

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

5.

COUNCIL REPORT

Date:	January 20, 2021
From:	Lisa Berg, Senior Community Planner
Subject:	Preliminary Development Proposal for Daffodil Drive
File:	1020-01-21

RECOMMENDATION

THAT the report titled Preliminary Development Proposal for Daffodil Drive dated January 20, 2021 be received for information.

1.0 Purpose

The purpose of this report is to provide Council with information on a preliminary development proposal for Lots C and D on Daffodil Drive (**Appendix A**). An information report was provided to Council at the November 16, 2020 Council meeting that summarized the applicable OCP policy directions and details about the preliminary proposal (**Appendix B**).

This report summarizes the applicant’s public consultation and responses to public feedback following the November 16, 2020 Council meeting.

2.0 Background

2.1 Previous Decisions

At the November 16, 2020 Council meeting Council passed the following motion:

THAT consideration of the motion to receive the report regarding Preliminary Development Proposal for Daffodil Drive be deferred until such time as the proponent has had opportunity to share the current proposal with the community, to receive feedback from the community on that proposal, and to consider amendments to the proposal that reflect that feedback.

2.2 History

The site is approved for a 10-lot subdivision under existing zoning and is comprised of two lots that total 18,030 m² (194,073 sq. ft.) in area and are currently vacant (Figure 1). The site is accessed via two driveways, one from Daffodil Drive and the other from Westport Road. The site is bounded by Daffodil Drive and single family dwellings to the south, the rail right-of-way to the northeast, Westport Road to the southeast and single family dwellings to the west and northwest.

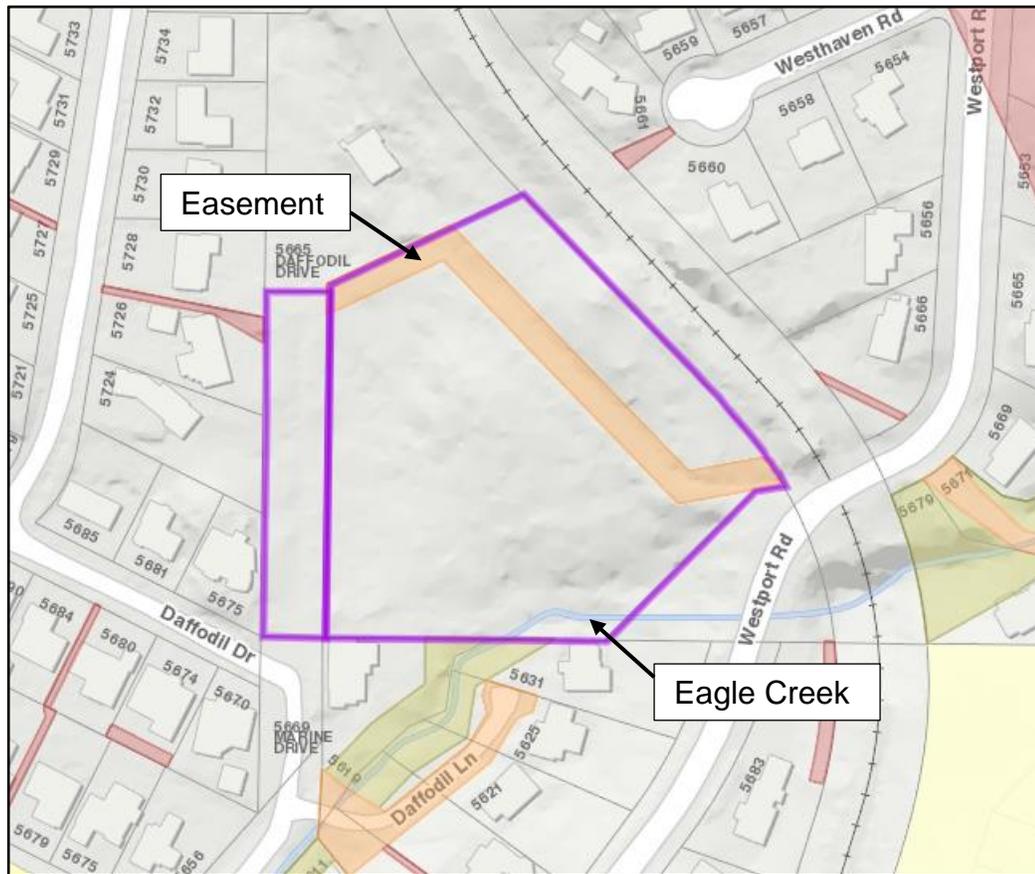


Figure 1: Subject Site (shown outlined)

3.0 Analysis

3.1 Discussion

Eagle Harbour Ventures has submitted a preliminary development proposal (**Appendix C**) to develop the subject site with 53 three-storey duplex and townhouse units. A preliminary site plan is shown in Figure 2. The objective is to create a development that responds to the surrounding neighbourhood context and character while providing “missing middle” housing as identified in the Official Community Plan (OCP).

As outlined in the staff report attached as **Appendix B**, detailed design review of the proposed built form, character and siting has not yet been completed by staff. However, initial review of the preliminary proposal concludes that it is generally consistent with the directions of OCP Policy 2.1.4 and Policy 2.1.7 to provide a low-rise missing middle housing development on a site along the Marine Drive Transit Corridor and on a large site that offers the opportunity to provide sensitive adjacencies to the surrounding properties and fit within the overall neighbourhood character.

As the proposal is within the preliminary stages, comprehensive analysis of building form, character, site planning, tree retention, environmental impact and traffic analysis would be conducted if the application proceeds to a formal submission.

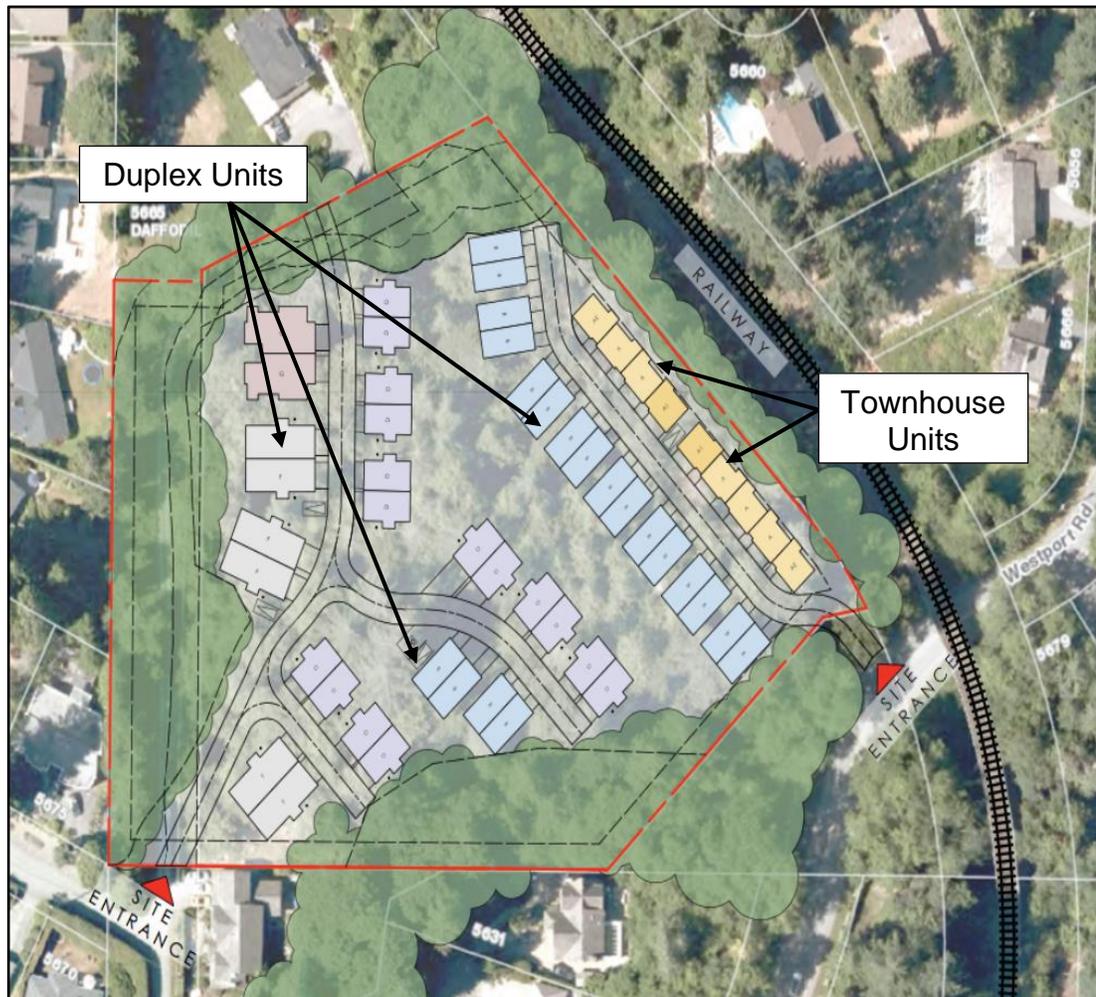


Figure 2: Preliminary Site Plan (site shown with dashed outline)

53 units are proposed comprising of 9 townhouse units and 44 duplexes. A summary of the proposal statistics, including unit mix and sizes, is found in the preliminary proposal attached as **Appendix C**.

Public Consultation

The applicant hosted an in-person and virtual public information meeting on July 27, 2020. In response to concerns raised at the public meeting, the applicant revised the proposal and reduced the number of units from 67 to 53. The revised proposal was presented to Council in an information report at the November 16, 2020 meeting as per OCP policy 2.1.7. Council requested the applicant to share the current proposal with the community, receive feedback from the community, and consider amendments to the proposal based on that feedback.

The applicant hosted a second virtual public information meeting on its 53-unit development proposal on December 10, 2020 via the web-based conferencing platform *Zoom*. Due to current public health orders, an in-person public information meeting was not possible.

The applicant advertised the meeting through hand-delivered notices to all residents within 100 metres of the site, two notices in the North Shore News, and through Canada Post. In total, 725 notices were delivered. Information about the meeting was also posted on the District's website and Community Calendar.

The applicant indicated that 65 community members attended the meeting. The applicant gave a detailed presentation on the proposal and then responded to comments and questions through the chat feature.

The applicant identified the following "discussion themes" from the meeting:

1. Construction Time Frame: The applicant responded to concerns about the difference in the approximate time frames to construct the approved 10-lot subdivision (approximately 10 to 15 years) versus the proposed development (approximately 3 years). The applicant explained that single family homes cannot be presold and would be built out over time whereas the proposed units can be presold and therefore constructed much sooner.
2. Number of Homes: The applicant has indicated that the proposed development is just over 7,000 sq. ft. more than currently approved under the 10-lot subdivision plan (from approximately 86,793 sq. ft. to 94,028 sq. ft.). However, concerns raised are focussed on the increase in the number of units (from 20¹ to 53 units). Concerns associated with the increase in number of units include traffic impact (see below), impact on neighbourhood character, and other issues such as habitat impacts, tree removal, privacy, etc. The applicant responded with information about how the proposal will help to reduce greenhouse gases (GHGs) versus traditional single family development.
3. Traffic Impact: The applicant has submitted a preliminary traffic study that indicates that the increase in traffic on Daffodil Drive and Westport Road would add 14 trips during the AM peak hour and 9 trips during the PM peak hour. Staff notes that should the proposal advance to a formal rezoning application, a Level 1² Traffic Impact Assessment (TIA) will be required to be submitted for District review. The TIA would evaluate the local context, vehicle capacity for existing traffic operations and future trip generation, other technical requirements, and provide a transportation demand management review.
4. Home Heights: The applicant responded to concerns regarding the proposed 3-storey buildings relative to privacy, overlook, and visual impact by designing the project at a lower elevation than the approved 10-lot subdivision to lessen potential impacts. Staff notes that height

¹ 10 houses with 10 secondary suites.

² A Level 1 TIA is anticipated for projects expected to generate between 10 to 30 vehicles at the afternoon peak period.

and view studies would be required as part of a formal rezoning application submission should the proposal proceed.

The applicant prepared a subsequent public consultation summary report in accordance with the Preliminary Proposal and Public Consultation Policy (**Appendix D**). Included in the report are responses to comments received, however, at this time, no further changes are proposed to the project.

Policy Summary

The proposed development would offer smaller ground-oriented units in response to the directions in the OCP to promote diversified housing in the community. Given the size and topography of the site there is opportunity for the proposal to fit within the existing neighbourhood character, provide for adequate screening and buffering, and to reduce potential impacts through tree retention and landscaping. The proposed site plan is designed around the building envelopes of the approved 10-lot subdivision layout, which allows for retention and enhancement of the wetland and riparian areas as contemplated in the subdivision. With a proposed FAR of 0.45 and 23% site coverage, the project would have somewhat greater building massing and floor area than typical single family development (0.35 FAR and 30% site coverage), but less than typical duplex (0.50 FAR and 40% site coverage) or townhouse (0.90 FAR and 60% site coverage).³

A rendering of the proposed buildings is shown in Figure 3.



Figure 3: Preliminary Site Plan (Rendering of Proposed Duplexes at Daffodil Drive)

3.2 Other Communication, Consultation, and Research

Should the proposal proceed, planning staff will consult with staff from various departments in order to identify issues and concerns for the

³ Based on RS, RD and RM zoning provisions.

developer to respond to. In alignment with current practice, information about the preliminary development proposal is placed on the District website.

4.0 Options

4.1 Recommended Option

It is recommended that the report on the preliminary development proposal for Daffodil Drive be received for information.

4.2 Considered Options

- a) Request additional information (to be specified); or
- b) Advise that a development application will not be considered at this time.

5.0 Conclusion

This report provides information to Council about the applicant's public information meeting held regarding the current development proposal and the applicant's responses to feedback received. The applicant has provided a public consultation summary report with information responding to comments. It is expected that the applicant will prepare a formal application submission for consideration under OCP Policy 2.1.4 and 2.1.7. Submission of a rezoning application would allow for further public consultation and detailed design development and review.

Approval of the recommendation in this report would not create any legal rights for the applicant or any other person, or obligation on the part of the District. Expenditure of funds or costs incurred are at the risk of the person making the expenditure or incurring the costs.

Author: 

Lisa Berg, Senior Community Planner

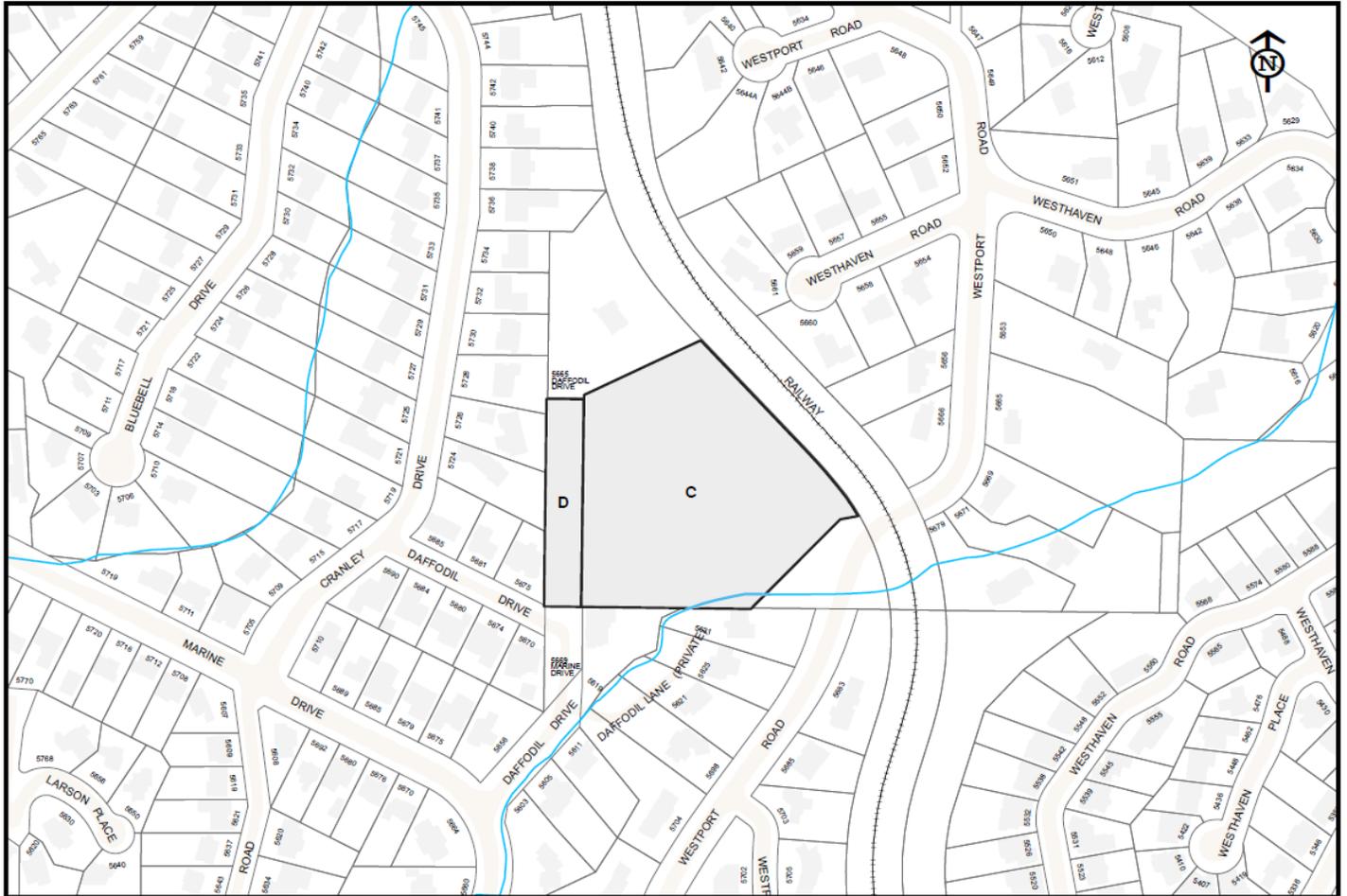
Concurrence 

Michelle McGuire, Senior Manager of Current Planning and Urban Design

Appendices:

- A. Context Map
- B. Council Report dated November 16, 2020
- C. Preliminary Proposal
- D. Applicant's Preliminary Public Consultation Summary Report

APPENDIX A – CONTEXT MAP



	CONTEXT PLAN		DATE: Oct.22/20	REV: 0
	TITLE: Lot C & D, DL 1374 - Daffodil Drive		FILE: SK-1	

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 Director	_____ CAO
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<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____

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

COUNCIL REPORT

Date:	October 22, 2020
From:	Lisa Berg, Senior Community Planner
Subject:	Preliminary Development Proposal for Daffodil Drive
File:	1020-01-20

RECOMMENDATION

THAT the report titled Preliminary Development Proposal for Daffodil Drive dated October 22, 2020 be received for information.

1.0 Purpose

The purpose of this report is to provide Council with information on a preliminary development proposal for Lots C and D on Daffodil Drive (south of 5665 Daffodil Drive) (**Appendix A**).

Official Community Plan (OCP) policy 2.1.7 directs staff to report to Council on applicable development proposals after preliminary review to allow an early opportunity for public input. This report provides information as per OCP Policy 2.1.4 (Marine Drive proximity) and Policy 2.1.7 and summarizes the applicant's public consultation to date.

2.0 Legislation/Bylaw/Policy

Zoning Bylaw

The subjects lots are zoned RS10 (Single Family Dwelling Zone 10). RS10 allows for single family dwellings up to two storeys plus basement with a maximum FAR of 0.35. The site was previously-approved for a 10-lot subdivision under existing zoning.

A rezoning is required to accommodate the proposal.

Preliminary Development Proposal and Public Consultation Policy

Council's Preliminary Development Proposal and Public Consultation Policy establishes procedures to expand opportunities for public input, information sharing, and to provide a forum to identify and discuss potential issues and concerns early in the development proposal process. Prior to submitting a formal rezoning application, the applicant has submitted a preliminary development proposal package and undertook public consultation to allow for initial staff review and public input (see section 6.3).

Interim COVID-19 Public Consultation Strategy for Development Projects

Council received information on the interim public consultation strategy for development applicants who are required to conduct public information meetings during the COVID-19 pandemic at its June 22, 2020 meeting. The strategy classifies the preliminary proposal as a “large project” and required that the applicant undertake both virtual and in-person public consultation engagement with public health protocols in place.

3.0 Council Strategic Objective(s)/Official Community Plan

2020 – 2021 Council Strategic Goals and Objectives

Applicable strategic goal and objectives:

- Goal 1.0: Significantly expand the diversity and supply of housing, including housing that is more affordable.
 - Objective 1.1: Ensure that 250¹ housing units are approved per year over the next 5 years, of which approximately 50, are rental units and include accessible housing units.
 - Objective 1.2: Specify targets and provide incentives for ‘missing middle’ housing types such as mixed-use housing, infill housing, duplexes, coach houses and townhouses.

Official Community Plan (OCP)

The OCP provides direction to guide development proposals to expand “missing middle” (e.g. triplex, townhouse, mixed-use) options.

OCP Policy 2.1.4 encourages the increase of “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor by:

- a. Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
- b. Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character; and
- c. Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys.

OCP Policy 2.1.7 enables the consideration of proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in the OCP only in limited circumstances by:

- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;

¹ Targets to be updated upon completion of Housing Needs Assessment Q4 2020.

- b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
- c. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
- d. Restricting to one or more a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
- f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

Although the preliminary development proposal complies with the directions of the OCP, an incidental OCP amendment would be required, if the proposal proceeds, to place the site within a Development Permit Area (DPA) to regulate the form and character of the proposal.

4.0 Financial Implications

Financial analysis, including consideration of Community Amenity Contributions (CACs), would accompany any subsequent review of a detailed application and associated report to Council.

5.0 Background

5.1 Previous Decisions – Not applicable.

5.2 History

The site is approved for a 10-lot subdivision under existing zoning. On October 2, 2017 Council approved a development permit that enabled the subdivision, specifically to address development on sloping sites, protect the natural environment on difficult terrain, minimize site disturbance and protect and enhance watercourses and wetlands. The development permit varied the zoning bylaw to allow for alternative site widths on three of the lots, and varied the front yard setbacks on four of the lots. Lastly, the subdivision would deliver parkland dedication and tree protection.

5.3 Site Context & Background

The subject site is composed of two lots that total 18,030 m² (194,073 sq. ft.) in area and are currently vacant (Figure 1). Two driveways cross the site, one from Daffodil Drive and one from Westport Road. The site is covered in second growth forest, contains a wetland near the Daffodil Drive entrance, and a segment of Eagle Creek that runs through the southern portion of the site. An easement bisects the site to allow for access between Daffodil Drive and Westport Road.

The site is bounded by Daffodil Drive and single family dwellings to the south, the rail right-of-way to the northeast, Westport Road to the southeast and single family dwellings to the west and northwest.

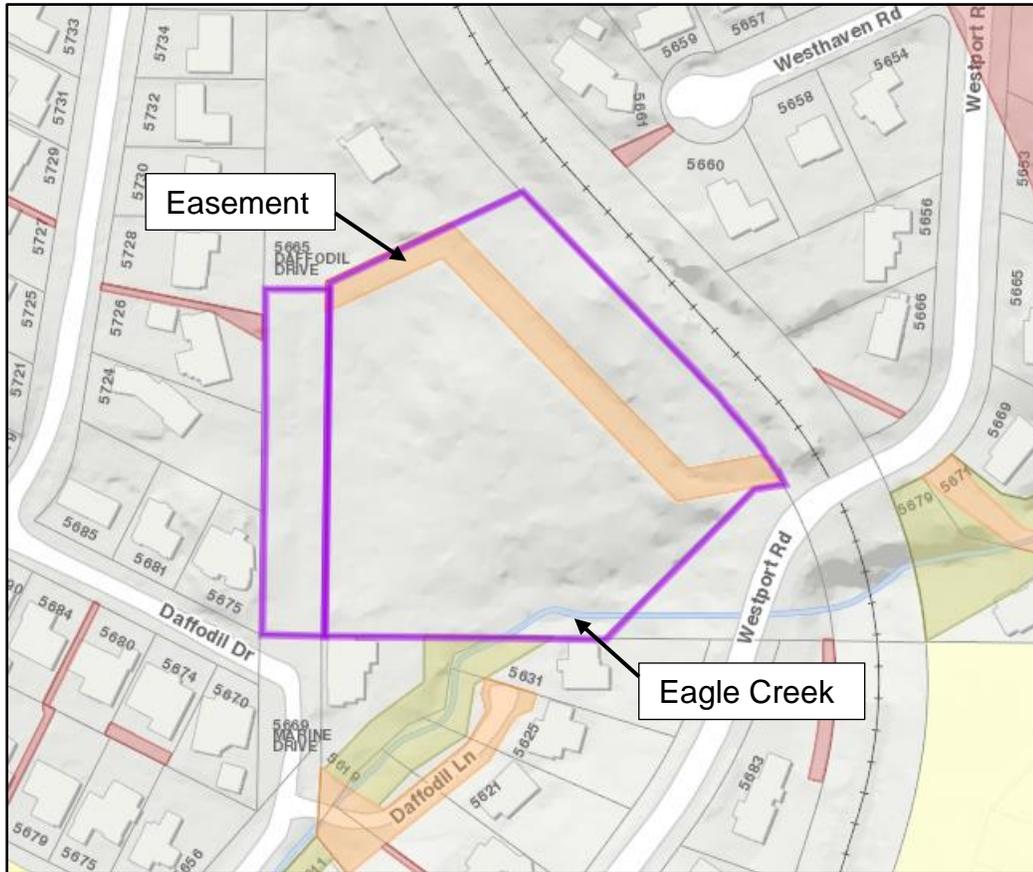


Figure 1: Subject Site (shown outlined)

6.0 Analysis

6.1 Discussion

Eagle Harbour Ventures has submitted a preliminary development proposal (**Appendix C**) to develop the subject site with 53 three-storey duplex and townhouse units. A preliminary site plan is shown in Figure 2. The objective is to create a development that responds to the surrounding neighbourhood context and character while providing “missing middle” housing as identified in the Official Community Plan (OCP).

Detailed design review of the proposed built form, character and siting has not yet been completed by staff. However, initial review of the preliminary proposal concludes that it is generally consistent with the directions of OCP Policy 2.1.4 and Policy 2.1.7 to provide a low-rise missing middle housing development on a site along the Marine Drive Transit Corridor and on a large site that offers the opportunity to provide sensitive adjacencies to the surrounding properties and fit within the overall neighbourhood character.

As the proposal is within the preliminary stages, comprehensive analysis of building form, character, site planning, tree retention, environmental impact and traffic analysis would be conducted if the application proceeds to a full submission.

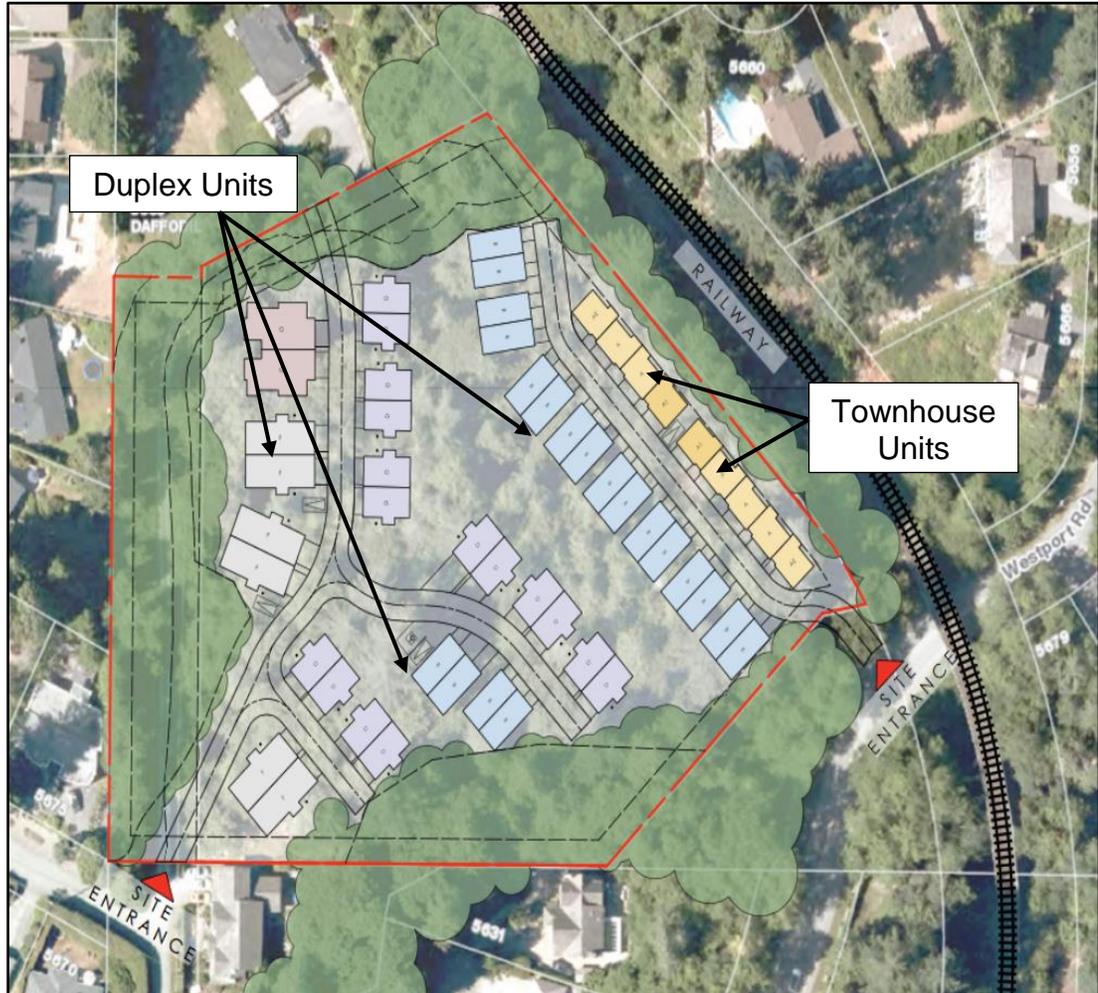


Figure 2: Preliminary Site Plan (site shown with dashed outline)

Housing Mix & Size

53 units are proposed comprising 9 townhouse units and 44 duplexes. Proposed are three different townhouse floor plans and four different duplex floor plans:

Townhouse Floor Plans:		
	<i>Floor Area per unit</i>	<i># of units</i>
Unit A	130 m ² (1,400 sq. ft.)	5
Unit AE	130 m ² (1,400 sq. ft.)	2
Unit A1	130 m ² (1,400 sq. ft.)	2
Duplex Floor Plans:		
Unit B	145 m ² (1,560 sq. ft.)	20
Unit D	171.8 m ² (1,849 sq. ft.)	16
Unit F	219.7 m ² (2,365 sq. ft.)	6
Unit G	299.8 m ² (3,227 sq. ft.)	2
Total		53

The total gross floor area that is proposed is approximately 8,737 m² (94,044 sq. ft.), equating to a Floor Area Ratio (FAR) of 0.45.

The sizes of the proposed units range from 130 m² (1,400 sq. ft.) up to 299.8 m² (3,227 sq. ft.). The applicant has designed the units to have three and four bedrooms. To promote aging in place, the applicant is considering in-house elevators in some of the units (to be determined). Each unit would include a two-car garage (providing 106 parking spaces, plus parking available in individual driveways) plus 50 visitor parking stalls.

The proposed development would offer smaller ground-oriented units in response to the directions in the OCP to promote diversified housing in the community. Given the size and topography of the site there is opportunity for the proposal to fit within the existing neighbourhood character, provide for adequate screening and buffering, and to reduce potential privacy impacts through tree retention and landscaping. The proposed site plan is designed around the building envelopes of the approved 10-lot subdivision layout, which allows for retention and enhancement of the wetland and riparian areas as contemplated in the subdivision and pedestrian connections. With a proposed FAR of 0.45 and 23% site coverage, the project would have somewhat greater building massing and floor area than typical single family development (0.35 FAR and 30% site coverage), but less than typical duplex (0.50 FAR and 40% site coverage) or townhouse (0.90 FAR and 60% site coverage) developments.²

A rendering of the proposed buildings is shown in Figure 3.

² Based on RS, RD and RM zoning provisions.



Figure 3: Rendering of Proposed Duplexes at Daffodil Drive

6.2 Sustainability

Rezoning proposals are expected to deliver high-performance buildings, including exceeding the minimum step of the BC Energy Code required by the Building Bylaw in accordance with Council's Sustainable Building Policy.

Good land use planning principles include providing a variety of housing choices within the community in locations that are nearby public transit, amenities, services and recreational opportunities. The location of the site and the delivery of a smaller, compact housing form in comparison to the approved 10-lot single family subdivision would allow for more sustainable development in the community. As well, the current proposal maintains all environmental protection measures secured through the original 10-lot subdivision including parkland dedication, tree protection, minimizing site disturbance and enhancing the existing watercourse and wetland.

6.3 Public Engagement and Outreach

Early opportunity for public input has already occurred with an applicant-hosted public information meeting as described below. As well, the public may speak to Council directly as part of the receipt of this report. Further, staff are recommending that the applicant host a subsequent public information meeting after a formal development application has been submitted.

Public Information Meeting

The applicant hosted an in-person and virtual public information meeting on July 27, 2020. The meeting was held outside at Thunderbird Marina and the applicant received 57 comment forms (27 were left blank with no comments and the remainder were split between positive and negative feedback).

Concerns raised related to fit with respect to directions in the OCP, the overall size of the development and fit with the existing neighbourhood character, traffic, slope stability, climate change and overcrowding at local amenities (e.g. beaches, parks, trails). The applicant prepared a summary report in accordance with the Preliminary Proposal and Public Consultation Policy (**Appendix B**).

Applicant's Response to Public Feedback

The applicant presented a development proposal containing 67 units at its July 27, 2020 meeting. Following public consultation, the applicant revised the preliminary proposal and reduced the number of units from 67 to 53.

Website

In alignment with current practise, information about the preliminary proposal is placed on the District website.

6.4 Other Communication, Consultation, and Research

Should the proposal proceed, planning staff will consult with staff from various departments in order to identify issues and concerns for the developer to respond to.

7.0 Options

7.1 Recommended Option

It is recommended that the report on the preliminary development proposal for Daffodil Drive be received for information.

7.2 Considered Options

- a) Request additional information (to be specified); or
- b) Advise that a development application will not be considered at this time.

8.0 Conclusion

This report provides information to Council on a preliminary development proposal for Lots C and D on Daffodil Drive, consistent with the direction of OCP Policy 2.1.4 and Policy 2.1.7. It is expected that the applicant will prepare a full application submission for consideration under OCP Policy 2.1.4 and Policy 2.1.7. Submission of a development application would allow for further public consultation and detailed design development and review.

Approval of the recommendation in this report would not create any legal rights for the applicant or any other person, or obligation on the part of the District. Expenditure of funds or costs incurred are at the risk of the person making the expenditure or incurring the costs.

Author:



Lisa Berg, Senior Community Planner

Concurrence



Michelle McGuire, Senior Manager of
Current Planning and Urban Design

Appendices:

- A. ~~Context Map~~
- B. ~~Applicant's Preliminary Public Consultation Summary Report~~
- C. ~~Preliminary Proposal~~

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Aquila

EAGLE HARBOUR

Modern West Coast Homes. Classic Nature.

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A Remarkable New Community in West Vancouver's Eagle Harbour Neighbourhood

Anyone who lives in Eagle Harbour can appreciate the myriad incredible benefits the community has to offer. Only steps from the beach, marinas, trails and lakes, yet it is also minutes from a variety of amenities such as schools, shops and services.

Aquila is an infill development of just under five acres. It is bordered by the CN Railway, Westport Road, Eagle Creek and the homes that are accessed from Daffodil Lane and Cranley Drive. As it is an infill development, we strive to ensure that large green buffers are provided to the neighbouring homes through park and wetland dedication. In fact, one third of the entire property will function as green buffers.

The residents of West Vancouver were asked for their input regarding the difficulties surrounding housing availability and the changes they desired to see in the availability of such housing for seniors, young families with children; giving life to the new Official Community Plan. Prior to the passing of this new OCP, the Aquila property was approved for subdivision into ten large lots. The ten large lots no longer align with the OCP, in fact the 10 lots completely contradicts it. The OCP clearly states that ostentatious homes on large lots catering to the wealthy elite are no longer desired, needed or wanted. Homes built for the "missing middle" market is what West Vancouver requires; homes that allow young families to move to and downsizers to remain in West Vancouver.

Eagle Harbour is the ideal area in West Vancouver for this "missing middle" development. Families can stroll down to Eagle Harbour beach and go for a walk on the scenic Sea View walk, while retirees can spend their time golfing at Gleneagles Golf Course or enjoy their time at the various marinas or yacht clubs.

There is no question that Eagle Harbour is the perfect location for Aquila and West Vancouver's "missing middle" housing. Because of the broad market (young families to downsizers) that Aquila strives to accommodate, diverse housing types and sizes are essential. Aquila is proposing to offer three and four bedroom homes with duplex and attached format ranging in size from 1300 to 3200 sqft.

In creating the new proposal for this property, Sterling Pacific has worked closely with West Vancouver to develop a plan that follows the core values of the new OCP. Sterling Pacific has worked diligently with Formwerks Architects to create the homes that fit seamlessly into the community, while recognizing that such density in an infill development requires the utmost care and attention. Dedicated to making a positive an impact on the community, the density Sterling Pacific is proposing is by far the lowest of any recently approved or proposed multifamily development in West Vancouver, with a floor area ratio of only 0.45 and a total of 53 homes.

The Harper family, owners of Sterling Pacific developments, reside in the area and have put forth a plan that they are proud of; a plan that they believe fits into their neighbourhood and only serves to enhance the neighbourhood's already distinctive and extraordinary character.

Where is Aquila in the process and what is left?

REZONING APPLICATION PROCESS

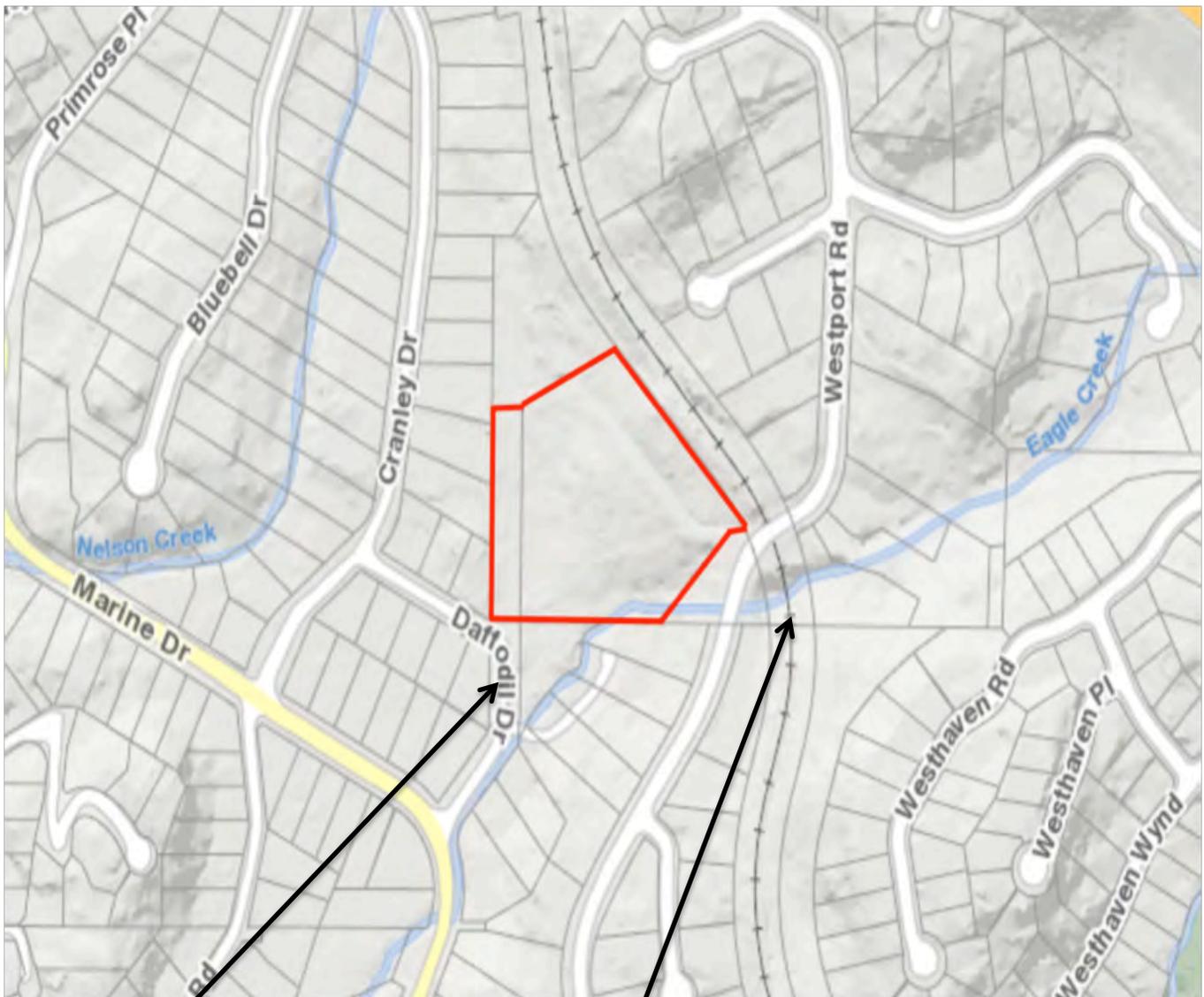
PROCESS STAGE	NOTES	IS THIS STAGE A PUBLIC INPUT OPPORTUNITY?
1 applicant submits initial proposal to staff; staff review, provide feedback & direction	this is just a proposal at this point, not a formal application	✗
2 applicant revises plans accordingly & resubmits as many times as staff require		✗
3 applicant hosts preliminary public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
4 applicant revises proposal based on public input and submits a formal application to staff; staff then review revised application and consult appropriate advisory body for review (<i>Design Review Committee, Advisory Committee on Disability Issues, etc.</i>)		✗
5 applicant hosts a public meeting to receive further feedback on formal application	this is an optional step depending on scale of proposal, level of public interest, etc.	✓
6 staff prepare report for Council consideration and either: recommend application proceeds to public hearing OR be rejected	this recommendation is based on existing bylaws and policies; staff are obligated to prepare a package for Council to consider, regardless of the recommendation	✗
7 Council either sends to public hearing (first reading) OR Council sends back/defers	this is the first time Council considers the application	✗
8 applicant hosts public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
9 District issues public hearing notification	notification is via: letters delivered 100 metres from site, newspaper ads & web postings	✗
10 PUBLIC HEARING OCCURS	at this stage, all public input is presented to Council for their consideration	✓
11 Council considers application & requests changes if desired		✗
12 Council gives second & third readings OR Council refuses application		✗
13 applicant fulfills any conditions requested by Council		✗
14 adoption of application IF Council approves		

UPDATED: SEPTEMBER, 2019

Site Area 18,020 Sq.M. (194,073 Sq.Ft.)

Site Context

A unique site with only 7 homes directly neighbouring the property lines with a large degree of separation through dedicated wetlands and parks, railway and Westport Road. Located along the Marine Drive Transit Corridor in a neighbourhood full of community amenities



124m to Marine Drive
Transit Corridor

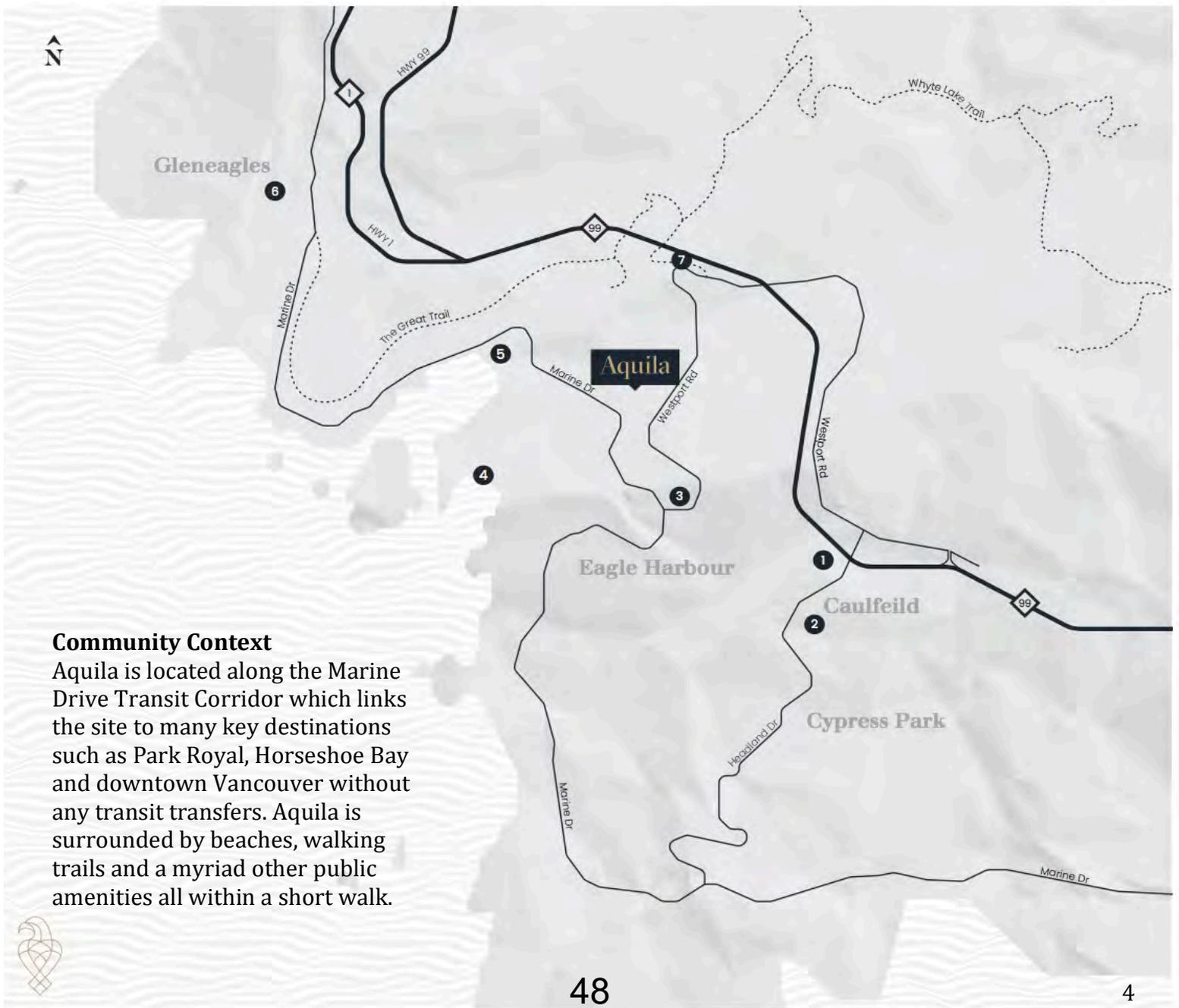
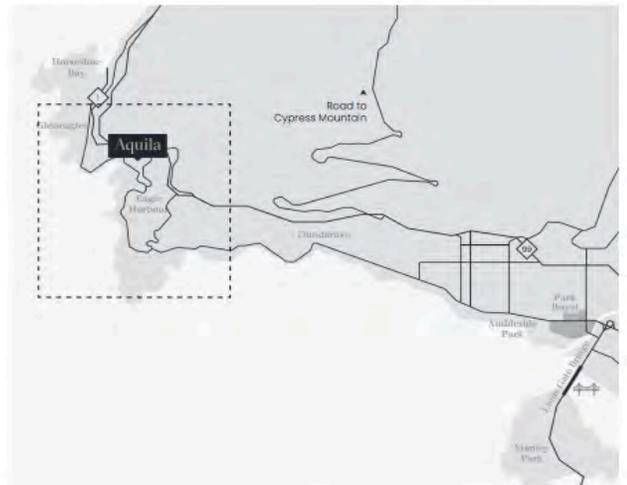
CN Railway

Points of Interest

- | | | |
|--------------------------------------|------------------------------------|--|
| 1. Caulfeild Village Shopping Centre | 3. Eagle Harbour Montessori School | 6. Gleneagles Golf Course & Community Center |
| 2. Rockridge Secondary | 4. Eagle Harbour Beach | 7. Whyte Lake Trail |
| | 5. Thunderbird Marina | |

Driving Times

- | | |
|--------------------------------|-----------------------------|
| 8 Mins ▲
Horseshoe Bay | 12 Mins ▶
Ambleside Park |
| 10 Mins ▶
Dundarave Village | 12 Mins ▶
Park Royal |

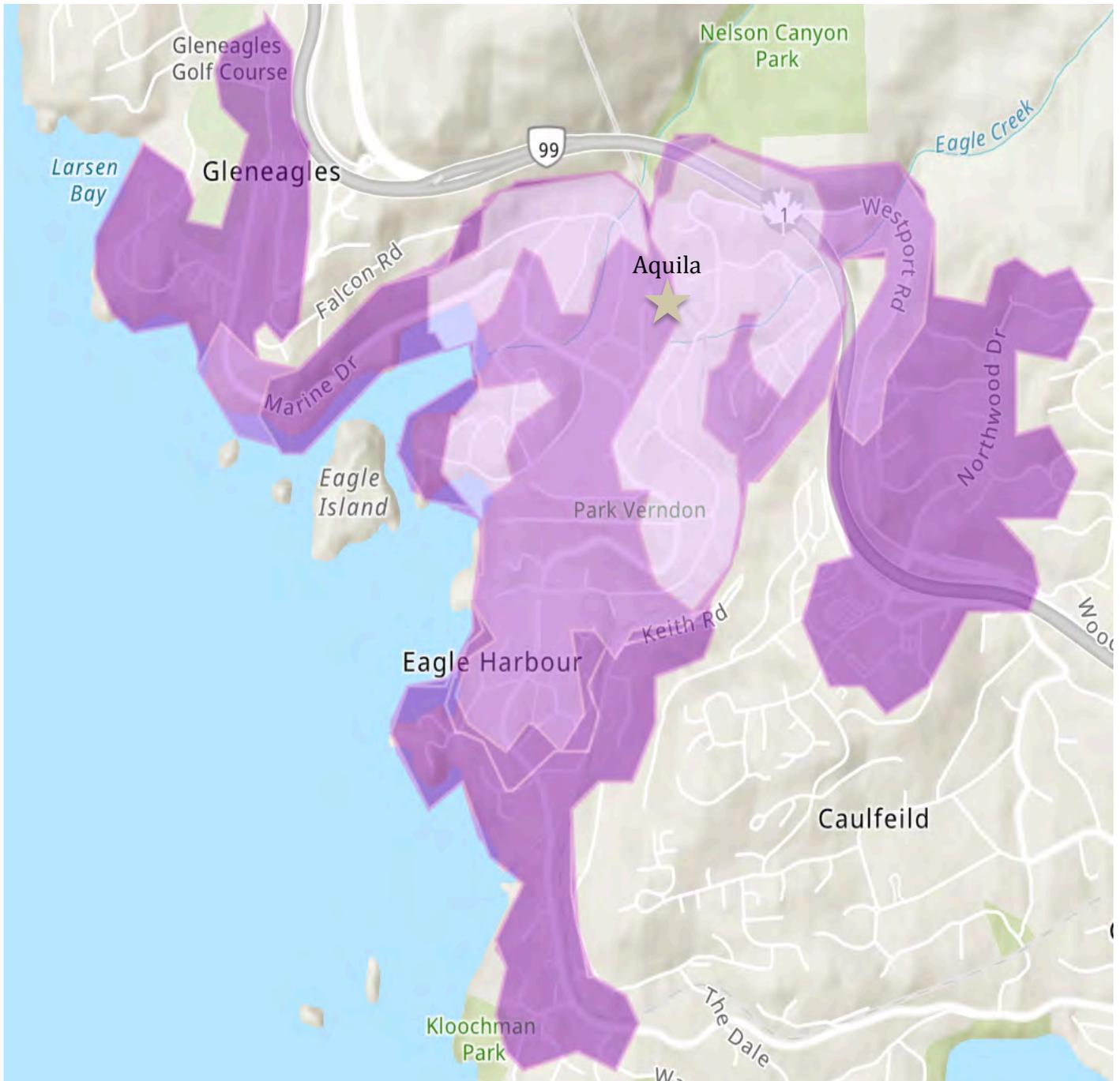


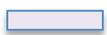
Community Context

Aquila is located along the Marine Drive Transit Corridor which links the site to many key destinations such as Park Royal, Horseshoe Bay and downtown Vancouver without any transit transfers. Aquila is surrounded by beaches, walking trails and a myriad other public amenities all within a short walk.



Aquila is located in an area that promotes walkability to a plethora of community amenities through trail networks, sidewalks and quiet side streets



-  10 Minute Walk
-  20 Minute Walk
-  30 Minute Walk



Existing site map with surrounding neighbours



Westport entrance looking north



Westport Road Looking North towards entrance



Westport Road looking south towards entrance



Daffodil Road looking north towards entrance



Daffodil looking north-west past entrance

In 2016, prior to the new Official Community Plan being approved, a subdivision of the property into 10 large single family lots was approved which allows for an exclusive development of mega mansions to be constructed up to 9000 SqFt.

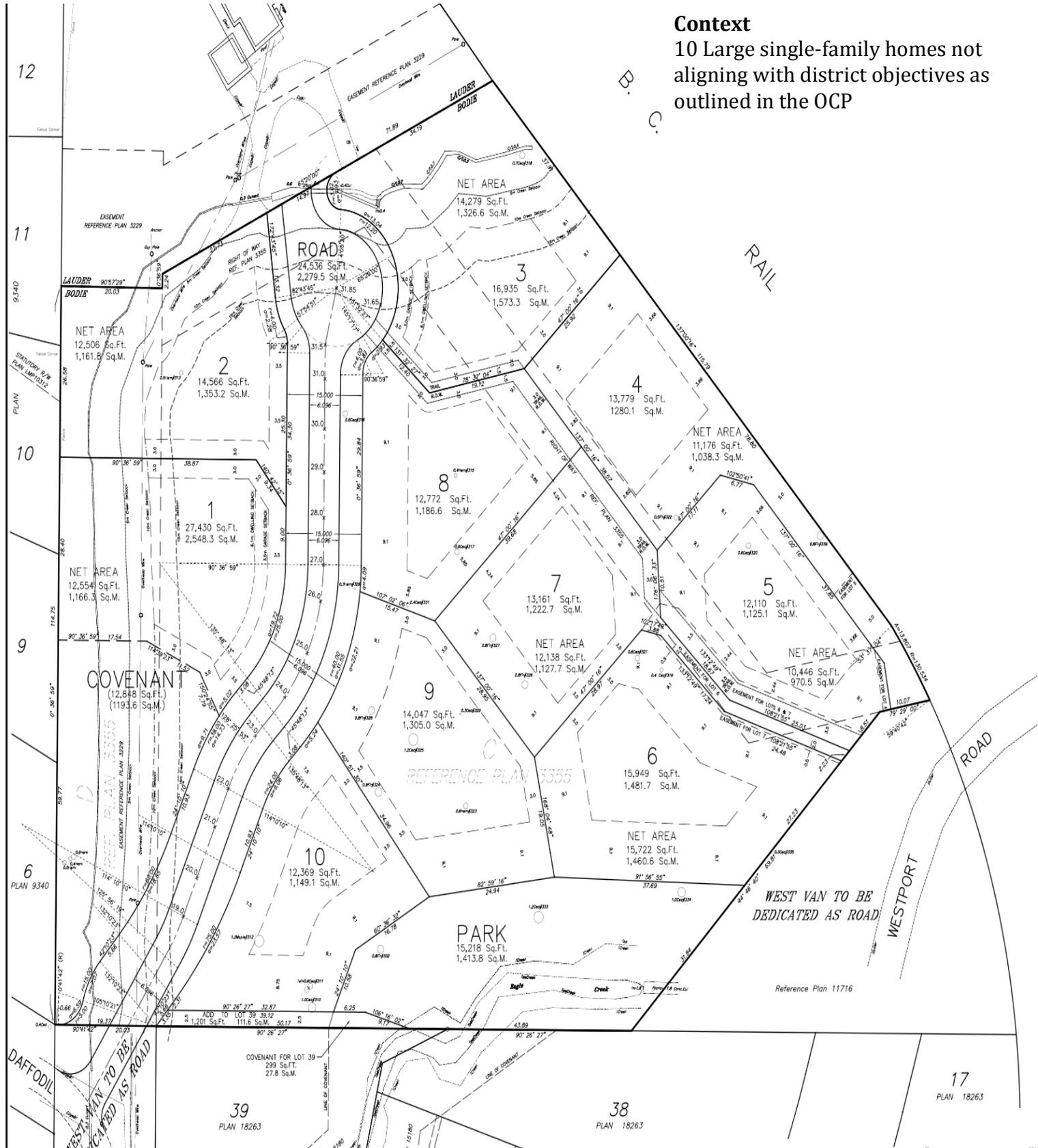
WEST VANCOUVER ZONING BYLAW 4662, 2010

Summary of regulations for SINGLE FAMILY Zones

NOTE: THIS CHART IS FOR GENERAL REFERENCE ONLY.

Exact regulations may vary due to lot configuration, watercourses on or adjacent to the site or the presence of covenants, easements or right-of-ways registered against the property. The Zoning Bylaw **MUST ALWAYS** be consulted for exact interpretation and additional information. These figures are METRIC and subject to change.

	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10
Min. Lot Area (m ²)	8,094m ²	1,858m ²	1,115m ²	836m ²	558m ²	Existing	929m ²	929m ²	371.5m ²	1,115m ²
Min. Lot Width (m)	61m	24.4m	24.4m	22.9m	15.2m	Existing	21.3m	21.3m	10m	24.4m
Min. Flanking Lot Width (m)	n/a	30.4m	29m	26.8m	20.7m	Existing	24.3m	24.3m	16.2m	30.4m
Max. Site depth	4X width	Min 39.6m, 3.5X width	4X width	4X width	4X width	Existing	3x width	3X width	4X width	3.5X width
Density	n/a	n/a	n/a	n/a	n/a	n/a	2.5 units /0.4ha	1.5 units /0.4ha	n/a	n/a
Site Coverage:										
• >885 m ²	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
• 664 to 885 m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²	266m ²
• <664 m ²	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Floor Area Ratio (FAR):										
• >677 m ²	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
• 474 to 677 m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²	237m ²
• <474 m ²	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Max Height (m)	7.62m	7.62m	7.62m	7.62m	7.62m	8m	7.62m	7.62m	7.62m	7.62m
Max Storeys (plus bsmt)	2	2	2	2	2	2	2	2	2	2
Highest Building Face (m)	n/a	6.7m	6.7m	6.7m	6.72m	6.7m	6.7m	6.7m	n/a	6.7m
Front Yard Setback (m)	10.7m	9.1m	9.1m	9.1m	7.6m	9m	9.1m	9.1m	7.6m	9.1m
Rear Yard Setback (m)	10.7m	9.1m	9.1m	9.1m	9.1m	9m	9.1m	9.1m	9.1m	9.1m
Side Yard Setbacks:										
• Dwelling <2 full storeys	10.7m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m	1.52m
• Dwelling 2 full storeys*	10.7m	10% width, 1.52m min, 3 m max	10% width, 1.52m min to 3m max	10% width, 1.5m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max	10% width, 1.52m min to 3m max
Combined Side Yards:										
• Dwelling <2 full storeys	n/a	20% width, min 4.9m to 12.1m max	20% width, 4.9m min to 12.1m max	20% width, 4.5m min to 12.1m max	20% width, 3m min to 12.1m max	20% width, 3m min to 12.1 m max	20% width, 4.9m to 12.1m	20% width, 3m min to 12.1m max	20% width, 3m min to 12.1m max	20% width, 4.9m min to 12.1m max
• All other dwellings, 2 full storeys*	n/a	25% width, 4.9m min to 18.2m max	25% width, 4.9m min to 18.3m max	25% width, 4.57m min to 18.2m max	25% width, 3m min to 18.2m max	25% width, 4.9m min to 18.2m max	25% width, 4.9m min to 12.1m max	25% width, 6.7m min to 18.2m max	25% width, 3m min to 18.2m max	25% width, 4.9m min to 18.2m max
Corner-flanking Side Yard	10.7m	9.1m	9.1m	9.1m	7.6m	9m	9.1m	9.1m	9.1m	9.1m
Min # off-street parking	1	1	1	1	1	-	2	2	1	1



Aquila is rare opportunity where, due to the uniquely buffered site characteristics, thoughtful and sensitive development can serve to align and promote district and ultimately community objectives as outlined in the OCP

District Objectives

Aquila's Alignment



Housing and Neighbourhood

- Build a diverse mix of homes that are more affordable than what is offered on the current market to attract the “missing middle”
- Build homes that appeal to families to allow them to enter the West Vancouver market.
- Regenerate the existing neighbourhood by bringing in young families
- Cater to those who are essential to a community first, Teachers and First Responders



Local Economy

- By catering to the “missing middle” housing options, Aquila can create more demand for restaurants, café's and nightlife to West Vancouver
- Additional residents to buy local and support West Vancouver Businesses



Transportation and Infrastructure

- Being located along West Vancouver's main transit corridor allows residents to not have to rely on cars
- Improved site access onto both Daffodil and Westport Roads
- Close proximity to walking trails
- Flat, easy walk to local beaches and parks



Parks and Environment

- Major public park dedication from what currently is private land
- Rehabilitate and enhance current wetland into potential salmon bearing stream with rearing ponds
- Repair and replace existing deteriorating culverts to promote salmon
- Create a new public walking trail that crosses through the property allowing those on the Westport side of Aquila easier access to Eagle Harbour's many amenities.



Social Well-Being

- Design thoughtful and diverse housing mix to promote missing middle generation and downsizers alike
- Design homes with ample outdoor spaces to blend inside and out
- Design homes to interact with one another in a neighbourhood feel
- Develop connecting pathways to rest of community to allow seamless connection
- Allow young families an opportunity to contribute to a West Vancouver community

The proposed design aims to increase diversity of housing and expand the missing middle in West Vancouver through utilization of approved roads as closely as possible and enhance environmental areas along with forested buffers to ensure the least amount of community interference.

Perimeter Landscape Buffer



Maintain and create a diverse ecological buffer through wetland restoration and park dedication along the surrounding property lines to keep existing neighbourhood context and appeal

Connect with the Natural Context



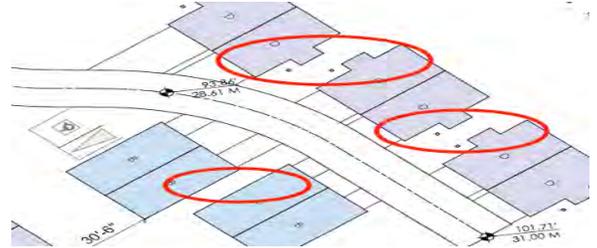
Plan the site around the existing topography and natural landscape to ensure that the homes and land are incorporated together

Community Orientated Streets



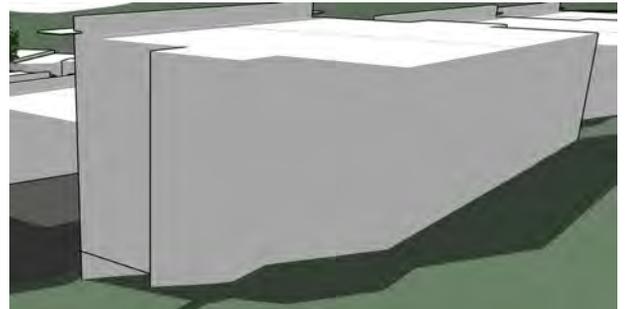
Develop streets that end in a neighbourhood friendly cul-de-sac, not ones that connect through from Daffodil to Westport

Breakup Building Massing



Employ a more neighbourhood friendly massing by breaking up the townhouse buildings to more smaller buildings rather than large buildings.

Utilize Existing Topography



Build the homes into the natural topography of the site to mitigate the overall height and thus visual impact to ensure the homes fit in with existing neighbourhood context.

Outstanding Design



Create a design that will not only compliment the neighbourhood, but also enhance it.





Entrance off Daffodil Drive

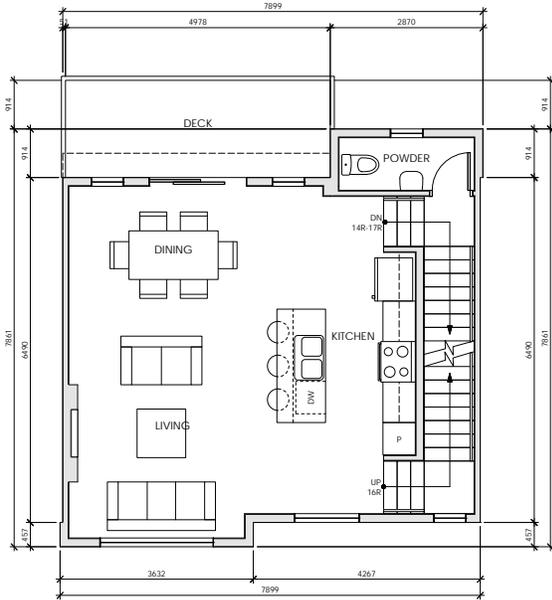


Entrance off Westport Road

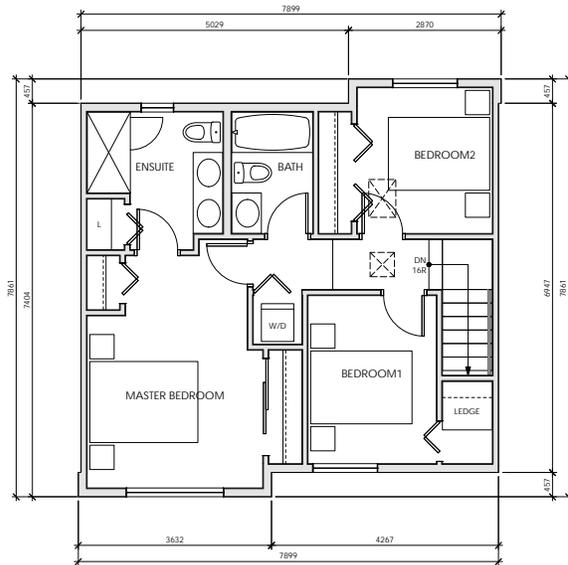


A

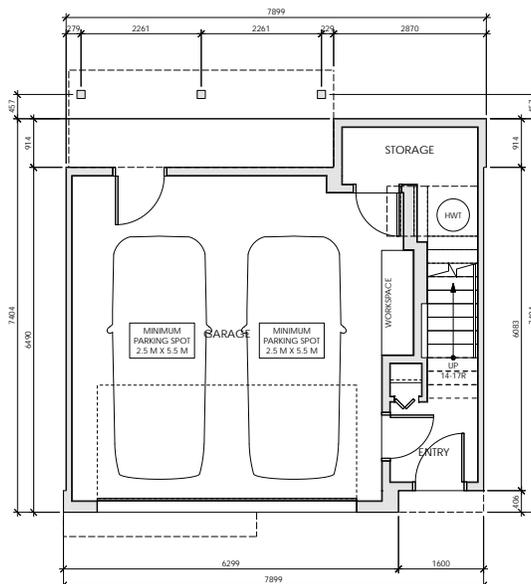
3 BEDROOM + 2.5 BATH
1345 SQ FT



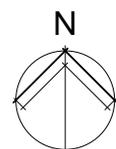
LEVEL 2



LEVEL 3



LEVEL 1



D

***SUITE OPTION**

**4 BEDROOM + 4.5 BATH
2010 SQ FT**



LEVEL 1



LEVEL 2



LEVEL 3

The developer reserves the right to modify the information contained herein without notice. Prices, availability, renderings, views, building design, specifications, floor plans, finishes and sizes are subject to change and may not be accurate. This is not an offering for sale and such an offering can only be made after filing a disclosure statement. EAOE.



F

*SUITE OPTION

4 BEDROOM + 4.5 BATH
2323 SQ FT



LEVEL 1



LEVEL 2



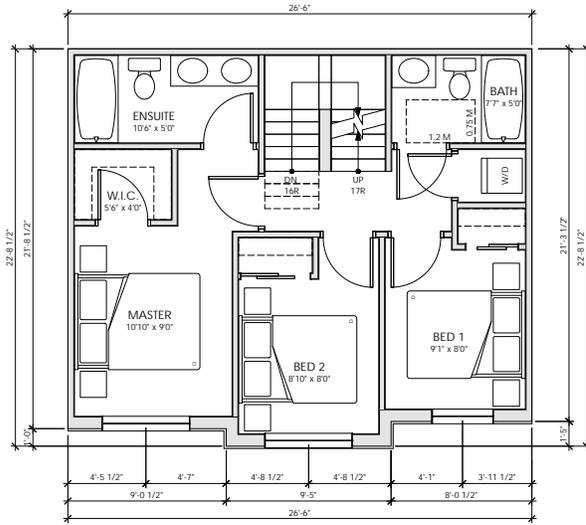
LEVEL 3



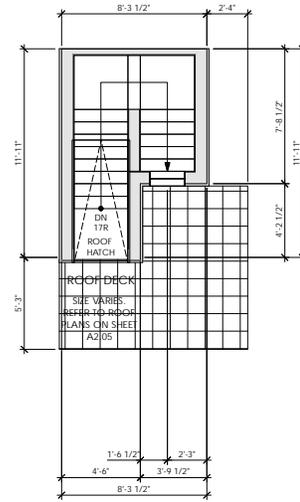
The developer reserves the right to modify the information contained herein without notice. Prices, availability, rendering, views, building design, specifications, floor plans, finishes and sizes are subject to change and may not be accurate. This is not an offering for sale and such an offering can only be made after filing a disclosure statement. TA02

H

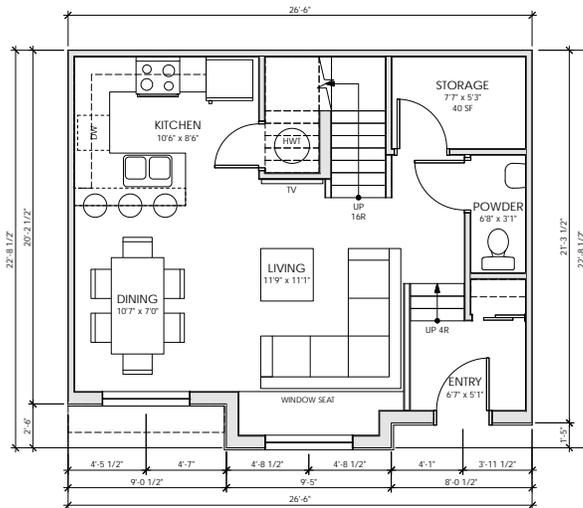
3 BEDROOM + 2.5 BATH
1300 SQ FT



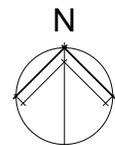
LEVEL 2



LEVEL 3



LEVEL 1
(PARKING LOCATED BELOW)



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Design: Fitting In

Aquila

The proposed architecture for the site utilizes various aspects of West Coast Modern design that has been perfected over the years for the West Vancouver landscape specifically the Eagle Harbour community. Using natural materials, large overhangs and incorporating grand outdoor spaces that flow seamlessly from the indoors allows the homes to truly nestle into the surrounding landscape.

Large natural wood overhang



McLellan-Saddy House / Thompson, Berwick, and Pratt and Partners



Baker House / Ron Thom

Large opening and extensive glazing



Paul Merrick



Inea Koener House / Thompson, Berwick, and Pratt and Partners



Downs House II / Barry Downs



Hollingsworth Residences / Fred Thornton Hollingsworth



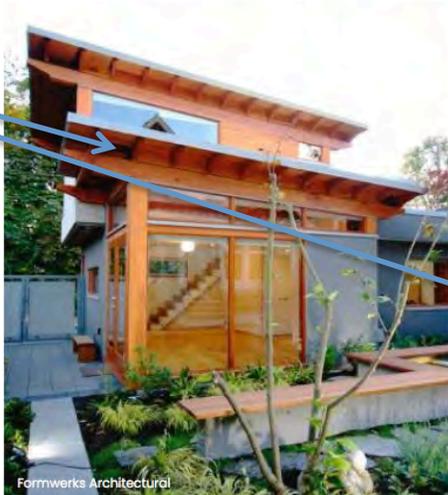
Formwerks Architectural



Merrick House / Paul Merrick

Horizontal wooden elements

Exposed wooden rafter tails



Formwerks Architectural



Moon House / Fred Thornton Hollingsworth



McNab Residences / Duncan McNab



Merrick House / Paul Merrick

July 27th Meeting Findings

The initial developer lead information meeting was held on July 27, 2020, prior to this meeting, over 65 information letters and booklets on the proposed development were hand delivered to all residents within a 100m radius of the site. In addition, our information package was delivered through email to all Eagle Harbour residents through the neighbourhood newsletter along with two publications in the North Shore News. Also, two additional information signs about the meeting were posted on the Westport and Daffodil entrances to the property.

The information meeting was held in the parking lot of Thunderbird Marina following Covid-19 social distancing requirements. Facemasks were mandatory and were provided along with hand sanitizer. In addition, due to the provincial guidelines for contact tracing, all attendees were required to leave their contact information on a comment form that we retain for 30 days. Based on this, we received 57 forms and 27 forms were left blank with no comments and the balance of the forms were closely split between positive and negative. Thus out of 57 forms 49% had no comment, 25% had positive comments and 26% had negative comments.

Prior to the meeting, an email was sent out to all local residents outlining why they are, and why area residents should be against the development. Thus the vast majority of the negative comments received at the information meeting centered around the points raised in the email (Appendix B).

In addition to the comment forms from the information meeting we also received 47 comments from Aquila's website of which 91.5% were positive, 8.5% were negative.

Based on all of the comment forms received, Aquila's public perception can be broken down as such: 18% negative, 55% positive, 26% no comment.

July 27th Meeting Findings

Main Positive Points

The positive comments relating to the development are mostly centered around the notion of:

- Housing Diversity
- Family centered neighbourhood

*“As somebody who wishes to move to West Vancouver one day, this is **exactly the type of home I am looking for.** I strongly support this application. This is much **more appropriate than the original plan of mega mansions.** Please let me know if there is anything else I can do to help support this proposal.” –*

*“Hi, I’m a young accountant living in Whistler. I’d like to live in west Vancouver some day. **The current housing options are limited, and I don’t particularly want to live in a condo.** Would be interested to know more including price. Please keep me posted on the status of the re-zoning. Hopeful that it gets approved.” –*

*“As a first responder, I am very excited to see such a beautiful and yet affordable **development being built in West Vancouver.** I have observed more than one of the Harper’s previous projects and can attest to their strength in attention to detail and professionalism. I am very pleased to know that this specific project will undoubtedly increase the number of first responders and health care professionals living in the west Vancouver area. My family and I specifically, are very excited about this development as it opens doors for us down the road to join the West Vancouver community.” –*

*“**This NEEDS to happen! My wife is a paramedic and I’m a recently retired RCMP member following a PTSD diagnosis and we have a very young family.** I know Stephanie Mitchell our friend and realtor has already reached out. We definitely want a unit. If there’s anything we can do to help move this forward we would be willing to do so” –*

Family Centered Neighbourhood

We have found that those with young families rarely expect to have the chance to raise their children in a neighbourhood such as Eagle Harbour. Most have succumbed to the fact that their children will grow up around extremely dense, urban centers; few imagine the chance to have their children close to parks, beaches, forests, flat streets and trails all of which Aquila and Eagle Harbour offer.

*“I am a long term resident of West Vancouver of over 50 years and support this development. **This development will be perfect for my kids** to allow them and their future families to live in the community that they were raised in. It’s the type of housing that’s missing and needed in West Vancouver.” –*

*“We are a five people family living in a 3 bedrooms condo in West Vancouver, and we want to upgrade our home. **The Aquila project seems perfect for us (Home size and price).** Could you inform me, when the presale starts?” –*

July 27th Meeting Findings

Main Negative Points

The main opposition points, as outlined in an email to the residents (attached herein as appendix B) are:

- Does not fit with the OCP
- Size of Development and not maintaining neighbourhood character
- Local traffic
- Slope Stability
- Climate Change
- Overcrowding at local amenities (beaches, parks, trails ect)

“Far too big of a development. Not in character with existing neighbourhood. Loss of green space. Space not big enough for that size of development” –

“This area is not built for such density. Other neighbourhoods are such as Park Royal, Ambleside, Dundarave, Horseshoe Bay, new development above highway are designed for development with commercial areas. Just because OCP is to expand doesn't mean all areas are suited to it.” –

“Traffic issues – your “traffic study” lacks correct data, does not consider the fact of various age groups and therefore no clear peak hours. The visibility and speed on Westport and Marine Drive is already an issue. Neighbourhood character – you would alter the character. There is no access to stores, walk able access to schools (except Eagle Harbour School). Transportation is infrequent with every half hour busses. Ect”. –

“Great concern over **density and traffic**” –

“My main concern is that this project **does not fit into the OCP** where it is contemplated that multi-family residences are to be near commercial centers and amenities. EH is not a conducive area as cars required to grocery shop ect. Better to build 10 smaller houses on each original lot.” –

“Concern with **overcrowding** at local amenities (beaches, parks, trails)” –

“Why dont you just **build duplexes?**”

“While 10 more 7000SqFt homes are not needed in the area, the proposal is too far in the other direction. There are 67 new homes with 31% of them having suites, meaning a total of 87 new homes in the neighbourhood.” –

We found the constructive comments received from our Public Information Meeting to be extremely helpful in providing us direction in how the community would like to see Aquila developed.

In this regard, we sincerely appreciate all those that attended and provided comments. Furthermore, the direction provided by West Vancouver's planning department was also very much valued.

As we have said from the outset, it is our goal to create a community that works for all stakeholders, which includes the Eagle Harbour community, West Vancouver residents, West Vancouver Planning, West Vancouver Council and ourselves. Clearly to achieve this goal we all need to work together and no doubt compromises will need to be made but in the end we are **confident that we will be able to create a community that is beneficial for all.**

While there is no question that the diversity of housing proposed through Aquila is exactly what West Vancouver needs and wants, **the turmoil comes when deciding where to place such.** While we believe we have clearly stated in this report why our site checks almost all the boxes for being the perfect location, we do understand that some of the local residents do have concerns.

One of the main reasons for concern appears to be the overall size of the development. That is, it is 4.45 acres which even with a low FAR (.52) the number of homes proposed (67) is significant. Also in order to have a number of smaller, lower priced homes this also increases the number of homes as well as the building massing.

As the number of homes, building massing and how the development fits into the Eagle Harbour neighbourhood are the most significant concerns, **we have instructed our architect to present a revised plan that addresses these concerns.**

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Public Comments

Direct Response

Does not fit with the OCP



In this report we have stated how Aquila does align with the OCP and now by introducing duplexes the additional policy of 2.1.13 applies. In addition we have reduced the overall density of the development by employing duplex style housing options to ensure that Aquila fits seamlessly into the existing neighbourhood context all while maintaining the wide variety of home price points and styles.

Size of development and not maintaining neighbourhood character



We have reduced the overall size of the development and altered the design to employ duplex style homes to ensure a seamless fit into neighbourhood context.

Local Traffic



We have completed numerous traffic studies of the areas and our reports show that the traffic impact is extremely minimal. We are only adding an additional 12 trips to Westport Road during the AM peak hour and 19 trips to Daffodil during the AM peak hour period. The current traffic along Cranley is 49 trips during the AM peak hour and most would agree that Cranley is a very quiet and safe street. The additional cars added to Daffodil will equate to Daffodil having 30 trips during the AM peak hour period which is far less than what Cranley has already.

Slope Stability



We have decreased the amount of homes and in turn were able to lower the homes into the natural grade of the site which aids to increase the stability of the slope. Also, by decreasing the number of homes we were able to increase the amount of natural green space which further aids in stability.

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Climate Change



We have proposed additional electric car charging stations as well as electric bike stations for Aquila in order to further reduce owners reliance on cars. In addition, we have decreased the number of homes at Aquila which allows more green space to be maintained. An energy consultant has been retained to assist in ensuring the homes are as energy efficient as possible.

Housing Diversity



We have increased the level of housing diversity by maintain our lower priced homes from our initial plan however we have introduced a wider array of floor plans through duplex styling home designs. The homes being offered first to First Responders and Teachers has shown to be very well received so this will remain.

Family Centered
Neighbourhood



We have maintained our family centered focus at Aquila and we believe by offering larger, duplex style homes along with the smaller floor plans we have further increased this notion. Additionally by decreasing the massing of the development we have increased the amount of green space and areas for families and children alike to congregate and enjoy

A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Car Centered Neighbourhood?

Eagle Harbour being a car centered neighbourhood is a comment that we heard a number of times. As Eagle Harbour is on the Marine Drive Transit Corridor, the neighbourhood does not have a lot of hills and so many of West Vancouver's coveted beaches and parks are all located within an easy walk, it is puzzling as to why this is considered so. Even the Caulfeild Shopping Center is only just over 2km away (although up a hill).

The Walk Map which shows the estimated time to walk to all of the many amenities in the area is attached to this report. Based on this map, virtually all of the amenities that one would want (beaches, marinas, golf, fitness, shopping ect) are all within a 25 minute walk. If one was to bike this travel time would be dramatically reduced.

To promote a reduction in car use we will be offering 2 electric bikes with each home. Electric bikes have come a long way not only in terms of technology, but also acceptance since they were first introduced. So much so that some municipal engineers in communities like Squamish use them as their preferred modes of transportation.

With the integration of electric bikes at the ground level of Aquila, we are confident that the residents of Aquila will utilize them before grabbing their car keys for that short trip to Caulfield Shopping Center or Gleneagles Community Center.



A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Westport road current traffic speed, lack of pedestrian crossings, poor signage

While these are all existing concerns and due to the limited amount of traffic Aquila will be adding to this road, it will not significantly add to these issues. However having safe roads is a top priority so we are prepared to work with West Vancouver Engineering to develop potential solutions. One area that will make it safer for pedestrians is the new path that will go through our property. This will allow pedestrians a safer and shorter route to Eagle Harbour Beach, Spirit Trail ect.

Concern with overcrowding at local amenities

A number of West Vancouver's most coveted parks and beaches are situated in the Eagle Harbour neighbourhood. These are all public amenities and are so desirable that people drive from all across West Vancouver and the lower mainland to enjoy them.

Such amenities are without question not used exclusively by Eagle Harbour residents. Thus as they are used by people all across the lower mainland having residents of Aquila also use them should in no way cause overcrowding.

Parking can be a problem at the beach as it appears that a number of Eagle Harbour residents drive to the beach due to transporting kayaks and stand up paddleboards. If local residents did not have these bulky items to transport they would be free to walk or bike rather than drive. Accordingly, we would like to work with West Vancouver Parks Staff to see if there is a way we could assist in getting a proper, lockable rack installed for Eagle Harbour residents at the beach.

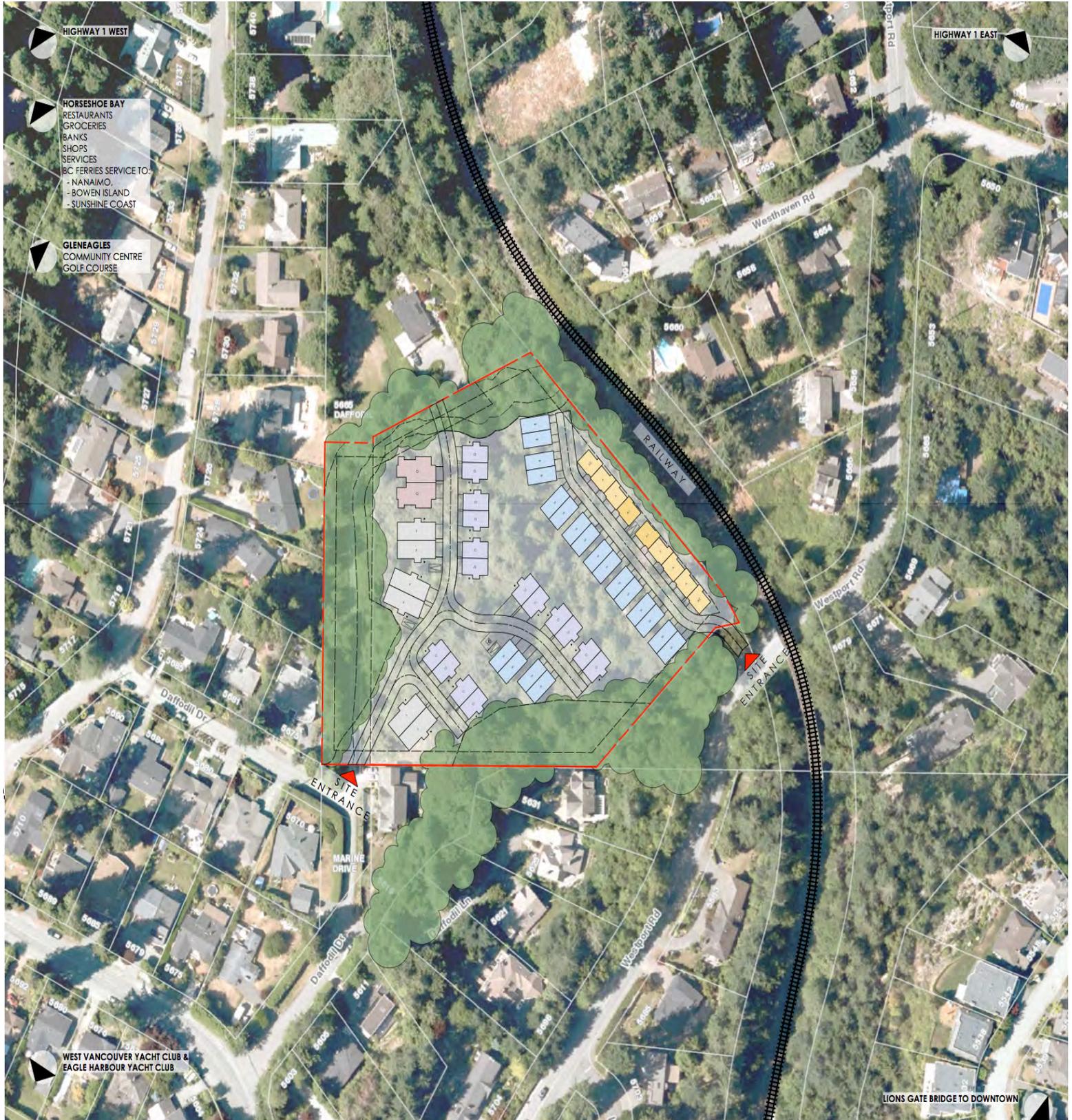


A revised plan breaks down the building massing by creating an exciting community comprised of almost entirely duplex housing

Revised Plan Summary:

- 53 Total Homes
 - Reduction of 14 homes or 22%
- FAR reduction from 52% to 45%
- Total number of homes backing onto Cranley Dr Homes is 6
 - Reduction of 8 homes or 57% of homes backing onto Cranley
- All Homes are duplex design except for two buildings of 4 and 5 homes backing onto CN Railway
- Duplexes will continue with the same design theme being West Coast architecture inspired by well-regarded West Coast architects.







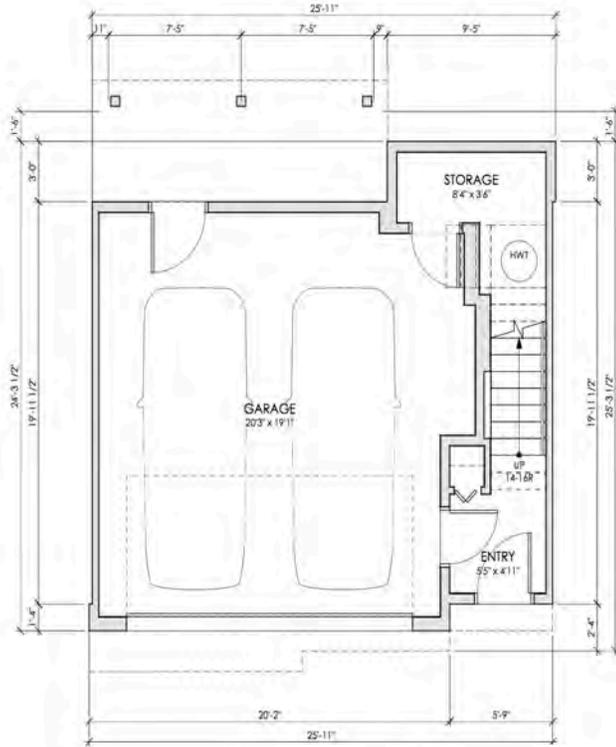


Revised Floor Plans

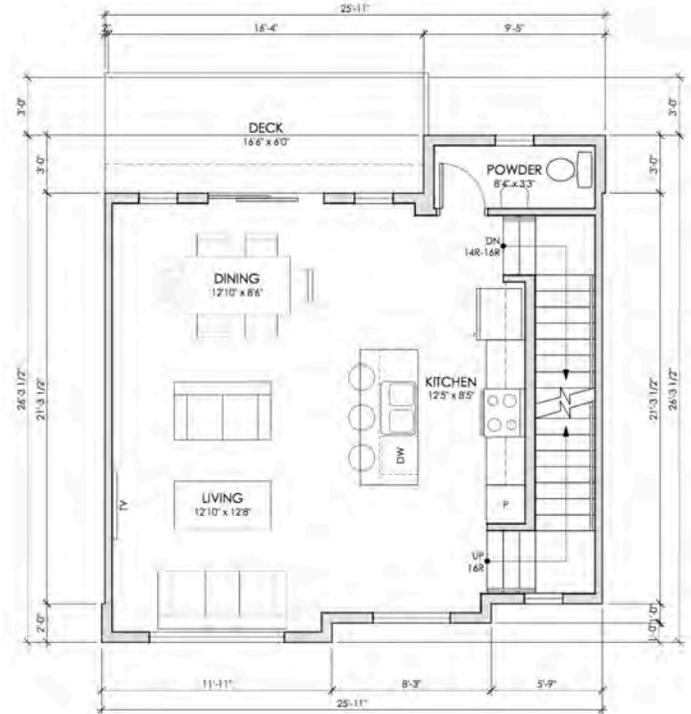
Aquila

Home A (A, A1 and AE Encompassed)

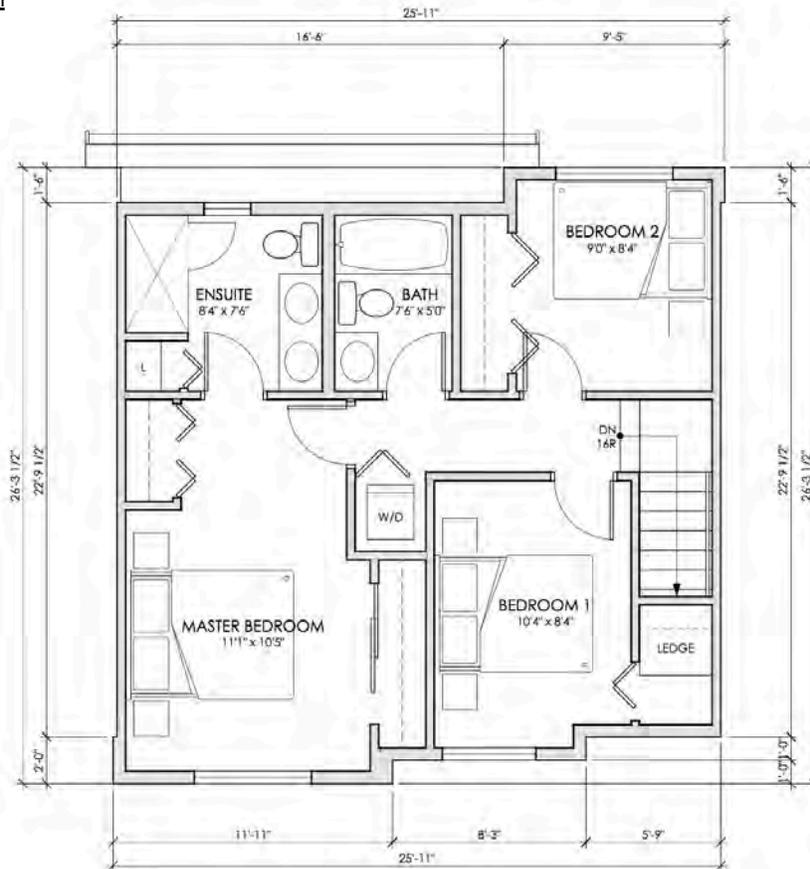
3 Bed + 2.5 Bath
1,400 SF



Lower



Middle

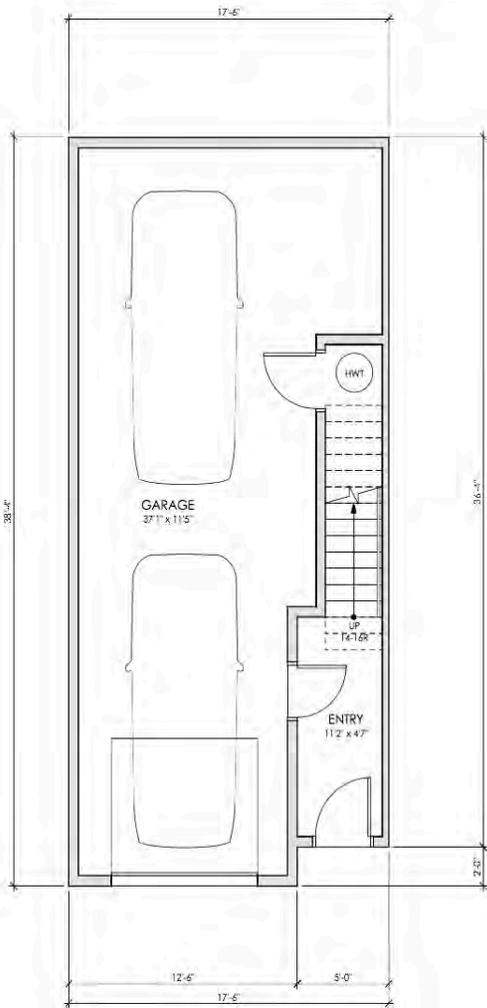


Revised Floor Plans

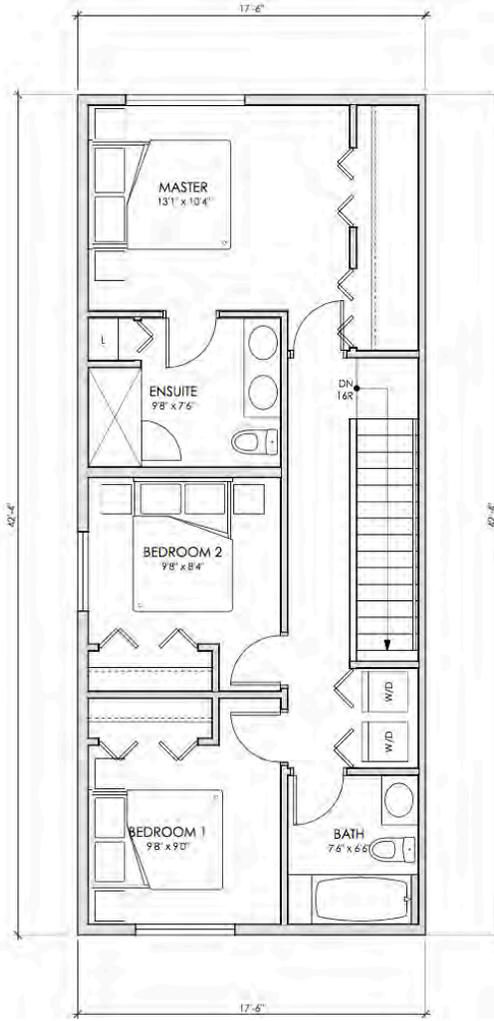
Aquila

Home B

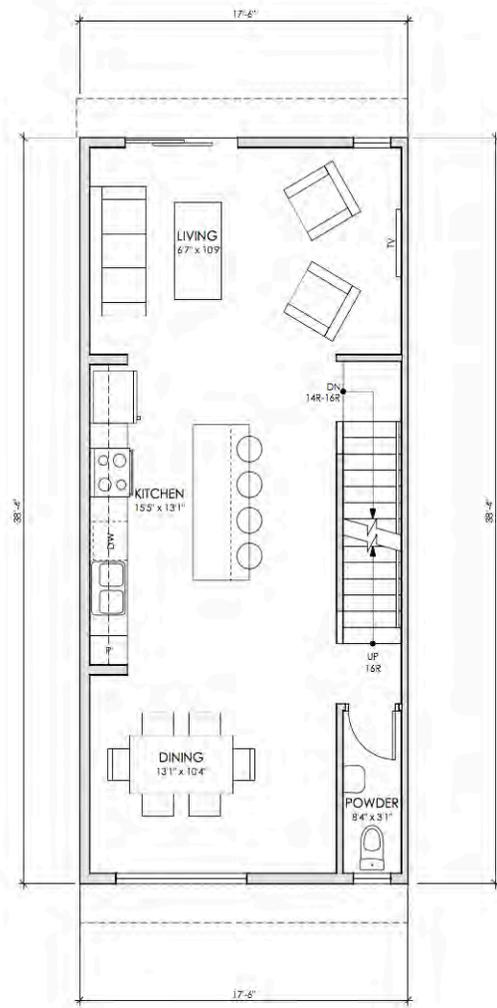
3 Bed + 2.5 Bath
1,560 SF



Upper



Lower



Middle

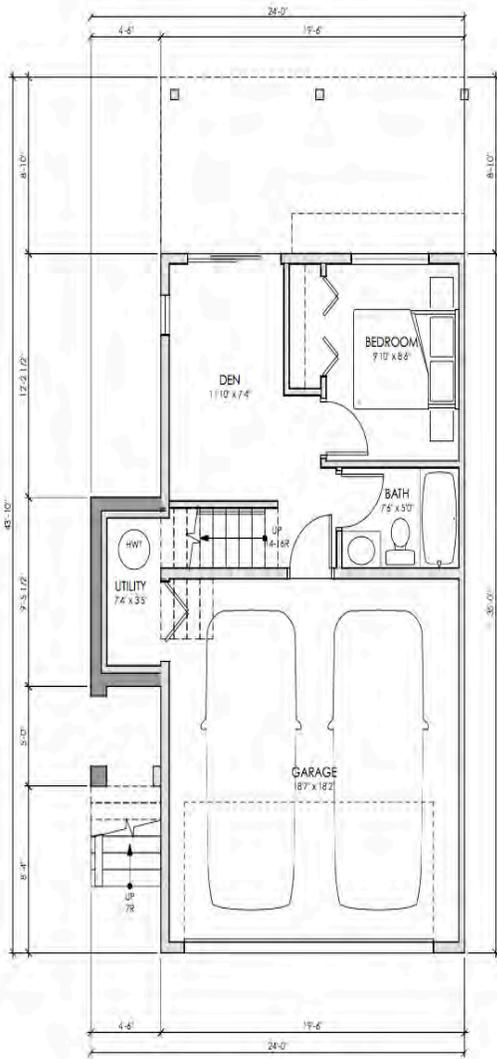
Revised Floor Plans

Aquila

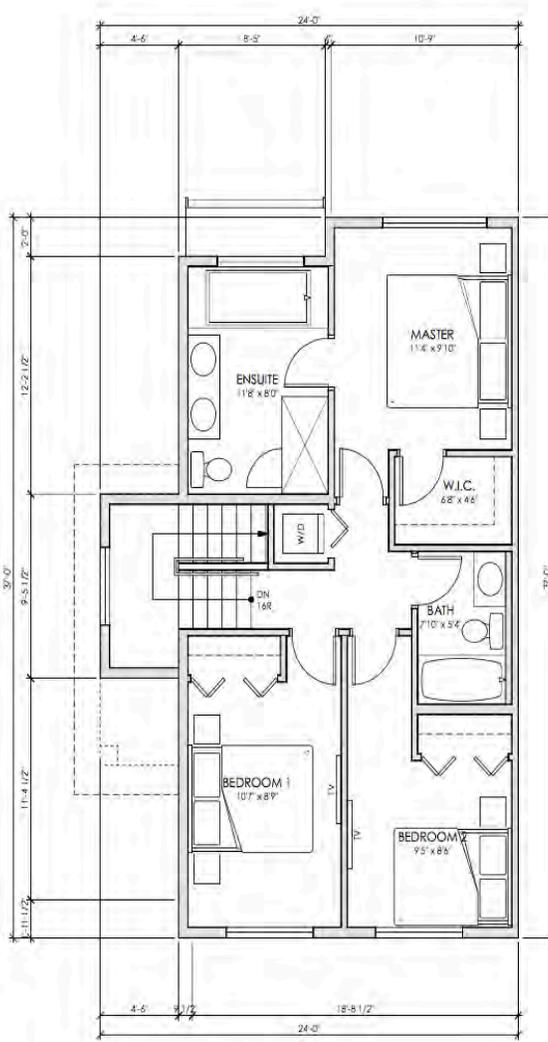
Home D

4 Bed + 3.5 Bath

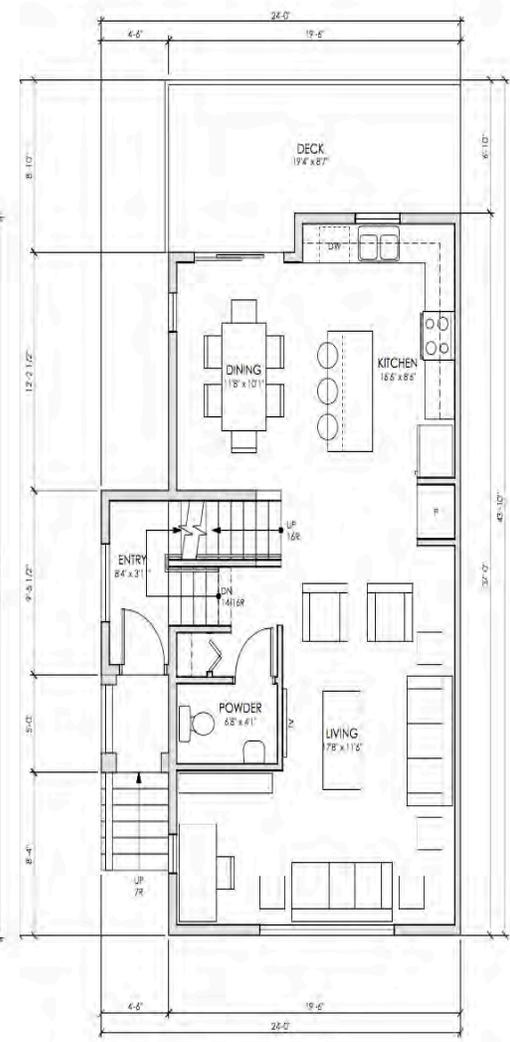
1,849 SF



Lower



Upper



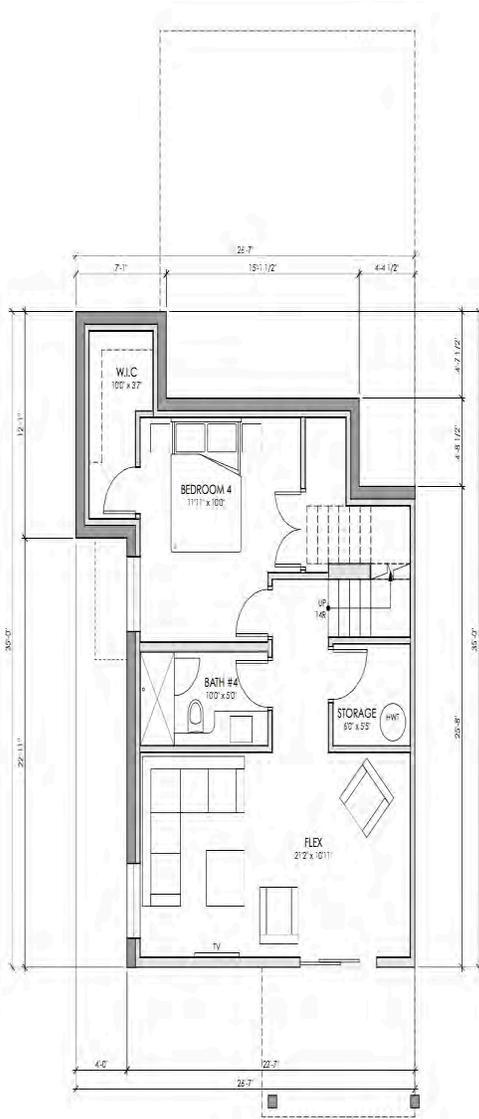
Middle

Revised Floor Plans

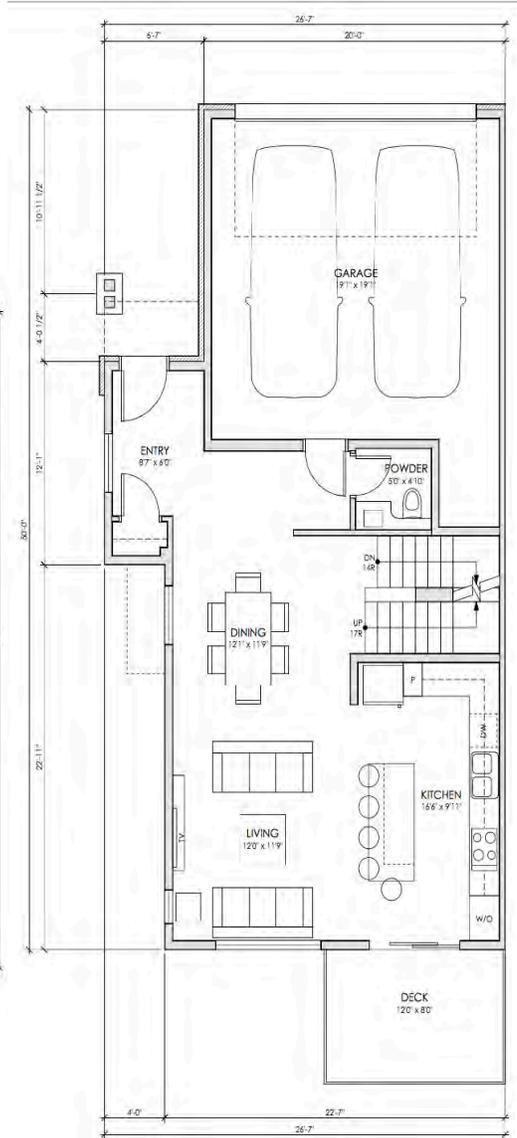
Aquila

Home F

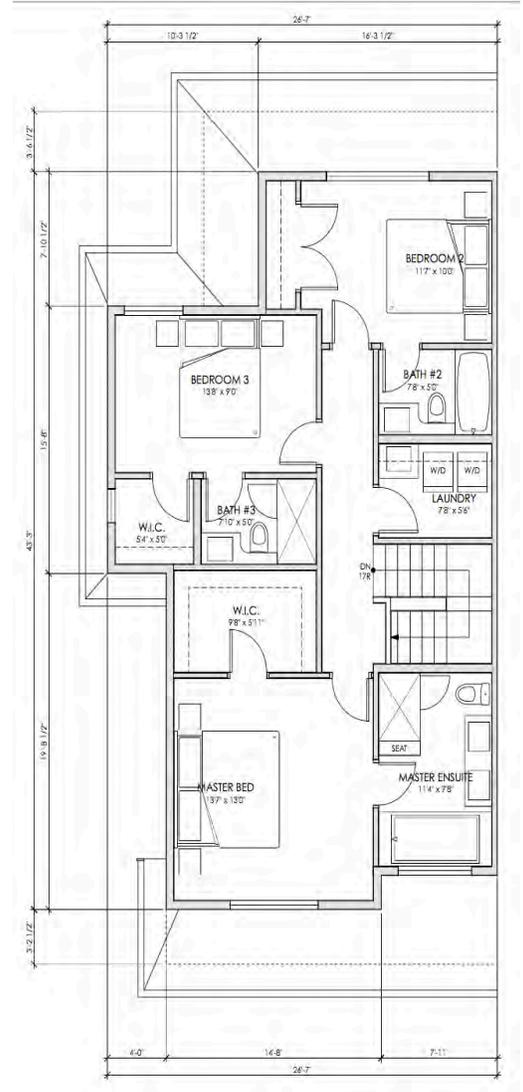
4 Bed + 4.5 Bath
2,365 SF



Lower



Middle



Upper

*This plan can accommodate an elevator if desired

Revised Floor Plans

Aquila

Home G

4 Bed + 4.5 Bath
3,227 SF



*This plan can accommodate an elevator if desired

Comparison Chart

Aquila

Comparing between the previously approved, July 27th proposed and current proposed.

	Previously Approved	July 27 th Proposed	Current Proposal
Total Site Area	194,073 Sqft	194,073 Sqft	194,073 Sqft
Parks Area	15,218 Sqft	26,317 Sqft	26,317 Sqft
Creek Rehabilitation Area	27,121 Sqft	36,351 Sqft	36,351 Sqft
Site Coverage	24%	27%	23%
FAR	35%	52%	45%
Home Size Range	5,500-7,000 Sqft	1,300-2,300 Sqft	1,373 - 3,227 Sqft
Projected Sales Price	\$2,900,000 - \$3,700,000	\$1,100,000 - \$1,900,000	\$1,100,000-\$2,200,000
Homes	10	67	53
Playground	No	Yes	Yes
Rental Suites	Most Likely None	31% will have option of walkout suite	None Proposed
Total Roads	29,178 Sqft	27,739 Sqft	27,739 Sqft

Based on the Traffic report completed, there are only 19 additional trips added to Daffodil during the AM Peak hour and 24 in the PM Peak Hour. Westport has a mere 12 additional trips in the AM and 14 in the PM. Total additional and current trips combined are far less than surrounding streets.

Trip Comparisons

	AM PEAK Total Two-way Trips	PM Peak Total Two-Way Trips
Original Approved 10 Lot Subdivision (Baseline)		
Original 10 Lot	8	10
July 27th Proposed 67 Home Development		
Additional to Approved 10 Home	29	37
Current 53 Home Proposal		
Additional to Approved 10 Home	23	29

Trips Per Entrance

Homes	AM Peak Hour		PM Peak Hour	
	Trips In	Trips Out	Trips In	Trips Out
July 27th 67 Unit Proposal				
Westport	3	10	11	6
Daffodil	6	18	18	11
Current 53 Home Proposal				
Westport	3	9	9	5
Daffodil	5	14	16	9

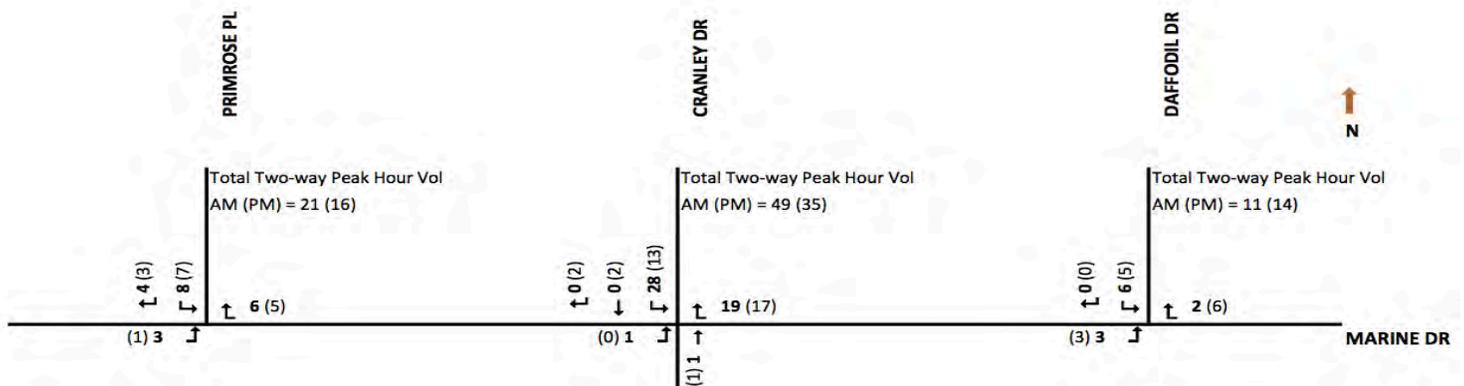
Westport Traffic Count

Westport AM Peak Hour Trips: 215

Westport PM Peak Hour Trips: 218

*Completed May 2017

Traffic Count Sept 22, 2020



*A traffic count was also conducted March 11 2020 (pre-covid) however we have chosen to utilize Sept 22 2020 counts as they have higher trip counts and therefore are more conservative.

- 2.1.4 Increase “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:
- a. Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
 - b. Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character; and
 - c. Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys.

At first glance this policy may appear a little ambiguous as whether it applies specifically to Aquila. However there are two specific points pertaining to Aquila that we do know:

1. The policy has used the word “along” rather than “on” which was done to encompass properties that were close, but not on, the Marine Drive Transit Corridor.
2. The policy is clearly meant to allow increased density where West Vancouver’s main transit corridor can be easily accessed. As Aquila is within 170m of this corridor, it would most certainly appear that this policy was intended to include Aquila.

To put arguments forward that state the opposite, one would have to prove that Aquila does not benefit from such close proximity to the Marine Drive Transit Corridor, which would not be possible. Thus it is clear that policy 2.1.4 was intended to include properties such as Aquila.

In designing Aquila, being on the edge of a single-family neighbourhood has been front and center in the design process. Accordingly a low FAR of just over .45 has been adhered to. In addition the architecture of the homes is designed to complement the single-family homes in the area.

A range of housing types from Duplexes to townhomes is being proposed. The size of these homes also varies from 1400 SqFt to over 3200 SqFt.

- 2.1.3 Expand opportunities for duplex housing by:
- a. Reviewing regulations to ensure the development viability of the building form;
 - b. Continuing to allow a basement suite in a duplex;
 - c. Identifying areas appropriate for rezoning to allow duplex construction; and
 - d. Considering site-specific rezoning applications to allow duplex construction appropriate to the subject site and context.

Duplex
Duplexes can be designed to fit into single-family streetscapes.



Under the revised plan, Aquila utilizes mainly duplex designs that will be designed to appear cohesive and fit into existing architecture in the neighbourhood

Expanding Missing Middle

- 2.1.7 Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by:
- a. Reporting to Council after preliminary application review to allow an early opportunity for public input;
 - b. Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (e.g., adjacent to a green belt, grade change, park, school, or existing multi-family site);
 - c. Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
 - d. Restricting to one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
 - e. Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
 - f. Ensuring information meetings with public notification prior to formal Council consideration in accordance with District procedures.

The Aquila site is extremely unique in that even though it is 4.45 acres in size, it is physically separated from any adjoining single-family dwelling. One side backs onto the CN Railway, another onto Westport Road, a stream and salmon rehabilitation area of over 36,000 SqFt is along another side and finally the last side is a dedicated park area of over 26,000 SqFt.

Advancing Housing Affordability, Accessibility and Sustainability

- 2.1.20 Ensure that new multi-family and mixed-use housing development meets the community's needs by:
- a. Requiring a range of unit sizes (from studio, one-bedroom to three-bedroom units);
 - b. Supporting a variety of housing forms, including lock-off units, that allow housing to adapt to suit different life stages of residents;
 - c. Prohibiting long-term rental restrictions in new strata-titled developments;
 - d. Establishing the minimum provision of accessible and adaptable units and associated facilities (e.g., dedicated parking, barrier-free common areas); and
 - e. Reviewing zoning regulations to remove potential barriers to providing accessible and adaptable housing.

A large range of housing sizes is being proposed and a number of the homes will have elevators, or be designed to accommodate elevators therefore residents can age in place.

Advancing housing affordability, accessibility

- 2.1.23 Advance community energy efficiency and reduce GHG emissions by:
- a. Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
 - b. Increasing the percentage of efficient building forms;
 - c. Requiring leading energy efficiency standards and considering site design and orientation;
 - d. Encouraging renewable energy; and
 - e. Considering incentives to support building retrofits for improved energy efficiency.

All homes will have electric vehicle charging stations. The site is very near to West Vancouver's Marine Drive Transit Corridor. The architects will be working very close with an energy consultant to ensure the buildings are as energy efficient as possible.

Enhancing network accessibility, safety and efficiency

- 2.4.14 Incorporate universal access and age-friendly design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities (e.g., accessible pedestrian signals, tactile walking surface indicators, appropriate curb-cuts and letdowns).

All of Aquila's infrastructure will meet these standards

Promoting sustainability and innovation

- 2.4.24 Provide infrastructure for electric, alternative-fuel, and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.

All of the homes will have electric vehicle charging stations

Water Conservation

- 2.5.7 Encourage use of development practices, landscape designs and built systems that reduce water demand and consumption.

The Civil Engineer, Landscape Architect and the Mechanical Engineer will be using the best practices to reduce water demand and consumption

Sewage and drainage system

- 2.5.15 | Employ low-impact storm and rain water management techniques such as infiltration, absorbent landscaping and natural environment conservation to mimic natural conditions and preserve pre-development conditions.
- 2.5.17 | Employ green infrastructure or naturalized engineering strategies where possible to help manage anticipated increases in frequent storm events and associated flood risks.

The civil engineer (Creus Engineering) that has been retained is very experienced and highly respected in their field specifically that of storm and rain water infiltration strategies. Creus will be designing systems that utilize the latest and most advanced technology.

Managing our urban environment

- 2.6.2 | Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.
- 2.6.3 | Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management).

Eagle Creek flows through Aquila and a park of over 26,000 SqFt is proposed to be created around the creek so that it remains in its natural habitat for generations to come. In addition along the property line backing onto the Cranley Dr homes is an unnamed watercourse which will be rehabilitated into a stream including salmon rearing ponds. This area is over 36,000 SqFt and Sartori Environmental has been retained to design these areas

Watercourse, riparian corridor and watershed health

- 2.6.7 | Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.
- 2.6.8 | Provide opportunities to vary development form and density to maximize the permanent protection of watercourse and riparian corridors while accommodating reasonable development potential.

As stated above, significant portions of the property have been dedicated for parks, greenbelts and riparian areas. The total of these areas is over 1.4 acres or 32% of the entire site.

Mitigating climate change and building resiliency

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

The owner of one of the homes on Cranley Dr, which backs onto Aquila stated that in the past the unnamed water course which runs along the property line flooded his property. This watercourse does not currently flow in to a clearly defined channel so as part of developing this area into a salmon spawning area, we will develop a proper stream channel so it flows into Eagle Creek, not into the neighbouring properties.

Promoting trails and access to nature

2.7.14 | Identify and establish new trails to improve connectivity to regional networks, major park sites, community facilities and public transit hubs across the District.

For residents living in the Westport Rd area, the shortcut to Marine Drive, Eagle Harbour Beach, Spirit Trail ect has been to trespass across the Aquila Property. The same goes for those living in the Eagle Harbour area to walk to Caulfeild Shopping Center, Rockridge Secondary, Whyte Lake ect. To aid the community and bring the neighbourhood together Aquila will be developing an access trail through the property and dedicating a large amount of land as a park.

“The OCP reflects the community’s long-term vision. It is a guide for working through existing and foreseeable changes and presents a framework for current and future actions required to maintain and enhance our quality of life”

Excerpt 1 (Page 8 OCP)

In 2016, West Vancouver was home to approximately 42,500 people (2016 Census). While our community growth rate has fluctuated over time, it has remained relatively low in comparison to the region. This slower growth is related to our aging population, as the community has fewer births and our housing stock has limited options for seniors to downsize or for young families to move here. The following chart illustrates our historical and projected growth

In designing Aquila we strived to provide varied sizes, layouts and price points of homes. That is we have smaller lower priced homes to attract younger families as well as homes suitable for downsizers.

Excerpt 2 (Page 9 OCP)

A Handful of key factors define West Vancouver’s population today:

- Younger families with children and parents between 35 to 54 account for 14% of the population, down from 21% in 2011;
- There is a “missing generation” of younger adults without children between the ages of 25 and 34, accounting for only 2% of the population;
- The share of children under the age of 14 has fallen from 30% of the population in 1961 to 14% in 2016;
- The average household size is declining and is lower than the regional average; and
- West Vancouver is the only municipality in the region with a declining population, losing 0.5% between 2011 and 2016 while the region grew by 6.5%.

Within two generations, West Vancouver’s demographic profile has shifted from a population of younger families with children, to a more distributed demographic, to the community of today that is primarily older residents. While this trajectory is not new, the result is increasingly pronounced if we consider the life of this plan. By 2041, half of our population will be over 55 years old, and one in three residents will be over the age of 65.

Aquila’s varied home sizes and lower price point will attract the “missing generation” of young adults who previously did not have the option of living in West Vancouver. In addition, the Eagle Harbour neighbourhood is prime for young families with its proximity to schools, parks, beaches and forests all within walking distance.

Excerpt 3 (Page 10 OCP)

“Housing affordability is a principal challenge across Metro Vancouver. Within this context, West Vancouver has the highest average housing costs for both homeowners and tenants. The median household income in our community—the highest in the region—is only half that required to finance the average apartment and roughly one-sixth that required to finance the average single-family home..... Nearly two-thirds of our housing stock is single-family dwellings, with apartment options mostly limited to aging buildings constructed in the 1960s and 1970s. The result is that there are not enough options for seniors to downsize, adult children to stay close to their families, or young families to move into West Vancouver. Put simply, the housing choices presented to people today are increasingly expensive single-family homes or increasingly aging apartment buildings.”

Aquila provides varied options through ways of diverse floor plans and varied price points. Aquila’s price points between \$1.1-\$2.2m are far below the norm in West Vancouver and will allow those who have been struggling to find a home in West Vancouver to either stay in their community or be welcomed to West Vancouver.

Excerpt 4 (Page 11 OCP)

The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being. Nearly three-quarters of our workforce and approximately one-quarter of our school students commute into West Vancouver every day. This contributes to traffic congestion, road maintenance costs, pedestrian safety concerns, and greenhouse gas (GHG) emissions, especially when considering the additional impacts of West Vancouver residents who work, close to 80% of whom drive to work in and through the community.

The dearth of local housing options accessible to our workforce creates a perennial challenge for local schools, services and businesses to hire and retain staff—and indeed the community has been losing jobs at a time when there has been robust economic growth at the regional level. The result is reduced services available to residents since employment options elsewhere in the region offer similar wages but shorter commutes.

The resulting trend has led to concerned community voices expressed throughout the Official Community Plan (OCP) Review process and a desire for actionable policies. Although housing affordability in the community and in the region are driven by a number of factors, including market economics and demand, this OCP can help reduce the pressure of constrained supply and enable the development of desired forms of housing to increase housing options in our community.

Over the life of this plan, a focus on housing diversity can deliver smaller homes—ranging from coach houses, duplex, triplex, townhomes and apartment units and including seniors, market and non-market rental—that are

Aquila’s smaller homes and varied floor plans provide the necessary housing diversity that West Vancouver is lacking. Aquila is offering the homes first to essential workers of West Vancouver as we appreciate the service that those individuals provide and understand the importance of having those individuals integrated into our community.

Excerpt 5 (Page 14 OCP)

West Vancouver's population is expected to increase by approximately ~10,000 people by 2041, which represents an annual growth of 0.74%. West Vancouver will require approximately ~5,000 additional dwelling units to accommodate this growth. While this increase is one of the lowest housing growth projections in the region (where over 500,000 new units are projected by 2041), it does represent a shift for West Vancouver, which has been resistant to change and growth in past years.

Aquila is being created on the notion that subtle and careful change is what is required in order to ensure that West Vancouver remains a community that welcomes new members and allows existing members to continue to reside in their community. Building large, single family homes similar to what has been done in the past is no longer viable. We believe that Aquila can achieve the desired results set out in the OCP with minimal neighbourhood impact due to the unique site conditions.

Excerpt 7 (Page 17 OCP)

The OCP reflects the community's long-term vision. It is a guide for working through existing and foreseeable changes and presents a framework for current and future actions required to maintain and enhance our quality of life.

Aquila is on the forefront of change. Through careful neighbourhood integration and timeless design Aquila can set an example on what the future holds. Aquila is situated on a site that is bordered by Westport Road, CN Rail and dedicated park/wetland buffers and therefore is a unique site as it has a lesser impact on the neighbourhood than most other sites in West Vancouver.

Excerpt 8 (Page 22 OCP)

While our housing options continue to be limited, there has been a long-standing community interest in increasing the variety of available housing options. Seniors and young families alike are unable to find the right housing to meet their needs—such as accessible, single-level living options close to amenities and transit, and smaller, relatively more attainable options near schools. These and other key trends in our community demand actions to address our current and long-term needs.

Aquila's mix of housing styles and floor plans aim to provide all demographics an option in West Vancouver. Furthermore, Aquila is situated close to schools, beaches, community amenities and along the Marine Drive Transit corridor.

Excerpt 9 (Page 23 OCP)

As a land use planning document, an OCP is legislatively required to guide housing development throughout a community. To address the needs of the present and future generations in our community, this OCP seeks to:

- Expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;

Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centres, and to provide for more and ongoing seniors and rental housing options. (Page 23 OCP)

Aquila is located along the Marine Drive Transit corridor, is close to shops, schools and amenities and has a variety of housing options catered towards the “missing middle” housing options in West Vancouver.

Community Context

Eagle Harbour is a community where walkability and family is key. Aquila is designed in such a way to attract families as well as provide a connector trail to Westport Road to allow greater movement and access to all the community has to offer. Aquila has been designed with the surrounding architecture in mind. Aquila has utilized the classic West Coast Modern architecture style that is prevalent in Eagle Harbour as a foundation for design.

Who Is Sterling Pacific Developments Inc.?

Sterling Pacific is a local West Vancouver family company dedicated to crafting exceptional homes on the North Shore.

Why is it named Aquila (Ah-Kee-Lah)?

Aquila is the Latin word for eagle. Seeing that the area is home to many eagles and the land is situated in Eagle Harbour, bordering Gleneagles and below Eagle Ridge, Aquila is a perfect extension.

Why Formwerks Architects?

Formwerks has a proven track record of being capable of designing unique and fitting homes into various sensitive neighbourhoods. Formwerks culture aligns very well with that of Sterling Pacific being that both companies are run by their principals and neither firm specializes in mass building.

Where is Aquila Located?

Aquila is located in the Eagle Harbour community of West Vancouver between Daffodil Drive and Westport Road.

How large is the property?

The property is just shy of 5 acres.

Was there a previous development approved for this property?

There was a previously approved development plan of large estate-like homes.

What is the new development plan?

The new development plan aligns closely with the approved Official Community Plan in West Vancouver that is smaller and less expensive homes.

How does the new development align with WV's official community plan that the residents of WV recently approved?

The new development incorporates the "missing middle" housing types in West Vancouver. The price points of the homes will be far lower than nearly anything else in the market place and will allow families to stay in West Vancouver and those who have been forced out due to market price to return to West Vancouver. Also, there are housing types and price points perfect for those wishing to downsize. Additionally, the development is situated along the Marine Drive Transit Corridor.

What will the homes cost?

The pricing will range from \$1,100,000 - \$2,200,000

What size of homes are being planned?

There will be 3 and 4 bedroom homes ranging from 1,400 to 3,327 SF

Will the homes be offered to WV residents first?

Not only will the homes be offered to West Van residents first, but first responders and teachers will be given first priority above all others. Sterling Pacific recognizes the importance that these individuals play in the community.

What is to happen to the existing trees?

A greenbelt around the perimeter of the property totalling over 62,848sqft will be preserved. This increases the greenbelt by over 20,509sqft from the current approved plan. In addition, similar to the already approved development and in accordance with the Arborist Report previously prepared by Dunster and Associates, the Arborist will be consulted on removing any unsafe trees outside the building envelopes.

What other positive environmental improvements are proposed?

A dedicated park area of over 26,000sqft and creek rehabilitation area of over 36,000sqft. Additionally, the current creek that has been over-run by invasive plants and a gravel driveway will be rehabilitated with native vegetation and spawning pools to enhance the chance of survival for salmon.

Will the public be allowed to walk through the property?

Yes, we are proposing a walking path through the property that connects Westport Road to Daffodil Drive.

How much visitor parking?

We understand that parking can be an issue and therefore we are proposing 50 visitor stalls over and above the private stalls for each home.

What is the density?

0.45 FAR (Floor Area Ratio)

How does the density compare to other developments in West Vancouver?

It is dramatically lower than any recent developments approved or proposed:

Development	FAR (floor area ratio)
Aquila	0.52
Tantalus Gardens	0.65
4441 Piccadilly North	1.68
Vinson House	0.59
Rush House	0.67

Reduced under revised plan to 0.45

What does West Vancouver's zoning bylaw state for density in regards to this type of development?

It states it is right inline with Duplex (0.50FAR), significantly less than Townhouse (0.75 to 1.25FAR) and slightly more than Single Family (0.35FAR).

What are the next steps?

The next steps are to incorporate the various public comments and present a completed submission to West Vancouver staff, residents and council.

What is the timing?

Subject to approval and permits, we are ready to start immediately.

Sterling Pacific Developments

Sterling Pacific Developments, a local father and son company dedicated to crafting exceptional family homes on the North Shore.

Dave and Jamie Harper, the owners of Sterling Pacific, have over 30 years of success in the speculative building market where homes are built to be sold. The speculative building market is a market where you not only have to build quality homes but also homes that the local market demands in terms of design and price.

Dave and his wife, Ronda, were both raised in North Vancouver and when married quickly realized that West Vancouver was where they wanted to raise their family and have resided in West Van for over 38 years. Jamie and his wife, Rachael, now also reside in West Vancouver and have recently welcomed a son, Ayden, into the family. As outdoor enthusiasts, the Harper family could not fathom raising their family in any other community; the local beaches, trail networks, ski hills and rivers are utilized on a near daily basis.

Sterling Pacific has built over 50 single-family homes and remains a tight knit family company focused on exceptional quality and customer service. Sterling Pacific will continue to build homes that fill a void in West Vancouver's family dynamics and homes that add to West Vancouver's unique architectural appeal.

www.SterlingPacificDevelopments.com



Formwerks Architectural Architect

Formwerks Architectural is a full service design house that possesses a portfolio of over 600 custom single-family homes and 2500 townhomes.

Our international portfolio of single-family, multi-family, commercial and destination properties bear the classic ideology of elegance in architectural form, standing apart without pretence.

Fuelled by a desire to create homes that embody architectural and design integrity, we take pride in authenticity – exercising a mindfulness to quality, a responsibility to homeowners and the community as a whole.

www.Formwerks.ca

CREUS Engineering Civil Engineer

CREUS is an established civil engineering company that strives to use the best knowledge, experience, technology and creativity to provide solutions to real-world development issues.

We have extensive background in working through British Columbia, the City of Vancouver, the North Shore, Metro Vancouver, the Sea to Sky corridor and the Fraser Valley.

www.Creus.ca

Howes Technical Advantage Traffic Engineer

Howes Technical Advantage Ltd. (HTA) provides transportation consulting services to clients situated in the Lower Mainland and beyond. Established in October 2010, the services primarily focus on strategic planning, peer reviews, conceptual design, traffic impact studies, parking assessment, project management, alternative transportation mode studies, traffic management plans and technical advice. HTA provides a variety of services directly to clients or through collaboration with larger companies.

We pride ourselves in building and maintaining relationships by providing clients with value added services. Our participation is viewed as an extension of the client's team and provides timely, cost effective services where needed. The spectrum of clients range from municipalities to private sector companies.

Sartori Environmental Environmental Professional

Sartori Environmental was founded in 1987 by Alex Sartori. Since that time we have provided a wide array of environmental consulting services for government, industry, land, resource and recreational development, transportation, and energy proponents. Since its founding, Sartori Environmental has grown conservatively while fostering a commitment to providing the highest quality representation.

At Sartori Environmental, we believe responsible corporate and environmental practices are intrinsic to our business operations, and critical to the success of our projects. We work within the communities we live, and our collective knowledge as residents and environmental professionals gives us first-hand insight into the complex environmental, political and social conditions that govern development within our region. Through the experiences of our qualified and personable staff, we have developed policies, strategies and processes that consider our responsibility to each other, our partners and clients, and the environment. We believe that the environment is everyone's responsibility, be it an individual, corporation or small business such as ours.

www.Sartorienv.com

Chapman Land Surveying Land Surveyor

Chapman has been surveying in British Columbia since 1906 and specializes in all areas of surveying.

“Surveying is the art of interpretation of the ‘lay of the land’ that only a professional surveyor can offer”

At Chapman's, we enjoy the privilege and the challenge.

www.ChapmanSurvey.com

A letter that was distributed to Council and area residents contained many inaccuracies and we feel it is prudent to correct these so that the members of the community can make an informed decision.

A letter titled “*Eagle Harbour Town House Development proposal, Daffodil Drive. Aquila proposed 67 unit townhouse plus 27 townhouse rental units.*” was distributed along with a corresponding petition and has a plethora of misinformation developed to slander the true intent of Aquila. Below are the points summarized and corrected.

“It is clear that, other than some sporadic lane houses some expected single lot transformation into duplex use, that the plan expects all expansion of affordable single family housing to occur in our 4 current commercial nodes or the proposed

- *This is clearly not what the OCP states. The OCP, on page 23, states what key actions are pertaining to housing and neighbourhoods. They are:*
 - regenerate our primarily detached, single-family home oriented neighbourhoods with sensitive infill options, such as smaller houses on smaller lots, coach houses and duplexes;
 - expand “missing middle” housing options, like triplex, townhouse and mixed-use, in locations close to transit, shops, and amenities;
 - respect our neighbourhood character and encourage long-term protection of valued heritage properties with stronger incentives;
 - strengthen our centers and key corridors through local area plans, with separate, detailed and collaborative planning processes to determine area-specific visions, objectives and suitable built-form, heights and densities; and
 - advance housing affordability, accessibility and sustainability through available policy levers Together, these combined OCP actions seek to fill missing gaps for housing and housing choices in existing neighbourhoods and centers, and to provide for more and ongoing seniors and rental housing options

“No support within the document would be found for the proposed Eagle Harbour project including Townhouses.”

- There are two specific policies in the OCP that the Aquila development would have support under. Policy 2.1.4 (page 26) talks about adding ground oriented multifamily on appropriate sites along the Marine Drive Transit Corridor. While Aquila is not “on” such transit corridor, it is “along” such, as it is located within +/- 100m of it. The exact policy is stated below:

Increase “missing middle” housing options with ground-oriented multi-family on appropriate sites along the Marine Drive Transit Corridor (see Map 2) by:

- Considering proposals for sites adjacent to and across the road from “neighbourhood hubs” such as schools, places of worship, parks, recreational facilities, local commercial nodes, and existing multi-family uses;
- Reviewing designs in relation to site characteristics (eg, site area, configuration, access) and compatibility with neighbourhood context and character; and
- Considering a range of housing types including duplexes, triplexes, fourplexes, rowhouses, and townhouses to a maximum of three storeys

“No support within the document would be found for the proposed Eagle Harbour project including Townhouses.”

- The other policy is 2.1.7 (page 26), which pertains to site specific zoning changes for sites that have a degree of separation from adjoining single family. Aquila is bordered on the North by the CN Railway, to the East by Westport Rd, to the South by a ravine along with a significant forested area that is being retained and to the West by an over 75’ wide environmental/ fish rehabilitation area. The specific policy is stated below:

Consider proposals within neighbourhoods for site-specific zoning changes that are not otherwise supported by policies in this plan only in limited circumstances by

- Reporting to Council after preliminary application review to allow an early opportunity for public input;
- Considering sites or assemblies that present a degree of physical separation from adjoining single-family dwellings (eg, adjacent to a green belt, grade change, park, school, or existing multi-family site);
- Requiring demonstration of minimal impact to access, traffic, parking and public views in the neighbourhood;
- Restricting to one or more of a range of low-rise housing types including duplexes, triplexes, rowhouses, townhouses, seniors, rental and apartment buildings to a maximum of three storeys;
- Reviewing form and character to support siting and designs that respond and contribute to neighbourhood context and character; and
- Ensuring information meetings with public notification prior to formal Council consideration in

“The Developer refers to being on a transit hub as permission for this town house, high density project. Transit Hub is defined as (a place where passengers and cargo are exchanged between vehicles or/and between transport nodes) therefore the developer is incorrect. Also any reference to Transit within the community plan ties transit as one amenity which must be tied with “Centres”, “amenities”, “shops” etc.”

- While we would agree with the “Say No To Aquila’s” definition of “Transit Hub”, it is irrelevant as the reference we stated for transit pertains to the Marine Drive Transit Corridor as defined in the OCP (policy 2.1.4 page 26). In addition, it would be incorrect to state an FSR of only .45 as high density. Finally, where transit is referenced in the OCP, it is not just tied to “centers”, amenities, shops etc. The OCP contains a complete section on Transportation and Infrastructure and the key OCP actions are as follows:

While specific operational guidelines and project decisions around transportation infrastructure are directed through more detailed network plans, the OCP provides high-level policies to guide the approximate locations and scale of future transportation systems in the community. These policies provide a framework for ongoing improvements and investments, and integrate these with the over-arching land use planning objectives and functions of an OCP.

To address the current challenges and anticipated transportation needs of our current and future generations, this OCP seeks to:

- Encourage and prioritize walking and cycling through expanding key new connections, improving safety and integrating these systems with transit;
- Support and prioritize transit mobility and regional connections to improve infrastructure and services and advance connectivity for all travel modes;
- Enhance road network accessibility, safety and efficiency with key new road linkages and safety upgrades; and
- Promote sustainability and transportation innovation, such as car and ride sharing, and electric and low-emission vehicles. Additionally, policies within other themes of this OCP will be implemented in an integrated manner to support our transportation networks.

“Key issue Climate Change ; “local communities have a role to mitigate GHG emissions. This includes creating compact, complete and energy efficient communities”

“The District adopted GHG reduction strategies in 2016 to mitigate West Vancouver’s contribution to Climate change. The land use, transportation and infrastructure policies of this OCP are aligned with this plan.”

This high density project which is not located in one of the five centers noted in

- This is not a key issues in the OCP, but rather it comes from a statement on page 11, which pertains to a comment that GHG emissions requires actions at a national and international level but local communities also have a responsibility, which includes creating compact, complete and energy efficient communities that support reduced fossil fuel consumption. On page 11 of the OCP it states that housing is an important factor in reducing GHG emissions as there is no suitable affordable housing available in West Vancouver, thus nearly 75% of the workforce and 25% of the students commute into West Vancouver, which contributes to GHG emissions. Furthermore, it states the “OCP can help reduce the pressure of constrained supply and enable the development of desired forms of housing to increase housing options. Policy 2.1.23 (page 31) pertains to energy efficiency and GHG emissions and reads as follows:
 - Advance community energy efficiency and reduce GHG emissions by:
 - Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
 - Increasing the percentage of efficient building forms;
 - Requiring leading energy efficiency standards and considering site design and orientation;
 - Encouraging renewable energy; and
 - Considering incentives to support building retrofits for improved energy efficiency
- Aquila’s location is an ideal location to reduce vehicle usage as it is located along the Marine Drive Transit Corridor, next to Eagle Harbour Elementary School and just over 2kms to Caulfield shopping centre and Rockridge Secondary School. Furthermore, it is located within easy walking distance of Park Verdun, Eagle Harbour beach, Whyte Lake park, and Seaview walk. Again, being in close proximity to all of these outdoor recreation areas will eliminate the need to drive to them. The OCP states that 73% of West Vancouver residents want to live close to parks and trails. The homes will be designed so that they are extremely efficient both in terms of the building forms, as well as energy efficiency.

The other area in the OCP, which has an impact on climate change is Parks and Environment.

The key OCP actions for Parks and Environments are:

While more detailed strategies provide the operational guidance to protect specific environmental systems and assets, an OCP can provide high-level policies to indicate our overall intent and land-use actions to protect our environment

This OCP seeks to:

- Manage our urban environment by strengthening existing environmental regulations and facilitating environmental restoration and enhancement actions;
 - Protect and enhance the ecological integrity of specific natural assets, including our watercourses, riparian areas and watersheds, foreshore areas, and sensitive habitats; and
 - Respond to climate change and build climate resiliency across the community
- *The specific policies that pertain to Aquila are (page 62)*
 - 2.6.2 *Mitigate on-site and off-site environmental impacts through proactive land use, design, construction, and site restoration requirements, and seek no-net loss of riparian habitats and environmental assets.*
 - 2.6.3 *Facilitate on-site and off-site environmental enhancement on both public and private lands as opportunities arise (e.g., creek daylighting, fish habitat restoration, invasive species management)*
 - 2.6.7 *Manage land uses to protect the ecological value of watercourse and riparian corridors through development permit conditions.*

“OCP Targets include 8% increase in walking, Cycling or transit trips, with a 75% reduction in GHG emissions” *this reflects the expansion of town houses in the Centers.*

For example, our Centers would likely see higher ratios of multi Family dwellings, more jobs, and more people walking, cycling or taking transit compared to our single-family neighborhoods.” Therefore, we can expect to see Centre specific targets to be developed during local area planning processes.”

The OCP recognizes that no policy can stand-alone nor can a single community wide objective be pursued absent consideration for others. For example, policies to locate Housing in our town and village centers support the local economy with local customers and also reduce transportation needs (congestion) and the associated environmental impacts

- The OCP does state an 80% increase in walking, cycling and transit trips but states a 40% not 75% reduction in GHG emissions. As previously stated this does not reflect only the “expansion of townhouses in the centers” but rather the OCP states a number of policies to accomplish this, such as more affordable and diverse housing so less people have to commute to work or school in West Vancouver, location close to transit to reduce vehicle dependency, energy

“Expand “missing middle” housing options like Duplexes and townhouses and mixed use in locations close to transit, shops and amenities”.

“HOW THESE HOUSING ACTIONS SUPPORT OVERALL COMMUNITY OBJECTIVES”

“more units located in centers and near transit, can reduce the community’s overall impacts on the environment and GHG emissions.”

“Housing located in and around commercial centers can better accommodate our work force” “locating housing closer to shops also support a stronger and more diverse customer base”

“Strengthening our centers and corridors.”

- Housing is a significant component of the OCP and as stated previously, covers topics from regenerating single family neighbourhoods with infill options to strengthening centers and key corridors through local area plans. As Aquila is located along the Marine Drive Transit Corridor, policy 2.1.4, which states ground oriented multi family and in addition policy 2.1.7 would apply. Policy 2.1.7 also considers a multi family use as the property is physically separated from adjoining single family homes.

“West Vancouver will need 5000 additional dwelling units by 2041” based on City estimates.”

“Based on the target noted above the following will exceed same without breaking the rules by including proposed redevelopment in Eagle Harbour.”

“4500 additional units have been estimated to be available by the OCP through new development in 4 specific “centers” areas.”

“Marine drive (between 2rd street and 11th street)

- *Ambleside*
- *Taylor way corridor*
- *Horseshoe Bay*

*This does not include the developments of “the upper lands and Cyprus village
“The estimate in this area is absent but would be in the many hundreds as a minimum.*

It is clear that the need for 5000 additional lower cost higher density units will be exceeded by the projected redevelopment within the four existing centers along with the planned new center.

- The OCP does state by 2041 5000 additional dwelling units will be required. This housing will be in all areas of West Vancouver and Eagle Harbour is not excluded. These 5000 new units are estimated to be comprised of 500 infill units, 1000 ground oriented multi family and 3500 apartment units. The OCP states that development in the following areas, along with the number of homes:

Marine Drive between 3rd and 11th: 500-750
Ambleside: 1000-1200
Taylor Way corridor: 500-600
Horseshoe Bay: 200-300

Thus, the statement of 4500 homes in the above four areas is not reflected in the OCP. Accordingly, the 300-400 infill homes and the 300-350 missing middle homes will be required to meet the objective of 5000 new homes.

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Aquila

Follow Up Report from Dec 10, 2020 Information Meeting

Preface

On Dec 10 2020, Sterling Pacific Developments held a second Public Information Session via Zoom to present Aquila’s revised plan that incorporated comments from the July 27, 2020 session.

Notices of the meeting were hand delivered to all residents within 100m of Aquila and two notices were posted in the North Shore News the week prior. In addition, as we wanted to make sure that everyone within close proximity to Eagle Harbour were aware of the meeting, we had an additional 670 notices delivered via Canada Post.

The meeting was attended by 74 people at its peak. Of these 74 people, 9 of them were affiliated with Sterling Pacific. There were therefore 65 community members that attended out of 725 invitations delivered along with the two newspaper advertisements.

Based on the 725 notices delivered, this is a very low attendance rate of around 8%. Based on the total notification to all West Vancouver residents the attendance rate would be below 1%.

Dec 10 2020 Session Overview

As stated, this was a virtual presentation via Zoom. With Zoom, attendees can chat amongst one another and all of such chat is recorded. That is, we have a complete recording of not only the questions asked but everything that was discussed by all attendees. This entire chat log is attached as Appendix “A”. In the chat, all the names have been redacted however one attendee went so far as to utilize an alias when voicing their negative comments. You will also note that certain participants were telling supporters of Aquila to “give it up”.

After the meeting we received several phone calls and emails commending us on “not taking the bait” from the negative group especially the individual using the alias. We were also told that several people did not feel comfortable voicing their positive opinions during the meeting due to the mob mentality of some of the participants and hence wanted to voice their support confidentially and directly to us.

Our revised duplex plan along with the 9 townhomes next to the railway was presented. This plan reduces the overall number of homes from 67 to 53, a reduction of over 20%. It also reduces the number of homes utilizing Daffodil Dr for access from 46 to 28, a reduction of over 33%. This plan was created based on the feedback received at our original public information meeting on July 27, 2020. Examples of similar developments in West Van were presented which

included Caulfeild Cove townhomes, Meadfeild Wynd duplexes, Sahalee duplexes and triplexes, Edenshaw duplexes, and Highgrove Place duplexes.

Issues Expressed During Dec 10, 2020 Meeting

Construction Time Frame

We heard that the community is concerned about the construction time being longer for Aquila than that of 10 single family homes. This is untrue.

Large single-family homes cannot be presold and the risk of building more than one at a time would be too great. Accordingly, we anticipate the 10 single-family homes would take 10 to 15 years to build out.

The proposed duplexes and the 9 townhomes could be presold and therefore more homes can be built at a time. This means the estimated build out time would be around 3 years.

After our presentation we received an email (Appendix B) from a prominent architect, who lives in close proximity of the development, confirming that if anything our time frame for the single-family development was optimistic. In addition, such architect thanked us for trying to educate the community on the benefits of our proposal.

Number of Homes

We have heard that members of the community are concerned about density, however it appears that these members are concerned about number of homes and not FAR as it relates to density. Our site being large (4.54 acres) and our proposal to build just 7000 sq ft more than currently approved under the single-family home development. That is, we are proposing to build 94,028 sq ft and under the approved 10 single family lots we could build 86,793 sq ft or a very low FAR of 0.42.

The concern from members of the neighbourhood rests with the number of homes being proposed rather than density (FAR). The common concern with the number of units is that the additional residents will “degrade the community”. We believe that adding people who are proud to reside in Eagle Harbour will not degrade the community, rather it will do the exact opposite.

The bottom-line is the those who are against this development do not want any more people in the neighbourhood. They fear the additional families will have an impact on their ability to use the trails and cause the public amenities to degrade. When we have tried to discuss West Vancouver’s OCP to show that more density in West Vancouver is needed and wanted in order to address the missing middle housing options, they tend to agree whole heartedly that this is important, but argue that the OCP does not apply to Eagle Harbour.

In the OCP a significant reduction of Green House Gases is one of the objectives and it is prudent to note that under Aquila's proposal, we are able to build an additional 43 homes while decreasing our overall carbon footprint on the environment. That is, if we were to build 10 homes, these homes would create 28.4 tonnes of Green House Gases per year compared to a mere 14.8 tonnes under the 53 home proposal. We have the opportunity to not only provide West Vancouver with the much needed Missing Middle housing options, but also to decrease the carbon footprint by nearly half.

Traffic Impact

We have heard the concern that Aquila will cause immense increases in traffic and reduce the safety of the neighbourhood. Sterling Pacific has looked at traffic many ways. We have done actual, "boots on the ground" traffic counts, as well as had an engineering firm do projections based on the widely accepted engineering standards.

We have found that the current AM Peak Hour traffic on Daffodil is 11 trips and 215 on Westport. With the current 53 proposal the increase in traffic on Daffodil and Westport during this same time is 19 and 12 trips respectively. (Appendix C)

It is important to note that there would be a traffic impact under the current 10 lot approval. The trip counts on Daffodil during the AM Peak Hour would be 5 and 3 on Westport. From this, it can be said that Aquila is only adding 14 trips during the AM Peak Hour to Daffodil and 9 trips to Westport during that same time.

Another way that we have looked at traffic relates to perspective. This neighbourhood is unique in the fact that all the homes north of Marine Drive have to be accessed by only 3 streets: Cranley, Primrose and Daffodil. In this regard there are 107 homes that are currently accessed by these three streets. To gain perspective, we have counted all trips on these three streets and found that each house accounts for 0.86 trips per home during the AM Peak Hour.

It is also widely accepted that Cranley is a relatively quiet, safe and family oriented street. Cranley currently has 49 trips during the AM Peak Hour which far exceeds the 30 trips (projected and current combined) that Daffodil will see. Based on the counts, Cranley is used to access +63 Homes. Once Aquila is complete, Daffodil will be used to access 39 homes (28 from Aquila and 11 existing).

Home Heights

There were some concerns expressed over the height of the proposed homes and subsequent appearance. The current proposed homes sit at an elevation lower than that of the currently approved development. That is, when working through the planning of Aquila, we were very cognoscente of the neighbours and we tried to ensure that the impact would be less than that of the current approved development.

In similar regards, the privacy of the neighbouring homes has also been raised as a concern pertaining to height. Through the use of green belts and environmental rehabilitation areas, we are able to screen neighbouring homes. We are currently working with neighbours and have found that strategic placement of mature trees can not only appease any concerns about privacy, but also increase the privacy of the neighbouring homes from what they would have under the currently approved development.

Conclusion

In conclusion, the December 10 2020 meeting was in many ways full of constructive feedback and excellent questions. It was also unfortunately, at times, overrun by some residents who were very difficult to communicate with and were not content by our best attempts to answer all their questions. The main feedback we have seen from online comments, forums, the meetings chat and emails we have received is that residents are against any increase in people in their neighbourhood. A letter we received mentioned that this development would bring in residents that would “degrade” the community.

As noted earlier, we did receive many positive emails after this meeting stating that they were not comfortable speaking on the open forum after seeing the supporters being asked if they were friends of the Harpers or to give it up.

We are confident that Aquila will be a development that will not only serve to enhance Eagle Harbour, but also one that all community members will be proud of. The numerous environmental and social benefits from Aquila are immense; from increasing the missing middle housing options in West Vancouver while decreasing our carbon footprint to stream and salmon environmental rehabilitation. Aquila is a development that aligns with the OCP and follows numerous precedent setting examples previously built in West Vancouver.

Appendix A

18:10:58 From [REDACTED] : Will the recording be available for all attendees?

18:12:40 From [REDACTED] : Which councillor made that statement?

18:12:59 From [REDACTED] : craig cameron or booth

18:14:24 From [REDACTED] Phone : I found jaimie senior quite insemcere with threatening that if they do not get approval they will take 10 years to develop and make lots of noise.

18:15:00 From [REDACTED] : Well said!

18:15:28 From [REDACTED] : I looked at Caulfeild Cove area today. It is nothing like the proposed site if you drive through it.

18:15:38 From [REDACTED] : Soprovich also said that it won't be 53 houses for sure. Harper did not mention that!

18:16:08 From [REDACTED] : How many 65?

18:16:21 From [REDACTED] : Totally. Why did they start by poo posing their own original development proposal?

18:16:28 From [REDACTED] : I am a young potential buyer here - 28

18:16:35 From [REDACTED] : No much less that 53!

18:16:43 From [REDACTED] : Wife is a surgeon - would be nice if we can buy in here

18:16:56 From [REDACTED] : Who knows how many are coming in?

18:17:03 From [REDACTED] : Spurway feeds onto Keith and then Taylor way. Major arteries Caulfield Cove feeds onto Headland and marine. Again major arteries

18:17:03 From [REDACTED] : No one!

18:17:20 From [REDACTED] : oh my heart...

18:17:36 From [REDACTED] : The OCP did not contemplate such a development in a neighbourhood like Eagle Harbour. OCP focuses on high density neighbourhoods like Ambleside, Horseshoe Bay and Marine Drive. There needs to be a neighbourhood plan for Eagle Harbour if such developments are contemplated and to be part of the OCP so plans are determined for future development if any. So this development is premature.

18:18:34 From [REDACTED] : And how many live in EH?

18:18:47 From [REDACTED] : I can tell you lots want to live in EH!

18:18:59 From [REDACTED] : Caulfield Cove has a bus to Caulfeild village, so easy transit access to local shopping. Developments like you are planning may make more sense if the infrastructures like transit (and even a 3rd crossing for the increased number of residents due to developments like yours and others planned). When do these amenities get addressed before we increase residences that need servicing?

18:19:02 From [REDACTED] : In their backyard...

18:19:10 From [REDACTED] : We also have the new development up Cypress Mountain.

18:19:23 From [REDACTED] : Of course, but people who live here don't want to have traffic chaos with safety issues by school etc

18:19:45 From [REDACTED] : It is not a surprise that you will receive positive comments from people who do not live in the area. Sure. But talk to the people who live in the community- different story

18:20:39 From [REDACTED]: Don't forget about the [REDACTED] development also being contemplated.

18:20:40 From [REDACTED]: So should the area just never change?

18:20:54 From [REDACTED]: When he says beaches. How many beaches?

18:21:11 From [REDACTED]: The district has a survey on their website with regard to the future development above the highway. This is where the dense development should be. Go online and fill it out

18:21:17 From [REDACTED]: The OCP calls for SAFE neighbourhoods and safe traffic and keeping neighbourhood characteristics. This development does not fulfill this as presented.

18:21:27 From [REDACTED]: This development contradicts the OCP. Eagle Harbour is not a community Centre.

18:21:45 From [REDACTED]: There is no walkability to shops. This is unlike Ambleside, Horseshoe Bay, Park Royal and the new development above the highway.

18:22:03 From [REDACTED]: The district plan is 2500 to 3500 above the highway building a community that has all the amenities

18:22:20 From [REDACTED]: Remember those numbers we taken during COVID. When everyone was shut in

18:22:34 From [REDACTED]: It could do a great job bringing new culture and life into the area!

18:22:50 From [REDACTED]: Traffic study is a joke. You can't use two days sample to forecast traffic. Two days and not even full days! Worst study I have seen ever in my career. Statistics need lots of correct data.

18:24:19 From [REDACTED]: And still most of us on Cranley Drive we know how many cars and trips we do.

18:24:21 From [REDACTED]: What about what West Vancouver district allowed at [REDACTED]? Allowed the subdivision of a single family lot in to two. Cut all but a few trees down and blasted the bedrock down to smithereens.

18:24:25 From [REDACTED]: does your traffic data account for the fact that traffic will increase post COVID once people return to their offices?

18:24:31 From [REDACTED]: No trips because of COVID.

18:24:39 From [REDACTED]: Why would COVID traffic be considered a baseline?

18:24:48 From [REDACTED]: Greedy Greedy

18:24:55 From [REDACTED]: There is great culture, life and sense of community in Eagle Harbour. We have lots of young families as well. We have to recognize that numbers in schools is decreasing because family size is smaller. When we first came onto the street most families were 3, 4 or even 9 kids. Families today are closer to 1 or 2 children

18:25:09 From [REDACTED]: You forgot to mention Bluebell

18:25:19 From [REDACTED]: traffic was counted over 2 days? That's considered a study?

18:25:42 From [REDACTED]: Maybe do proper statistics so that we can discuss. One day every time and never throughout summer time

18:26:02 From [REDACTED] : Hi [REDACTED], I believe a traffic engineer would have done this

18:26:05 From [REDACTED] : 30 trips does not seem at all likely. Young families travel more for work and school. What is the demographic? Of the development vs that of Cranley.

18:26:10 From [REDACTED] : Start by killing the hedge

18:26:19 From [REDACTED] : then move to the trees

18:26:27 From [REDACTED] : ahhh...

18:27:03 From [REDACTED] : Hi I talked to their traffic engineer and she didn't even know we had a beach, only had a bus every 30 min etc. And she should be embarrassed

18:27:39 From [REDACTED] : So you are saying that it is ok for a child to walk across marine drive from Daffodil. Have you actually tried it- we run!!

18:28:39 From [REDACTED] : What beaches?

18:28:55 From [REDACTED] : Tiny beach at Eagle Harbour

18:29:17 From [REDACTED] : Do people ever walk with their golf clubs to the golf course?

18:29:19 From [REDACTED] : How many beaches? I know of only one in Eagle Harbour, and it is full to capacity in summer.

18:29:20 From [REDACTED] : over 2 km to community centre

18:29:40 From [REDACTED] : To be fair 2km is pretty close for most people

18:29:44 From [REDACTED] : Very quick

18:29:44 From [REDACTED] : Eagle Harbour Elementary school is small and is a specialty school. Has the School District talked about enlarging it? I don't think so.

18:30:01 From [REDACTED] : Will there be a covent restricting the ownership of cars from the buyers?

18:30:02 From [REDACTED] : Isn't its attendance falling?

18:30:02 From [REDACTED] : Development above the highway as proposed by the District will be a walking community

18:30:02 From [REDACTED] : side walk is great all the way

18:30:26 From [REDACTED] : Our marine drive is already a safety issue with all the bikes

18:30:27 From [REDACTED] : Seriously, how do you commute your children to the beach on an electric bike.

18:30:33 From [REDACTED] : Good luck driving uphill on Westport to Safeway.

18:30:34 From [REDACTED] : Free E-bike? Sounds like a car salesman

18:30:34 From [REDACTED] : Yes, in the middle of winter, I am going to ride my bike to the shopping Centre!

18:30:47 From [REDACTED] : You are misinterpreting the phrase "car centred"; refers to fact that you need a car to live here, to get supplies, recreation and to get to work. Working Commuters don't take the bus.

18:30:56 From [REDACTED] : First world problem

18:31:20 From [REDACTED] : Does Aquila have to provide less parking spaces because it is providing electric bikes? I have heard this is often done in Vancouver.

18:31:22 From [REDACTED]: The free bike is a marketing ploy-
riding your bike along marine drive is very difficult

18:31:29 From [REDACTED]: A lit crossing would be amazing

18:31:36 From [REDACTED]: Marine drive needs more of those

18:31:59 From [REDACTED]: [REDACTED], are you a buddy of the
Harpers?

18:32:05 From [REDACTED]: walking to shops from say 17th and
Duchess is not too hard - get on the side walks and cross marine drive
with controlled traffic lights. Now think about an elderly person
frying to cross Marine at Daffodil (RUN!) and then navigate Sahali
trail.. especially during the spring when the odd bear comes out!

18:32:16 From [REDACTED]: Your goal is to sell, sell, sell

18:32:23 From [REDACTED]: [REDACTED], obviously

18:32:26 From [REDACTED]: I walk my canoe

18:32:38 From [REDACTED]: A tiny beach that is already overcrowded.

18:32:41 From [REDACTED]: Reap the land

18:33:03 From [REDACTED]: I like people that don't script

18:33:06 From [REDACTED]: trust

18:33:22 From [REDACTED]: city removed the small craft that used to be
left at the beach

18:33:40 From Jacquie Steinberg: However you look at this the proposal
does not fit in with the neighborhood, this is all driven by making
money

18:33:42 From [REDACTED]: So you are suggesting that you will be
putting in a rack at Eagle harbour for their Kayaks

18:35:19 From [REDACTED]: Sahali is within walking distance to the
shopping centre

18:35:27 From [REDACTED]: These look like big duplexes. How much?

18:35:28 From [REDACTED]: nice line of garage doors

18:35:29 From [REDACTED]: So is Edenshaw

18:35:35 From [REDACTED]: How many homes in Edenshaw and how many
acres is it?

18:36:06 From [REDACTED]: 10 houses

18:36:08 From [REDACTED]: ?

18:36:14 From [REDACTED]: and Headland does usually not have the
traffic we have on Marine Drive (with mc's and bikes) or westport rd

18:36:16 From [REDACTED] or else

18:36:52 From [REDACTED]: When we refer to traffic we are talking
about 53 homes= 100 plus cars coming onto Marine drive and Westport.
This is incredible increase in volume.

18:37:02 From [REDACTED]: Greedy

18:37:02 From [REDACTED]: That community trail looks great

18:37:19 From [REDACTED]: Yes, and I think there are also going to
be secondary suites.

18:37:20 From [REDACTED]: Fear mongering

18:37:28 From [REDACTED]: And about 200 more residents

18:37:31 From [REDACTED]: 53 is way too many. Whyte lake
trail is already too crowded on weekends

18:37:39 From [REDACTED]: give it up [REDACTED]

18:37:46 From [REDACTED]: [REDACTED] how do you know. You don't even

live here?
18:38:12 From [REDACTED]: BS
18:38:28 From [REDACTED]: Community plan does not support this density of town homes and duplexes except in Centres which are named and eagle harbour is not a centre.
18:38:44 From [REDACTED]: Well said [REDACTED]
18:38:44 From [REDACTED]: Lots of nice walks in the neighbourhood while shopping :p
18:39:04 From [REDACTED]: agree [REDACTED]
18:39:14 From [REDACTED]: Sorry [REDACTED]. You can't shop on the trails
18:39:23 From [REDACTED]: Most of the green paint is not even on their property ...a con game
18:39:23 From [REDACTED]: Buffers?
18:39:32 From [REDACTED]: Ahhh...fish habitat
18:39:35 From [REDACTED]: I can shop for you mansions
18:39:45 From [REDACTED]: Plus walk the dog
18:39:54 From [REDACTED]: we don't live in mansions
18:40:05 From [REDACTED]: looks like all the birds will have to go somewhere else
18:40:06 From [REDACTED]: I have lived on Cranley Drive for 30 years. I do enjoy hikes and walking, but I can tell you have not ever walked to Caulfield Village to go shopping.
18:40:15 From [REDACTED]: Small single family homes?
18:41:27 From [REDACTED]: Threats
18:41:33 From [REDACTED]: or Else
18:41:43 From [REDACTED]: brand new build 3200 SF at \$2.2M? don't think so
18:41:53 From [REDACTED]: Will there be an access (car) off of Westport Rd?
18:42:01 From [REDACTED]: Why don't you build 10 duplexes?
18:42:06 From [REDACTED]: ahhh... thank you
18:42:24 From [REDACTED]: ahhh
18:42:25 From [REDACTED]: We have numerous people from within the EH neighbourhood who do not walk to Seaview Trail entrance on Cranley to go for their walk. They actually get in their car and drive to Cranley and park at the trail entry, then go for their walk on Seaview. I can guarantee this will also be the case for many of the people who will reside in this new development. Cranley has become a busier and busier street over the last few years as people access the trail.
18:42:32 From [REDACTED]: what is the setback
18:42:39 From [REDACTED]: The key is to get down number of people=cars to the neighbourhood!
18:43:05 From [REDACTED]: If the original 10 homes are too big for the OCP then make 10 duplexes.
18:43:21 From [REDACTED]: not a wetland, if it is a wetland we should be looking for Red Legged frogs. A blue listed endangered species.
18:43:41 From [REDACTED]: [REDACTED] absolutely right, as I live by the

entrance and lots of people drive to walk their dogs here
18:44:19 From [REDACTED]: ahhh...come on everybody don't you see he loves nature
18:44:39 From [REDACTED]: Yes Mats ... we see the cars everyday parked in front of your house!
18:44:42 From [REDACTED]: WV residents are speaking right now
18:45:02 From [REDACTED]: The proposal is for houses up to 3277 square feet. Most houses on Cranley are smaller than this. They are not mansions. They also have nice large lists, generally required for creek setback.
18:45:44 From [REDACTED]: some council members stated that!
18:45:52 From [REDACTED]: There are only three classrooms. How many additional students can it take in. 20? 25?
18:46:03 From [REDACTED]: Dave, we are speaking to you. You still have too many units being built. Bikes and cutting a shrub back will not fix the added traffic, flawed as it is.
18:46:05 From [REDACTED]: Are you actually hearing our concerns about the high density you are proposing with this development?
18:46:18 From [REDACTED]: Again I ask why not 10 duplexes?
18:46:29 From [REDACTED]: OCP permits infill duplexes no town houses no 100% duplexes.
18:46:31 From [REDACTED]: exactly [REDACTED]
18:46:33 From [REDACTED]: Threats agind
18:46:43 From [REDACTED]: Because that won't make them enough \$\$\$!
18:46:47 From [REDACTED]: if you want more young families in the neighbourhood, the cost of some of your duplexes will not be affordable and they may as well buy a house on Cranley.
18:46:48 From [REDACTED]: Yeah, the Mayor and gambol. That was it. The other ones did not comment much except Soprovich who stated that yes for sure there won't be as much as 53 houses
18:46:52 From [REDACTED]: Took logo from Ikea art.
18:47:06 From [REDACTED]: Ok, you got through your presentation, now will you listen?
18:47:15 From [REDACTED]: ahhhh...
18:47:38 From [REDACTED]: yes you live ON the ocean
18:47:42 From [REDACTED]: How many beaches are in the area
18:47:47 From [REDACTED]: we have lived here in EH for 33 years, so we think we know EH better than you!
18:47:58 From [REDACTED]: begging
18:48:00 From [REDACTED]: Are you holding this meeting because it is a requirement or are you planning to consult?
18:48:09 From [REDACTED]: Communities need to be planned out with transit and shopping. this is not a proper site. this is just a money grab.
18:48:12 From [REDACTED]: the only vested interest is money driven
18:49:06 From [REDACTED]: I agree [REDACTED]
18:49:11 From [REDACTED]: The answer is 10 - you have not provided for that

18:49:15 From [REDACTED] GPDC Greedy P- Development Corporations
18:49:21 From [REDACTED]: that question is self serving.
18:49:26 From [REDACTED]: Your survey does not include 10-20??? Why?
18:49:26 From [REDACTED]: We can hear whispering
18:49:33 From [REDACTED]: There Is no option in that question for our answers which is a number of 10.
18:49:38 From [REDACTED]: Eagle Harbour is a school of "choice". Set up by the district. It is a Montessori school which is not always the choice for many families
18:49:41 From [REDACTED]: they never left an answer for the amount allowed without a redevelopment.
18:49:46 From [REDACTED]: Please provide a "not interested in this type of development" option
18:49:48 From [REDACTED]: the question has 30 as the fewest. that is still too high
18:49:59 From [REDACTED]: Did you hear the kids whine about how frustrating this process is
18:50:00 From [REDACTED]: I agree with [REDACTED]
18:50:05 From [REDACTED]: The sweet spot for Aquila is the one that makes them the most money. Don't think for a moment they don't know the answer.
18:50:10 From [REDACTED]: Won't answer as the survey is not including lower numbers
18:50:15 From [REDACTED]: You do not provide room for answers that do not fit in with what you want to hear
18:50:19 From [REDACTED]: Sweet spot would be 20 homes max
18:50:31 From [REDACTED]: price doesn't seem to drop much high price for 30 and 53 change is \$200000
18:50:33 From [REDACTED]: I would click on 30 homes but the truth is, \$1.7-2.4 is not starter home prices. You don't have an option of "none of the above".
18:50:55 From [REDACTED]: All of above and then some
18:51:09 From [REDACTED]: Yes, there is no room to click multiple options
18:51:10 From [REDACTED]: \$1.7-2.4M competes with homes in the area
18:51:13 From [REDACTED]: Agree with [REDACTED]
18:51:15 From [REDACTED]: All of the above- who made this poll
18:51:20 From [REDACTED]: I note there is no option for less homes
18:51:26 From [REDACTED]: won't do well. buy a house with a big yard
18:51:30 From [REDACTED]: number of homes drives traffic. so again your survey questions aren't that great
18:52:09 From [REDACTED]: Agree all but it would not let me say yes to each item.
18:52:18 From [REDACTED]: Can you explain how the traffic study was done, days and locations
18:52:58 From [REDACTED]: I am hoping for secondary suites to be included.

18:53:05 From [REDACTED]: Councillor Sharon Thompson does not agree with the 53 complexes also

18:53:21 From [REDACTED]: Not here

18:53:29 From [REDACTED]: killing Nature

18:53:46 From [REDACTED]: Cranley Dr sits in somewhat of an amphitheatre. The noise from the highway is already an issue. Adding 53 homes on the perimeter of this amphitheatre will only exacerbate the problem. Volume means noise

18:54:04 From [REDACTED]: my question for the developer is how a \$2.4 million duplex addresses the missing middle?

18:54:23 From [REDACTED]: I have read 52 pages of the community plan. There are five named centre for town houses and duplexes. nothing supports this proposal

18:55:21 From [REDACTED]: What are the elevations of the units on your property?

18:56:11 From [REDACTED]: OCP says only on an exception basis for other neighbourhoods.

18:56:25 From [REDACTED]: the developer will sell for highest price that the market will pay. these quotes are fiction.

18:56:29 From [REDACTED]: What worries me is the lack of foresight. It was not until the meeting in the summer that the developers realized that the exit onto Westport Rd was a blind corner. If the developers are unable to do the research and foresee this glaring point, what else have they missed?

18:56:48 From [REDACTED]: What is the build time?

18:57:00 From [REDACTED]: Missing middle...

18:57:05 From [REDACTED]: ahhh...

18:57:16 From [REDACTED]: EH residents need input into a neighbourhood plan, again this development is premature.

18:57:25 From [REDACTED]: so premature

18:57:37 From [REDACTED]: are the houses fee simple or condo?

18:57:48 From [REDACTED]: agree with [REDACTED]

18:57:51 From [REDACTED]: Transit hubs are what are discussed in the community plan. We are on a corridor not a Hub.

18:57:58 From [REDACTED]: But you must have estimates of elevations?

18:58:06 From [REDACTED]: Actually, no you could not push through as this is not the community process!!!!

18:58:37 From [REDACTED]: So if you want to listen, why don't you take the input about the poor data collection for the traffic study under review?

18:58:45 From [REDACTED]: Please answer the build time/schedule

18:58:46 From [REDACTED]: The "we could have pushed this through" comment is completely inappropriate ... is that a threat?

18:58:49 From [REDACTED]: would you support a shuttle bus on Westport, a very steep road for peds and bikes...

18:59:12 From [REDACTED]: If they are amending the OCP we need consultation and then council hearing and approval.

18:59:15 From [REDACTED]: A three story house is 35 feet high. at a minimum.

18:59:16 From [REDACTED]: What about the trees to kill? How

many? Will the whole centre of the property be clearcut?
18:59:19 From [REDACTED]: elevations too hard to read. Please give me estimates of elevations.
18:59:36 From [REDACTED]: Setback from railway must be at least 50 feet as that is there requirement.
18:59:51 From [REDACTED]: No go to the trees to kill question
18:59:56 From [REDACTED]: my question for the developer is how a \$2.4 million duplex addresses the missing middle?
19:00:00 From [REDACTED]: you skipped that
19:00:12 From [REDACTED]: we can hear you whispering
19:00:24 From [REDACTED]: Answer the question pls
19:00:26 From [REDACTED]: So rude
19:00:37 From [REDACTED]: Please answer the build time/ schedule
19:00:38 From [REDACTED]: Stop asking us to contact you later
19:00:43 From [REDACTED]: Just answer the question
19:00:49 From [REDACTED]: Are you avoiding the building time schedule/
19:00:50 From [REDACTED]: Has the wetlands been looked at for the endangered red legged frogs in local micro wetlands
19:01:09 From [REDACTED]: or skip questions you don't like
19:01:20 From [REDACTED]: Red Legged Frogs in wetlands
19:01:23 From [REDACTED]: You should name the project tequila not aquila
19:01:24 From [REDACTED]: How will this change the face of the hill? Now we look at the hill and see a lush hill with mature trees and smaller homes.
19:01:32 From [REDACTED]: no
19:01:35 From [REDACTED]: non
19:01:40 From [REDACTED]: no way
19:01:47 From [REDACTED]: Have you considered 10 duplexes instead of the 10 houses?
19:01:50 From [REDACTED]: more set back
19:02:00 From [REDACTED]: [REDACTED], they are not listening to you
19:02:06 From [REDACTED]: Are you going to give us a copy of these questions and answers?
19:02:08 From [REDACTED]: great
19:02:14 From [REDACTED]: one at a time
19:02:17 From [REDACTED]: threat
19:02:39 From [REDACTED]: It would be good if you answered [REDACTED] question
19:02:41 From [REDACTED]: in and out quick
19:02:57 From [REDACTED]: ya [REDACTED]
19:02:58 From [REDACTED]: Thank you for the presentation and for giving us the opportunity to provide feedback. I can appreciate the pros and cons to this development. However, I find it disingenuous to use your previously approved plan as a way to almost threaten the community with 10-15 year long construction times, 10,000+ sq.ft. monster homes, etc. This really makes me wonder if you actually intended to pursue your original plan or if this was just a strategy to justify your current proposal.

19:03:01 From [REDACTED]: Again, how will you address the increase noise from 53 dwelling. Cranley is an amphitheatre. The noise from the highway is already enough

19:03:03 From [REDACTED]: During construction, will the dump trucks go past the school and the sharp Westporbend and marine Drive

19:03:24 From [REDACTED]: my question for the developer is how a \$2.4 million duplex addresses the missing middle?

19:03:28 From [REDACTED]: Price point for them to make their bottom line

19:03:37 From [REDACTED]: Why don't you donate part of the land for a park?

19:03:53 From [REDACTED]: We other resident could walk our dogs there.

19:04:55 From [REDACTED]: HB

19:05:02 From [REDACTED]: So how do you get to the Westport entry?

19:05:04 From [REDACTED]: Pardon me. Volume of people 52 homes= 200 people at least... and you don't think that this will increase the noise in general

19:05:48 From [REDACTED]: Every one that lives here chose the neighbourhood. Green, low density. if we wanted density we would have purchased in ambleside or Dundarave.

19:05:50 From [REDACTED]: Oh...the lower end of the missing middle downsizers

19:05:56 From [REDACTED]: Sell, sell sell

19:06:13 From [REDACTED]: Thank you [REDACTED]! Totally agree

19:06:26 From [REDACTED]: Green belt should be for animals

19:06:31 From [REDACTED]: agree [REDACTED]

19:06:41 From [REDACTED]: No, dog park in middle

19:06:49 From [REDACTED]: no dogs near creek

19:06:51 From [REDACTED]: So trucks have to pass the school!

19:07:22 From [REDACTED]: Trucks on Westport is a disaster

19:07:27 From [REDACTED]: [REDACTED] I agree with you. We invested in this area!!

19:07:40 From [REDACTED]: amphitheater

19:07:52 From [REDACTED]: And trucks don't go to the S toS Highway. They head East!

19:08:06 From [REDACTED]: Beaches

19:08:15 From [REDACTED]: Where are the beaches

19:08:21 From [REDACTED]: Where the current entry now is from Westport, how close will your townhouses and duplexes be to this road?

19:08:24 From [REDACTED]: Depends what time you are walking in the neighbourhood. People sitting out on their deck, their voice will echo into the amphitheatre. Noise at that angle will travel

19:08:28 From [REDACTED]: Plural

19:08:30 From [REDACTED]: Could you comment on [REDACTED] point regarding density

19:08:38 From [REDACTED]: Where is the other beach

19:08:38 From [REDACTED]: There's no space as it as at eagle harbour

19:08:38 From [REDACTED] : Again, are you going to collect better data for your so called traffic study

19:08:45 From [REDACTED] : You said beaches

19:08:54 From [REDACTED] : Such a small beach

19:09:02 From [REDACTED] : There are no other beaches this is not AMBLESIDE

19:09:07 From [REDACTED] : There is only ONE beach in Eagle Harbour

19:09:08 From [REDACTED] : Or ENGLISH BAY

19:09:12 From [REDACTED] : exactly

19:09:21 From [REDACTED] : Or KITSALANO

19:09:39 From [REDACTED] : Average per home 2.7 cars in this neighborhood. 159 new cars sounds like noise.

19:09:39 From [REDACTED] : Small beach

19:09:47 From [REDACTED] : The beach is too small already

19:09:48 From [REDACTED] : I mean the beach

19:10:24 From [REDACTED] : But two counts during two days is not adequate!

19:10:39 From [REDACTED] : Wasn't the original intent of developing more housing units in the "missing middle" to address housing affordability? It seems difficult to address affordability when the pricing is on par with single family dwellings currently in the area.

19:10:48 From [REDACTED] : Your assumptions are incorrect as to trips per new family.

19:10:53 From [REDACTED] : Every one that lives here chose the neighbourhood. Green, low density. if we wanted density we would have purchased in ambleside or Dundarave.

19:10:58 From [REDACTED] : If already approved for 10 homes, why the need to expand this huge development. Money can be the ONLY reason.

19:10:59 From [REDACTED] : but the traffic data seemed so off, it didn't make sense with what we see/experience.

19:11:14 From [REDACTED] : can we please get the details from the traffic study?

19:11:49 From [REDACTED] : What about oversight? Look at 5771 and 5773 Primrose Place. Was one lot and was subdivided into two and all the trees were cut down. The rock blastee

19:11:54 From [REDACTED] : What other property would be purchased to extend EH beach??

19:11:55 From [REDACTED] : How long will this process take before you break ground

19:12:01 From [REDACTED] : It comes from development

19:12:06 From [REDACTED] : nice try

19:12:07 From [REDACTED] : So why don't you go build in Lionsbay near the beach there

19:12:10 From [REDACTED] : Once a sale is agreed what will the extra monthly strqat

19:12:11 From [REDACTED] : #'s

19:12:24 From [REDACTED] : Also what about construction traffic... For how many years?

19:12:30 From [REDACTED] : per your request here is my comment re desity. Every one that lives here chose the neighbourhood. Green, low

density. if we wanted density we would have purchased in ambleside or Dundarave.

19:12:50 From [REDACTED] : what will the monthly strata fee be?

19:12:52 From [REDACTED] : Have you gone down to EH Beach and polled where the users are coming from???

19:12:56 From [REDACTED] : No

19:13:07 From [REDACTED] : Insta BS

19:13:09 From [REDACTED] : You have to statistically have more samples

19:13:23 From [REDACTED] : The beach question please

19:13:26 From [REDACTED] : Press on ... you have addressed my concerns. The community needs this type of product for young families. Thank you

19:13:38 From [REDACTED] : at different seasons, days and times of days. there are not clear peak times here.

19:14:14 From [REDACTED] : wow your heart is really in the right place

19:14:24 From [REDACTED] : I am concerned about developments like the one currently visible from Eagle Harbour Beach and the one at the foot of Primrose. These might not be large scale commercial developments like yours, but how can we be sure you won't decimate the properties of trees undermining the integrity of the hill and ruining the face of the hill?

19:14:58 From [REDACTED] : just checked REALTOR.ca there are many many homes under 1.5m

19:15:13 From [REDACTED] : But as you told us in the summer, this might not be your first home. Many of us were not able to purchase a brand new home in a beautiful area as our first home. As you mentioned, we purchased small, say small condo and then moved up.

19:15:19 From [REDACTED] : Are you able to tell us how many participants are from this area?

19:15:27 From [REDACTED] : This was data from averages in North America acc to the traffic consultant

19:15:51 From [REDACTED] : What?

19:16:01 From [REDACTED] : Sell, sell, sell

19:16:12 From [REDACTED] : Nope

19:16:15 From [REDACTED] : BS

19:16:42 From [REDACTED] : GPDC

19:16:50 From [REDACTED] : Look at Cranley Drive and count how many cars each family has and make a survey how often they typically drive in and out. Many actually have 4 cars and go with children, go shopping, drive errands plus you have delivery trucks and trades people.

19:16:54 From [REDACTED] : Sahali is adult focused neighbourhood. Not family traffic

19:16:56 From [REDACTED] : Fear

19:17:06 From [REDACTED] : money, money, money

19:17:12 From [REDACTED] : No one wants 200 more people living in Eagle Harbour

19:17:16 From [REDACTED] : Lord Stanley, donate the land

19:17:19 From [REDACTED] : or halg
19:17:20 From [REDACTED] : Density is relative--are we eventually going to a Manhattan densiity?
19:17:21 From [REDACTED] : half
19:17:30 From [REDACTED] : greed
19:17:32 From [REDACTED] : greed
19:17:40 From [REDACTED] : ahhhhhhh
19:17:45 From [REDACTED] : the missing middle
19:17:46 From [REDACTED] : Building 10 duplexes will be a good solution. As you have said, this will not meet your price point as to how much the developer will earn.
19:17:51 From [REDACTED] To Jamie Harper(privately) : A question from one of the "non-haters"... any estimate of strata/condo fees?
19:17:52 From [REDACTED] : sell sell sell
19:17:56 From [REDACTED] threat
19:18:02 From [REDACTED] : or elsse
19:18:04 From [REDACTED] : else
19:18:06 From [REDACTED] : Plus the traffic to the elementary and High schools is already out of control. More families = more traffic
19:18:07 From [REDACTED] : Looks like we need to pressure council
19:18:10 From [REDACTED] : must fit the character of neighbourhood
19:18:11 From [REDACTED] : density is one step at a time. Manhattan in ten years
19:18:21 From [REDACTED] : Sahali is ADULT oriented. Not for young families!
19:18:40 From [REDACTED] : Missing housing is why they are doing the upperLands development, the Horseshoe bay project
19:18:55 From [REDACTED] : What days were these stats taken
19:19:00 From [REDACTED] : so any more cars would be scary
19:19:03 From [REDACTED] : Delivery trucks is a very real concern. There are so many right now, probably due to COVID. However, it is expected this will continue past COVID. There are so many delivery trucks.
19:19:03 From [REDACTED] : But we don't have peak hours and you picked one day a specific hour
19:19:03 From [REDACTED] : Your density numbers don't account for all
19:19:34 From [REDACTED] : I will say it again; OCP does not apply in this case. If you want it too you need to amend not distort it to fit your argument.
19:19:39 From [REDACTED] : who paid them to count?
19:19:43 From [REDACTED] : Correct, not lots of traffic now. BUT when you add 110 cars plus. Then look at the numbers
19:19:52 From [REDACTED] : I call BS to to the number of cars driving on Cranley, your count is off.
19:20:00 From [REDACTED] : yes
19:20:06 From [REDACTED] : Now it is not a big lineup on Cranley. With 75 more cars coming from daffodil, there will be
19:20:16 From [REDACTED] : Rape of the land

19:20:30 From [REDACTED] : You will cut all the trees down in the middle

19:20:37 From [REDACTED] : But the main concern is traffic on Marine Drive and westport and safety for children

19:20:40 From [REDACTED] : BS

19:20:41 From [REDACTED] : Additionally - Daffodil onto Marine at that corner will be ridiculous.

19:20:57 From [REDACTED] : Does everyone in this chat get the Eagle Harbour News email? If not I suggest signing up for it!!!

19:21:05 From [REDACTED] : Are you planning on having speed bumps on Westport

19:21:30 From [REDACTED] : to slow the traffic down to get into Primrose, it is quite a sharp turn

19:21:50 From [REDACTED] : Are you planning to ask for traffic lights on westport road to allow people to come out onto westport

19:21:55 From [REDACTED] : Why do you have to put trees put back in? Build around the trees?

19:22:46 From [REDACTED] : I would imagine they would not be the same mature trees.

19:22:48 From [REDACTED] : Will you advertise the size of the beach in EH or continue to say beaches?

19:23:55 From [REDACTED] : Sahali is a an ADULT/Senior oriented community... wealthy older people ,... NOT a reasonable comparison Plus Sahali units sell well over 1.5 M.

19:24:26 From [REDACTED] : fear

19:24:38 From [REDACTED] : So Gangbusters?!!!!

19:24:51 From [REDACTED] : ahhhh

19:24:55 From [REDACTED] : So for the next 10-15 years we are all subject to construction noise?????

19:25:21 From [REDACTED] : I don't see a traffic report on your website. please can you provide the full details.

19:25:34 From [REDACTED] : yes they will

19:25:43 From [REDACTED] : It will impact Marine drive

19:26:12 From [REDACTED] : Its disappointing that Council/ Planning thinks its OK to subject a neighbourhood to 10-15 years of construction noise by approving the original 10 homes and their building plan of 1 at a time.

19:26:18 From [REDACTED] : Alllllll of the trees

19:26:27 From [REDACTED] : begonias

19:26:33 From [REDACTED] : pansys

19:26:34 From [REDACTED] : Pease stick with the approved development. Save this type of development for planned areas with shopping and walkability.

19:27:29 From [REDACTED] : I agree re [REDACTED]'s comment.

19:28:36 From [REDACTED] : AS a teacher in the school district I absolutely disagree!

19:28:44 From [REDACTED] : then why do my kids have 30 kids in their classes

19:29:01 From [REDACTED] : Is the developer agreeing to fix the price max now. No it will be sold at market price. watch it go up.

19:29:14 From [REDACTED] : WRONG re Rockridge. Mayor Booth removed the buses to local schools so all the kids are expected to walk - and more traffic is even problem

19:29:24 From [REDACTED] : Who did the counts?

19:29:24 From [REDACTED] : There is a traffic jam every school day on Headland Drive when school starts in the morning and at the end of the school day. We all had to drive our kids up the hill to school. There will now potentially be 53 more families driving their kids up to Rockridge each day. This has nothing to do with international or out of district students.

19:29:41 From [REDACTED] Exactly [REDACTED]. The traffic jams started when those buses were eliminated.

19:29:44 From [REDACTED] : BOOTH removed the buses

19:29:53 From [REDACTED] : The high schools is a different story as they are schools of CHOICE. The elementary schools will take international students not because we are trying to fill our schools, but instead help to provide funds.

19:29:58 From [REDACTED] : The kids are NOT coming from other areas

19:30:15 From [REDACTED] : Agree [REDACTED]

19:30:26 From [REDACTED] : Yup, we had school buses and then they removed that, thus the increased cars to Rockridge, Gleneagles and Caulfield Schools.

19:30:35 From [REDACTED] : Are picking and choosing questions....

19:30:36 From [REDACTED] : your traffic data is incorrect. Your assumptions of cars and trips per household are incorrect!

19:30:46 From [REDACTED] : The only schools that take students from North van and Vancouver are Hollyburn and westcot as they are both close to the bridge an boarders. Most other schools do not take from out of distric

19:30:54 From [REDACTED] : Have you proposed less development instead of speed bumps?

19:31:19 From [REDACTED] : What consideration have you given to the amazing beach in the neighbourhood (Eagle Harbour Beach) - it is already rammed in the summer with people driving in all the way from Port Coquitlam. There is only one road in and out and it is already unsafe for all the kids and other pedestrians. It simply cannot accommodate any other people.

19:31:34 From [REDACTED] : BS

19:31:41 From [REDACTED] : How much further south guys??? For the Westport entrance

19:31:47 From [REDACTED] : How does a development like this work? Does the district get the extra value of the property post development or is this all for the benefit of the developer.

19:32:18 From [REDACTED] : What/Where is the plan to add the kayak storage? Do you have an agreement with EHYC?

19:32:22 From [REDACTED] : the Developer and city gets Taxes in future.

19:32:30 From [REDACTED] : apples to apples please

19:32:52 From [REDACTED] : Sahali is elder people... far less driving

19:33:01 From [REDACTED] : south of Westport entrance is a ravine

19:33:13 From [REDACTED] : I can tell you that EHYC already does have kayak

storage for MEMBERS ONLY. It is a private club that is already having issues with people parking on the property who are not members and visiting the beach.

19:33:25 From [REDACTED]: I'm also curious about the comment/proposal of kayak/SUP rack @ EH beach and where it would go, how it would be secure and how would everyone be able to take advantage of it without it becoming a business in and of itself. Please provide further detail.

19:33:52 From [REDACTED]: Demographics have changed. Yes, 5 years ago kids were coming in from out of district. This is no longer the case. The local schools are full of local kids. period.

19:34:58 From [REDACTED]: Sahali fits in with the character of that neighbourhood, your proposed development does not.

19:34:59 From [REDACTED]: UGH.. you guys have NOT done your research. All your comments suggest you have all the answers - and the community that lives here and knows about all these issues seem to vastly disagree with you

19:35:01 From [REDACTED]: Remember Eagle Harbour is Montessori so not everyone wants to go to that type of school. Again high school does have kids from out of district due to the programs. IB Diploma, MYP, sports and dance academies to name a few. I

19:35:27 From [REDACTED]: Are you a member of this community?

19:35:44 From [REDACTED]: Of the 18% that negatively support the project after the first consultation, how many are EH residents?

19:35:52 From [REDACTED]: Well then just propose less development

19:36:32 From [REDACTED]: My concern is that your survey does not include options that many residents would opt for. For example, the minimum number of houses you mention are 30. Some may want less. So you don't allow for a wide range of options to choose from. Just those that fit with what you want

19:36:53 From [REDACTED]: I walk my canoe

19:36:58 From [REDACTED]: on wheels

19:37:13 From [REDACTED]: But there is no space!?

19:37:14 From [REDACTED]: walk

19:37:28 From [REDACTED]: where would it be put

19:37:49 From [REDACTED]: We have waited 3 years for reconstruction of beach retaining walls are you suggesting your money will change their attention to EH beach.

19:37:53 From [REDACTED]: at which beach of the beaches in your proposal

19:38:10 From [REDACTED]: Your number of housing units is too high. Are you listening

19:38:18 From [REDACTED]: EH SCHOOL IS MONTESSORI!

19:38:27 From [REDACTED]: If you do not know how much the District would take in an uptick in property values how do

19:38:32 From [REDACTED]: "this community"?

19:38:33 From [REDACTED]: you have pricing.

19:38:38 From [REDACTED]: L

19:38:42 From [REDACTED]: where in the community do you live

19:38:45 From [REDACTED] : Yup... he's ocean front
19:38:51 From [REDACTED] : Eagle Harbour School is so small it has three classrooms. The remaining 25% is only a handful of children. Further, it's a specialty school.
19:38:54 From [REDACTED] : will the development impact you
19:38:58 From [REDACTED] : answer
19:39:00 From [REDACTED] : it
19:39:06 From [REDACTED] : no...
19:39:06 From [REDACTED] : Is there going to need a sewer/water upgrade?
19:39:11 From [REDACTED] : WVSD lost many international students due to covid.
19:39:18 From [REDACTED] : I have heard ONE comment for support. Seems no one else is interested. When do you choose to hear this?
19:39:19 From [REDACTED] : You have not addressed the question about the survey options
19:39:28 From [REDACTED] : have any counsellors been out to visit the property and area in context of this development?
19:39:31 From [REDACTED] : Will you be impacted by the development?
19:39:52 From [REDACTED] : You have an approve plan, go with it
19:39:58 From [REDACTED] : Don't expand
19:40:15 From [REDACTED] : Avoiding question
19:40:34 From [REDACTED] : agree
19:40:36 From [REDACTED] : Your proposal contradicts the OCP
19:40:39 From [REDACTED] : You will not be affected by the development
19:40:50 From [REDACTED] : Your proposal contradicts OCP
19:40:51 From [REDACTED] : If your development is going to take 10-15 years, what will the cost to purchase be in 10 years?
19:40:52 From [REDACTED] : At the end of the session, could you please review the new plan and the differences to the old plan?
19:40:52 From [REDACTED] : avoding
19:40:56 From [REDACTED] : You have not addressed the question about the survey
19:41:00 From [REDACTED] : Already mentioned 2ice
19:41:17 From [REDACTED] : If you listen to all this feedback you can hear that there is no support for 53 houses
19:41:18 From [REDACTED] : Fear
19:41:50 From [REDACTED] : There are 57 people on this call and I have heard ONE voice for support. What is your response to this?
19:42:05 From [REDACTED] : Greed is not appreciated
19:42:07 From [REDACTED] : ?
19:42:11 From [REDACTED] : but you can't be held to any timeframe, can you?
19:42:12 From [REDACTED] : The survey questions that you provided us only started with the option of 30 homes. We would prefer far less
19:42:15 From [REDACTED] : And the one voice for support is from outside the area.
19:42:26 From [REDACTED] : Greed
19:42:29 From [REDACTED] : Here's another voice of support.

19:42:39 From [REDACTED] : Living in EH
19:42:40 From [REDACTED] : Did your original proposal for the 10 homes mention the 10-15 year build time? You painted a picture of this that makes me surprised council approved it.
19:42:50 From [REDACTED] : I received it through a neighbour even though I have sent many requests to you.
19:43:01 From [REDACTED] : It does not mean the the silent majority support the project
19:43:03 From [REDACTED] : How many of the people you sent to have Zoom experience?
19:43:08 From [REDACTED] : Many don't have the time to make it to his call
19:43:14 From [REDACTED] : This is my second because of covid
19:43:22 From [REDACTED] : mailed to 700 people? I only found out through a local neighbour? how was this mailing list put together ?
19:43:23 From [REDACTED] : I just saw it in the North Shore news, so don't think it was a secret
19:43:29 From [REDACTED] : ahhhhhh
19:43:30 From [REDACTED] : I am in lower Caulfield and generally support it if done to a high standard
19:43:32 From [REDACTED] : or maybe it is the people who live here. there were 83 people writing to Council the other week in opposition. How do you address that?
19:43:32 From [REDACTED] : I offer to walk the neighbourhood and poll for you
19:43:42 From [REDACTED] : Those who support your development do not live in this neighbourhood
19:43:48 From [REDACTED] : Where do you live?
19:43:54 From [REDACTED] : What part of the area?
19:44:04 From [REDACTED] : "only 18 percent" are against the rest of you should speak up
19:44:08 From [REDACTED] : Will you be affected by the construction ?
19:44:10 From [REDACTED] : He lives in [REDACTED] -
19:44:14 From [REDACTED] : I think its better for these local guys to do something. The alternative is to sell the land offshore and then who knows what we will get
19:44:21 From [REDACTED] : Me too
19:44:32 From [REDACTED] : Not opposed to increasing density. But believe that the number of units is far too many. The property is going to be developed but it's clear that the neighbours are not in favour of this proposal. I would like to see homes at a max of \$1.5 so that people can afford it.
19:44:44 From [REDACTED] : We don't have time to email you - the town hall is the place to get inputs
19:44:45 From [REDACTED] : I think somewhere that you suggested that there was only about 25% negative. Hard to believe.
19:44:45 From [REDACTED] : Why don't you conduct a proper survey of the entire community and have an independent party compile the data to examine the actual level of support for this development?

19:45:15 From [REDACTED]: How many friends of yours on the meeting?
19:45:16 From [REDACTED]: Are we all writing our second or third letters to council after this?
19:45:46 From [REDACTED]: Yes, [REDACTED] - lots more letters.
19:45:55 From [REDACTED]: Could you please post the site map again?
19:46:08 From [REDACTED]: I will happily poll everyone within 2km of this.
19:46:09 From [REDACTED]: But that was why you said only 50 something people on call
19:46:13 From [REDACTED]: Will you release the full traffic study?
19:46:50 From [REDACTED]: I didn't get it and I live on Primrose
19:46:52 From [REDACTED]: We didn't get anything in the mail
19:46:57 From [REDACTED]: Jamie and David, you sound more irritated with this feedback and concerns than interested and curious as to why the concerns and feedback is there.
19:47:00 From [REDACTED]: I don't get the NSN
19:47:06 From [REDACTED]: We are in support. The area needs this. Yes, we are EH residents.
19:47:10 From [REDACTED]: Not everyone gets the North Shore news
19:47:46 From [REDACTED]: if you wish to be heard write council.
19:47:49 From [REDACTED]: No, we were not confused we just wanted to voice our opinion
19:48:40 From [REDACTED]: If you read the community plan all the e mails would be the same negative comments.
19:48:52 From [REDACTED]: [REDACTED] I wrote council and they told me get in contact with Sterling. I have never heard back from Sterling and got this notice through [REDACTED]
19:48:55 From [REDACTED]: Will you build a hiking trail through the property to connect from Westport to Daffadil?
19:49:31 From [REDACTED]: Is there a plan for a road from the subdivision onto Westport?
19:50:03 From [REDACTED]: Me
19:50:23 From [REDACTED]: Cranley drive south of Nelson creek services 25 homes! different than 53 new homes
19:50:24 From [REDACTED]: I was given the letter from someone on Cranley
19:50:32 From [REDACTED]: 100M
19:50:36 From [REDACTED]: There we go
19:50:39 From [REDACTED]: We are not in a community centre so north shore news doesn't deliver here.
19:50:43 From [REDACTED]: 100m
19:50:53 From [REDACTED]: it is good to see you thinking outside the box. it is better for the neighbourhoods and WV.
19:50:53 From [REDACTED]: I believe there are about 35 homes in Edendale. Do you know how many acres that property is?
19:51:05 From [REDACTED]: so you live within 100m?

19:52:07 From [REDACTED]: Bike trail too?
19:52:16 From [REDACTED]: not by the creek please
19:52:26 From [REDACTED]: I asked about the elevations earlier because from what I can determine, your units are going to stick out like a sore thumb.
19:53:10 From [REDACTED]: Yes, the lovely renderings make it look like there are no other homes nearby. Reality is I will be staring at them out my kitchen window!
19:53:25 From [REDACTED]: Three levels of basement one level above grade
19:53:27 From [REDACTED]: ...
19:53:36 From [REDACTED]: How many tonnes of rock are estimated to need to be blasted?
19:53:59 From [REDACTED]: On Marine Dr. too
19:54:06 From [REDACTED]: why not
19:54:15 From [REDACTED]: Would you have a crosswalk to get to the sidewalk on the other side of Westport road? Right at the corner???? This doesn't seem safe
19:55:10 From [REDACTED]: I don't think that people are against building affordable homes. We all agree that this would be wonderful. However, the concern is doing patchwork planning. Squeezing dense housing into areas that are single dwelling homes. I fully support the development of community of 2500 to 3500 of affordable housing above the highway. This would be a beautiful community with amenities in walking distance. So again, decrease the volume of housing that goes into this area. Of course it is doable, but it all depends on your profit margin
19:55:32 From [REDACTED]: ^
19:55:35 From [REDACTED]: There is a house
19:55:50 From [REDACTED]: ^^ [REDACTED]
19:55:51 From [REDACTED]: Please respond to my comment above
19:55:57 From [REDACTED]: THanks guys great presentation
19:55:59 From [REDACTED]: Do you feel you are greedy by nature?
19:56:12 From [REDACTED]: [REDACTED] nailed this
19:56:25 From [REDACTED]: Agree with [REDACTED] - thanks for the time/info, gents.
19:56:47 From [REDACTED]: Its adding density TO GREEN SPACE
19:56:53 From [REDACTED]: Would you consider putting a pool in to reduce beach traffic?
19:57:17 From [REDACTED]: Will the directly adjacent property owners be given input on the greenbelt to protect sight lines and privacy?
19:57:18 From [REDACTED]: sell sell sell
19:57:56 From [REDACTED]: Red Legged Frogs
19:58:02 From [REDACTED]: Please quit talking about beaches. There is one overcrowded beach.
19:58:14 From [REDACTED]: Beaches
19:58:28 From [REDACTED]: Stop using it as a selling point
19:58:32 From [REDACTED]: The affordable housing complex above the highway may not have a beach at their door step, but so is the

case for many homes in west van. What they will have is an incredible view , which many of us don't have. As well, they will have beautiful forests for hiking

19:59:08 From [REDACTED] : Cars Cars Cars

19:59:13 From [REDACTED] : Sell Sell

19:59:16 From [REDACTED] : Sell

19:59:22 From [REDACTED] : The community centre is not walking distance

19:59:33 From [REDACTED] : Can you address the fact that most of the comments are not in support of this size of development and do not agree with your points....

19:59:33 From [REDACTED] : that is blatantly not true

19:59:34 From [REDACTED] : Not the right development for this area

19:59:38 From [REDACTED] : But again, to my point, this is not the area to squeeze in many homes. Focus on the development above the highway

19:59:44 From [REDACTED] : \$\$\$\$\$\$

20:00:00 From [REDACTED] : your development is going to take some of my green-scape view away

20:00:04 From [REDACTED] : reduce the density to fit the area properly

20:00:33 From [REDACTED] : 10 duplexes

20:00:41 From [REDACTED] : Well said [REDACTED]

20:00:42 From [REDACTED] : ^

20:00:45 From [REDACTED] : 10 duplexes

20:00:48 From [REDACTED] : Your marketing material is bit too sales oriented. When you say 12 minutes to park royal and ambleside park, you mean from the spot on westport Rd to park royal North. Not considering all the stops on the way. and from daffodil, and to ambleside park.

20:00:48 From [REDACTED] : Yes, this plan is already in place. Read the West Vancouver website there is a survey to fill out for the potential development of the 5 zone above the highway. Not a maybe but now within the next 10 years

20:00:48 From [REDACTED] : 10 duplexes

20:00:49 From [REDACTED] : ^

20:00:49 From [REDACTED] : theres your answer

20:00:49 From [REDACTED] : Greed. Donate half the land to the

20:00:51 From [REDACTED] : There is nothing forcing you to build 53 homes. You have a choice to reduce the size of the development.

20:00:53 From [REDACTED] : 10 duplexes

20:00:56 From [REDACTED] : 10 duplexes, I agree

20:00:58 From [REDACTED] : 10

20:01:11 From [REDACTED] : Use your profits to buy the beach at the end of Ghallager

20:01:14 From [REDACTED] : Are you greedy by Nature?

20:01:24 From [REDACTED] : 10 duplexes

20:01:26 From [REDACTED] : Next to Nature

20:01:26 From [REDACTED] : will you redo your proposal after this feedback?

20:01:32 From [REDACTED] : Whats wrong with 10 duplexes?

20:01:32 From [REDACTED] : When will it go to council?
20:01:39 From [REDACTED] : Mine was a question?
20:01:42 From [REDACTED] : You have had numerous people say TEN duplexes. What is your response to this????
20:01:59 From [REDACTED] : Send 10 duplexes to the silent majority
20:02:17 From [REDACTED] : Would 10 duplexes work for you?
20:02:19 From [REDACTED] : Lots of examples of families donating land to park...
20:02:27 From [REDACTED] : Push 10 duplexes and you'll force 10 luxury mega-mansions...
20:02:28 From [REDACTED] : go for it. Be a leader
20:02:28 From [REDACTED] : Can you ask them to mail in 10 or the rest that you gave
20:02:40 From [REDACTED] : so put in 10-120 in your polling questions!
20:02:45 From [REDACTED] : I think everyone wants a response on the 10 duplex figure
20:02:48 From [REDACTED] : sorry to 20
20:02:55 From [REDACTED] : 5 houses and give back to your community
20:03:05 From [REDACTED] : And remember, this development is not going to save West Vancouver. It is not a must do. There is a proposal for this large development above the highway called Caulfield Village
20:03:14 From [REDACTED] : In other words you want to make money
20:03:17 From [REDACTED] : It does not provide for you and yours
20:03:23 From [REDACTED] : But your son is has a young family and was able to buy into West Van
20:03:26 From [REDACTED] : well said [REDACTED]
20:03:27 From [REDACTED] : Of course they want to make money!
20:03:32 From [REDACTED] : They run a business!
20:03:34 From [REDACTED] : threats
20:03:37 From [REDACTED] : threats
20:03:45 From [REDACTED] : or else
20:03:53 From [REDACTED] : Obviously the price point can be a bit higher than what you are saying
20:04:02 From [REDACTED] : We have lots and lots of young families that have moved to EH lately
20:04:02 From [REDACTED] : Greed
20:04:15 From [REDACTED] : How much did you pay for the land?
20:04:16 From [REDACTED] : Sdo why did you start with 10?
20:04:19 From [REDACTED] : So
20:04:22 From [REDACTED] : how much?
20:04:24 From [REDACTED] : If it does not work ?
20:04:25 From [REDACTED] : what did you pay for the land?
20:04:27 From [REDACTED] : answer that
20:04:29 From [REDACTED] : You started with 10
20:04:31 From [REDACTED] : how much
20:04:35 From [REDACTED] : Please answer the question
20:04:36 From [REDACTED] : greed

20:04:39 From [REDACTED] : Do you agree that most people here do not seem to be in agreement with you?
20:04:44 From [REDACTED] : When does this go to council?
20:04:46 From [REDACTED] : Will the suites use gas for heating etc.?
20:05:03 From [REDACTED] : How much did you pay for the land?
20:05:24 From [REDACTED] : Push 10 duplexes with the condition from council that they fall within a certain price range
20:05:37 From [REDACTED] : I agree with you.
20:05:57 From [REDACTED]
20:06:19 From [REDACTED] : Everyone, it is important to email the District
20:06:30 From [REDACTED] : Come on Jamie, how much did you pay for the land. Give back. Don't be so greedy
20:06:40 From [REDACTED] : avoiding question
20:06:45 From [REDACTED] : fear
20:06:56 From [REDACTED] : donate half
20:07:00 From [REDACTED] : how much was the land purchased for?
20:07:14 From [REDACTED] : ahhhh
20:07:20 From [REDACTED] : ya they are
20:07:28 From [REDACTED] : what about how much
20:07:30 From [REDACTED] : ??????
20:07:33 From [REDACTED] : how much was the land purchased for?
20:07:40 From [REDACTED] : mayorandcouncil@westvancouver.ca
20:07:55 From [REDACTED] : We don't have a lack of land in west vancouver lots of room for smart development. we don't want this.
20:07:57 From [REDACTED] : BS
20:08:01 From [REDACTED] : Greed

Appendix A-2

*Chat Log organized by speaker

- Will the recording be available for all attendees?
- Caulfield Cove has a bus to Caulfeild village, so easy transit access to local shopping. Developments like you are planning may make more sense if the infrastructures like transit (and even a 3rd crossing for the increased number of residents due to developments like yours and others planned). When do these amenities get addressed before we increase residences that need servicing?
- but the traffic data seemed so off, it didn't make sense with what we see/experience.
- Why would COVID traffic be considered a baseline?
- traffic was counted over 2 days? That's considered a study?
- Walking to shops from say 17th and Duchess is not too hard – get on the side walks and cross marine drive with controlled traffic lights. Now think about an elderly person trying to cross Marine at Daffodil (RUN!) and then navigate Sahali trail.. especially during the spring when the odd bear comes out!
- Are you actually hearing our concerns about the high density you are proposing with this development?
- Its disappointing that Council/ Planning thinks its OK to subject a neighbourhood to 10–15 years of construction noise by approving the original 10 homes and their building plan of 1 at a time.
- Exactly [REDACTED]. The traffic jams started when those buses were eliminated.
- I'm also curious about the comment/ proposal of kayak/SUP rack @ EH beach and where it would go, how it would be secure and how would everyone be able to take advantage of it without it becoming a business in and of itself. Please provide further detail.
- have any counsellors been out to visit the property and area in context of this development?
- Jamie and David, you sound more irritated with this feedback and concerns than interested and curious as to why the concerns and feedback is there.

- Which councillor made that statement?
- Spurway feeds onto Keith and then Taylor way. Major arteries Caulfield Cove feeds onto Headland and marine. Again major arteries
- It is not a surprise that you will receive positive comments from people who do not live in the area. Sure. But talk to the people who live in the community– different story
- The district has a survey on their website with regard to the future development above the highway. This is where the dense development should be. Go online and fill it out

- The district plan is 2500 to 3500 above the highway building a community that has all the amenities
- Remember those numbers we taken during COVID. When everyone was shut in
- There is great culture, life and sense of community in Eagle Harbour. We have lots of young families as well. We have to recognize that numbers in schools is decreasing because family size is smaller. When we first came onto the street most families were 3, 4 or even 9 kids. Families today are closer to 1 or 2 children
- So you are saying that it is ok for a child to walk across marine drive from Daffodil. Have you actually tried it- we run!!
- Development above the highway as proposed by the District will be a walking community
- Seriously, how do you commute your children to the beach on an electric bike.
- The free bike is a marketing ploy- riding your bike along marine drive is very difficult
- So you are suggesting that you will be putting in a rack at Eagle harbour for their Kayaks
- These look like big duplexes. How much?
- when we refer to traffic we are talking about 53 homes= 100 plus cars coming onto Marine drive and Westport. This is incredible increase in volume.
- Eagle Harbour is a school of "choice". Set up by the district. It is a Montessori school which is not always the choice for many families
- Sweet spot would be 20 homes max
- Councillor Sharon Thompson does not agree with the 53 complexes also
- Cranley Dr sits in somewhat of an amphitheatre. The noise from the highway is already an issue. Adding 53 homes on the perimeter of this amphitheatre will only exacerbate the problem. Volume means noise
- What worries me is the lack of foresight. It was not until the meeting in the summer that the developers realized that the exit onto Westport Rd was a blind corner. If the developers are unable to do the research and foresee this glaring point, what else have they missed?
- Actually, no you could not push through as this is not the community process!!!!
- ████████, they are not listening to you
- Again, how will you address the increase noise from 53 dwelling. Cranley is an amphitheatre. The noise from the highway is already enough
- Price point for them to make their bottom line
- Pardon me. Volume of people 52 homes= 200 people at least... and you don't think that this will increase the noise in general

- ■■■ I agree with you. We invested in this area!!
- Depends what time you are walking in the neighbourhood. People sitting out on their deck, their voice will echo into the amphitheatre. Noise at that angle will travel
- But as you told us in the summer, this might not be your first home. Many of us were not able to purchase a brand new home in a beautiful area as our first home. As you mentioned, we purchased small, say small condo and then moved up.
- Building 10 duplexes will be a good solution. As you have said, this will not meet your price point as to how much the developer will earn.
- What days were these stats taken
- Correct, not lots of traffic now. BUT when you add 110 cars plus. Then look at the numbers
- The high schools is a different story as they are schools of CHOICE. The elementary schools will take international students not because we are trying to fill our schools, but instead help to provide funds.
- The only schools that take students from North van and Vancouver are Hollyburn and westcot as they are both close to the bridge and boarders. Most other schools do not take from out of district
- Remember Eagle Harbour is Montessori so not everyone wants to go to that type of school. Again high school does have kids from out of district due to the programs. IB Diploma, MYP, sports and dance academies to name a few.
- And the one voice for support is from outside the area.
- No, we were not confused we just wanted to voice our opinion
- I don't think that people are against building affordable homes. We all agree that this would be wonderful. However, the concern is doing patchwork planning. Squeezing dense housing into areas that are single dwelling homes. I fully support the development of community of 2500 to 3500 of affordable housing above the highway. This would be a beautiful community with amenities in walking distance. So again, decrease the volume of housing that goes into this area. Of course it is doable, but it all depends on your profit margin
- Please respond to my comment above
- Will the directly adjacent property owners be given input on the greenbelt to protect sight lines and privacy?
- But again, to my point, this is not the area to squeeze in many homes. Focus on the development above the highway
- Yes, this plan is already in place. Read the West Vancouver website there is a survey to fill out for the potential development of the 5 zone above the highway. Not a maybe but now within the next 10 years
- And remember, this development is not going to save West Vancouver. It is not a must do. There is a proposal for this large development above the highway called Caulfield Village

- But your son is has a young family and was able to buy into West Van
- Push 10 duplexes with the condition from council that they fall within a certain price range

- craig cameron or booth
- [REDACTED] obviously
- give it up [REDACTED]
- brand new build 3200 SF at \$2.2M? don't think so
- \$1.7-2.4M competes with homes in the area
- won't do well. buy a house with a big yard

- I found jaimie senior quite insemcere with threatening that if they do not get approval they will take 10 years to develop and make lots of noise.
- Good luck driving up Westport to the Safeway
- Communities need to be planned out with transit and shopping. this is not a proper site. this is just a money grab.
- that question is self serving.
- they never left an answer for the amount allowed without a redevelopment.
- Your density numbers don't account for all
- Pease stick with the approved development. Save this type of development for planned areas with shopping and walkability.
- How does a development like this work? Does the district get the extra value of the property post development or is this all for the benefit of the developer.
- We don't have a lack of land in west vancouver lots of room for smart development. we don't want this.

- Well said!
- How many 65?
- How many beaches? I know of only one in Eagle Harbour, and it is full to capacity in summer.
- Sahali is within walking distance to the shopping centre
- And about 200 more residents
- Because that won't make them enough \$\$\$!
- Please answer the build time/schedule

- Are you avoiding the building time schedule
- And trucks don't go to the S toS Highway. They head East!
- There is only one beach in Eagle Harbour



- I looked at Caulfeild Cove area today. It is nothing like the proposed site if you drive through it.
- A tiny beach that is already overcrowded.
- What are the elevations of the units on your property?
- But you must have estimates of elevations?
- elevations too hard to read. Please give me estimates of elevations.
- Are you going to give us a copy of these questions and answers?
- Where the current entry now is from Westport, how close will your townhouses and duplexes be to this road?
- Are you able to tell us how many participants are from this area?
- Money, money, money
- Must fit the character of the neighbourhood
- Sahali fits in with the character of that neighbourhood, your proposed development does not.
- Are you a member of this community?
- but you can't be held to any timeframe, can you?
- I think somewhere that you suggested that there was only about 25% negative. Hard to believe.
- I asked about the elevations earlier because from what I can determine, your units are going to stick out like a sore thumb.
- Please quit talking about beaches. There is one overcrowded beach
- your development is going to take some of my green-scape view away
- 10 duplexes
- what did you pay for the land?
- Everyone, it is important to email the District



- Soprovich also said that it won't be 53 houses for sure. Harper did not mention that!
- No much less that 53!
- And how many live in EH?
- Of course, but people who live here don't want to have traffic chaos with safety issues by school etc
- The OCP calls for SAFE neighbourhoods and safe traffic and keeping neighbourhood characteristics. This development does not fulfill this as presented.

- Traffic study is a joke. You can't use two days sample to forecast traffic. Two days and not even full days! Worst study I have seen ever in my career. Statistics need lots of correct data.
- And still most of us on Cranley Drive we know how many cars and trips we do.
- Maybe do proper statistics so that we can discuss. One day every time and never throughout summer time
- Hi I talked to their traffic engineer and she didn't even know we had a beach, only had a bus every 30 min etc. And she should be embarrassed
- Do people ever walk with their golf clubs to the golf course?
- Our marine drive is already a safety issue with all the bikes
- [REDACTED], are you a buddy of the Harpers?
- and Headland does usually not have the traffic we have on Marine Drive (with mc's and bikes) or westport rd
- [REDACTED] how do you know. You don't even live here
- Sorry [REDACTED]. You can't shop on the trails
- The key is to get down number of people=cars to the neighbourhood!
- [REDACTED] absolutely right, as I live by the
- entrance and lots of people drive to walk their dogs here
- some council members stated that!
- Yeah, the Mayor and gambol. That was it. The other ones did not comment much except Soprovich who stated that yes for sure there won't be as much as 53 houses
- we have lived here in EH for 33 years, so we think we know EH better than you!
- Your survey does not include 10-20??? Why?
- Won't answer as the survey is not including lower numbers
- number of homes drives traffic. so again your survey questions aren't that great
- So if you want to listen, why don't you take the input about the poor data collection for the traffic study under review?
- Setback from railway must be at least 50 feet as that is there requirement.
- During construction, will the dump trucks go past the school and the sharp Westporbend and marine Drive 19:03:24 From [REDACTED] : my question for the developer is how a \$2.4 million duplex addresses the missing middle?
- So how do you get to the Westport entry?
- So trucks have to pass the school!
- Again, are you going to collect better data for your so called traffic study
- But two counts during two days is not adequate
- Your assumptions are incorrect as to trips per new family.
- You have to statistically have more samples

- at different seasons, days and times of days. there are not clear peak times here.
- This was data from averages in north America acc to the traffic consultant
- Look at Cranley Drive and count how many cars each family has and make a survey how often they typically drive in and out. Many actually have 4 cars and go with children, go shopping, drive errands plus you have delivery trucks and trades people.
- Missing middle is why they are doing the upperlands development, the horsheobay project
- But we don't have peak hours and you picked one day a specific hour
- Now it is not a big lineup on Cranley. With 75 more cars coming from daffodil, there will be
- But the main concern is traffic on Marine Drive and westport and safety for children
- Are you planning to ask for traffic lights on westport road to allow people to come out onto westport
- your traffic data is incorrect. Your assumptions of cars and trips per household are incorrect!
- If you listen to all this feedback you can hear that there is no support for 53 houses
- or maybe it is the people who live here. there were 83 people writing to Council the other week in opposition. How do you address that?
- He lives in [REDACTED] -
- Cranley drive south of Nelson creek services 25 homes! different than 53 new homes
- Your marketing material is bit too sales oriented. When you say 12 minutes to park royal and ambleside park, you mean from the spot on westport Rd to park royal North. Not considering all the stops on the way. and from daffodil, and to ambleside park.
- will you redo your proposal after this feedback?
- We have lots and lots of young families that have moved to EH lately

- [REDACTED]
- Totally. Why did they start by poo posing their own original development proposal?
 - oh my heart...
 - In their backyard...
 - What about what West Vancouver district allowed at [REDACTED] [REDACTED]? Allowed the subdivision of a single family lot in to two. Cut all but a few trees down and blasted the bedrock down to smithereens.
 - Greedy Greedy
 - Start by killing the hedge

- then move to the trees
- ahhh...
- What beaches?
- Tiny beach at Eagle Harbour
- Will there be a covent restricting the ownership of cars from the buyers?
- Free E-bike, sounds like a car salesman
- First world problem
- Your goal is to sell, sell, sell
- I walk my canoe
- Reap the land
- I like people that don't script
- Trust
- 10 houses
- or else
- Greedy
- Fear mongering
- BS
- Buffers?
- Ahhh...fish habitat
- looks like all the birds will have to go somewhere else
- Threats
- or Else
- ahhh... thank you
- what is the setback
- not a wetland, if it is a wetland we should be looking for Red Legged frogs. A blue listed endangered species.
- ahhh...come on everybody don't you see he loves nature
- Threats agind
- Took logo from Ikea art.
- ahhhh....
- How many beaches are in the area
- Begging
- GPDC Greedy P- Development Corporations
- We can hear whispering
- Not here
- killing Nature
- Missing middle...
- ahhh...
- so premature
- What about the trees to kill? How
- into a neighbourhood
- fee simple or condo?
- many? Will the whole centre of the property be clearcut?
- No go to the trees to kill question
- You skipped that

- We can hear you whistpering
- Has the wetlands been looked at for the endangered red legged frogs in local micro wetlands
- Or skip the questions you don't like
- Red legged frogs in wetlands
- You should name the project tequila, not aquila
- No
- Non
- No way
- More setback
- Great
- One at a time
- Threat
- In and out quick
- Ya [REDACTED]
- Why don't you donate part of the land for a park?
- We other resident could walk our dogs there.
- HB
- Oh...the lower end of the missing middle downsizers
- Sell, sell sell
- Green belt should be for animals
- No, dog park in middle
- no dogs near creek
- amphitheater
- beaches
- where are the beaches
- plural
- Where is the other beach
- You said beaches
- Such a small beach
- Small beach
- What about oversight? Look at [REDACTED]. Was one lot and was subdivided into two and all the trees were cut down. The rock blastee
- It comes form development
- Nice try
- Have you gone down to EH Beach and polled where the users are coming from???
- No
- Insta BS
- The beach question please
- wow your heart is really in the right place
- what?
- Sell, sell, sell
- Nope
- BS

- GPDC
- Fear
- Lord Stanlet, donate the land
- Or half
- Greed
- Greed
- Ahhhhhhh
- The missing middle
- Sell, sell, sell
- Threat
- Or else
- so any more cars would be scary
- who paid them to count?
- Rape of the land
- You will cut all the trees down in the middle
- Why do you have to put trees put back in? Build around the trees?
- Will you advertise the size of the beach in EH or continue to say beaches?
- Fear
- So gangbusters?!
- Ahhhh
- Alllllll the trees
- Begonias
- Pansys
- Who did the counts?
- Have you proposed less development instead of speed bumps?
- apples to apples please
- Well then just propose less development
- I walk my canoe
- On wheels
- Walk where would it be put
- at which beach of the beaches in your proposal
- where in the community do you live
- Will the development impact you
- fear
- greed is not appreciated
- greed
- How many of the people you sent to have Zoom experience?
- Where do you live?
- What part of the area?
- Will you be affected by the construction ?
- How many friends of yours on the meeting?
- I don't get the NSN
- will you build a hiking trail through the property to connect from Westport to Daffadil?
- I was given the letter from someone on Cranley

- 100m
- There we go
- Bike trial too?
- Not by the creek please
- Do you feel you are greedy by nature?
- Sell Sell Sell
- Red Legged Grogs
- Beaches
- Stop using it as a selling point
- Cars cars cars
- Sell sell
- sell
- Not the right development for this area
- \$\$\$\$\$
- Greed, donate half the land
- Are you greedy by Nature?
- Next to Nature
- Lots of examples of families donating land to park...
- 5 houses and give back to your community
- Threats
- Or else
- Greed
- How much did you pay for the land?
- how much did you pay for the land?
- Come on Jamie, how much did you pay for the land. Give back. Don't be so greedy
- avoiding question
- fear
- donate half
- what about how much
- ??????
- BS Greed

- 
- How much was the land purchased for?
 - How much was the land purchased for?

- I am a young potential buyer here
- Wife is a surgeon – would be nice If we could buy in here
- Who knows how many are coming in?
- No one!
- I can tell you lots want to live in EH!
- It could do a great job bringing new culture and life into the area!
- Hi [REDACTED], I believe a traffic engineer would have done this
- To be fair 2km is pretty close for most people
- Isn't its attendance falling?
- A lit crosswalk would be amazing, marine drive needs more of those
- That community trail looks great
- Lots of nice walks in the neighbourhood while shopping :p
- I can shop for you mansions
- Plus walk the dog
- Small single family homes?

- [REDACTED]
- The OCP did not contemplate such a development in a neighbourhood like Eagle Harbour. OCP focuses on high density neighbourhoods like Ambleside, Horseshoe Bay and Marine Drive. There needs to be a neighbourhood plan for Eagle Harbour if such developments are contemplated and to be part of the OCP so plans are determined for future development if any. So this development is premature.
 - You are misinterpreting the phrase "car centred"; refers to fact that you need a car to live here, to get supplies, recreation and to get to work. Working Commuters don't take the bus.
 - Why don't you build 10 duplexes?
 - If the original 10 homes are too big for the OCP then make 10 duplexes.
 - Again I ask why not 10 duplexes?
 - There Is no option in that question for our answers which is a number of 10.
 - OCP says only on an exception basis for other neighbourhoods.
 - EH residents need input plan, again this development is premature.
 - If they are amending the OCP we need consultation and then council hearing and approval.
 - Have you considered 10 duplexes instead of the 10 houses?
 - I will say it again; OCP does not apply in this case. If you want it too you need to amend not distort it to fit your argument.
 - Of the 18% that negatively support the project after the first consultation, how many are EH residents?

- Are we all writing our second or third letters to council after this?
- 10 duplexes



- We also have the new development up Cypress Mountain.
- Don't forget about the [REDACTED] development also being contemplated.
- There is no walkability to shops. This is unlike Ambleside, Horseshoe Bay, Park Royal and the new development above the highway.
- 30 trips does not seem at all likely. Young families travel more for work and school. What is the demographic? Of the development vs that of Cranley.
- Eagle Harbour Elementary school is small and is a specialty school. Has the School District talked about enlarging it? I don't think so.
- Does Aquila have to provide less parking spaces because it is providing electric bikes? I have heard this is often done in Vancouver.
- Yes, and I think there are also going to be secondary suites.
- The proposal is for houses up to 3277 square feet. Most houses on Cranley are smaller than this. They are not mansions. They also have nice large lots, generally required for creek setback.
- There are only three classrooms. How many additional students can it take in. 20? 25?
- Are you holding this meeting because it is a requirement or are you planning to consult?
- The sweet spot for Aquila is the one that makes them the most money. Don't think for a moment they don't know the answer.
- How will this change the face of the hill? Now we look at the hill and see a lush hill with mature trees and smaller homes.
- It would be great if you answered [REDACTED] question
- I am concerned about developments like the one currently visible from Eagle Harbour Beach and the one at the foot of Primrose. These might not be large scale commercial developments like yours, but how can we be sure you won't decimate the properties of trees undermining the integrity of the hill and ruining the face of the hill?
- Delivery trucks is a very real concern. There are so many right now, probably due to COVID. However, it is expected this will continue past COVID. There are so many delivery trucks.
- I would imagine they would not be the same mature trees.

- Eagle Harbour School is so small it has three classrooms. The remaining 25% is only a handful of children. Further, it's a specialty school.
- Did your original proposal for the 10 homes mention the 10–15 year build time? You painted a picture of this that makes me surprised council approved it.

- 
- This development contradicts the OCP. Eagle Harbour is not a community Centre.
 - No trips because of COVID.
 - over 2 km to community centre
 - side walk is great all the way
 - city removed the small craft that used to be left at the beach
 - Community plan does not support this density of town homes and duplexes except in Centres which are named and eagle harbour is not a centre.
 - Most of the green paint is not even on their propertya con game
 - OCP permits infill duplexes no town houses no 100% duplexes.
 - price doesn't seem to drop much high price for 30 and 53 change is \$200000
 - I have read 52 pages of the community plan. There are five named centre for town houses and duplexes. nothing supports this proposal
 - the developer will sell for highest price that the market will pay. these quotes are fiction.
 - Transit hubs are what are discussed in the community plan. We are on a corridor not a Hub.
 - A three story house is 35 feet high. at a minimum.
 - Every one that lives here chose the neighbourhood. Green, low density. if we wanted density we would have purchased in ambleside or Dundarave.
 - Average per home 2.7 cars in this neighbourhood. 159 new cars sounds like noise.
 - Every one that lives here chose the neighbourhood. Green, low density. if we wanted density we would have purchased in ambleside or Dundarave.
 - per your request here is my comment re desity. Every one that lives here chose the neighbourhood. Green, low density. if we wanted density we would have purchased in ambleside or Dundarave.
 - Density is one step at a time. Manhattan in ten years
 - Is the developer agreeing to fix the price max now. No it will be sold at market price. watch it go up.

- the Developer and city gets Taxes in future.
- Your proposal contradicts the OCP
- Only 18% are against, the rest of you should speak up
- if you wish to be heard write council.
- If you read the community plan all the e mails would be the same negative comments.
- We are not in a community centre so north shore news doesn't deliver here.
- Three levels of basement one level above grade
- The community centre is not walking distance
- reduce the density to fit the area properly
- Whats wrong with 10 duplexes?
- I think everyone wants a response on the 10 duplex figure

- does your traffic data account for the fact that traffic will increase post COVID once people return to their offices?
- if you want more young families in the neighbourhood, the cost of some of your duplexes will not be affordable and they may as well buy a house on Cranley.
- y question for the developer is how a \$2.4 million duplex addresses the missing middle?
- my question for the developer is how a \$2.4 million duplex addresses the missing middle?

- You forgot to mention Bluebell
- 53 is way too many. Whyte lake trail is already too crowded on weekends
- we don't live in mansions
- Could you comment on [REDACTED] point regarding density
- Those who support your development do not live in this neighbourhood
- 10 duplexes, I agree
- In other words you want to make money

- However you look at this the proposal does not fit in with the neighborhood, this is all driven by making money
- The only vested interest is money driven
- JC

- I have lived on Cranley Drive for 30 years. I do enjoy hikes and walking, but I can tell you have not ever walked to Caulfield Village to go shopping.
- The "we could have pushed this through" comment is completely inappropriate ... is that a threat?
- If already approved for 10 homes, why the need to expand this huge development. Money can be the ONLY reason.
- What other property would be purchased to extend EH beach??
- I call BS to to the number of cars driving on Cranley, your count is off.
- So for the next 10-15 years we are all subject to construction noise?????
- There is a traffic jam every school day on Headland Drive when school starts in the morning and at the end of the school day. We all had to drive our kids up the hill to school. There will now potentially be 53 more families driving their kids up to Rockridge each day. This has nothing to do with international or out of district students.
- Yup, we had school buses and then they removed that, thus the increased cars to Rockridge, Gleneagles and Caulfield Schools.
- I can tell you that EHYC already does have kayak
- storage for MEMBERS ONLY. It is a private club that is already having issues with people parking on the property who are not members and visiting the beach.
- If your development is going to take 10-15 years, what will the cost to purchase be in 10 years?
- Yes, the lovely renderings make it look like there are no other homes nearby. Reality is I will be staring at them out my kitchen window!
- There is nothing forcing you to build 53 homes. You have a choice to reduce the size of the development.

████████████████████

- Will there be an access (car) off of Westport Rd?
- We have numerous people from within the EH neighbourhood who do not walk to Seaview Trail entrance on Cranley to go for their walk. They actually get in their car and drive to Cranley and park at the trail entry, then go for their walk on Seaview. I can guarantee this will also be the case for many of the people who will reside in this new development. Cranley has become a busier and busier street over the last few years as people access the trail.
- Yes ████████ ... we see the cars everyday parked in front of your house!
- Trucks on Westport is a disaster
- How long will this process take before you break ground

- WV residents are speaking right now
- yes you live ON the ocean
- Did you hear the kids whine about how frustrating this process is
- So rude
- just checked REALTOR.ca there are many many homes under 1.5m
- Looks like we need to pressure council
- What/Where is the plan to add the kayak storage? Do you have an agreement with EHYC?
- Yup... he's ocean front
- Would you consider putting a pool in to reduce beach traffic?

- Dave, we are speaking to you. You still have too many units being built. Bikes and cutting a shrub back will not fix the added traffic, flawed as it is.
- Ok, you got through your presentation, now will you listen?
- I would click on 30 homes but the truth is, \$1.7-2.4 is not starter home prices. You don't have an option of "none of the above".
- Can you explain how the traffic study was done, days and locations
- Please answer the build time/schedule
- How much further south guys??? For the Westport entrance
- Your number of housing units is too high. Are you listening
- You have an approved plan, go with it
- Don't expand
- Not opposed to increasing density. But believe that the number of units is far too many. The property is going to be developed but it's clear that the neighbours are not in favour of this proposal. I would like to see homes at a max of \$1.5 so that people can afford it.
- I believe there are about 35 homes in Edendale. Do you know how many acres that property is?
- Would you have a crosswalk to get to the sidewalk on the other side of Westport road? Right at the corner???? This doesn't seem safe

- The answer is 10, you have not provided for that

- You do not provide room for answers that do not fit in with what you want to hear
- Answer the question please
- Stop asking us to contact you later
- Just answer the question
- There's no space as it is at eagle harbour
- There are no other beaches, this is not ambleside
- So why don't you go build in Lionsbay near the beach there
- The survey questions that you provided us only started with the option of 30 homes. We would prefer far less
- It does not mean the the silent majority support the project
- Many don't have the time to make it to the call
- We don't have time to email you - the town hall is the place to get inputs
- 10 duplexes
- Send 10 duplexes to the silent majority
- do why did you start with 10?

- ██████████
- I am hoping for secondary suites to be included.

- ██████████
- What is the build time?

- ██████████
- are the houses fee simple or strata?
 - would you support a shuttle bus on Westport, a very steep road for peds and bikes...
 - Once a sale is agreed what will the extra monthly strqat
 - what will the monthly strata fee be?
 - south of Westport entrance is a ravine

- ██████████
- Thank you for giving us the opportunity to provide feedback. I can appreciate the pros and cons to this development. However, I find it disingenuous to use your previously approved plan as a way to almost threaten the
 - community with 10-15 year long construction times, 10,000+ sq.ft.

- monster homes, etc. This really makes me wonder if you actually
- intended to pursue your original plan or if this was just a strategy
- to justify your current proposal.
- Why don't you conduct a proper survey of the entire community and have an independent party compile the data to examine the actual level of support for this development?
- 10 duplexes

- ██████████
- Wasn't the original intent of developing more housing units in the "missing middle" to address housing affordability? It seems difficult to address affordability when the pricing is on par with single family dwellings currently in the area.

- ██████████
- can we please get the details from the traffic study?
 - I don't see a traffic report on your website. please can you provide the full details.
 - Will you release the full traffic study?

- ██████████
- Also what about construction traffic.... For how many years?
 - Sahali is adult focused neighbourhood. Not family traffic
 - Plus the traffic to the elementary and High schools is already out of control. More families = more traffic
 - Sahali is adult oriented. Not for young families
 - Additionally – Daffodil onto Marine at that corner will be ridiculous.
 - Sahali is a an ADULT/Senior oriented community... wealthy older people ,.... NOT a reasonable comparison Plus Sahali units sell well over 1.5 M.
 - WRONG re Rockridge. Mayor Booth removed the buses to local schools so all the kids are expected to walk – and more traffic is even problem
 - BOOTH removed the buses
 - The kids are NOT coming from other areas
 - Sahali is elder people... far less driving
 - UGH.. you guys have NOT done your research. All your comments suggest you have all the answers – and the community that lives here and knows about all these issues seem to vastly disagree with you

- We have waited 3 years for reconstruction of beach retaining walls are you suggesting your money will change their attention to EH beach.
- EH SCHOOL IS MONTESSORI!
- I have heard ONE comment for support. Seems no one else is interested. When do you choose to hear this?
- Your proposal contradicts OCP
- There are 57 people on this call and I have heard ONE voice for support. What is your response to this?
- I received it through a neighbour even though I have sent many requests to you.
- I offer to walk the neighbourhood and poll for you
- Yes, [REDACTED] - lots more letters.
- I will happily poll everyone within 2km
- Not everyone gets the North Shore news
- [REDACTED] I wrote council and they told me get in contact with Sterling. I have never heard back from Sterling and got this notice through [REDACTED]
- Its adding density TO GREEN SPACE
- Can you address the fact that most of the comments are not in support of this size of development and do not agree with your points.....
- 10 duplexes
- Use your profits to buy the beach at the end of Ghallager
- You have had numerous people say TEN duplexes. What is your response to this????
- Do you agree that most people here do not seem to be in agreement with you?

- [REDACTED]
- Press on...you have addressed my concerns. The community needs this type of product for young families. Thank you

- [REDACTED]
- No one wants 200 more people living in Eagle Ahrbour

- [REDACTED]
- A question from one of the "non-haters"... any estimate of strata/condo fees?
 - Here's another voice of support.
 - Living in EH
 - Agree with [REDACTED] - thanks for the time/info, gents.

- Push 10 duplexes and you'll force 10 luxury mega-mansions...

- Are you planning on having speed bumps on Westport
- to slow the traffic down to get into Primrose, it is quite a sharp turn
- is there going to need a sewer/water upgrade?
- I just saw it in the North Shore news, so don't think it was a secret
- I think its better for these local guys to do something. The alternative is to sell the land offshore and then who knows what we will get
- Thanks guys great presentation

- What consideration have you given to the amazing beach in the neighbourhood (Eagle Harbour Beach) – it is already rammed in the summer with people driving in all the way from Port Coquitlam. There is only one road in and out and it is already unsafe for all the kids and other pedestrians. It simply cannot accommodate any other people.

- Demographics have changed. Yes, 5 years ago kids were coming in from out of district. This is no longer the case. The local schools are full of local kids. period.

- WVSD lost many international students due to covid
- When will it go to council?
- Would 10 duplexes work for you?

- At the end of the session, could you please review the new plan and the differences to the old plan?
- Could you please post the site map
- Is there a plan for a road from the subdivision onto Westport?

- [REDACTED]
- Mailed to 700 people? I only found out through a local neighbour? How was the mailing list put together?

- [REDACTED]
- I am in lower Caulfield and generally support it if done to a high standard

- [REDACTED]
- We are in support. The area needs this. Yes, we are EH residents.

- [REDACTED]
- it is good to see you thinking outside the box. it is better for the neighbourhoods and WV.

- [REDACTED]
- Will the suites use gas for heating etc.?

Appendix B

Aquila Development

Mon 12/14/2020 12:18 PM

To: Jamie Harper <info@aquilaliving.com>

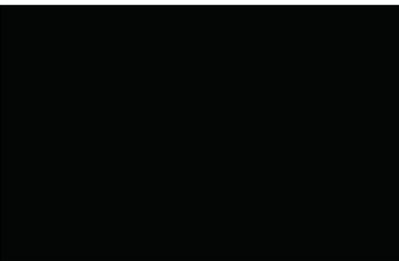
Dear David and Jamie,

Further to your Zoom meeting of December 10, 2020, I would like to let you know that I appreciate your efforts in the process that you are using to help introduce and educate the residents of West Vancouver to the Aquila Development. Being involved in the development of real estate of any magnitude is always controversial and all time consuming. Your efforts to date and modifications to your original development proposal have been well thought out through your design development process.

As the neighbour, [REDACTED] to the south of your development, the original proposal to develop 10 single family lots by [REDACTED] in 2017 was a traditional land subdivision that would have involved numerous individuals from developers, construction companies, architects and engineers resulting in numerous small individual development projects with various degrees of quality in the design and construction. The schedule to complete this type of development would well exceed the time frame you are proposing and the overall quality of the design and construction of the development could have had the potential to not have a comprehensive design aesthetic. Your development proposal to complete the project within a given time frame and your approach to develop a design language, West Coast Modern, that will encompass the entire development is a well conceived concept for the neighbourhood.

I believe the considerations given to the neighbourhood regarding traffic and density are being addressed. As well, with the continued input and development zoning regulations that the District of West Vancouver has set out in their Official Community Plan, the public's interest and neighbourhood concerns will be paramount in the District's approval process.

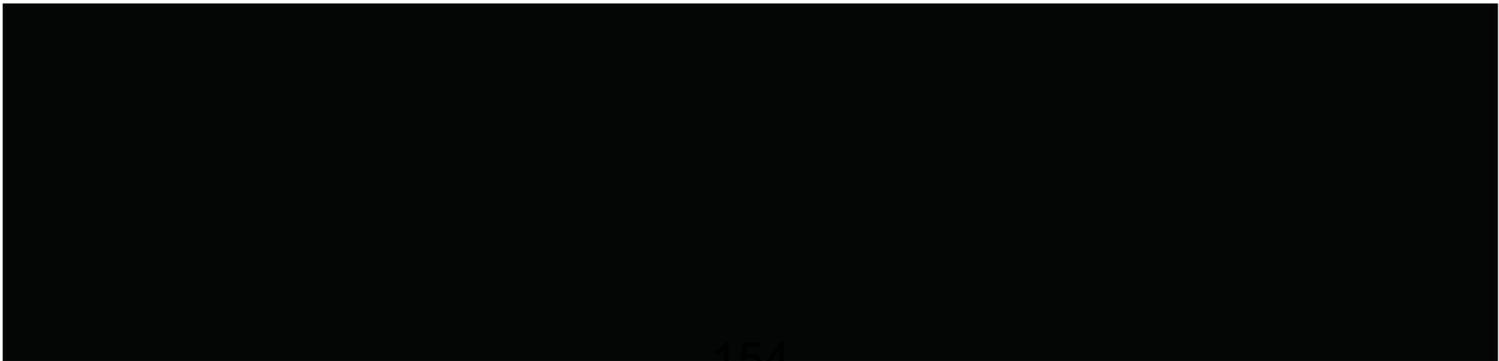
I look forward to your development application with the District of West Vancouver.



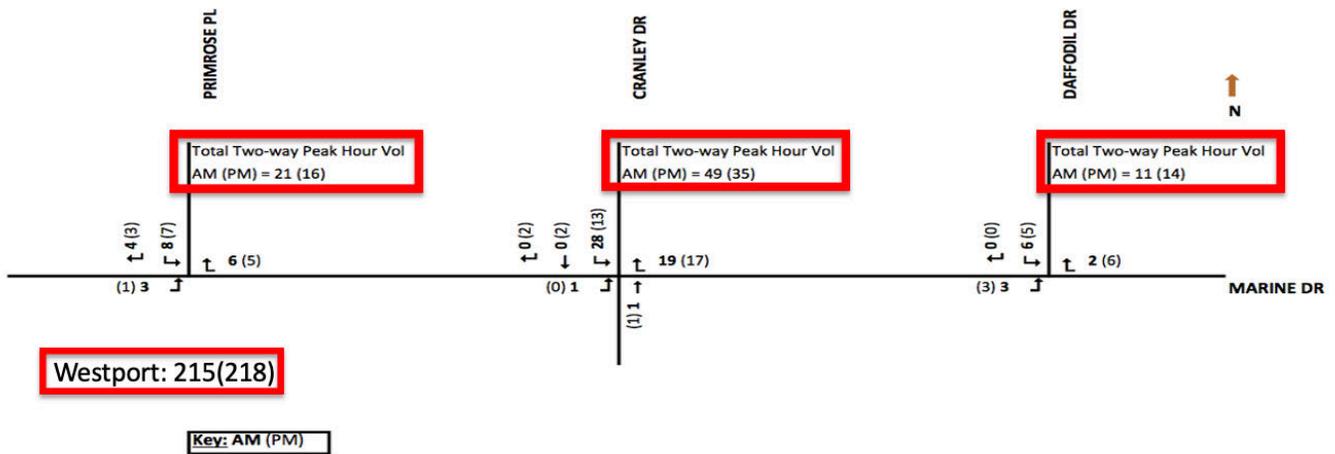
architecture planning interiors



Architect AIBC, AAA, SAA, MAA, OAA
B.E.S., B.E.D.S., B.ARCH, MRAIC, LEED



Actual Traffic Counts



Projected Trip Increase

	Homes	Current Trips		Additional Trips		Total Trips	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Westport	25	215	218	12	14	227	232
Daffodil	28	11	14	19	25	30	39

Trips Per Home

Total Current Homes Accessed from Cranley, Primrose and Daffodil: 107

- Ratio of trips per home : 0.86 (AM Peak Hour), 0.61 (PM Peak Hour)

Street Comparison

- 70% of the +-90 homes which are accessible by either Cranley or Primrose are accessed from Cranley
 - Cranley therefore is used to access +-63 Homes
 - Daffodil Drive will be used to access 39 Homes once Aquila is complete
-

Appendix D

Fwd: In support of Proposed Daffodil Drive Development

Thu 12/10/2020 6:28 PM

To: Jamie Harper <info@aquilaliving.com>

David & Jamie

Unfortunately we are unable to participate in the Zoom preliminary public consultation meeting on 10 December, 2020 as we have sons doing online university exams in the time slot scheduled for the meeting. However we are both supportive of the proposal, and had earlier written to the Mayor and Council in support of the July proposal.

Unfortunately there are some "nay-sayers" in the neighbourhood, as we have been included on the email campaign and their suggested speaking points. Their main points are lack of public transit (ironically we are one of the better served neighbourhoods in West Vancouver with the 250 Blue Bus running every 30 minutes to downtown Vancouver), and this being a car dependent community (which is a choice not a necessity given the regular buses and walking trails to both Horseshoe Bay and the Caufeild shopping area via the Sehalee trail).

To save repeating ourselves, below is the email we sent the the Mayor and Council.

Please feel free to contact us for any further information or support!

Kind regards,

On Nov 17, 2020, at 7:51 AM,
Mayor Booth and Council

We write in support of the proposed property development on Daffodil Drive in Eagle Harbour. We have lived in the neighbourhood since 1999, raised a family who have attended Eagle Harbour, Gleneagles and Rockridge schools, and have actively supported both the local and West Vancouver communities.

We are aware that there is a group of residents actively lobbying against this proposal. Unfortunately they erroneously contend that the neighbourhood is not well served by public transit despite being on the #250 Blue bus route, nor ease of access to shopping despite the near proximity of the Caufeild shopping plaza.

The revised proposal is significantly more agreeable than the original proposal of a cluster of high-end single-family homes. Bringing greater density to the neighbourhood will help support schools and local businesses, and be at least a token step towards a more sustainable future.

We would suggest, however, that conditions, if feasible, be applied to any approval, such as sale only to Canadian tax residents and vacant home restrictions.

The undersigned would be happy to be contacted should any further clarification be required. We have no conflict of interest in supporting this development.

Sincerely,

Aquila

EAGLE HARBOUR

Appendix E

REZONING APPLICATION PROCESS

PROCESS STAGE	NOTES	IS THIS STAGE A PUBLIC INPUT OPPORTUNITY?
1 applicant submits initial proposal to staff; staff review, provide feedback & direction	this is just a proposal at this point, not a formal application	✗
2 applicant revises plans accordingly & resubmits as many times as staff require		✗
3 applicant hosts preliminary public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
4 applicant revises proposal based on public input and submits a formal application to staff; staff then review revised application and consult appropriate advisory body for review (<i>Design Review Committee, Advisory Committee on Disability Issues, etc.</i>)		✗
5 applicant hosts a public meeting to receive further feedback on formal application	this is an optional step depending on scale of proposal, level of public interest, etc.	✓
6 staff prepare report for Council consideration and either: recommend application proceeds to public hearing OR be rejected	this recommendation is based on existing bylaws and policies; staff are obligated to prepare a package for Council to consider, regardless of the recommendation	✗
7 Council either sends to public hearing (first reading) OR Council sends back/defers	this is the first time Council considers the application	✗
8 applicant hosts public information meeting	public input is provided to applicant; District staff are in attendance to observe public input and answer questions related to District regulations	✓
9 District issues public hearing notification	notification is via: letters delivered 100 metres from site, newspaper ads & web postings	✗
10 PUBLIC HEARING OCCURS	at this stage, all public input is presented to Council for their consideration	✓
11 Council considers application & requests changes if desired		✗
12 Council gives second & third readings OR Council refuses application		✗
13 applicant fulfills any conditions requested by Council		✗
14 adoption of application IF Council approves		

July 27 Meeting

Nov 16 Council Information Item

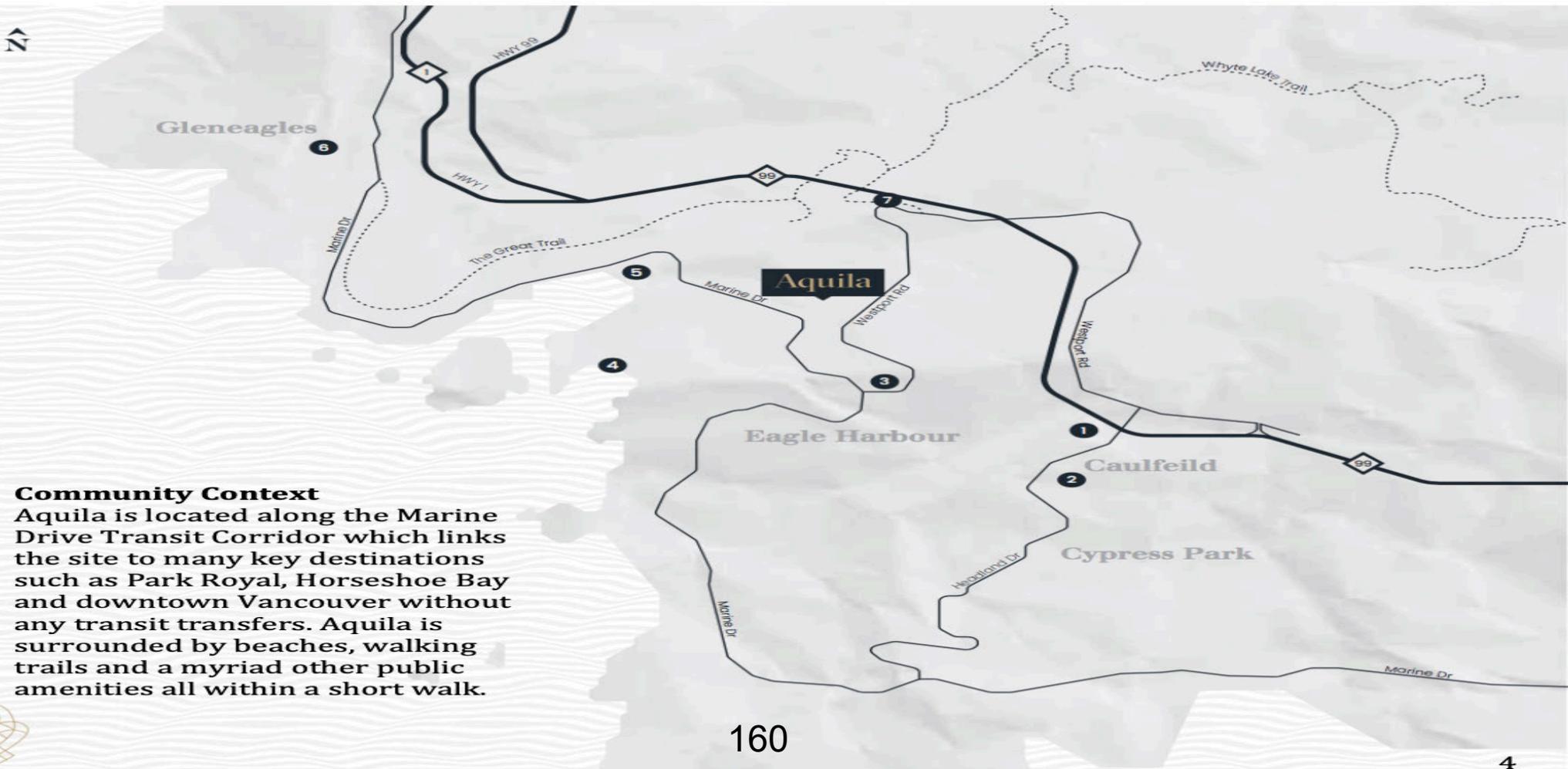
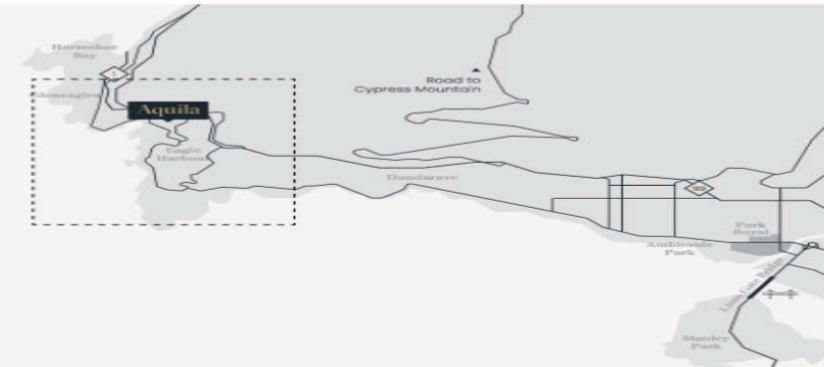
Dec 10 Meeting

Points of Interest

- | | | |
|--------------------------------------|------------------------------------|--|
| 1. Caulfeild Village Shopping Centre | 3. Eagle Harbour Montessori School | 6. Gleneagles Golf Course & Community Center |
| 2. Rockridge Secondary | 4. Eagle Harbour Beach | 7. Whyte Lake Trail |
| | 5. Thunderbird Marina | |

Driving Times

- | | |
|--------------------------------|-----------------------------|
| 8 Mins ▲
Horseshoe Bay | 12 Mins ▶
Ambleside Park |
| 10 Mins ▶
Dundarave Village | 12 Mins ▶
Park Royal |



Community Context

Aquila is located along the Marine Drive Transit Corridor which links the site to many key destinations such as Park Royal, Horseshoe Bay and downtown Vancouver without any transit transfers. Aquila is surrounded by beaches, walking trails and a myriad other public amenities all within a short walk.

Caufeild Cove



Spuraway



Yorkwood Hills





Based on all of the comment forms received, Aquila's public perception can be broken down as such:

- **18% negative**
- **55% positive**
- **26% no comment**

Main Positive Comments:

“This NEEDS to happen! My wife is a paramedic and I’m a recently retired RCMP member following a PTSD diagnosis and we have a very young family...”

“As a first responder, I am very excited to see such a beautiful and yet affordable development being built in West Vancouver...”

“The current housing options are limited, and I don’t particularly want to live in a condo...”

“This development will be perfect for my kids...”

Main Negative Comments:

“Far too big of a development.”

“Traffic issues”

“Does not fit into the OCP”

“Why don’t you just build duplexes?”

“This is a car centered neighbourhood”

Does not fit with the OCP

- Policies from the OCP apply such as: **2.1.4, 2.1.3, 2.1.7**
 - 2.1.4: Increase "missing middle" with ground orientated housing along Marine Drive Transit Corridor
 - 2.1.3: Expand opportunities for Duplex Housing
 - 2.1.7: Consider sites with large degrees of physical separation

Size of development and not maintaining neighbourhood character

- We have **reduced the overall size** of the development and **altered the design** to employ **duplex style** homes to ensure a seamless fit into neighbourhood context.

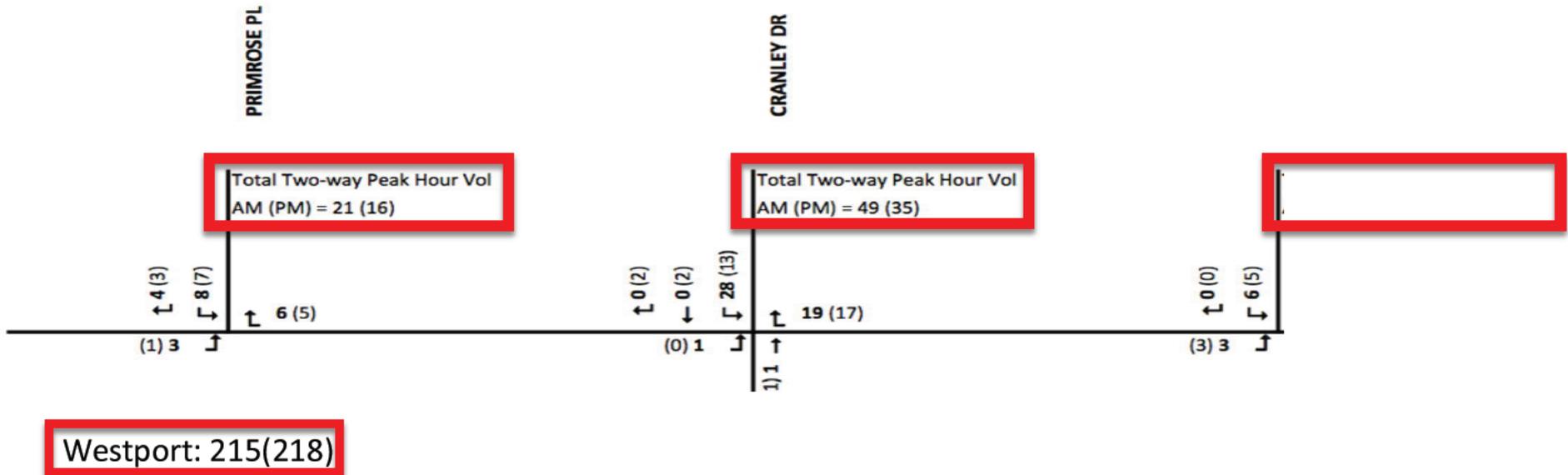
Climate Change

Green House Gasses		
	10 Large Homes	Current 53 Home Proposal
Total GHG per year	28.4 Tonnes	14.8 Tonnes

Local Traffic

- Once complete, the traffic levels along Daffodil will only **increase by 19 trips** in the AM Peak hour. Total traffic, inclusive of current levels, will be 30 trips in the AM Peak Hour. Cranley currently has 49 trips.

Actual Traffic Counts



Projected Trip Increase

	Homes	Current Trips		Additional Trips		Total Trips	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Westport	25	215	218	12	14	227	232
Daffodil	28	11	14	19	25	30	39

Trips Per Home

Total Current Homes Accessed from Cranley, Primrose and Daffodil: 107

- Ratio of trips per home : 0.86 (AM Peak Hour), 0.61 (PM Peak Hour)

Street Comparison

- 70% of the +-90 homes which are accessible by either Cranley or Primrose are accessed from Cranley
 - Cranley therefore is used to access +-63 Homes
- Daffodil Drive will be used to access 39 Homes once Aquila is complete

Daffodil drive Road Width at Hedge: 17' 5"

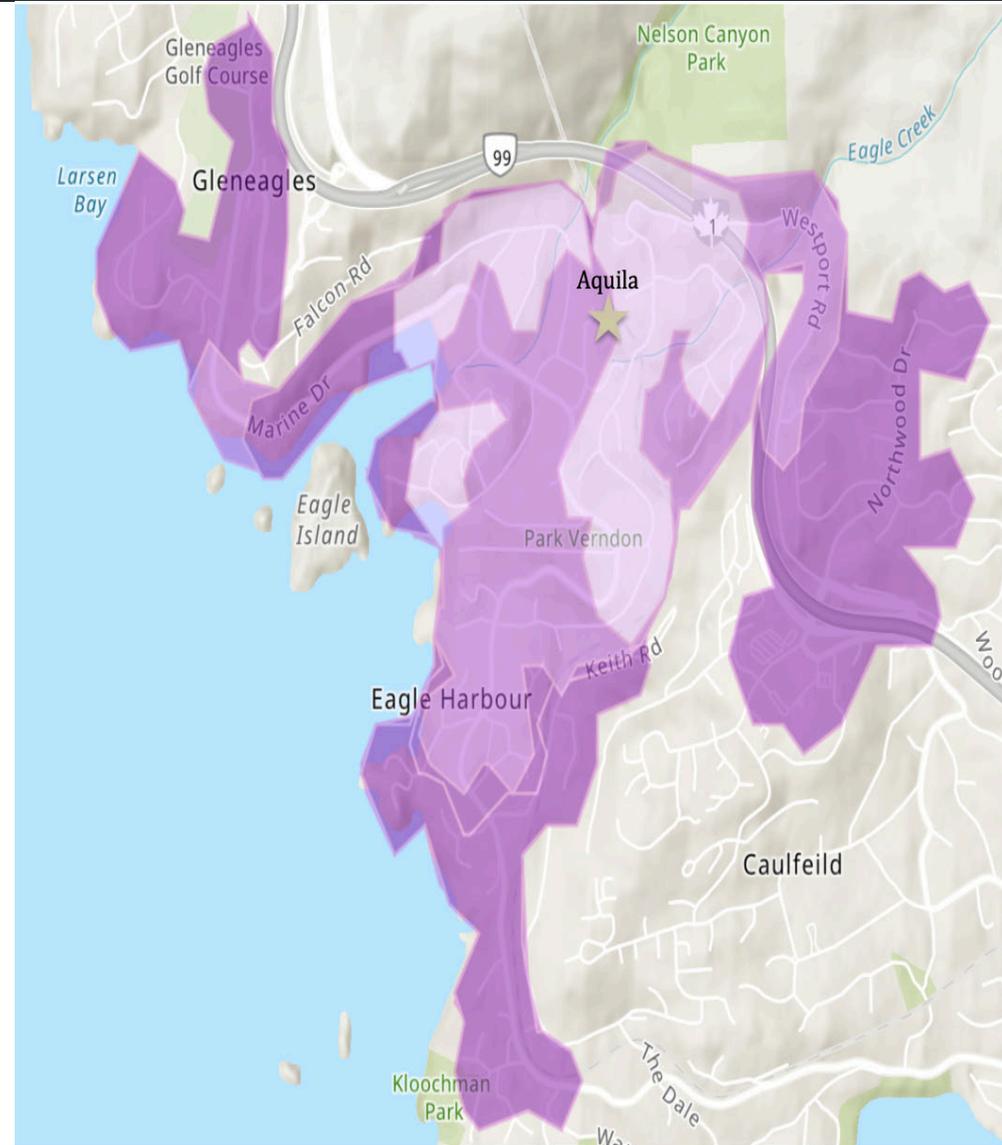
Daffodil Drive Road Width by Hydrant: 19' 1"

Cranley Drive Road Width: 18' 2"

Marine Sightline: 303ft (11 seconds at the speed limit, 6.56 seconds average timed)



Major encroachment from home making Daffodil Drive feel narrow causing a blind corner

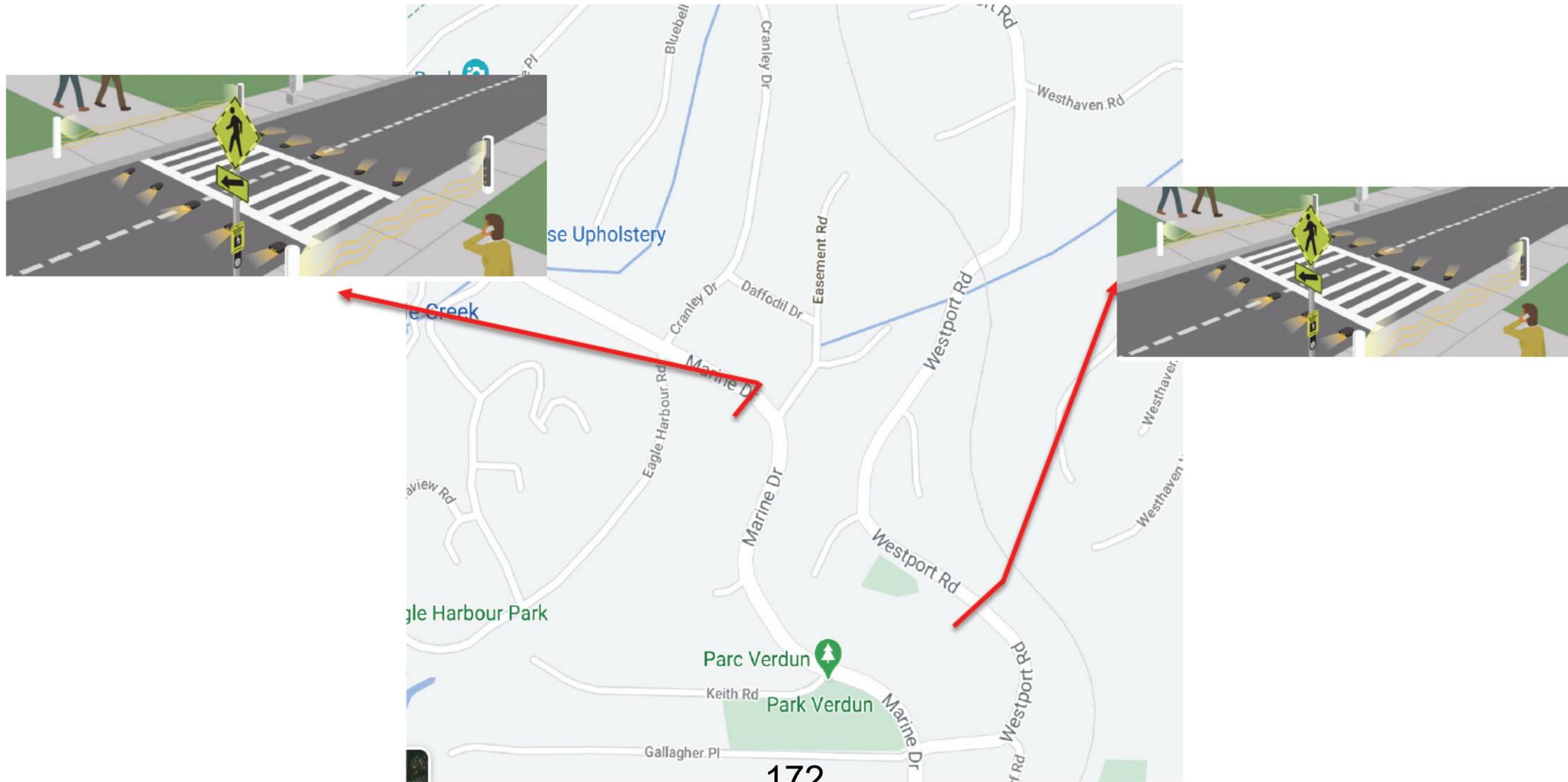


Car Centered Neighbourhood

- Aquila is situated along the Marine Drive Transit Corridor
- Walk map shows all amenities within 25 minute walk
- Offering 2 electric bikes with each home

Westport road/Marine Drive lack of pedestrian crossings

- Aquila is committed to working with West Vancouver staff to design and install two pedestrian crosswalks to increase safety and walkability



Concern with Overcrowding at Eagle Harbour Beach

- Many of the concerns revolve around parking at the local beach due to people driving there from near and far transporting bulky items
- Installing racking for locals to store kayaks and SUP's alleviates need to drive



Create community space

- Build a community playground constructed out of sustainable materials and materials harvested from the site



Meadfeild Wynd



Highview Place



Sahalee



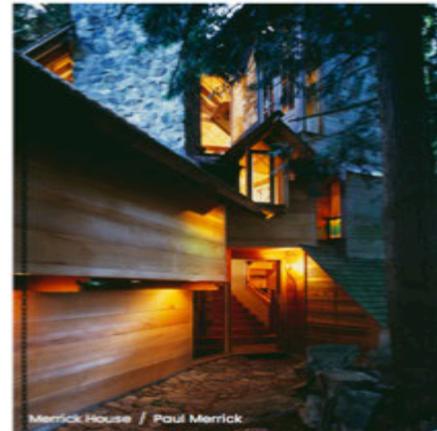
Edenshaw



Large natural wood overhang



Large opening and extensive glazing



Horizontal wooden elements

Exposed wooden rafter tails







Rendering

Aquila

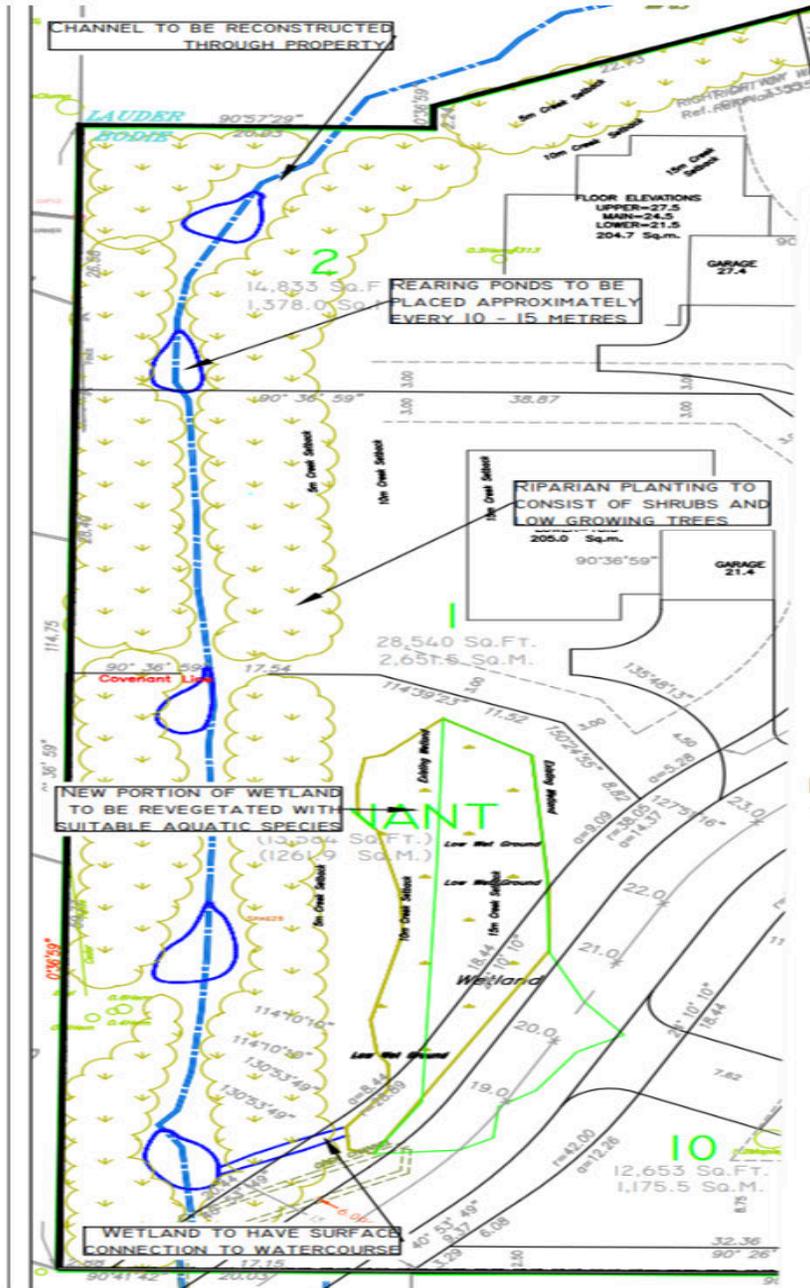


Comparison Chart

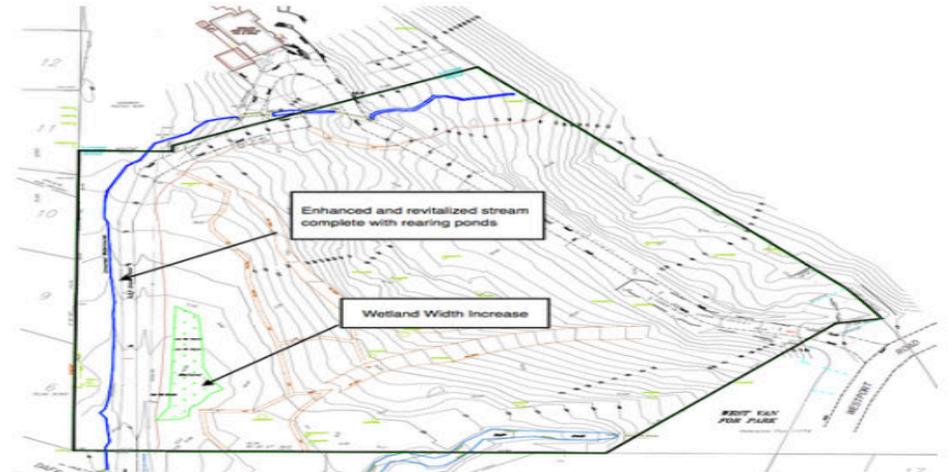
Aquila

	Previously Approved	July 27 th Proposed	Current Proposal
Total Site Area	194,073 Sqft	194,073 Sqft	194,073 Sqft
Parks Area	15,218 SqFt	26,317 SqFt	26,317 SqFt
Creek Rehabilitation Area	27,121 SqFt	36,351 SqFt	36,351 SqFt
Site Coverage	24%	27%	23%
FAR	35%	52%	45%
Home Size Range	5,500-7,000 SqFt	1,300-2,300 SqFt	1,373 - 3,227 SqFt
Projected Sales Price	\$2,900,000 - \$3,700,000	\$1,100,000 - \$1,900,000	\$1,100,000- \$2,200,000
Homes	10	67	53
Playground	No	Yes	Yes
Rental Suites	Most Likely None	31% will have option of walkout suite	None Proposed
Total Roads	29,178 SqFt	27,739 SqFt	27,739 SqFt

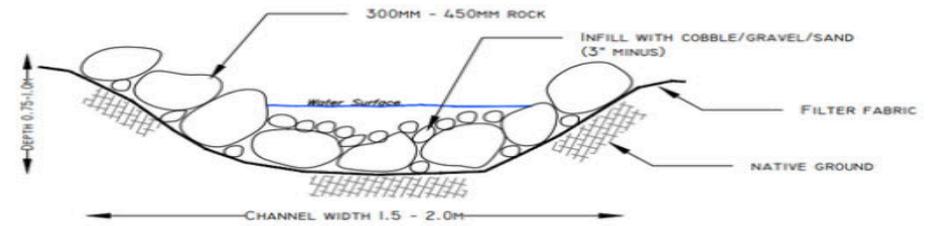
Stream Rehabilitation Details



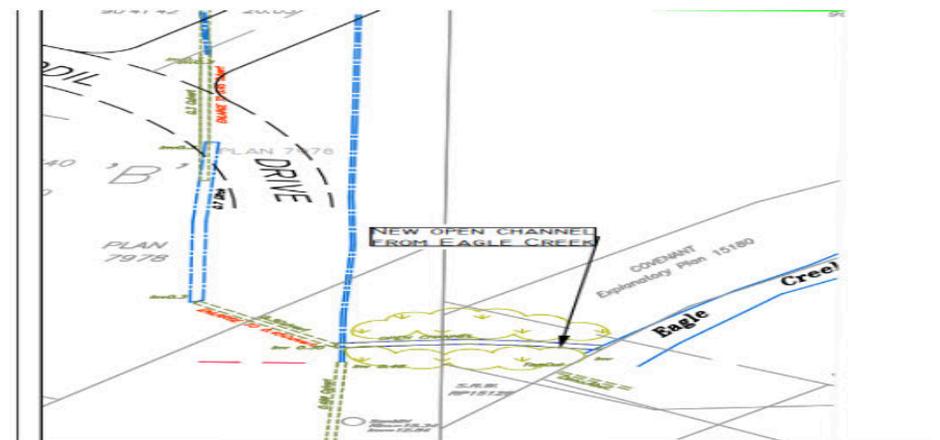
Stream Location



Stream Characteristics



Roadside Stream Enhancements





Support

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Chum salmon make historic return to West Vancouver creek

New fish ladder a success, Streamkeepers say

Nov 16, 2020 3:59 PM By: Brent Richter



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