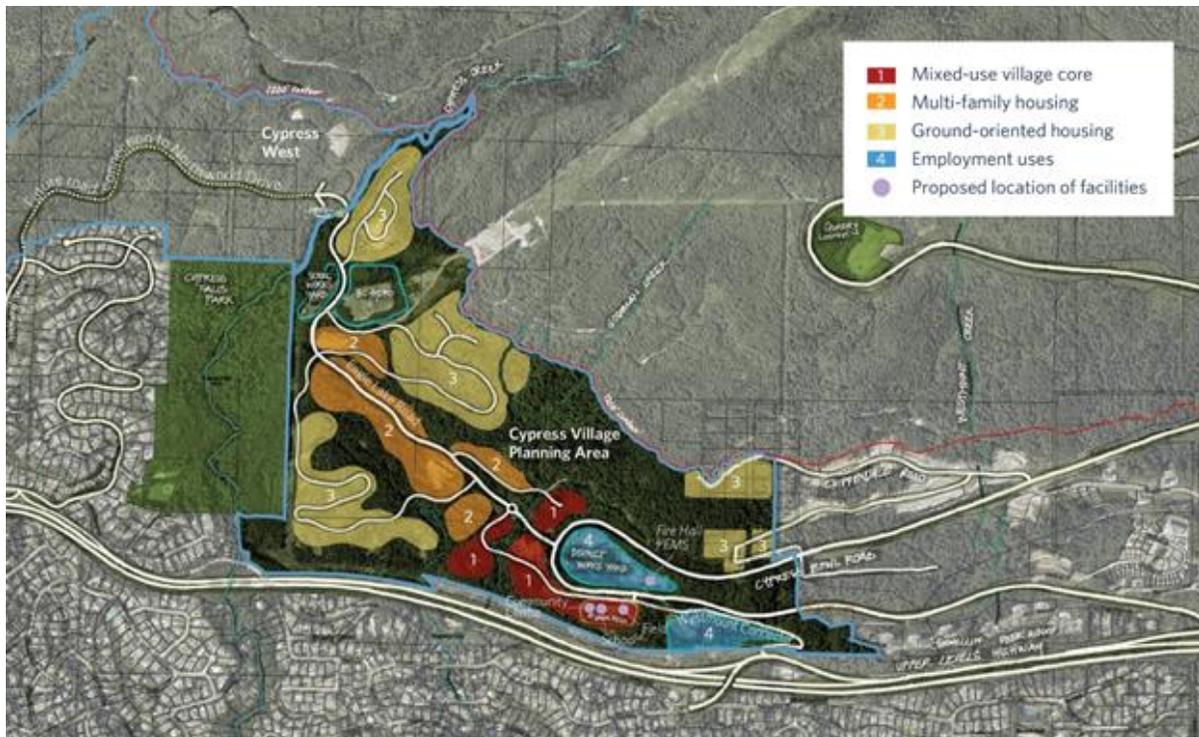


- Comment: Is there going to be an OCP for this area that regulates / contracts or is this entirely in the hands of the BPP?

Response: There will be an Area Development Plan for Cypress Village as well as supporting bylaws including rezoning and a legally binding agreement between the District and BPP called a Phased Development Agreement. The Area Development Plan and rezoning will set out the policies and the development potential for the lands. The plan for Cypress Village cannot require that all of the development occur at a defined rate because the developer will have to respond to market conditions. However, the Phased Development Agreement will set out requirements regarding the delivery of components of the village, such as the community facilities and affordable housing. For example, the affordable housing will have to be delivered as a percentage of the market housing built in each time period. It will not be possible for the developer to delay the affordable housing until the end of the project. The community facilities will have to be delivered by specific dates or milestones. We are still working on the structure for this, but for some facilities there may be a defined “not later than” year for construction and for some it may be defined as “prior to the completion of a specified number of housing units”.

- Comment: How much of the land will be allocated to community services - school(s), shopping centre, community centre?

Response: The land use plan shows the proposed location for community facilities which will include a field, elementary school, and a community centre on the site that is known as the McGavin Field site. The proposal also includes a new fire hall on the District’s works yard site. In addition, there will also be child care space and commercial space (for businesses such as a grocery store, pharmacy, restaurants, etc) in the village core as part of mixed-use buildings (i.e. in the red shaded area). The “Community Facilities” document on the project webpage provides more information, but the intent is to include community facilities and services within the village core to help support walking and cycling (which promotes healthy lifestyles), help reduce vehicular trips within the village (which helps reduce pollution and greenhouse gas emissions), and help meet the day-to-day needs of residents in Cypress Village, the nearby Rodgers Creek neighbourhood, and those living in other parts of the Upper Lands. Here is a copy of the proposed land use plan:



- Comment: How does transportation - private and public fits within the overall system in West Vancouver - Lions Gate bridge?

Response: A Preliminary Transportation Impact Analysis has been completed. The results are summarized in the “Summary of Preliminary Transportation Analysis” document on the project webpage. Cypress Village will have Independent Transit Service that will be provided by BPP. This will help reduce traffic impacts, along with many other factors including:

- Cypress Village will be built over 20 to 25 years, so the impacts on traffic will be gradual over time.
- Other changes will also contribute to the amount of traffic that affects West Vancouver residents.
- Some additional traffic would have been caused by development under the existing single family zoning, so the analysis looked at ‘how much more traffic would be generated by the proposed mixed use village than development under the existing single family zoning’.
- Vehicular trips out of the village will happen throughout the day, not all at the same time.
- Amenities including a school and community centre, employment uses, and retail/service uses are intentionally being included in the village so that residents can reduce trips elsewhere for their daily needs.
- As mentioned above, BPP will provide Independent Transit Service (bus service) between the village and Park Royal, which will give folks a choice to take transit instead of drive.

Overall, the analysis found that the traffic impact of Cypress Village on Highway 1, roads in West Vancouver, and bridge traffic is small in the context of long-term increases from other sources including development elsewhere on the North Shore and in the region, and increased BC Ferries traffic volumes, in large part due to the reasons listed above.

- Comment: There is a brief mention of retention of soil and drainage, so how will the necessary clearcutting and blasting be controlled?

Appendix A

Response: Once the Area Development Plan, rezoning, and Phased Development Agreement are in place, the developer will still have to apply for permits (e.g. development permits, building permits) and these will govern construction and development activities.

(12)

Sept 28, 2021 Correspondence Received – Email received to planning team member expressing thanks for the “informative and responsive” virtual information session.

Sept 28, 2021 Response – Thanked the enquirer for participating and for the follow up note.

(13)

Sept 30, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca saying, “Thank you to staff for conducting the Planning the Upper Lands Phase 2 virtual information sessions and for taking questions.”

Sept 30, 2021 Response – Thanked the enquirer for participating and for the follow up note.

(14)

Oct 4, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting that “We have such a terrible traffic problem already. What about our sewer system. [The project will] ...create too much traffic.”

Oct 4, 2021 Response – Communicated that the planning team has “noted your concerns about traffic and sewer. We also wanted to let you know that there is information about both of these topics on the project webpage if you are interested:

- Servicing Strategy:
<https://westvancouver.ca/sites/default/files/dw/westvancouverite/upperlands/phase%20%20survey/9-Cypress%20Village-Servicing%20Strategy.pdf>
- Summary of the Preliminary Transportation Impact Analysis:
<https://westvancouver.ca/sites/default/files/dw/westvancouverite/upperlands/phase%20%20survey/10-Cypress%20Village-Summary%20of%20Preliminary%20Transportation%20Impact%20Analysis.pdf> ”

(15)

Oct 4, 2021 Correspondence Received – Email received to communications@westvancouver.ca noting that the enquirer had not received information during Phase 1 and is concerned about “only getting a voice now when it seems plans are already moving forward.”

Noted for information.

(16)

Oct 4, 2021 Correspondence Received and Voicemail Message Left – Email received to planning@westvancouver.ca noting that the proposal is for 3,700 units (about 7,000 people) at Cypress Village and asking “If BPP were to build out the Eagleridge lands and Cypress lands as they currently are allowed, how many units and people would that total? If the answers are the same for both approaches, I would take the higher Cypress density in order to get all of the Eagleridge lands. I would not want to give BPP more than what they are currently entitled to and... if 3,700 units and 7,000 can be negotiated down that would be very good.” Voicemail received requesting information about the transfer of development potential, title of the lands in Eagleridge, and expressing concerns about the proposed building heights in Cypress Village.

Oct 6, 2021 Response – Verbally explained the components of the transfer of development potential, confirmed that the District is seeking ownership of BPP’s lands in Eagleridge as part of this planning process, and discussed building height precedents in the region and the need to include taller buildings in Cypress Village to achieve the protection of lands in Eagleridge (i.e. to accommodate the density transferred from the Eagleridge lands) and to cluster development in Cypress Village to allow for lands for conservation and recreation in the Cypress Village planning area as well. Advised that the planning team has noted the concerns expressed about building heights. Pointed to additional information in the Phase 2 FAQs about the transfer of development potential under the question “How many housing units are needed in Cypress Village to enable the protection of the lands in Eagleridge that are owned by BPP?” which is online here:

[FAQs | Planning the Upper Lands: Creating a sustainable urban community in Cypress Village and protecting lands in Eagleridge | westvancouverite](#)

Oct 8, 2021 Follow-up Correspondence Received – Email received to the Mayor and Council and upperlands@westvancouver.ca noting that “the public can decry the density concentration at Cypress but if that is what is required to move Eagleridge into Park then so be it” and providing the following comments about building height: “a dozen 20-25 story high rises are not acceptable. I am asking you to narrow in the extreme spread in building heights that is currently being considered at Cypress (2 to 25 stories). 25 story buildings are a city and I don’t think that is what the public desires. This is an extremely high profile area with visibility from much of the GVRD and even the Gulf Islands. I lived in [REDACTED] and feel that wall to wall medium height buildings do not necessarily mean a lower quality of life than skyscrapers, a little more green space and long shadows. On the contrary. I am asking Mayor and Council to very strongly consider narrowing in the extreme building heights being contemplated at Cypress from the current 2 to 25 stories to, for example, 10 to 15 stories. However its done the tallest buildings should be closer to 15 stories than 20 stories. I believe anything you can do in this regard will be of short and long term benefit to our municipality.”

Noted for information.

(17)

Oct 5, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca asking two questions:

1. “If DWV and BPP reach an agreement transferring Eagleridge development rights to Cypress Village then BPP, will transfer clear title to DWV of all BPP owned Eagleridge land?”

Appendix A

2. “What is the status of BPP land owned on Cypress West and Inter Creek? Will there be additional development transfers to Cypress Village in the future?”

Oct 6, 2021 Responses: Provided the following replies:

- Response to Question 1: Yes.
- Response to Question 2: The planning for Cypress West and Inter Creek will happen in a separate planning and engagement process in the future. The planning team anticipates that process will include a similar approach, with a transfer of development potential from BPP's lands in Inter Creek to a new community in Cypress West so that the BPP lands in Inter Creek would be protected for conservation and recreation.

Oct 7, 2021 Follow-up Correspondence: Email received to upperlands@westvancouver.ca with several follow up questions that were subsequently superseded, and asking for confirmation that “Eagleridge will be transferred to DWV with clear title, with no cute restrictive covenants in BPP's favour like McGavin Field”.

Oct 8, 2021 Follow-Up Correspondence: Email received to upperlands@westvancouver.ca with two follow up points noting that the planning team's response was that “Inter Creek development rights would be transferred to Cypress West” and asking “When DWV planning does the various calculations do you take into account the fact that Eagleridge and Inter Creek do not have public road access but Cypress West does have access to provincial road?”

Oct 15, 2021 Follow-up Correspondence: Email received to upperlands@westvancouver.ca with the following additional questions about BPP-owned land:

1. Confirm that BPP owned land in both Inter Creek and Cypress West is currently zoned single family development.
2. How many projected lots (given terrain, road access, utility requirements) could be built in Inter Creek under current single family zoning?
3. How many projected lots (given terrain, road access, utility requirements) could be built in Cypress West under current single family zoning?
4. Confirm likely people for single family units is 3.5 people per single family housing unit should be used in both Inter Creek and Cypress West under current single family zoning to estimate total people under current zoning.
5. For Eagleridge to Cypress Village the proposed transaction was 600 single family units to become 3,700 high density family units (2,100 people to 7,000 people). Or in high density area of Cypress Village 1.9 people per 'high density' housing unit in Cypress Village times 3,700. ($1.9 \times 3,700 = 7,030$) housing high density housing units.
6. What are the comparable numbers (question 5) for Inter Creek to Cypress West density transfer? X single family units contained in (Eagle Ridge + Cypress West) would become (0 units in Eagleridge plus Y high density units in Cypress West). What are X and Y values?
7. Would BPP transfer title of all land it owns in Inter Creek to DWV as part of a possible agreement?

Oct 28, 2021 Responses to Follow-Up Questions:

- Question: Eagleridge will be transferred to DWV with clear title, with no cute restrictive covenants in BPP's favour like McGavin Field?

Appendix A

Response: As part of this process, the District is seeking fee simple transfer of title from BPP to the District for the lands that BPP currently owns in Eagleridge. After obtaining ownership, the District could rezone the lands to a Community Use zone or dedicate the lands as park, but in either case it is the District's intent that BPP would retain no ability to develop these lands. It is possible that BPP may seek a restrictive covenant on title that limits using the lands for any form of urban development, but it is the District's intention that rezoning the lands to a Community Use zone or dedicating the lands as park would meet this objective. The McGavin Field site was not rezoned at the time that it was involved in a transfer of development rights, so in that case the restrictive covenant was BPP's way of limiting the use of the site (as it did not want to provide a recreation site that the District then decided to develop).

- Question: When DWV planning does the various calculations do you take into account the fact that Eagleridge and Inter Creek do not have public road access but Cypress West does have access to provincial road?

Response: The calculations take into account the need to construct access.

- Comment: I now understand that there will likely be a future Inter Creek to Cypress West transfer of development rights.

Response: Your new understanding is correct. This current process focuses on the transfer of development rights from Eagleridge to Cypress Village and there will be a separate planning and engagement process in the future that we anticipate will follow a similar process, with a transfer of development rights from Inter Creek to Cypress West.

- Question: Confirm that BPP owned land in both Inter Creek and Cypress West is currently zoned single family development

Response: Yes, BPP's lands in both Inter Creek and Cypress West are currently zoned to allow single family development under the RS1 and RS2 zones.

- Question: How many projected lots (given terrain, road access, utility requirements) could be built in Inter Creek under current single family zoning

Response: Under the existing zoning, it is estimated that about 47 large single-family lots could be developed on BPP's lands in Inter Creek. This number takes into account steep terrain and environmentally sensitive areas, which can be included in lot area but which influence where buildings can be located, and takes into account that some of the land would be needed for roads and park dedications.

- Question: How many projected lots (given terrain, road access, utility requirements) could be built in Cypress West under current single family zoning

Response: Under the existing zoning, it is estimated that about 89 large single-family lots could be developed on BPP's lands in Cypress West. As with the above figure, this number takes into account steep terrain and environmentally sensitive areas, which can be included in lot area but which influence where buildings can be located, and takes into account that some of the land would be needed for roads and park dedications.

- Question: Confirm likely people for single family units is 3.5 people per single family housing unit should be used in both Inter Creek and Cypress West under current single family zoning to estimate total people under current zoning.

Response: An average household size of about 3.5 persons is a reasonable assumption for single family housing under the current zoning in Inter Creek and Cypress West.

- Question: For Eagleridge to Cypress Village the proposed transaction was 600 single family units to become 3,700 high density family units (2,100 people to 7,000 people). Or in high

density area of Cypress Village 1.9 people per 'high density' housing unit in Cypress Village times 3,700. ($1.9 \times 3,700 = 7,030$) housing high density housing units. What are the comparable numbers for Inter Creek to Cypress West density transfer? X single family units contained in (Eagle Ridge + Cypress West) would become (0 units in Eagle Ridge plus Y high density units in Cypress West). What are X and Y values?

Response: We have focused our detailed analysis on the transfer of development potential from Eagleridge to Cypress Village, which is the subject of this current planning and engagement process. If you are interested, you can learn more about those calculations in the Phase 2 FAQ called "*How many housing units are needed in Cypress Village to enable the protection of the lands in Eagleridge that are owned by BPP?*" which is available online here: <https://www.westvancouverite.ca/upperlands/widgets/59111/faqs#19921>

The planning and financial analysis work has not yet been done for Inter Creek and Cypress West. That will be part of the future planning and engagement process for Inter Creek and Cypress West, which will likely happen in about 20 years when Cypress Village is nearing completion. The number of housing units related to the future transfer of development potential from Inter Creek to Cypress West will depend on market analysis and land economics at that time as well as the proposed housing mix, amenities mix, and infrastructure needs for Cypress West. The total size of the future community in Cypress West will also depend on how factors such as technology, transportation, community priorities, housing needs, climate, and the nature of urban development change over the next 20 to 25 years. As a very rough guide, if the ratio from the Eagleridge and Cypress Village planning process was applied (i.e. about 3,500 mostly multi-family market units to replace about 600 large single family lots, holding aside the affordable rental units proposed for Cypress Village), then replacing about 136 large single family lots (i.e. $47 + 89 = 136$) that could be developed under the existing zoning in Inter Creek and Cypress West with mostly multi-family units in Cypress West would take about 760 multi-family units if analyzed as of the start of the development which would be in about 25 years. In terms of population, at an average household size of 3.5 persons per single family household, the 136 large single family lots could have a total of about 475 people and, at an average household size of 1.9 people per household, the 760 multi-family units could have a total of about 1,400 people. These numbers are only to give you very rough ballpark figures, as the actual figures will need to be determined as part of the future planning and engagement process for Inter Creek and Cypress West and will depend on the factors listed above in this response.

- Question: Would BPP transfer title of all land it owns in Inter Creek to DWV as part of a possible agreement.

Response: We currently anticipate that the future process to protect the lands in Inter Creek and plan for a sustainable new neighbourhood in Cypress West will follow the same approach as in this current planning and engagement process for Eagleridge and Cypress Village, with the District seeking transfer of title from BPP for the lands it currently owns in Inter Creek to the District in exchange for the approval to develop additional housing in the new Cypress West community. However, this will have to be determined when the time comes (which is likely 20 years in the future once Cypress Village is nearing completion).

(18)

Oct 5, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca asking on behalf of the North Shore Streamkeepers if any large development involving removal of large confider trees would provide the trees salvaged with the rood wads on for use in stream habitat restoration.

Oct 6, 2021 Response – Noted that the email has been forwarded to the District’s Parks Department.

(19)

Oct 7, 2021 Correspondence Received – Email received to planning staff asking for clarification about a question asked at the September 28, 2021 virtual information meeting about stormwater control measures. At the virtual information meeting, the planning team communicated that the rainwater management strategy for Cypress Village is being designed to maintain the quantity and quality of water in the natural drainage systems and avoid negative impacts downstream. The enquirer is interested in knowing how widely this principle will be applied within the development area.

(20)

Oct 8, 2021 Telephone discussion with a member of the public about the northwest development pod (shaded yellow on the land use plan) including an important ecological area with large fir and cedar groves, suggesting that the planning team consider reducing the footprint of development in this location away from Cedar Creek and the unique tree groves.

(21)

Oct 8, 2021 Telephone discussion with a member of the public expressing support for protecting the lands in Eagleridge, a preference for thin tall buildings versus wide squat buildings, and wondering what Cypress Village will look like from Ambleside.

(22)

Oct 15, 2021 Correspondence Received - Email received to upperlands@westvancouver.ca noting that the plans for the Upper Lands are exciting and asking if “there be parking for those... that want to visit the new village and enjoy the amenities?”

Oct 21, 2021 Response – Indicated that there will be underground parking in the village core for people who come to visit the village and enjoy the amenities.

(23)

Oct 15, 2021 Correspondence Received – Email received to upperlands@westvancouver.ca noting a desire for the development of the Upper Lands, and elsewhere, to take wildlife into consideration; (b) asking if West Vancouver has “any requirements or plans to ensure new ICI and multi-unit buildings have wildlife proof storage rooms? Additionally, are there any plans to ensure all new single family developments are either provided with wildlife resistant containers, wildlife proof enclosures or communal, centralized wildlife proof containers”, pointing to statements in the following West Vancouver Bylaws:

- Section 2.6.18 of the District of West Vancouver OCP Bylaw No. 4985, 2018 Schedule A states: *Review development requirements to address risks of natural hazards (e.g., landslide, flood, debris flow, forest fires and human-wildlife conflicts) and;*

Appendix A

- Section 5.1.9 of the District of West Vancouver Solid Waste Utility Bylaw No. 4740, 2012 states: *No person shall leave solid waste or recyclables which include or contain wildlife attractants outdoors where dangerous wildlife may be attracted, or where there is a reasonable possibility of dangerous wildlife being attracted unless the solid waste and recyclables are kept in a wildlife-resistant enclosure.*

Also provided links to wildlife proof containers/system used in Canmore, Alberta:

<https://canmore.ca/municipal-services/waste-management-recycling/garbage-collection>

And the District of Squamish's Solid Waste Storage Technical Design Guidelines:

<https://squamish.ca/assets/Waste-Room-Design-Guidelines.pdf>

Nov 3, 2021 Response – Advised that the suggestions to include wildlife considerations in planning for the Upper Lands has been noted and provided the following information:

1. There is information available on the District's webpage about minimizing human/wildlife interactions. For example: [Bears | District of West Vancouver](#)
2. For individual single family properties, the District does not require wildlife proof storage or solid waste containers but typically finds that having a garage or shed with sturdy exterior doors helps with wildlife interactions related to solid waste.
3. The District has new Solid Waste Guidelines for commercial and multi-family residential properties which aim to minimize human-wildlife interactions related to solid waste. These new guidelines were issued in 2020. (a copy of the Guidelines was provided in the response)