

COUNCIL CORRESPONDENCE UPDATE TO NOVEMBER 15, 2019 (8:30 a.m.)

Referred for Action

- (1) **November 8, 2019, regarding “Debacle on 31st Street.....” (Five Creeks Stormwater Flood Protection Project)** (Referred to the Director of Planning & Development Services for consideration and response)
- (2) **November 13, 2019, regarding “Navy Jack Centre”** (Referred to the Director of Parks, Culture & Community Services for consideration and response)
- (3) **November 15, 2019, regarding “Bylaws are not stopping light from flooding into the apartments of the elderly”** (Referred to the Director of Corporate Services for consideration and response)

Referred for Action from Other Governments and Government Agencies

No items.

Received for Information

- (4) **Committee and Board Meeting Minutes – Heritage Advisory Committee meetings, May 15 and June 18, 2019**
- (5) **8 submissions, October 25 - November 12, 2019, regarding Climate Action**
- (6) **43 submissions, November 5-15, 2019, regarding Proposed: Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 5044, 2019; Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5045, 2019; and Phased Development Agreement Authorization Bylaw No. 5041, 2019 (Areas 5 and 6 of Rodgers Creek)** (Referred to the November 19, 2019 public hearing)
- (7) **G. Mclsaac, November 8, 2019, regarding “CBC News : North Shore traffic nightmare raises concerns about the plans for a real disaster”**
- (8) **2 submissions, November 8 and 13, 2019, regarding Wireless Technologies** (Attachments available for viewing in Legislative Services)
- (9) **November 9, 2019, regarding “Tantalus Gardens Project On Hold” (Proposed Development Permit 19-001)**
- (10) **Vancouver Metropolitan Lions Club, November 12, 2019, regarding “Fwd: Miss Chinese Vancouver Pageant - Gala Dinner 2019” (December 4, 2019)** (Attachments available for viewing in Legislative Services)
- (11) **November 12, 2019, regarding “The American Shakedown of Canada. WVan: Please help stop it.”**
- (12) **2 submissions, November 12 and 13, 2019, regarding Five Creeks Stormwater Flood Protection Project**
- (13) **November 13, 2019, regarding “The district needs to stop Onni before it becomes a bigger issue for the district.”**
- (14) **November 14, 2019, regarding “Re: 4175 Burkehill Place”**
- (15) **November 14, 2019, regarding “BC SPCA support for banning fireworks”**

- (16) Park Royal Shopping Centre, November 14, 2019, regarding “Re: Light Up the Village Event - Friday November 22”**
- (17) November 14, 2019, regarding “Please consider renewing or repurposing the tennis court at Gleneagles”**
- (18) 2 submissions, November 14, 2019, regarding West Vancouver Police Department Staffing Request**
- (19) West Vancouver Community Arts Council, November 14, 2019, regarding “Arts Facilities Site Identification and Feasibility Analysis meeting - Wed. Nov. 20 at 6:30pm”**

Received for Information from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (20) Director of Engineering & Transportation Services, November 8, 2019, response regarding “Lead in our water?”**
- (21) Director of Engineering & Transportation Services, November 12, 2019, response regarding “Horseshoe Bay resident” (Horseshoe Bay Revitalization Project)**
- (22) Director of Engineering & Transportation Services, November 12, 2019, response regarding “New Speed Bumps on the Spirit Trail”**
- (23) Director of Engineering & Transportation Services, November 14, 2019, response regarding “Traffic - Regular Council Meeting - Sept. 16/19 - Item 4 - BC Ferries, regarding Horseshoe Bay Terminal Redevelopment Project”**
- (24) Director of Engineering & Transportation Services, November 14, 2019, response regarding “Changes to Spirit Trail”**

1745-03-02

From: s.22(1)
Sent: Friday, November 8, 2019 6:19 PM
To: MayorandCouncil
Subject: Debacle on 31st Street.....

Hello Mayor and Council members:

Well another week goes by and the same intrusion continues for Westbay residents in the proximity of 31st storm pipe construction.

Yes, yes, I have heard the oft repeated unconvincing mantra that it is what we must have. But what a dusty/muddy mess and what a loss of the peace, use and tranquility of our neighborhood. It is constant hammering/blasting from 7:30am until 5pm then vehicles noise and backup horns until 7+pm every evening. We put up with constant private residential construction in this neighborhood but nothing tops this; done to us by our own municipality that ironically, we are paying for!

And don't tell us after a half year banging away that there is now more rock than anticipated. Most residents could have told you that. If this is the case then your engineering department is not serving you well. And please don't tell us that the project is now going to be overbudget and delayed because of this. Surely British Properties, who are the principal beneficiary, will be on the hook for any overage? If that is not so are West Van taxpayers to foot the extra bill?

If Council had simply stipulated the maintenance of the forest above the upper levels highway, a project on this scale would probably not be necessary. If we are trying to be a more green community we wouldn't scarify the upper level lands in the first place. Remind us why there is some need or obligation to give British Properties what they want when they come calling? Remind us when this is going to be done? Oh, and remind us again how we are to be compensated or get a break on our property taxes because of this gross imposition?

I thought it was really sad when you had to get an injunction against your own constituents about it all. That should have told you that this was a serious overreach. Just a suggestion but lets start focusing on those that actually live here rather than those that might in the future.

I am sure that you are getting lots of negative traffic on this subject. But we can't expect a different behavior or outcome from Council unless we individually stand up and communicate our frustrations or opinions.

Simple question though.....if YOU lived nearby would you put up with it for a year or so?

Respectfully,

s.22(1)

West Vancouver

s.22(1)

0500-01

From: Barney Magnusson [REDACTED] s. 22(1)
Sent: Wednesday, November 13, 2019 1:32 PM
To: MayorandCouncil
Subject: Navy Jack Centre
Attachments: Navy Jack Centre Letter.docx

Please see the attached letter. We look forward to your response.

--

Barney Magnusson
111 18th Street
[REDACTED] s. 22(1)
West Vancouver, BC
V7V 3V3

[REDACTED] s. 22(1)

November 13, 2019

Dear Mayor and Councillors

As treasurer of the Seawalk Place Strata Council, I write on behalf of all the residents regarding the proposed Navy Jack Nature Centre (the Centre). If the proposal for this Centre is approved as currently envisioned, we would be affected more than almost any other group of citizens in the municipality.

We appreciate all efforts to preserve and celebrate West Vancouver's heritage, and we support the work of the Streamkeepers. But we do not support locating the Centre as currently proposed. When the house on the corner of 18th Street and Argyle was demolished and the property converted to parkland, Council promised the park's residential neighbours that it would preserve their quality of life and the value of their residential real estate by designing this new waterfront parkland as a quiet zone without picnic tables or any infrastructure for large group activities. To fulfil this promise this quiet 'buffer' zone was designed as a walkway with park benches, and, now, mature landscaping, all of which continue to serve this original purpose. For at least forty years, the West Vancouver Council, the residents of Seawalk Place, and our neighbours in the apartment and townhouse properties adjacent to our building have shared the vision and understanding that this quiet 'buffer' zone will remain unchanged.

There are other reasons for not locating the Centre as currently proposed:

TRAFFIC AND SAFETY

The base of 18th street fronting Seawalk Place is already a busy traffic area. It accommodates vehicular traffic: —residents' cars, garbage trucks, mail delivery vehicles, building services vehicles, and emergency and other city services vehicles. Perhaps the most usage, however, is by pedestrians using the seawall. The buffer zone has helped with keeping this tight and heavily used traffic area as accessible and safe to all users as possible. The current proposal requires more accessibility for cars, buses, and service vehicles, more parking, and more turn around zones, but contains nothing to address these issues. As currently configured, the intersection of 18th Street and Argyle cannot handle any more traffic. As currently configured, the existing parking facility for John Lawson Park is also maxed out. The idea of this facility also serving the proposed Centre is laughable. Existing street parking on Marine Drive and on Bellevue Avenue offers no solution either.

COST

Funding for the Centre is to come from the Community Amenity Contributions fund (the CAC). The estimated total cost for the Centre is roughly \$2.5 million/ \$1,800 per square foot. This total cost represents 25 per cent of the entire CAC fund. How can the municipality justify spending this proportion of CAC funding on this project with its exorbitant cost per square foot, its inappropriate and ill-suited location, and that duplicates many features of other nearby existing facilities (e.g. the Capilano Fish Hatchery)? Why is the idea of duplicating the Capilano River hatchery, a multi-million dollar facility, which has served both educational and tourism purposes for decades even under consideration? A recent visit revealed great graphics, fish in the ladders, and lots of capacity for more visitors.

COST ...cont.

Operating costs are always underestimated in public projects. Over time they exceed the capital cost and they are not optional. Maintenance costs are usually left out or estimated to be very modest. This project will be very high maintenance.

REARING POND

A quiet, bubbling stream feeding a rearing pond sounds almost idyllic. But the cement-lined streambed of Lawson Creek contains a trickle in the summer months; in our wet other seasons a rushing torrent of silt, mud, and debris. We all support the Streamkeepers but they will need a miracle to get this working as planned. We should of course acknowledge the strong support from our healthy resident seabird population. The eagles are particularly enthusiastic and look forward to weekly or even daily restocking of the rearing pond.

In summary, the proposed Centre:

- Breaks West Vancouver's long time promise to all adjacent residents of the proposed location that it will remain a quiet buffer zone;
- Will diminish the value of adjacent residential real estate;
- Cannot accommodate the vehicular traffic it will generate, and hence
- Will generate traffic safety hazards;
- Is excessively costly both in the short and longer term; and
- Duplicates other nearby facilities (e.g. the Capilano Fish Hatchery).
- Is not the best location for such a facility— Has the Council considered alternative sites such as the Navy Jack gravel pits in Ambleside Park, which has sufficient parking and turn around areas?

We ask that the original shared vision for this location as a quiet buffer zone continue as is. Also, we wonder whether setting aside the proposed location for the Centre simply for natural vegetation growth might promote environmental preservation even more effectively than the Centre proposal.

Regards,

Barney Magnusson,
Treasurer
The Strata Council
Seawalk Place

1603-01

From: [REDACTED] s. 22(1)
Sent: Friday, November 15, 2019 12:31 AM
To: MayorandCouncil
Subject: Bylaws are not stopping light from flooding into the apartments of the elderly
Attachments: 20191104_224557.jpg; 20191104_224516.jpg; 20191114_233009.jpg; 20191114_232954.jpg

To mayor and council the elderly residence of libby lodge in horseshoebay have been exposed to massive amounts of light pollution from our neighbors contractor for over two years.

The bylaws department have done nothing that stops the contractors disgusting and disrespectful behavior . We have made numerous complaints over the past two years. The solution is very simple, NO light fixtures should ever point with any possibility of flooding light into our apartments at anytime and when the days work is over the job site should have an absolute minimum of light.

I am confident that the contractor can light up what they need lite up without any floodlights aiming directly into our apartments. This has been explained to bylaws repeatedly

So my question is why are bylaws not able to get the simplest request done ??

I am attaching 2 pictures from November 14 th with the flood lights left on all night and 2 pictures from a complaint made to bylaws november 4th and 5th when for two nights the contractor left the flood lights on all night . I have a large pile of identical pictures starting 2 years ago.

The work is going to take at least two more years

Please instruct bylaws to get the contractor to redirect the light fixtures and tone down the night light intensity.

Please stop this extremely disrupting and disrespectful behavior

[REDACTED] s. 22(1) westvan.









THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
HERITAGE ADVISORY COMMITTEE
MAIN FLOOR CONFERENCE ROOM
WEDNESDAY, MAY 15, 2019

0116-20-HAC1

Members Present: Paula Grossman, John Mawson, Michael Geller, Brenda Clark, Annerieke van Hoek, Laura Anderson, Paul Hundal

Members Absent: Liane McKenna, Dana Parr

Council Liaison: Nora Gambioli

Staff Present: Michelle McGuire (Manager of Current Planning & Urban Design)
Erik Wilhelm (Senior Community Planner)
Cindy Mayne (Executive Assistant to the Director of Planning & Development Services)

1. **CALL TO ORDER**

The meeting was called to order at 4:08 p.m.

2. **APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the May 15, 2019 Heritage Advisory Committee meeting agenda be approved as circulated.

A member requested to add a standing item to all agendas for public outreach. The group discussed and decided this will be covered in the draft framework council report.

CARRIED

3. **ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the April 16, 2019 Heritage Advisory Committee Meeting minutes be adopted as circulated.

CARRIED

4. APPLICATIONS FOR CONSIDERATION

4.1 3321 Radcliffe Avenue (Hewitt House)

Staff Presentation:

Erik Wilhelm, Senior Community Planner, introduced the proposal.

Applicant Presentation:

The applicant team presented and described the application.

Elana Zysblat, Heritage Consultant, noted that interior protection is not recommended in this case. This approach is only typically done when a significant heritage interior is at risk or where there is public or semi-public use in a building; neither of which is the case for the Hewitt House. It was noted that it is extraordinarily rare to see interior elements protected within a private dwelling. Consultation with heritage colleagues in other municipalities confirmed that it is very rare in single family homes that do not include public use. In the last 10 years, out of 142 buildings designated in the City of Vancouver only 5 included protection of interior elements. A serious concern is that if interior protection is routinely required or expected in West Vancouver that it could be a significant deterrent for projects and home owners. With the limited number of heritage projects in West Vancouver this issue should be carefully considered by the Heritage Advisory Committee to not discourage heritage projects from coming forward.

Committee Questions:

The committee directed questions to the presenters, with the applicants' and staff responses in *italics*:

- Are there any other houses along Marine Drive that are in such a close proximity to the property line? *There are existing garages that are located as close to Marine Drive. There are a fair amount of similar setbacks in the area.*
- How would a person get to the Hewitt House from Marine Drive? *They would come through the yard. It is a permeable surface. The proposal is trying to not touch the rock wall.*
- Previously it appeared as if there was no setback from Marine Drive and the current plans show a 1.0 ft. setback. Why not increase it to 2.0 ft.? *Keeping the infill house closer to Marine Drive enables an increased yard between the Hewitt House and the infill house and allows for the infill house to be constructed on the existing foundation located at the rear of the property thereby facilitating less site disturbance and soil removal.*
- Please describe how the house was relocated and situated. *It previously straddled the current site and the neighbouring property to the east. The house faced the same direction as it currently does and it was moved a few feet in order to subdivide the eastern parcel. The downstairs was created as a basement. A trellis and deck was added.*
- The original house includes a basement suite, so three families would live on the property if the proposal was approved. Is the expectation that Hewitt House residents will park on Marine Drive or use Radcliffe? *The main unit in the Hewitt House uses Marine Drive for parking and the tenants use Radcliffe.*
- What is the increase in land value for the property? *The project overall represents more of a financial loss with construction costs, etc. As for future value it is unknowable as the market changes. There must be value associated with the extra lot created.*
- How deep is the boulevard? *20 ft. Pavers could be added to create a walkway to Marine Drive. It should be on the drawings.*
- The overlook between the buildings, how is this being treated, what about the upper levels? *The porch and gardens are designed to draw your eye towards the southeast. People will use*

the deck and with the position this could create overlook issues. *The deck is wider on the east side. Overlook is not an issue as there is a 40 ft. space between buildings. Sheet A8.1 provides renderings of the projected views demonstrating that the view from the infill house is of the landscape (i.e. not the Hewitt House windows and outdoor area). As well, outlook and privacy issues were addressed with the removal of the gable end of the infill house.*

- Anticipating Council questions, next to the new cottage on the east side, will there be significant rock blasting? *There is no blasting needed.*
- Could you repurpose the trees? Is that a requirement to replace trees if they are removed? *The applicant indicated that they will repurpose as much of the trees as is viable. Replacement trees will be planted.*

Committee Comments:

The committee directed questions to the presenters, with the applicants' and staff responses in *italics*:

- The changes in the proposal are a significant improvement, your efforts are noticed. It is a nice design, very sympathetic to the Hewitt House. It is likely you will have issues with the Marine Drive setback in terms of glazing, etc. A 3.0 ft. setback would improve the situation with some reduction in the yard between the buildings. With more layered landscaping that would filter the view between the infill building and the garden, south of there a grouping of small deciduous trees, you would have room. The landscaping is charming and has a country garden feel, very lush and beautifully planted. For privacy to work make the edges softer, giving a feeling of layers. The character of landscaping along Marine Drive should be considered to plant something that is going to replace the mature trees removed to provide the neighbourhood tree replacement for what is lost. Could be something nicer than what is there. The fencing looks so wall-like, so impenetrable. *Those fences are existing now. Some concern with the color of materials. The approach is to be respectful and fit in and not try and to copy/mimic the Hewitt House. Muted colours were chosen in order to let Hewitt House stand out.*
- The roof line of the infill house has significantly improved.
- A walkway should be included to connect from Marine Drive to the Hewitt House. Currently the walkway would require walking right beside a window.
- With respect to the existing cedar trees, it seems that for many heritage sites there are significant trees that are proposed to be removed in exchange for heritage infill development. It becomes a choice between the trees and retention of the house. In the future the District will likely have stronger policy related to planting trees. Staff are currently reviewing the existing Interim Tree By-law and we should be aware of potential changes that could be relevant for the proposal.
- The infill house fits well on the site. The changes to the roof line are supported. If there was an issue with overlook due to the roof line the change solved it. Don't think the deck will be an overlook issue. A blank wall is not the solution, an animated façade with windows is supported. Agree with the pathway comments to provide a direct link. Support the proposal overall.
- Want to address the interior protection issue. With respect to the importance of the heritage interior, private, semi-public or public use is irrelevant. For those who are interested in purchasing heritage sites comprehensive heritage protection of both interior and exterior is important. Would want the interior to be as authentic as the outside. So many heritage properties exist where the interior is not preserved. With the Hewitt House the interior is significant. *The Heritage Consultant concurred that the interior is significant. However, buildings were not built to stay frozen in time. It is important to understand that heritage conservation concerns the management of heritage sites and resources over time and there needs to be room for evolution. For us to start limiting interior living spaces, in a private home,*

there is a reason it is not practiced, not a normal request. The routine practice to require interior protection would discourage HRAs. A good heritage interior will generally be protected. This shouldn't be left to chance. An example of where the issue was not successfully resolved is the Binning House where the applicant came back for further compensation in exchange for interior protection because it was not secured adequately initially. Would like to see comprehensive protection secured at the onset to avoid situations like the Binning House from occurring. With the significant benefit of subdivision there should be significant heritage protection granted in exchange. The alternative would be to permit the same building with a Coach House.

- The information provided by the heritage consultant is very helpful and Council members would benefit from receiving it.
- The Hewitt House is a charming house, there is a legitimate argument for supporting the Heritage Revitalization Agreement (HRA). Otherwise someone would knock it down. Supportive of the efforts to protect the house. Don't support forcing protection of the heritage interior. A direct pathway from Marine Drive to the Hewitt House should be provided and shown on the plans. Recommend planting for screening purposes including trees for the yard between the houses. Planting should be loose and not rectangular. The setback from Marine Drive should be increased. It is likely that the building department will require an increased setback or reduced glazing. The revised roofline for the infill house is improved from the previous proposal.
- The proposal brings together a number of positive elements including providing family friendly housing options. The heritage statement of significance speaks to character defining interior elements. Don't want us as a committee to shy away from the notion of interior protection simply because it is challenging. Interior elements are important. Would like to gain a better understanding of the pragmatics of the available tools to provide informed advice. There is an educational opportunity for us. Debate around monetary value, contentious as it might be, is important. If we are going to preserve heritage, we have to make proposals mainstream. The business case has to be there with incentives and efficient processing. There is a significant opportunity to celebrate this HRA proposal with a plaque and other promotional materials to educate and highlight this successful example. *The owners feel the same.*
- The proposal presents a great outreach opportunity with a story that would be useful as a case study.

The chair summarized the Committee's comments:

There is general consensus that the revisions have responded to comments from the Heritage Advisory Committee. There are a few things that the applicant should still consider including the proximity to the property line on the Marine Drive edge as it is anticipated that there will be issues with addressing Building Code requirements. General comments regarding landscaping were provided to consider layering the landscape in between the buildings. As well, there was a suggestion to provide more significant tree planting to replace trees that are being removed. The Committee generally agreed that a direct pathway should be provided and shown on the plans from Marine Drive to the Hewitt House. Interior protection and how to handle significant interior elements is an issue that the Committee needs to discuss further at a higher level to determine a consistent approach. As well, subdivision is also a general topic that requires further Committee discussion.

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

It was Moved and Seconded:

THAT the Heritage Advisory Committee SUPPORT the application and that the following items be addressed through review with staff:

1. Issues related to the proximity of the infill house to the north setback to Marine Drive;
2. Landscaping between the two buildings and edges related to potential overlook and screening issues;
3. Tree replacement strategy for removal of existing mature cedars with consideration for boulevard tree planting; and
4. Clarify landscape plan showing the path between the sites extending to the Marine Drive sidewalk.

THAT the Heritage Advisory Committee supports voluntary protection, if offered by the applicant, of the wood paneled fireplace room to be included in the HRA.

CARRIED

5. **PUBLIC QUESTIONS**

The Committee listened to comments and responded to questions from the public.

6. **NEXT MEETING**

The Committee agreed that if there is a longer agenda we will start meeting at 4pm otherwise meetings will begin at 4:30 pm.

The next meeting of the Heritage Advisory Committee is scheduled for June 11, 2019.

7. **ADJOURNMENT**

It was Moved and Seconded:

THAT the May 15, 2019 Heritage Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:05 p.m.

s. 22(1)

Paula Grossman, CHAIR

s. 22(1)

Michelle McGuire, STAFF LIAISON

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER

HERITAGE ADVISORY COMMITTEE MEETING AGENDA
RAVEN ROOM, MUNICIPAL HALL
JUNE 18, 2019

0116-20-HAC1

Members Present: Paula Grossman, Dana Parr, Michael Geller, Brenda Clark, Laura Anderson, Paul Hundal, Lianne McKenna

Members Absent: John Mawson, Annerieke van Hoek

Council Liaison: Nora Gambioli

Staff Present: Michelle McGuire, Manager of Current Planning and Urban Design and Cindy Mayne, Executive Assistant to the Director of Planning and Development Services

1. CALL TO ORDER

The meeting was called to order at 4:30 p.m.

Discussion ensued regarding meeting lengths and suggestions to improve efficiency.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the June 18, 2019 Heritage Advisory Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the May 15, 2019 Heritage Advisory Committee Meeting minutes be adopted as amended.

CARRIED

4. HRA DISCUSSION GUIDELINES

Staff provided the following summary:

- Financial Analysis – current policy approach does not require financial information to be provided for heritage projects as incentive for heritage protection. Staff recommends continuing with current policy. As there is no financial review required with typical heritage projects staff advise that discussion regarding financial analysis of projects is not recommended.
- Subdivision – With respect to discussion of subdivision staff recommends that the Committee focus on feedback related to site planning and access issues and questions (i.e. not discussion regarding the appropriateness or financial benefit of the subdivision tool generally).

- Other – Regarding interior protection, the standing request for voluntary protection of significant interior elements is recommended. For site tours for HRAs, a tour of the interior would not be required for applicants especially where an owner or tenant is residing in the building.

Committee comments/questions (*with responses in italics*):

- The Committee needs to encourage heritage proposals.
- Agree to no financial analysis for all projects. Subdivision appropriateness is important. HRA documents are restrictive in order to protect the heritage resource.
- In the case of subdivision, if the applicant fails to abide to the agreement what is the recourse? Verify if the second property in a subdivided parcel has any obligation to protect the heritage resource. *Staff will confirm.*
- Staff should provide more specific questions for heritage proposals to focus the discussion.

The committee generally accepts staff suggestions, however, it was not unanimous.

5. NAVY JACK RESPONSES TO COMMITTEE QUESTIONS

Parks Department is still determining the site use and the building is not secure for a site tour. The committee discussed other options including rehabilitation, artist residence (as part of Arts and Cultural Strategy perhaps), and community use. If the building is removed should be done with a commemorative approach. Community outreach will occur.

6. DRAFT STAFF COUNCIL REPORT – PREVENTING HERITAGE DEMOITIONS

Staff provided an overview of the key action items and the proposed funding for the “support” category resources and a full time planner position.

Committee comments/questions (*with responses in italics*):

Recommend simplifying for Council, have a chart showing the options, highest priority in terms of timelines and costs laid out. Then Council can consider the various options. The other opportunity is to receive it for information and determine priorities.

Review potential revenue resources, application fees, and full-time staff position.
Staff bringing this forward on July 8, 2019 with the Fees & Charges Bylaw.

There are two significant requests: a full time heritage planner and \$150,000 for an external consultant. Consider cost saving alternatives. Review what other municipalities have done. Consider gathering information in a different way and then prioritize. Consider community-oriented approach to raise awareness, and increase heritage credibility. Totally supportive of hiring a planner. Provide the timeline and priorities. *Timeline could be provided, in order of importance on the report.*

Suggestions:

1. Update Item D (of the staff report), show that it is done in a list of priorities.
2. Clarify what it means to be added to the register (i.e. no decrease in property value and allows for incentives).
3. Update heritage strategic plan.

Staff will consider and incorporate the suggestions.

It was Moved and Seconded:

Having reviewed and discussed the draft framework the HAC supports the direction of the report with comments from the committee to be considered in further development of the report.

CARRIED

7. PUBLIC QUESTIONS

Outlined education and outreach and incentives, referenced in the letter provided by the NS Heritage Preservation Society.

Consider referring the Gentle House proposal to the Design Review Committee (DRC).

8. NEXT MEETING

September 17, 2019 at 4:30 p.m.

9. ADJOURNMENT

It was Moved and Seconded:

THAT the **June 18, 2019 Heritage Advisory** Committee Meeting be adjourned.

The meeting adjourned at 6:15 p.m.

s. 22(1)
[Redacted]

Paula Grossman, CHAIR

s. 22(1)
[Redacted]

Michelle McGuire, STAFF LIAISON

033203

From: [Redacted] s. 22(1)
Sent: Friday, October 25, 2019 3:30 PM
To: MayorandCouncil
Subject: Update West Van's Climate Targets

Dear West Vancouver City Council,

I was thrilled to see the declaration of a climate emergency in West Vancouver in July. With my [Redacted] s. 22(1), I am dedicating much of my time to supporting concrete solutions to the climate crisis. [Redacted] s. 22(1) at the North Vancouver City Library on Nov. 1 from 6:00 to 8:30 on an Introduction to Drawdown. I hope you can all come--or please ask us and we'll do a special class when it is convenient for you all!

The IPCC has made it clear that we must get to net zero emissions no later than 2050. Please back up the declaration of a climate emergency by committing to meet the most recent GHG emission targets recommended by the IPCC, as the District and City of North Vancouver did earlier this year. We are so grateful to live in a community that is taking action to turn this around!

Sincerely,

[Redacted] s. 22(1)

North Vancouver

[Redacted] s. 22(1)

0332-03.

From: [Redacted] s. 22(1)
Sent: Sunday, October 27, 2019 11:07 AM
To: MayorandCouncil
Subject: West Vancouver Can Do More

Dear West Vancouver City Council,

Thank you for taking the first step of declaring a climate emergency in West Vancouver. On the North Shore, it's apparent how much climate change impacts our lives and environment, from forest fires and smoke to rising sea levels that threaten our beaches and homes, and more frequent extreme weather events.

The IPCC has made it clear that we must get to net zero emissions no later than 2050. Please make sure you back up the Climate Emergency Declaration by committing to meet the most recent GHG emission targets recommended by the IPCC, as our neighbours in the District and City of North Vancouver did earlier this year.

Time is running out to turn the tide on climate change; local governments can play a critical role in leading and leveraging changes that will make a big difference well beyond our municipal boundaries.

Thank you for taking this step to support real climate action.

Sincerely,

s. 22(1)

West Vancouver

s. 22(1)

West Vancouver, BC

s. 22(1)

0332-03

From: [Redacted] s.22(1)
Sent: Friday, November 8, 2019 9:12 AM
To: MayorandCouncil
Subject: Actions needed for climate help

Dear Mayor and Councillors,

Thank-you very much for adopting the Climate Emergency resolution. I was at the meeting when it was passed and I was impressed by the input from the public and your responses. I felt the people were listened to seriously. I have lived most of my life in West Vancouver, and it was my first meeting. Now we must take action.

As a country, and as a community, we need to be leaders of climate action. There is no time to be followers. I would like to see some basic rules set up in West Vancouver that we all can start with, at a grassroots level. I felt a lot of the discussion was about upgrading and new builds being less carbon polluting, which of course is important, but what can we start with at a household level?

I would like to suggest a few actions we all could start with.

-no foam take out containers allowed. Only biodegradable hemp or bamboo fibre, perhaps a tax credit for restaurants to encourage and offset the higher cost.

-flyers in the Northshore News cut back to once a month only, per advertiser.

-no plastic bags to be used at all, for produce or storage (saran wrap, baggies etc.) to be sold, and a collection place to gather used ones and find a use for. At least start with plastic shopping bags.

-grants or tax incentives for community bulk stores for food and especially cleaning supplies for the home, for refillable containers, such as the Soap Dispensary on Main Street. No need to create more and more plastic containers. These stores to be in shopping hubs.

-a creative ad campaign to promote these new measures. I think people want to participate in creating less waste.

-a bus corridor, perhaps Fulton Street, for partial routes to take the pressure off Marine Drive.

-more electric buses, and perhaps a ridership program, free for a month? On/off incentives.

-a bus stop near exit 7 for the express Horseshoe Bay/Vancouver bus, near the Park'nRide lot there, perfect for Caulfield and further west for downtown trips. This would encourage riders especially for weekend evenings and big events.

-more lane homes, smaller ones, especially near shopping hubs, to encourage more walking and to keep the character of the neighbourhood.

-fines for diesel burning smoking buses and trucks, advertised well.

I'm sure you have had many suggestions, but I just wanted to encourage some important smaller actions that we can start with, hopefully, Thank-you for all your hard work and long hours.

Yours in hope,

[Redacted] s.22(1)

[Redacted] s.22(1)

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

0332-03

From: [Redacted] s.22(1)
Sent: Saturday, November 9, 2019 12:07 PM
To: MayorandCouncil
Subject: How does BC compare for GHG emissions? - National Observer

Dear Mayor and Council,

Here is an informative National Observer article that helps us to start to understand our local comparative carbon emissions so we can more clearly see where we need to focus our decarbonization efforts.

“British Columbians pollute even more. They emit 12.9 tCO2 each. That's more than double the global average.

And Albertans emit ten times the global average – 64 tCO2 each.”

<https://www.nationalobserver.com/2019/11/02/opinion/heres-how-climate-pollution-provinces-greta-marched-compares-swedens>

[Redacted] s.22(1)

West Van BC

[Redacted] s.22(1)

From: [REDACTED] s.22(1)
Sent: Saturday, November 9, 2019 12:54 PM
To: MayorandCouncil; Nina Leemhuis
Subject: Rossby waves - Atmospheric and Oceanic...Long-Pulse Waves

Alterations of heat: atmospheric and oceanic, affect R.W.'s. and Jet Streams.

Oceanic heat into atmospheric temp-rise, polar regions, is part of that 'engineering'.
Active arctic volcanism changes the thermocline: wind, moisture, pressure: 'climate'.

Yes, climate change. Not by the propaganda gospel which brings in \$\$ trillions.

New info of today revealed from super-computer work in France, explains a tug-of-war then 'combined workings' of hot-mantle and cool-crust 'fights' & 'settlements' over Ma time.

At present, polar-change volcanic advances exceed such modeling. Methane escapes into the atmosphere are rapidly increasing. https://en.wikipedia.org/wiki/Rossby_wave

[REDACTED] s.22(1)

West Van

0332-03

From: [Redacted] s.22(1)
Sent: Sunday, November 10, 2019 12:30 AM
To: MayorandCouncil
Subject: Watch New Zealand's Government's position and actions

[https://urldefense.com/v3/__https://www.facebook.com/45300632440/posts/10156365766867441?vh=e&d=n&sfns=mo__;!7Ybluo8KqETyPA!JZ5ftZCpHCMIEnNXrlmsSRI0AdS1DJA127qdL32szVj6ub-l7iqw46LdmjLH9qfX6HVVW8s7zCuhO\\$](https://urldefense.com/v3/__https://www.facebook.com/45300632440/posts/10156365766867441?vh=e&d=n&sfns=mo__;!7Ybluo8KqETyPA!JZ5ftZCpHCMIEnNXrlmsSRI0AdS1DJA127qdL32szVj6ub-l7iqw46LdmjLH9qfX6HVVW8s7zCuhO$)

[Redacted] s.22(1)

West Van BC

[Redacted] s.22(1)

0332-03

From: [REDACTED] s.22(1)
Sent: Tuesday, November 12, 2019 9:42 AM
To: MayorandCouncil; Nina Leemhuis
Subject: The Enemy Within: Trump vs. the Deep State

<https://www.thetruthseeker.co.uk/?p=197687>

The phony 'Global Warming' due to humans is another place for bankers and corps to make money. New ideas, machinery, laws, court cases, all cash flows. Money is fed to scientific-expert 'doubters', same as to US Congress and Senate.

Fawn same onto unknowing humans, who believe phony mouthings of MSM radio, TV, controlled-media websites: "It's just 'moving along fine'....fine and dandy".

Many in the know say Greta Thunberg is a Zio-plant. She sways innocence and naivety to those uneducated toward ALWAYS looking under the covers for a rotten smell. Zios and FBI, which is now their 'plant', watch closely for these young persons, many used for false flag shootings, after they have been especially trained to pump-up their mental states to do 'what is wanted'. Zios now control most universities with funding, and keep keen oversight on students and faculty behavior. We recently had two such acts of 'revelation', with punishment of the profs,: Alberta, and Ontario.

They are such masters at it, they know they are far out and away beyond the skills or interests of unpaid-to-truth innocents. They've been perfecting methods, the laws, the courts, the politicians, for 100 years. Now, even a word against by righteous-truth will ruin one's life: Assange, Manning, dead journalists: a warning to those still living who would like to do right, but realize the high risk.

Killary knows them all, well. Very well. Not just a few have been 'dismissed'. She and Wiley Willey have huge enrichments: the song "Toe-ing The Line", like a squirrel knowing where and how to gather acorns, comes to mind. In 15 years: 'Gone to Dust'.

While sheeple in Canada, now Seattle, build Holocaust Museums. Where is the holocaust museum for the Hutus, the Tutsis, the Yemenis, the Afghans, the Iraqis, the Palestinians? OH~! Right~! No power into elements of power.

[REDACTED] s.22(1)

West Vancouver

<https://www.thetruthseeker.co.uk/?p=197687>

George Soros is backing 'climate activist' **Greta Thunberg**

[europe-reloaded.com](#)>[george-soros-is...greta-thunberg/](#)

Greta Thunberg has become world renowned because of her fight against climate change and lower ... So who is this young idealist? **Greta Thunberg** is now 16-years old

0332-03

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 8:34 AM
To: Nora Gambioli; Craig Cameron; Mayor and Council
Subject: With Global Warming on your minds.....

You two are the worst contributors, for your mind does not function in complete cycle.

You are afraid of increasing 'climate change' now do a dance re same, you are afraid West Van may lose....Oh, my golly, is losing population, (till the next multimillionaire of the world comes and buys whatever he wants, don't act like your child was run over) while you pollute the area with trucks and gear bringing air drills to blast rock, trucks taking rock away, trucks bringing backhoes to dig, trucks bringing building materials, labourers coming in vehicles, trees chopped down while you run construction up a treed (oxygen-giving mountainside, looking uglier every year, just for YOU, while using more natural gas to heat, power to light, big garages for \$100m vehicles.

The cost of councillors and mayor of time, energy at meetings, coming, going, the extra work for engineering doing water, roads, sewer, mountainside drainage flues of huge diameter.

Screwballs. I've told you before, but you just don't get it. Humans HAVE TO DO, but doing might be thinking: "If we simply preserve what we have, keep it EXTREMELY beautiful, stop this stupidity in our emotions and noggins, we might do right"

While you find, from cobwebs in corners, a false reason 'why you must'....Money, wages, self pride, "I did it, or I contributed.....". To worsening, not bettering, all for YOU. Well....chummy realtors, developers, bankers, lawyers, love you...how sweet it is. Sweet Sickness.

Best Wishes with it.

[Redacted] s. 22(1)
[Redacted]

West Van.

From: [REDACTED] s. 22(1) [REDACTED] 1610-20-5044 | 5045
Sent: Tuesday, November 5, 2019 10:14 AM
To: MayorandCouncil
Subject: STOP the Rodgers Creek project by British Pacific Properties

I've lived in West Van all my life [REDACTED] s. 22(1) [REDACTED] you are wrecking our community. I support a recall.
[REDACTED] s. 22(1)

Sent from my iPhone

1620-20-5044/5045

From: [REDACTED] s. 22(1)
Sent: Tuesday, November 5, 2019 11:29 AM
To: MayorandCouncil
Subject: Stop the Rodgers Creek mega-project

We have lived in West Vancouver for [REDACTED] s. 22(1) years. We are TOTALLY OPPOSED to your development proposal which would increase WV's population by approx. 10,000 residents.
ENOUGH IS ENOUGH!!! You have ruined Park Royal with condo developments; so please cease and desist. .

s. 22(1)
[REDACTED]

1610-20-5044/5048

From: s. 22(1)
Sent: Tuesday, November 5, 2019 11:57 AM
To: MayorandCouncil
Subject: No to Rodgers Creek as proposed

I have been a resident of West Vancouver s. 22(1) and currently live at s. 22(1) in Altamont. I came to West Vancouver s. 22(1) and immediately fell in love with WV's quiet village atmosphere – while still only 30 minutes from downtown and my business office. Living in West Vancouver was like living at the cottage in those days and commuting to work on a daily basis – what pleasure. I understand that no village stands still and Council's mandate and responsibility is to look after change in our City in a reasonable, fair and balanced manner given the realities of our time and understanding the future needs of the West Vancouver community.

I am very concerned with the population growth of West Vancouver and what it is doing to our traffic patterns and more generally to the social fabric of our community. By adding additional condo/apartment density to our local Park Royal shopping centre – you will ultimately bring the Taylor Way/Marine Drive intersection to a complete stop. It is bad during rush hour now and on the weekend and on nights when the Vancouver Canucks have a home game, with additional auto traffic from new residents at the shopping centre, I am afraid that you will create gridlock from time-to-time.

Your game plan of ultimately adding 10,000 residents over time to the Cypress Bowl development will make the highway (which is at a standstill daily going east after 3 pm) and local streets so busy – that many people will want to move away to find a more peaceful setting. So you are penalizing long standing residents to please new residents. We seem to have lost the balance between new development and refining what we have to better serve our population. I would strongly urge the Mayor and Council to curb your desire for growth and look after better your current residents and voters.

s. 22(1)

West Vancouver

From:

s. 22(1)

1610-20-5044/5045

Sent:

Wednesday, November 6, 2019 6:06 AM

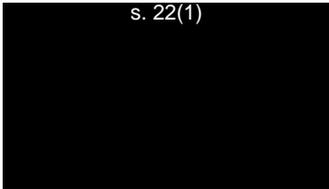
To:

MayorandCouncil

Subject:

STOP the Rodgers Creek project by British Pacific Properties

s. 22(1)



From: [REDACTED] s.22(1) 1610-20-5044/5045
Sent: Saturday, November 9, 2019 8:02 AM
To: MayorandCouncil
Subject: Why Traffic Congestion precludes Approval of Rodgers Creek

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

[REDACTED] s.22(1)

West Van

1610-20-5044/5045

From: [Redacted] s.22(1)
Sent: Saturday, November 9, 2019 8:13 AM
To: MayorandCouncil
Subject: Rodgers Creek expansion vs DWV Climate Emergency

I saw a letter to DWV that summarizes the Rodgers Creek project (2,000 new residents) very well:

1. The recent **Angus Reid Survey shows 67% of West Van residents do not want high density construction**, but Mayor Booth and Councillors Cameron & Gambioli can't explain why we need 25% population increase.
2. These high rise structures will change the character of our community forever.
3. The Rodgers Creek Project will only exacerbate existing problems:
 1. Increased carbon emissions from concrete construction (Climate Emergency)
 2. Increased traffic up and down 22nd, 15th, Taylor Way and Lions Gate Bridge
 3. Destruction of our natural environment (forest, vegetation, animals)
 4. Increased taxes to pay for DWV infrastructure in the Cypress Creek area.
 5. Increased infrastructure strain as per the 5 Creeks Water diversion project
 6. Increased strain on DWV's weak finances
 7. The proposed \$7 million of CACs are not transparently explained
4. Developers and special interest groups are shaping the future of West Vancouver, not its constituents.
5. West Vancouver does not need to have its growth accelerated.

I ask that Mayor Booth and Councillors Cameron & Gambioli explain to me why this project should advance.

s.22(1)

West Van

1610-20-5044/5045

From: s.22(1)
Sent: Saturday, November 9, 2019 1:23 PM
To: MayorandCouncil
Subject: Rogers Creek Development

Hello Mayor and Council,

I am writing to tell you I am vehemently opposed to the Rogers Creek Development. In fact as a lifelong resident of West Vancouver I am both shocked and appalled by the endless development proposals being put forth and by the fact that both you Mayor and the Council are in favor of them.

This development was approved to have 493 units but now they are trying to add add 474 more units to what was already a huge project of 493 units. There is no reason for this project to be larger than it is. I cannot imagine another 2,000 cars on our roads, using the facilities and parks let alone and the cost of things like first responders and emergency services.

The developer is trying to sell this as an environmentally friendly project but how can that be with 2,000 cars driving up and down a mountain and the only transit will be an infrequent minibus. And what about the GHG emissions building 1,200,000 square feet of concrete and steel housing?

If this goes ahead then it leave the door open for the five additional floors at Gateway (White Spot) of 95 two bedroom apartments. It is almost impossible to find parking at Park royal now- in fact I completely avoid going there whenever possible. I can't imagine a minimum of another 200 cars there.

There are many reasons for this project not to go ahead and only one for it to proceed and that is money.

You and your council are trying to destroy our beautiful community and I will, along with the majority of concerned West Vancouver citizens will do everything in my power to stop you. You will never be elected again but we must mitigate the damage you are doing until your term is over.

s. 22(1)

1610-20-5044/5045

From: [REDACTED] s.22(1)
Sent: Sunday, November 10, 2019 5:06 PM
To: MayorandCouncil
Subject: Further Comments/Questions on Rodgers Creek/Cypress Village

Dear Mayor and Council,

Comments:

Please stop all additional density in Rodgers Creek. Traffic and overtourism are going to be huge issues.

Rodgers Creek is the cornerstone for a second Whistler on Cypress Mountain, in my opinion.

Cypress Village

The BPP Rodgers Creek development, combined with Cypress Village, will result in the COMMERCIALIZATION of Cypress Mountain.

Their marketing plan is a "Whistler-style retail complex with a public square, surrounded by trees and a killer ocean view," targeted at wealthy seniors and the international market.

"To an international market, such as the buyer from mainland China, that's especially good value."

<https://www.theglobeandmail.com/real-estate/guinness-family-quietly-pushes-ahead-with-west-van-development-plans/article23447854/>

If foreign buyers purchase these units, they are likely to become vacation rentals. This will NOT FULFILL your affordable housing mandate. Furthermore, these units will likely go for \$1000sf or more, which is not "affordable."

Overtourism

Have you been to Capilano Suspension Bridge in the summer?

Traffic jams on Capilano Road. Tour buses. Jammed parking lots. People lined up to cross the bridge. Bodies literally packed together in lock step, inching across the bridge. Dusty fenced pathways. Tourists EVERYWHERE.

No chance for peace and solitude in nature AT ALL.

I tried to take my granddaughters to Grouse Mountain this winter and took them back home because of the line-ups.

That will be Cypress Mountain in 15 years.

Cypress Mountain will become a global tourist destination, with the hotel and restaurants.

A great place for short-term rentals with tons of itinerant traffic, given the plans for 800 sf units.

The 10,000 permanent population will balloon with tourist itinerants and day traffic, which I experienced every summer in Yaletown.

Overtourism has already been identified as a problem in BC. In 15 years it will be worse.

<https://thebreaker.news/business/overtourism-bc/>

Cypress Village Questions:

1. Is the 55% "limited use" forest area going to turn into a Capilano Bridge-type "nature experience," complete with fenced pathways and overtourism?
2. What is the legal definition of "limited use and recreation" and "limited use and recreation designated?"
3. What assurance do we have that the "limited use" won't be developed in the future?
4. What is the GHG impact of this development vs SF homes, including tourism, construction and traffic impacts?
5. Can the District down-zone the Cypress Village area to acreage or larger lots with limitations on build-size?
6. Why isn't the District putting density and subsidized housing in an area well-served by transit -- Park Royal for example?
7. Why isn't the District working jointly with the Squamish Nation to **quantify TOTAL POPULATION growth**, given the Squamish Nation's recent developer partnerships and plans for high density projects in Vancouver and North Vancouver?

Thank you in advance for your response to my comments and questions.

Sincerely,

s.22(1)

West Vancouver BC s.22(1)

1610-20-5044/5045

From: s.22(1)
Sent: Monday, November 11, 2019 11:06 AM
To: MayorandCouncil
Subject: Scale back Rodgers Creek mega-project

Your out of control West Vancouver developments slated for approval border on the verge of lunacy....where in hell is the traffic, that is already in gridlock, going to go. Your further insanity is the speedless bus.

Stop, screw your head back on!!!

s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 11:11 AM
To: MayorandCouncil
Subject: Fwd: Squamish Nation Development Impacts on West Van population growth and GHG's

Dear Mayor and Council,

Following, please find my correspondence with Councillor Wong, for the record.

Sincerely,

[Redacted]
s. 22(1)

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

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

From: [Redacted] s. 22(1)
Date: Tue, Nov 12, 2019 at 11:04 AM
Subject: Squamish Nation Development Impacts on West Van population growth and GHG's
To: Marcus Wong <mwong@westvancouver.ca>

Dear Marcus,

I wanted to thank you again for spending all that time talking with me on Sunday. I really appreciate it.

My takeaway from our conversation is this:

We need to know what the total population of West Vancouver will be INCLUDING Squamish Nation developments.

If we don't know where we are going, how can we possibly plan for managed growth and GHG reductions?

I urge you to vote against the additional BPP density request, given the lack of information on the density impacts of future Squamish Nation developments.

Thanks again.

Best Regards,

[Redacted]
s. 22(1)

1610-26-5044/5045

From: s.22(1) [redacted]
Sent: Monday, November 11, 2019 3:19 PM
To: MayorandCouncil
Cc: s.22(1) [redacted]
Subject: Development in West Vancouver

I am writing you with respect to the proposed increase in the number of approved residences in the Rodgers Creek area.

West Vancouver is a remarkably blessed community, uncrowded, treed, quiet, exceptionally well serviced yet close to the downtown core of Canada's third city. I moved here s.22(1) [redacted] after retiring, drawn by the community's amenities and beauty.

As I look at what Council is doing to my community in the name of housing diversity, "affordability" and "climate change" I am deeply disappointed. There is no need for West Vancouver to become a microcosm of the GVRD, with all types of housing, increased population density and rapidly growing population. That is a simple denial of what has made and continues to make West Vancouver desirable. There is no need to force housing density and design changes on our residents in the name of "climate change" since there is no empirical evidence of significant climate change in West Vancouver since I came here s.22(1) [redacted] and Council has never presented any. West Vancouver is a purely residential community offering views, nature, setting, waterfront and the amenities that come with affluence; it has no inherent need to add thousands of new residents who will do nothing to improve our community if they are crammed into tiny condominiums far from services and employment totally dependent upon public transport because their buildings cannot provide enough private parking.

Rodgers Creek was approved years ago and should go ahead as approved, not with nearly double the number of housing units. Further, the District has no business becoming a landlord; do not build a publicly-owned rental tower.

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

1610-20-5044/5045

From: [Redacted] s.22(1)
Sent: Tuesday, November 12, 2019 10:00 AM
To: MayorandCouncil
Subject: Rodgers Creek Area Development — West Areas

To — Mayor and Council

As a resident of the District of West Vancouver for [Redacted] s. 22(1) years, I have strong objections to the proposal before you at your meeting on November 19, 2019. I strongly urge you, for the good of all the residents of the municipality, to reject the proposal to increase the number of units proposed by a factor of almost 2, from 493 to 967.

I attended one of the meetings organized by the developer, and was not impressed. In fact, I was surprised by the lack of rationale for the increase and the lack of appreciation for the negative impacts on the community as a whole.

Impacts such as those on traffic, the environment, stormwater management and climate change were not adequately explained, and I for one came away with the conclusion the developer was not interested in answering in a serious manner the questions posed. The presentation on climate change bordered on puerile. No understandable answers were provided to questions on stormwater management.

Please do the residents of our municipality a service on November 19 and reject the proposal.

[Redacted] s.22(1)

West Vancouver, BC

[Redacted] s.22(1)

[Redacted] s.22(1)

Sent from my iPad

1610-20-5044/5045

From: [REDACTED] s.22(1)
Sent: Tuesday, November 12, 2019 10:14 AM
To: MayorandCouncil
Subject: STOP the Rodgers Creek project by British Pacific Properties

You are destroying our city with so much development. You have no plans for new bridges, tunnels, hospitals, + other necessary facilities.

How dare you make such horrendous decisions against our wishes. ++ Stop raising your salaries without our permission.

There is nothing in your resumes to convince me that you have any idea what you are doing!!

s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 11:36 AM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

s. 22(1)
[Redacted]

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 11:43 AM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects. I am not against development but also want to keep West Vancouver a reasonable working size.

I look forward to your reply.

s. 22(1)
[Redacted]

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 12:20 PM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council , I cannot believe that council is going to once again approve a high density bldg , eg Roberts Creek, Cypress, Taylor Way, and Grosvenor, where we lost most of our view, and then after approving these areas, decide that now hoodwink our community and let the developer ask to add more floors or buildings with little thought of the traffic patterns. Comparing us to others doesn't fly as how many communities have 2 bridges to carry us off the North Shore. Our area if it is not already losing its charm is close to doing so. A lot of the charming homes are now filled with monster homes . I don't doubt you have something planned for Dundarave. I am really disappointed in the council . It seems there is a lot of greed involved . It seems if you have money, you can ask for anything and get it from our weak council.

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

s. 22(1)



1610-20-5844/5845.

From: [REDACTED] s. 22(1)
Sent: Tuesday, November 12, 2019 12:42 PM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

I agree with the below statement but cannot attend the meeting . Please the traffic affecting Taylor Way, 15th, and 22nd.

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

s. 22(1)



1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 3:57 PM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Let's sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects. If British Pacific Properties wishes to amend their approved proposal they should have to resubmit their planned proposal to the planning department for approval. This also applies to the Park Royal residential development that is asking for a further 95 units of density. To approve these two applications after they have already been approved by council is unfathomable and would set an intolerable precedent. I have been in the [Redacted] s. 22(1) for over forty years and I have never heard of anything like this ever being considered. Please do the right thing and do not approve either of these developments for additional density.

I look forward to your reply.

Yours truly,

[Redacted] s. 22(1)

West Vancouver

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, November 12, 2019 4:37 PM
To: Mayor and Council
Subject: Concern about excessive development at Rodgers Creek

1610-26-5044/5045

Your Worship, Councillors,

I am alarmed by reports that Council is seriously considering doubling the number units approved for construction at the Rodgers Creek development. I urge you to reconsider, and to adopt a more measured approach to expansion and development. Our community can and must grow, but let it grow in a sustainable and organic way. And let us begin by pursuing the more limited development at Rodgers Creek that Council has already approved.

Yours sincerely,
s. 22(1)

[REDACTED]
West Vancouver

1610-20-5044/5045

From: [REDACTED] s. 22(1)
Sent: Wednesday, November 13, 2019 5:00 AM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

Cheers,

[REDACTED] s. 22(1)

1610-26-5044/5045

From: [redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 8:11 AM
To: Mayor and Council
Subject: YES to increasing number of Rodgers Creek units

Mayor and Council

Thank you, I live [redacted] s. 22(1) in West Vancouver and I work in [redacted] s. 22(1). I am in favour of this development.

The BPP, in trying to match buyer desires and the Municipality's goals, have taken the square footage that their original zoning, the original crown grant allowed them and instead of having a whole Bunch of large (extra large) single family homes, they want to take that same Sq.ft. and make it into more homes, smaller and more affordable.

By condensing the construction to towers, that leaves huge tracks of open space, parkland and forests that would have come down to build houses. They have a bunch of trails and a whole town centre like Caulfeild planned, to supply services and a transportation hub for the community that grows in the Upper Lands. This is a much better land use, than a bunch of huge houses, and logging the whole area like was done for the Old Properties to Canterbury Estates, and Westhill. All of the parkland created will revert back to the District as Parks. These monster homes would be very expensive.

They have done a lot of public consultation over the last few years which pulled them away from their original playbook, which was to do nothing but big prestigious single family homes. They listened and contemplated building more condos and smaller units. Their goal is to bring down the average size of the units they are building to 1000-1200 sq.ft. From 1600-1800 sq.ft. and this reduction in size brings a reduction in price, and makes it more affordable rather than less. They are asking for more units but the same total floor area that they have had since the beginning.

This is a small revision in the overall plan, due to the lapse of a ten year contract that BPP had with the District. In renewing the contract, the municipality wanted more rental housing. So BPP dedicated to build an entire building dedicated for rental and to give the District the land for another rental building adding 200 rental units to the whole Upper Lands area, taking that sq.ft. and adding it on to the existing approved buildings. They are not asking for "MORE", they are answering our request for smaller and more affordable units, while keeping their original total square footage the same. The only addition is the rental units that the District is mandating they provide.

This has been proven to be a benefit to the Community as by examples, Deer Ridge and Caulfeild Village Shopping Centre.

The District is missing the "Missing Middle" which is more smaller units and to stay away from the Large Monster homes. This was identified in the exhaustive New OCP (Overall Community Plan) that I and 100's of West Vancouverites worked on for over two years. We identified that density in the right locations was the right thing to do and secondly, (and there was a lot of other considerations) that we be a good steward for of environment and protect our natural assets. Using Vital Signs from The West Vancouver Foundation [redacted] s. 22(1)

So this will take twenty years to develop and that coincides with the planned growth in West Van, based on projected growth by Census Canada. This will not happen over night. This will happen over time. It plans for a community centre and supermarkets and coffee shops and car-share sites. Our growth over the next 20 years will be like 10,000 people, that's only max 250 people per year. This whole Upper Lands is 900 units which will house 2000 people. The BPP's goal is to have a town centre working and in place, by their 100th birthday, in 2031. I'm sure we can handle this level of growth. It only gets to the number of units stated below if you count the rental units that the District is requiring and you add to

that the proposed units on the District's parcel that is potentially going to be developed by the District for future rental housing.

Some say the traffic will increase and that's probably correct but with this being a transportation and transit hub, with car share, and an ability for home owners to shop near where they live, there will be less double car garages, etc. Also the buyer demographic is moving away from multiple car families and are more environmentally aware consumers. Also the traffic is a Provincial and multi-municipal concern and involves Highways Dept and Municipalities to solve. There is no way that the Upper Lands are going to contribute 2000 cars, that's just not reality (frankly, it's fear-mongering).

West Vancouver will grow, we can't stop that regardless of what some people would like, but we can plan for it and have the growth a benefit to our community.

Also, a good addition to the deal that benefits all the properties below the highway is that the District is tasking BPP with a huge ground-water management plan that will end up protecting houses and creeks below the highway from flooding as happened at the bottom of Willow Creek in 2018. This engineering feat will include diverting water flows that are in excess of our creeks capacities to handle. All this in the face of above average weather created by global warming.

We've always thought that there is a prestige living in West Vancouver, but we are not elitists! We can't really shut the door to someone else that wants what West Van offers, so long as we're in. We are nostalgic for West Van to stay the same, but if we do nothing then Time deteriorates what was. It's not staying up with the times. We can't keep things the same, frankly. We have to be good stewards of our community, however that evolves. Vital Signs and the Census projections are demanding that we rise to the occasion and consider embracing this growth with a sense of belonging and welcoming this growth and being inclusive to all people.

s. 22(1) I think about our civic planning and our future outlook on housing. And as an avid participant in the OCP, and having sat on boards such as, s. 22(1), "I want to do it right", and not say no to fear-mongering.

There is more on my mind about this, but I thought I'd let you know my two cents. And simply put, this is a good idea

Cheers, s. 22(1)

Sent from my iPad

s. 22(1)

s. 22(1)

West Vancouver

s. 22(1)

1610-20-5044/5045

From: [REDACTED] s. 22(1)
Sent: Wednesday, November 13, 2019 8:12 AM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects. We are against doubling the size of this project.

I look forward to your reply.

Sincerely

[REDACTED] s. 22(1)

West Vancouver

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 8:15 AM
To: Mayor and Council
Subject: Rodgers Creek development

Hello,

We are writing to add my voice to those opposed to further densification under consideration by Council, for all the reasons expressed by others already. Please turn down the request to add more units.

[Redacted] s. 22(1)

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

Sent from my iPad. Please excuse minor errors.

[Redacted] s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 11:51 AM
To: Mayor and Council
Cc: 'WV Community Stakeholders'
Subject: NO To Increasing Size of Rodgers Creek Development

Dear Mayor and Council

Traffic congestion in West Vancouver is oppressive. And instead of taking steps to remedy the problem Council is considering the expansion of the Rogers Creek project as well as the Cypress Village project. Both will exacerbate the existing traffic congestion problem by increasing West Van's population by 25% (10,000 people).

We are opposed to expanding the Rodgers Creek project and approving the Cypress Village project before the current traffic congestion problem is solved. We understand that it may not be possible to do so in the foreseeable time. And if that is the case, the application to expand the Rodgers Creek project should be rejected and the same should apply to the Cypress Creek project.

A recent survey by a leading pollster, found that 67% of West Van residents do not want higher density and traffic congestion is the greatest concern of residents. We share those concerns.

We will vote against anyone on Council who supports the expansion of the Rogers Creek project or the Cypress Village project before the existing traffic congestion problems are solved. It may be that BPP's long run of development in West Vancouver must end. So be it.

The development of BPP property in West Vancouver has been one of the most successful real estate developments in history. Since the 1930's, the owners of BPP have made vast amounts of money developing the West Vancouver property they purchased for a pittance. That was an astute investment. But no one guaranteed that it would continue forever.

We urge you to sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

[Redacted] s. 22(1)

[Redacted] s. 22(1) West Vancouver, B.C.

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From: [REDACTED] s. 22(1) 1610-20-5044/504b
Sent: Wednesday, November 13, 2019 2:09 PM
To: Mayor and Council
Subject: NO to Obscene Corporate Greed and increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

I have lived in the British Properties [REDACTED] s. 22(1) years. Everyone living up there drives and it will be the same in Rodgers Creek.

I now live in the [REDACTED] s. 22(1). The traffic noise is horrendous. I cannot sit on my patio from 7 am to 8 pm 7 days a week. Two lane Marine Drive is a highway for Whistler, Ferry and Highway 1 overflow. It can't take anymore.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents. You have no mandate to approve these drastic changes to West Vancouver. I saw none of this in your campaign material. Less than 20% of eligible voters voted for the Mayor and I guarantee the majority of those had no idea what they were voting for.

Stand up and say no to approving a massive unprecedented profit windfall to foreign property owners.

I look forward to your reply.

[REDACTED] s. 22(1)

1610-20-5044/5045

From: Bryce Tupper <btupper@britishproperties.com>
Sent: Wednesday, November 13, 2019 2:50 PM
To: MayorandCouncil
Cc: Jim Bailey; Michelle McGuire
Subject: Rodgers Creek Rezoning - Public Open House Boards
Attachments: BPP Rodgers Creek Areas 5+6 Display Boards FINAL.pdf

Hello Mayor and Council –

Please find attached the Boards that were displayed at the Public Open House on November 5 at the Gleneagles Golf Course. In addition to the details of the application that are consistent with the Staff report, you'll notice that we provided some supplementary information about:

- BPP History
- Upper Land Planning History
- OCP excerpt
- Vital Signs except
- Council Priorities
- Population projections
- Parking and Traffic Trip Generation projections
- Carbon Reduction Metrics

Regards,

Bryce

Bryce Tupper, P.ENG, RPP
Vice President Planning & Development

BRITISH PACIFIC PROPERTIES LIMITED
1001 - 100 PARK ROYAL, WEST VANCOUVER, BC, V7T 1A2
T.604.925.9000, D.604.913.8311, M.604.418.8525
BRITISHPROPERTIES.COM



WELCOME

Rodgers Creek Area 5 & 6 Rezoning
Applicant Hosted Public Information Meeting

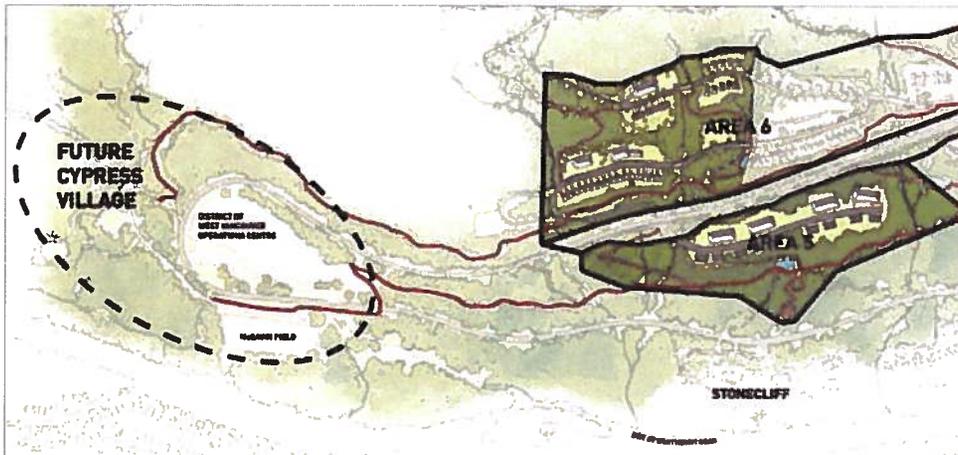
November 5th, 2019
Fairway Room at Gleneagles Clubhouse

Rodgers Creek Area 5 & 6 Rezoning

British Pacific Properties (“BPP”) has submitted a rezoning application for Areas 5 & 6 of the Rodgers Creek Area Development in the Upper Lands. The rezoning application will require an amendment to the Official Community Plan (OCP, 2018).

The purpose of tonight’s Open House is to:

- Share our refinements to the vision for these future neighbourhoods;
- Provide information about the planning process and District of West Vancouver policies; and
- Receive feedback from our neighbours and the community.



Above: Areas 5 and 6 are located within the Upper Lands Area, east of the future mixed-use Cypress Village.



Above: Artistic Rendering, Rodgers Creek Public Realm.

Upper Lands History: The Agreement

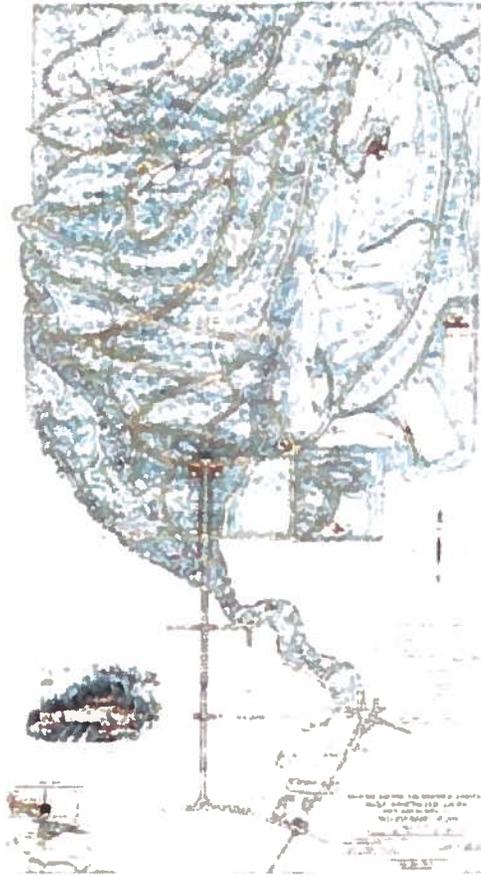
1926 – District of West Vancouver offered \$2,000,000 worth of land in exchange for the construction of a bridge at the First Narrows. There were no takers.

1931 (November 18) – A plebiscite was held by the District of West Vancouver to sell 4,000 acres of land to prevent the District from going bankrupt: 1,329 voted for and 26 voted against

- Payment of back-taxes on the land
- \$75,000 in cash
- \$1M in improvements (to employ West Vancouver residents during depression)
- Construction of a golf course (\$2M)
- Expectation of a bridge to be built (\$6M)

Upper Lands History: Original Cornerstones

1933 - Olmsted Plan



1938 - Lions Gate Bridge & Capilano Golf Course



1940 - The British Properties



BRITISH PACIFIC PROPERTIES

Upper Lands History: Neighbourhoods & Commercial Services

- 1947 – Evelyn (Kenwood)
- 1950 – Park Royal Shopping Centre
- 1959 – Almondell
- 1962 – Chartwell
- 1967 – Rockridge
- 1972 – Kapilano 100, Office Building
- 1980 – Westhill (with Ottman)
- 1981 – Cypress Ridge
- 1991 – Camelot
- 1992 – Canterbury
- 1997 – Whitby Estates
- 2006 – Taylor's Lookout



Upper Lands History: A Planning Framework based on a Village

- 2001 – Upper Lands Report by Community Steering Committee
 - “Make a provision for a local convenience centre in the area just west of the Cypress Bowl Road”
- 2004 – District of West Vancouver Official Community Plan
 - “commercial lands for locally convenient commercial services that that have a senses of identity and that provide varied housing for residents needs.”
- 2008 – Rodgers Creek Area Development Plan
 - “Concentrating density promotes the conservation of forested lands. It also places more people in proximity to the future Cypress Village.”
- 2015 – Upper Lands Working Group Report
 - “Cypress Village would become a unique gateway to mountain recreation and include shops, restaurants, amenities and facilities that would benefit the broader community”
- 2016 – BPP-led Cypress Village Public Consultation
- 2018 – District of West Vancouver Official Community Plan
 - “Cluster development around a mixed-use Cypress Village to minimize the area developed, protect natural and recreational features, reduce required infrastructure, achieve the compact development of mixed housing forms, and ensure a sustainable village with a strong sense of community”
- **2019 – Rodgers Creek Area Development Plan Rezoning**

British Pacific Properties continues to work with the District of West Vancouver in progressing towards public consultation for a Cypress Village Area Development Plan

Why Is Rodgers Creek Being Rezoned?

BACKGROUND

The 215-acre Rodgers Creek Area was originally rezoned (CD-3) in 2008 from single-family lots to allow the development of a diverse mix of housing, adjacent to a future mixed-use Village, while also protecting over 55% of the land as open greenspace. Of the approved 736 housing units in the 2008 Rodgers Creek Area Plan, 493 units are located in Areas 5 & 6.

PHASED DEVELOPMENT AGREEMENT

The original Rodgers Creek zone and Community Amenities Contributions were secured in 2008 with a 10-year Phased Development Agreement (PDA) that expired September 2018. The District of West Vancouver Council granted a one-year extension of the PDA to September 2019 and tasked District Staff to work with BPP on a proposal to amend the zone to allow even more diversity housing through the addition of rental housing and increased unit count to yield smaller unit sizes. This proposed rezoning is a result of BPP's collaboration with District Staff.

MUNICIPAL PROCESS

To allow for the refinements of the Rodgers Creek CD-3 zoning bylaw, an amendment to the existing CD3 Zone (2008) is required, as well as an amendment to the Official Community Plan (2018) and the Rodgers Creek Area Development Plan Development Permit Guidelines (2008).

Policy Context: Official Community Plan (OCP)

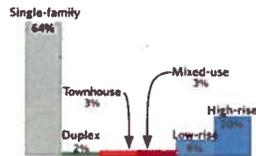
Emerging issues to address

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.

We have fewer young families and children and desire to attract them



We have limited housing choices



Our residents hope to, but are unable to age in place

33% will move in 5 years
60% pessimistic about staying in West Van

(Vital Signs 2017, West Vancouver Foundation)

Our residents want to live close to amenities

73% parks & trails
57% transit
55% shops
43% schools

(Vital Signs 2017, West Vancouver Foundation)

Our multi-family building stock is aging and need to be regenerated

96% of multi-family units built in the **1960/70s**

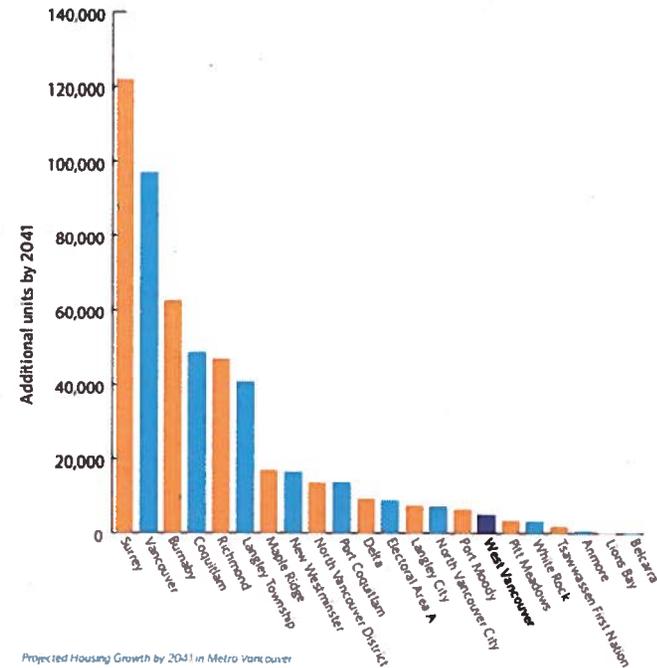
We need more rental housing options

0.4% rental vacancy rate (Oct. 2017)
Lowest in the region
 healthy vacancy rate = 2-3%

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

Projected Population, Housing and Jobs for Metro Vancouver (Metro Vancouver, 2011)

Based on these projections, West Vancouver's population is expected to increase by approximately 14,000 people from 2011 to 2041. This increase represents approximately one per cent of the overall population growth projected for the region. The resulting annual growth rate for West Vancouver is 0.87%, which is roughly two-thirds of the 1.27% rate anticipated for the region as a whole.



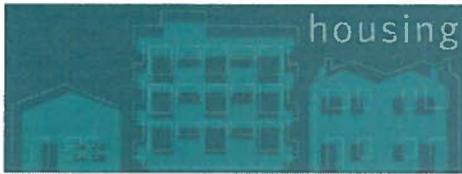
Projected Housing Growth by 2041 in Metro Vancouver

This plan indicates how ~5,000 new housing units could be accommodated by 2041. These 5,000 new units are estimated to be comprised of ~500 infill units (e.g., coach houses), ~1,000 ground-oriented multi-family units (e.g., townhouses), and ~3,500 apartment units, which would include ~500 seniors' housing units. Around 20% of all units are expected to be rental units. The overall figure of 5,000 new units is a projection, and the breakdown of housing types are estimates, both intended as a guide to plan for the housing needs of our community. Actual growth numbers and housing types will depend on further community planning and subsequent implementation, market forces, and Council decisions.

Our OCP is required to demonstrate general consistency with Metro 2040 through a Regional Context Statement. The purpose of a Regional Context Statement is to describe the relationship between the OCP and Metro 2040 and to demonstrate how the OCP contributes to the achievement of regional goals. The District's Regional Context Statement is included as Schedule 1 of this plan.

Source: West Vancouver Official Community Plan, 2018

Council Priorities 2019-2020



West Vancouver has the highest average housing costs in the region for both homeowners and renters. This is amplified by the limited diversity of housing and too many vacant homes in our community. Although housing affordability is driven by a number of factors, including market economics and demand, Council can take action to enable the development of desired forms of housing to increase housing options in our community.

Strategic Goal: Significantly expand the diversity and supply of housing, including housing that is more affordable.

Objectives:

- 1.1 Refine and clarify the number of housing units of each type required in West Vancouver over the next four years
- 1.2 The focus of these initiatives should be on housing for families with school aged children, downsizers/empty nesters, and the professional workforce (fire, police, teachers, nurses)
- 1.3 Develop 2195 Gordon to provide housing that is affordable for, among others, our professional workforce
- 1.4 Increase the number of purpose-built rental units and expand the range of rental options.
- 1.5 Increase the number of missing middle and infill housing types — coach houses, duplexes and townhouses
- 1.6 Move forward on plans for Cypress Village and develop a phased approach to development to ensure occupancy in first phase by Q2, 2022.
- 1.7 Respect and protect neighbourhood character



Our community's topography and low-density neighbourhoods give us little opportunity to expand our existing road network and have contributed to a car-dependent community. Three-quarters of our workforce and one-quarter of our students commute into West Vancouver every day while many of our residents commute out of West Vancouver for employment. The resulting congestion impacts residents' quality of life, the ability of employers to attract and retain employees, increases road maintenance costs, creates pedestrian safety concerns and increases greenhouse gas (GHG) emissions. Council will strategically address these challenges by working collaboratively with multiple regional partners and our citizens.

Strategic Goal: Improve mobility and reduce congestion for people and goods.

Objectives:

- 4.1 Participate with our partners in implementing the recommendations of the Integrated North Shore Transportation Planning Project (INSTTPP)
- 4.2 Improve public transit
- 4.3 Update our 2012 Strategic Transportation Plan
- 4.4 Improve neighbourhood traffic and safety.
- 4.5 Improve school traffic and safety
- 4.6 Diversify and expand active transportation options



At the beginning of their term, Council worked together to set strategic goals and objectives that they will work toward achieving in the first two years of their term.

COUNCIL'S VISION

Our goal is to make West Vancouver a complete community; and one that is liveable, vibrant and inclusive. To accomplish this, we need to attract and inspire a full spectrum of people to live, play and work here. A vibrant economy, diverse housing choices and exciting amenities consistent with the Official Community Plan are also part of Council's vision.



Our community recognizes the importance of social inclusion, high-quality public facilities and the valuable services provided by our community organizations. West Vancouver is becoming less age diverse as our population ages while at the same time, we are becoming more culturally diverse and have opportunities to celebrate our increasing cultural richness. Council supports our residents' well-being through the programs and facilities that contribute to a strong social fabric.

Strategic Goal: Enhance the social well-being of our community.

Objectives:

- 6.1 Support the construction of a new track and artificial turf field at West Van Secondary School
- 6.2 Implement the priority items in the Arts and Culture Strategy and complete the Arts and Culture Facilities Plan
- 6.3 Develop an interim and long-term solution for Klæ Wyck Park
- 6.4 Acquire the two remaining Ambleside Waterfront properties
- 6.5 Enhance Ambleside Park concession services, including consideration of a bistro
- 6.6 Improve our trails.
- 6.7 Find a permanent home for the Adult Day Centre
- 6.8 Continue to develop the long-term plan for the Civic Site
- 6.9 Support a North Shore Integrated Food System

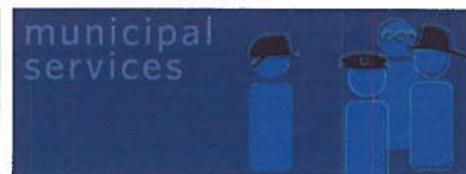


Adapting to a changing climate is one of the greatest challenges our community faces. We contribute more GHG emissions per capita than the regional average. These emissions come from three primary sources: burning natural gas for our buildings, fuel to power vehicles and decomposition of solid waste. We are already experiencing the effects of climate change such as shoreline flooding from sea level rise, storm events, wildfires and summer droughts and these will likely continue. Council can support a resilient community through adaptation measures and policy.

Strategic Goal: Protect our natural environment, reduce our impact on it, and adapt to climate change.

Objectives:

- 3.1 Determine very specific targets to reduce energy use and carbon emissions within the community and District operations as per our Emissions Plans and provincial initiatives
- 3.2 Address the threats of wildfires and floods
- 3.3 Manage and protect trees on private lands.
- 3.4 Protect and improve stewardship of natural capital assets
- 3.5 Reduce community and corporate waste

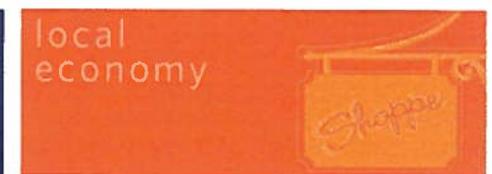


West Vancouver is fortunate to have many residents who contribute their time, expertise and passion in shaping our community, our priorities and our objectives. We also have dedicated and professional staff who are committed to delivering high-quality and efficient programs and services. Council will continue to build on this strong foundation and engage the community to deliver the services that our residents are accustomed to while being fiscally responsible.

Strategic Goal: Deliver municipal services efficiently.

Objectives:

- 5.1 Review current services to determine which services, if any, can be reduced, eliminated, or delivered more efficiently
- 5.2 Continue to attract and retain high-quality employees
- 5.3 Improve the effectiveness and efficiency of Council's and the District's engagement and communication with the community
- 5.4 Identify sources of funds, other than property taxes for municipal services and major projects.



Our businesses are facing a diminishing local market and are having difficulty attracting and retaining staff due to high housing costs and limited transit options. We want to ensure that our residents retain the commercial services they are accustomed to while maintaining the character of our commercial centres. Council can take action by planning land use to support commercial activities through collaboration with the local business community.

Strategic Goal: Create vital and vibrant commercial centres.

Objectives:

- 2.1 Complete local area plan for Horseshoe Bay
- 2.2 Initiate local area plan for Ambleside Town Centre
- 2.3 Implement the Economic Development Plan
- 2.4 Collaborate with the business community on mutual priorities such as parking, wayfinding, piece-making and commercial tenant mix.

Source: <https://westvancouver.ca/government/mayor-council/priorities>

Our Community at a Glance: 2019 Vital Signs Report

What is "Vital Signs"?

West Vancouver's *Vital Signs* is a community check-up that measures the vitality of our community, identifies concerns, and supports action of issues that are critical to our quality of life. The West Vancouver Foundation produces the report to connect philanthropy to community needs and opportunities. *Vital Signs* is a national initiative of community foundations across the country.

VitalSigns®



HOUSING & COMMUNITY BUILDING

Adequate and affordable housing is essential to an individual's well being and to a community's liveability, for all demographics. When suitable housing is unattainable for many, ripple effects are felt in the local economy and workforce, traffic and transportation, and the community's health and well-being, its level of social connectedness and inclusion, as well as in its economy, diversity, vitality, and resilience.

Housing continues to be a defining issue for the community, decision made now will impact who lives here, what services are available, and how we see ourselves in the future. In 2018 West Vancouver updated the Official Community Plan and included housing mix and accessibility, including apartments and rentals as priority elements to community building.

Vacancy rate in West Vancouver improved from .2% in 2016 to .6% in 2018, but still trails the Metro's vacancy rate of 1%, which increased from .7% in 2016.

In 2019, there are 1,900 purpose built rentals in West Vancouver, with only 278 units added in the past 10 years. However, recent approvals of new developments will see over 300 units added in the next few years, and several other projects are currently going through the re-zoning space application process.

"Vertical Blocks" is one of the new ways to think about apartments - with similar needs and desire for neighbourly connections and feeling part of a community. An example, would be new developments that take steps to consider both living and working in the community.

Housing stock is the backbone to building neighbourhoods

There were 16,935 total private dwellings in West Vancouver in 2016, slightly down from 17,075 in 2011, attributable to a decrease in occupied detached homes.

Housing Type	2016	2011
Single Detached	9,355	9,845
Semi-detached/ Row/Suited	2,410	2,285
Apartments	5,170	4,940

Homeownership

After years of steady increases, the median home price in West Vancouver fell from \$2.9 million in 2017 to \$2.7 million in June of 2019. The number of owner occupied households in West Vancouver decreased from 79% in 2011 to 75% in 2016, and 44% of owner households have a mortgage on their property.

West Vancouver continues to be one of the least affordable communities in the Lower Mainland making it difficult to attract young families and early years professionals.

Community building is about more than houses, it is spaces. Dynamic neighbourhood design takes into account a broad spectrum of needs both physical and emotional. The elements we value in West Vancouver center around our natural beauty and scenery, small town atmosphere, sense of community, services, and lifestyle. Whether through local area revitalization initiatives (such as Horseshoe Bay) or purpose built neighbourhoods, as in the new Cypress Village, these enhancements will be instrumental to both form and function of the community.

The Other Face of Home Ownership

- > With 9.2% of homes unoccupied in 2016, West Vancouver continues to have the highest rate of empty homes in Metro, where the average is 8.2%.
- > While some of these homes may not be empty but only temporarily occupied it poses the unique question as to how becoming a destination community with seasonal residents could change the services needed in the community.
- > 23% of West Vancouver homes are not owner occupied compared to the Metro average of 26%. With a median value of \$3.2 million.
- > At 6.2%, the proportion of homes in West Vancouver owned by an individual whose principal residence is outside of Canada is also higher than the Metro average of 4.8%.

WHO WILL LIVE HERE IN THE FUTURE?

In 2016, 71% of young adults aged 20 to 34 in West Vancouver were living with a parent.

As our youth become young adults one of the greatest barriers to belonging is that life in West Vancouver is unachievable due the lack of affordable housing and transportation options. Even for young professional it is daunting without new purposeful, housing strategies and developments.

Source: Vital Signs Report, 2019

People feel they belong when they are connected to people – family, friends, neighbours, workers (teachers, caregivers, shopkeepers, etc.) and also when they feel connection to place – neighbourhood, community, landscape, history, heritage.

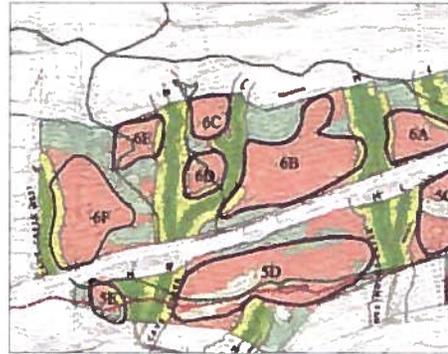
BRITISH PACIFIC PROPERTIES

Rodgers Creek: Key Principles

The Rodgers Creek Area Development Plan (ADP, 2008) was developed between 2006 and 2008 through a process of consultation and guidance from the Rodgers Creek Working Group. Recommendations from the Upper Lands Study Review Working Group Final Report (2015) informed the key principles:

Conservation of Green Space

Through an Environmental Sieve Analysis and sensitive siting of roads and buildings, over 55% of land to be protected green space

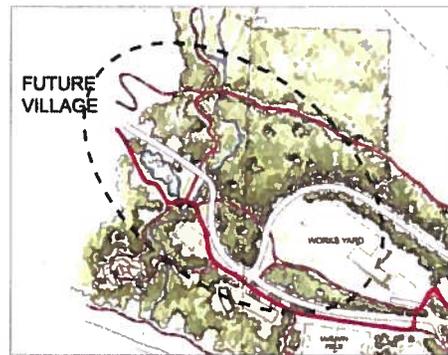


Housing Diversity

Address a more socially diverse housing mix with higher density multi-family homes concentrated westward toward the future Village

Cypress Village

A vibrant mountain village that would establish a vital service/ recreational/ residential centre for the Upper Lands



Mountain Path

A link with gentle gradients for pedestrians, cyclists and other users between neighbourhoods as a recreational and community amenity

Rodgers Creek: Current Status

Council approved the Rodgers Creek Area Development Plan in 2008. The following diagram provides a status update on development progress to date. Currently, less than 50% of the units under the existing zoning are complete.

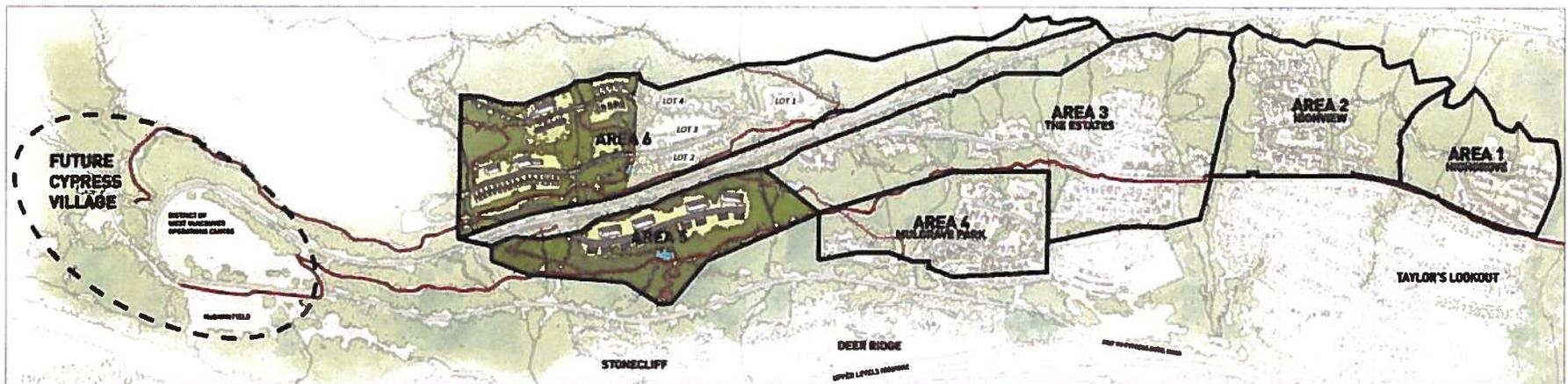
Area 1: Highgrove
OCCUPIED

Area 2: Highview
OCCUPIED

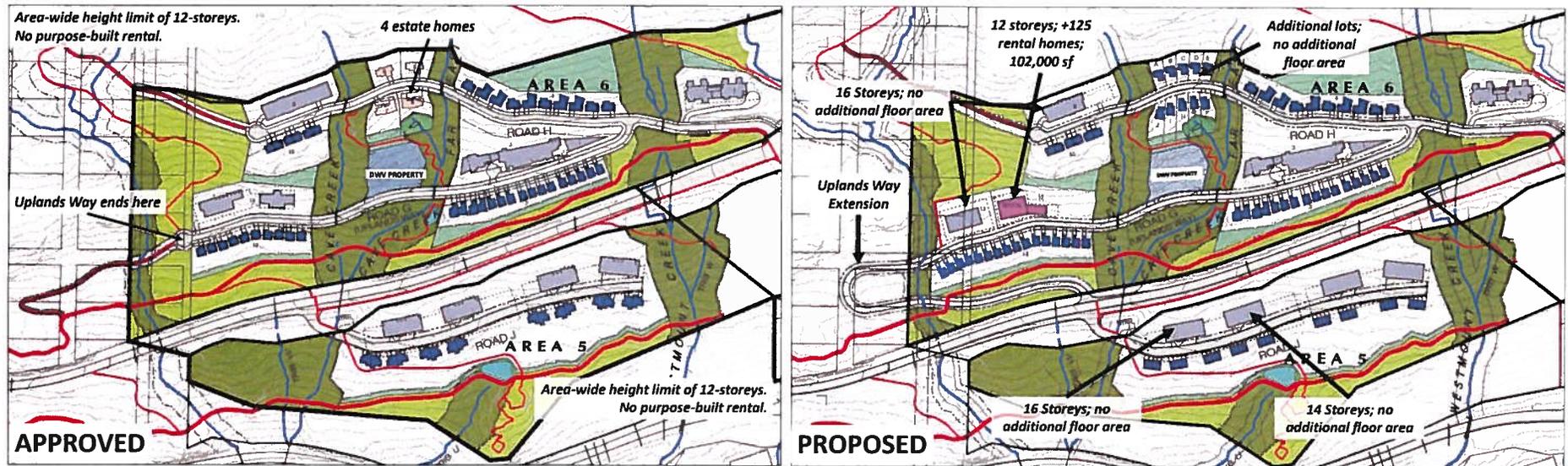
Area 3: The Estates
*OCCUPIED AND UNDER
CONSTRUCTION*

Area 4: Mulgrave Park
*OCCUPIED AND UNDER
CONSTRUCTION*

Area 6: Lots 1 to 4
*FORM AND CHARACTER
DEVELOPMENT PERMITS
APPROVED*



Areas 5 & 6 Development Plan: Approved and Proposed



The proposed rezoning would add 130 and 76 for-sale housing units to Area 5 & 6, respectively, creating smaller unit sizes. No additional for-sale floor area is proposed in Area 5 & 6.

A rental building of 102,000 sf and 125 units is proposed on Lot 12 and is made possible by narrowing and shifting to the west the apartment building on Lot 13. Concurrent with BPP's rezoning proposal, the DWV is also proposing to rezoning Lot 11 for a rental building of 102,000sf and up to 150 units.

Area 5 & 6 Building Massing: Approved and Proposed



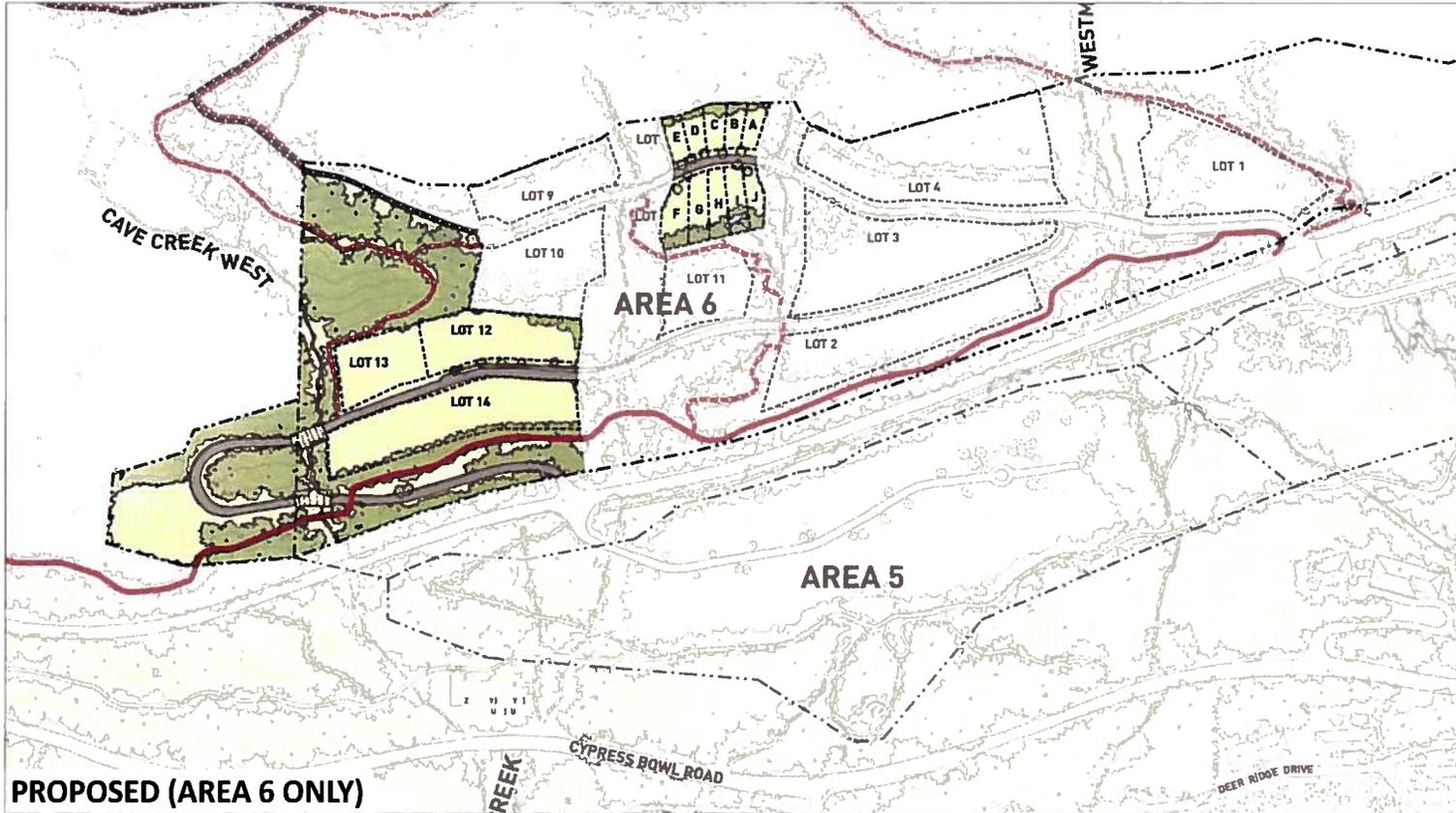
Proposed Changes to the Building Massing include:

- Increase in number of cluster and single-family homes through the provision of additional units. No additional floor area or height.
- Increase in height of 2 buildings in Area 5 to 16 and 14 storeys from 12 storeys. No additional floor area yielding narrower buildings.
- Increase in height of 2 buildings in Area 6 to 16 storeys from 12 storeys. No additional floor area yielding narrower buildings.
- Addition of 12 storey rental building with the addition of 102,000 sf.

Note: Diagrams do not include DWV proposal for a 12 storey, 102,000sf rental building on DWV-owned Lot 11.

Area 6 Development Permit

Concurrent to the Rezoning application, British Pacific Properties requires a concurrent Development Permit to enable the subdivision of the lands as proposed in the rezoning. Specifically, the Development Permit will amend an existing permit (16-079) to:



- Extend Lots 13 and 14;
- Create a new lot (Lot 12) for the 12-storey rental building;
- Consolidate and re-subdivide the existing 4 single family parcels into 10 new parcels; and
- Extend Uplands Way to loop back to Cypress Bowl Road.

Area 5 & 6 Statistics Summary: Approved and Proposed

	Approved Plan	Rezoned Plan
Site Area:	77 Gross Acres	77 Gross Acres
Green Space:	45.7 acres (59.3%)	45.1 acres (58.6%)
Total Buildable Floor Area:	1,020,800 sf	1,122,800 sf
Density:	0.3 FAR (Gross) 0.8 FAR (Net)	0.33 FAR (Gross) 0.85 FAR (Net)
Housing Composition:	90 % Apartment 9 % Cluster 1 % Single-Family 493 market homes 0 rental homes	89 % Apartment 10 % Cluster 1 % Single-Family 699 market homes 125 rental homes
Average Home Size:	Approx. 1,800 sf	Approx. 1,170 sf
Population Estimate:	976 people (1.98 PPU)	1,437 people (1.74 PPU)
Building Heights:	12 storeys (max) – 8 buildings	16 storeys (max) – 3 buildings 14 storeys – 1 building 12 storeys – 5 buildings*

*DWV-Owned Lot 11 is additional at 102,000sf, 12 storey, 150 units, ~200 people

Area 5 & 6 Traffic: Approved and Proposed

A Transportation Impact Study has been undertaken by Howes Technical Advantage Ltd (HTA), using recognized best practices in data collection. This study considers the impacts of District-owned Lot 11. Key metrics based on projected trips include:

	Approved Plan		Rezoned Plan		Net		% Change	
Unit Count	493		974		+481		+97%	
% Rental Units	0%		28%		+275			
Unit Size	1,800sf		1,100sf		-700sf		-39%	
People Per Unit	1.98		1.68		-0.3		-15%	
Population Estimate	976		1,636		+660		+68%	
Parking Ratio	2.0		1.37		-0.63		-32%	
Parking Stall Estimate	986		1,331		+345		+35%	
Peak Hour Trips	277	272	323	380	46	108	+17%	+40%
	AM	PM	AM	PM	AM	PM	AM	PM
AM East Bound Peak Trips on Cypress Bowl Road	213		245		+32		+15%	
AM South Bound Peak Trips on Lions Gate Bridge	57		+65		+8*		+14%	

*represents ~0.22% increase on southbound traffic on Lions Gate Bridge. The daily fluctuations on Lions Gate Bridge AM South Bound traffic vary between 1 to 4%.

Rodgers Creek and Beyond: Addressing Transportation Challenges

While shifting away from single-family neighbourhood development, British Pacific Properties continues to explore and implement transportation and solutions that will ensure future residents have a range of mobility options to suit their needs.



COORDINATING TRANSPORTATION AND LAND USES

A key recommendation from the Integrated North Shore Transportation Planning Project (INSTPP) concluded that coordinating transportation and land use planning to improve transportation options, increases the competitiveness of walking, cycling and transit and encourages behavioural change. The Upper Lands planning framework with Rodgers Creek and Cypress Village is this type of recommended coordination.



PATHWAY UPGRADES

The mountain path is an identified priority of the Rodgers Creek Area Plan, and connects this neighbourhood to the future Cypress Village. As a direct result of this rezoning, the mountain path will receive improvements towards lighting and path widening, which will incentivize its use in the future.



IMPROVING CONNECTIVITY

As a component of the Rezoning, Uplands Way will extend and connect from Area 6 to Cypress Bowl Road, eliminating a long cul de sac, in turn improving circulation and allowing for future transit.

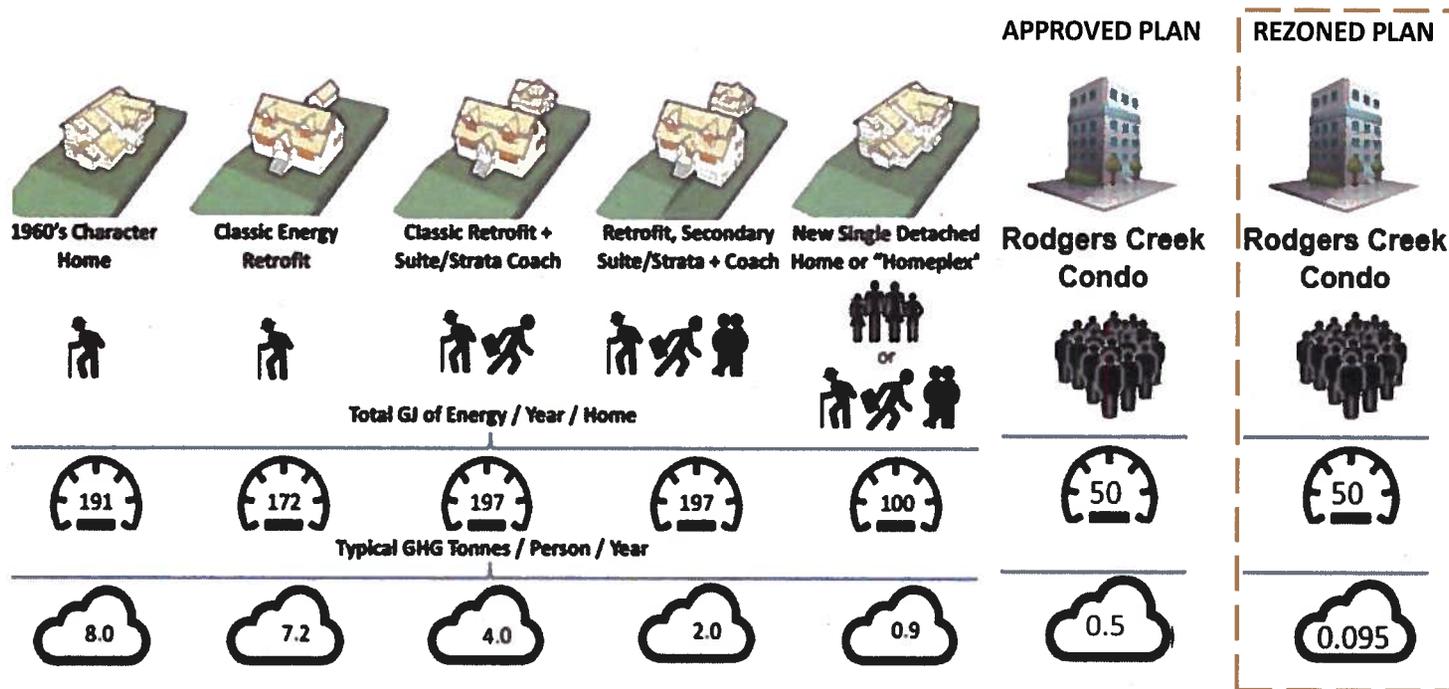


CYPRESS SHUTTLE SERVICE

In September 2019, TransLink gave official approval for BPP to operate an Independent Transit Service (ITS) to Cypress Village. This means public transit will be operational on day one of the Village, which will be critically important to achieving a sustainable and inclusive village.

The Environment and Climate Change

British Pacific Properties is committed to the environment and helping to address our climate crisis. In addition to maintaining the greater than 55% protected green space Area Plan target, the Rodgers Creek Rezoning locates even more housing in close proximity to Cypress Village where services, amenities and transit will establish a less auto dependent future. Through this Rezoning, BPP has also committed to significant carbon reductions by completely electrifying mechanical systems and providing L2 electric vehicle (EV) charging for all residential parking stalls in all condominium apartments.



Area 5 & 6 Rezoning: Improving Adaptability

As part of the Area 5 & 6 Rezoning, BPP has committed to a higher level of adaptability for housing we delivers by adopting a framework based on the City of North Vancouver's Level 2 Adaptable Guidelines.

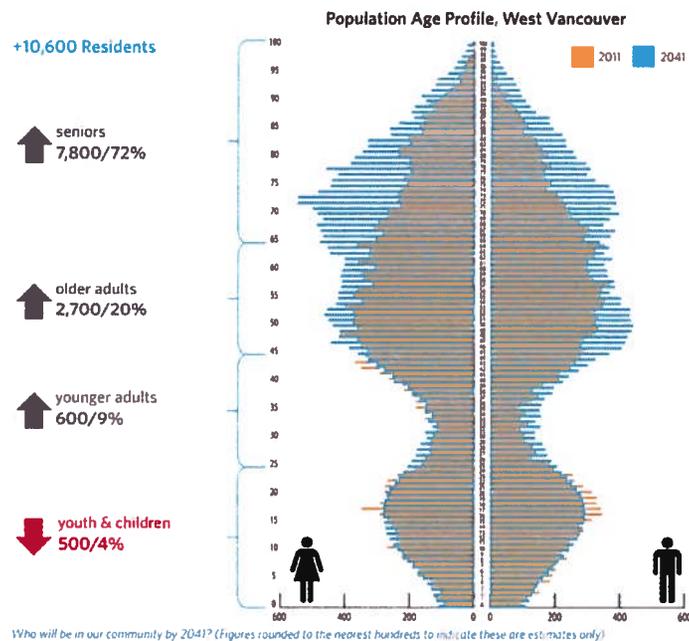


19 POINT CHECKLIST



LEVEL 2 ADAPTABLE DESIGN GUIDELINES

57 POINT CHECKLIST



A handful of key factors define our population today:

- More than one in four residents (28%) is over the age of 65, 27% of whom are living alone;
- 7% of our population are empty nesters between the ages of 55 and 64;
- 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. The diagram below depicts what our community's demographic profile has been projected to look like in 2041.

Source: West Vancouver Official Community Plan, 2018

Community Amenities and Benefits

What is a Community Amenity Contribution?

Community Amenity Contributions (CACs) are in-kind or cash contributions provided by property developers when Council grants development rights through rezoning.

What is the total contribution for this rezoning of Areas 5 + 6 of Rodgers Creek?

The total benefits package to the District of West Vancouver is valued at approximately **\$13 million**:

New CACs from 2019 Rezoning:

\$5 million cash (unallocated)

\$2 million for in-kind lighting on and widening Mountain Paths

\$71,400 (1%) for public art reserve fund

Remaining CAC from 2008 Phased Development Agreement to be re-secured through this Rezoning:

\$2.5 million at the 245th building permit in Rodgers Creek

\$500,000 for environmental remediation projects

District Land Sale:

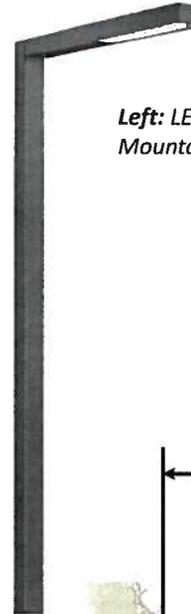
\$2.86 million for 1,533 sqm unopened road allowance

Community Amenities and Benefits

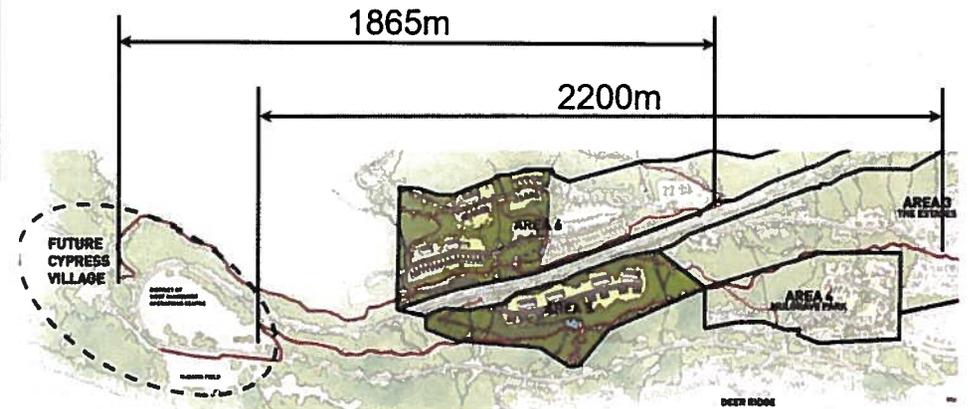
In-Kind Contribution for Lighting and Widening of Mountain Paths



Above: Improvements to the Mountain Path connecting Rodgers Creek to the future Cypress Village.

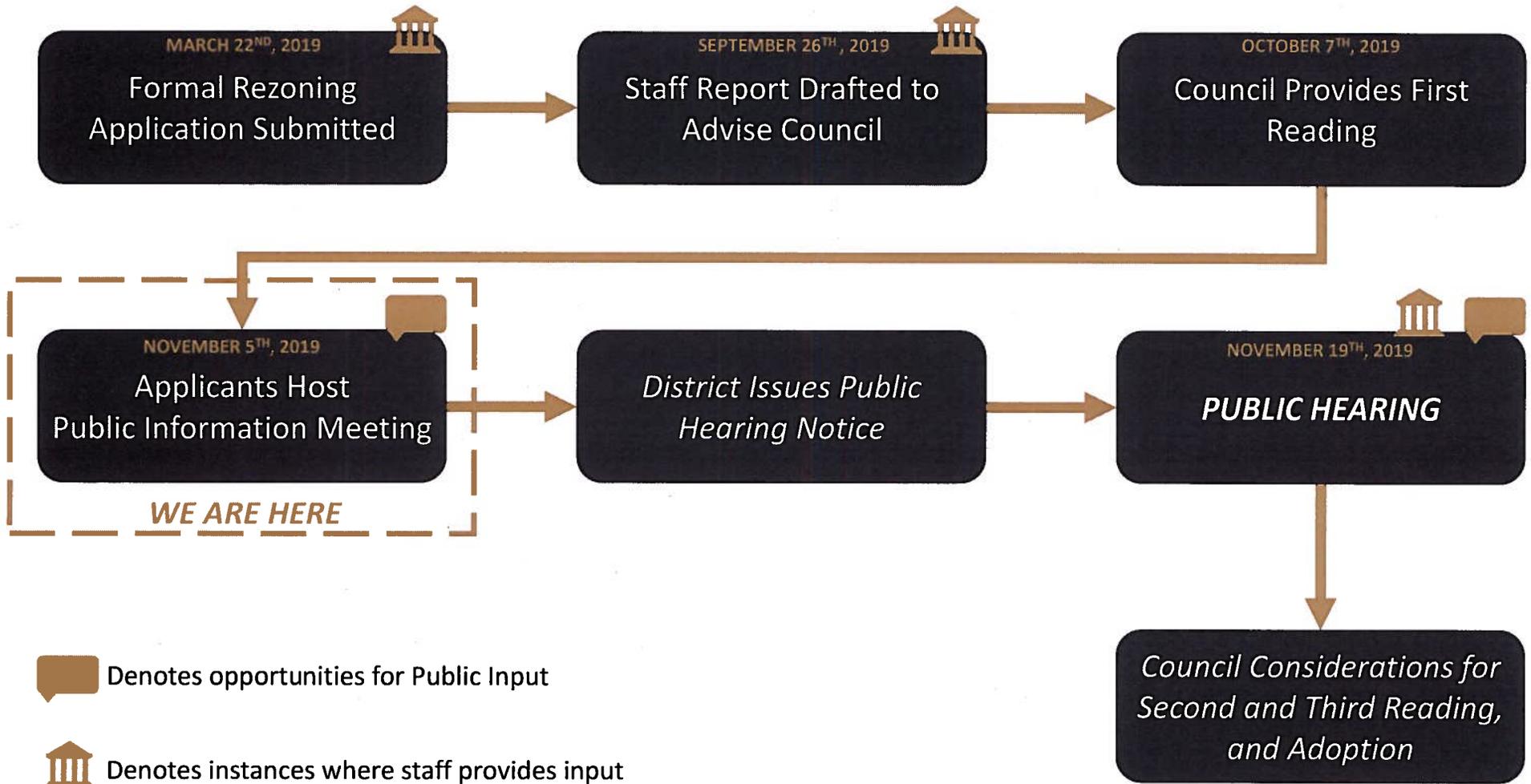


Left: LED motion detecting lights will be installed in 30m increments along the Mountain Path, fostering a feeling of safety for all users.



Above: The Mountain Path connecting Rodgers Creek to the future Cypress Village is an identified priority of the Rodgers Creek Area Neighbourhood and serves as a pathway and an outdoor amenity.

Next Steps



Thank You



Thank you for attending this Applicant-Hosted Public Information Meeting. Your comments are important to us, please fill out a comment form and return to the box at the registration table.

BRITISH PACIFIC PROPERTIES

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 4:09 PM
To: Mayor and Council
Subject: Rodgers Creek/Cypress Village and Five Creeks Diversion project

November 13th - posting from the "war correspondent" on the front lines of the Five Creeks Diversion project.

It took the British Pacific Properties crew 500 hours to install 40 feet of pipe across my driveway - through solid granite.

On November 19th the District is holding a "public consultation" on the Rodgers Creek and Cypress Village development.

Ask yourself - do we in West Vancouver need to create new "neighbourhoods" or should we first look at the deserted existing neighbourhoods and solve those issues before creating new ones.

Until then I say NO to any new development.

This is how my once picturesque neighbourhood now looks :

- 6 houses are owned by numbered companies
- 4 houses are owned by foreign investors
- 4 homes are owned and occupied by homeowners

What is this new term the "missing-middle" - what does that mean.

Before getting a new pet, shouldn't you make sure that the one you have is treated with respect.

The public consultation was needed BEFORE the installation of a 5 foot diversion pipe through a residential neighbourhood. If the majority of West Vancouver residents say NO to development above the highway - what happens to the pipe and the "developer cost charges" funding it?

This is a case of putting the cart before the horse - something that never turns out well.

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

*submission to be left un-redacted with the exception of name/address and email address

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 5:28 PM
To: Mayor and Council
Subject: No to Rodgers Creek Proposal

Dear Mayor and Council,

A few weeks ago we sent you an email about the numerous developments that have been approved on the North Shore over the past few years and the impact it, as well as commuters from Squamish, are having on our limited road system.

Since then we've tried to imagine what West Vancouver will look like in 10 years if this densification is to continue and large developments like Cypress Village and Rodgers Creek are approved and the Gateway Residences and Onni are allowed to add more units.

Most West Vancouverites chose our little village for what it is: safe, friendly, laid back, it's not Kits, it's not downtown Vancouver. All this planned development is going to destroy what we have and we're going to be a congested, overcrowded extension of Vancouver. Gentle densification is what we need and should aim for.

By cutting down pristine forest to make way for the Rodgers Creek and Cypress Village, council is certainly not looking through "A Climate Lens" or a "Traffic Impact Lens:", for that matter. When Cypress Village and Rodgers Creek were first discussed many years ago, we didn't have the traffic issues we have now, so shouldn't we adapt to this new reality before proceeding with all these high density developments?

Some West Van residents complain that their children cannot afford to live here. Yes, this is a sad reality, but not unique to West Van and unfortunately we cannot build ourselves out of it to make it more affordable. What we should be concentrating on is medium sized townhouses and duplexes, so our senior population wanting to downsize can age in place as for them, moving to another community, is often very disruptive. That should really be our focus.

We have written to council several times this past year, which is not something we have done often in the past, but we are concerned about the vision some on council have re. all this densification and the increasingly bad behaviour we observe during council meetings, the latest one when our Mayor admonished Councillor Marcus Wong in public after he voted against the Hewitt House proposal.

Yours sincerely,

[Redacted] s. 22(1)

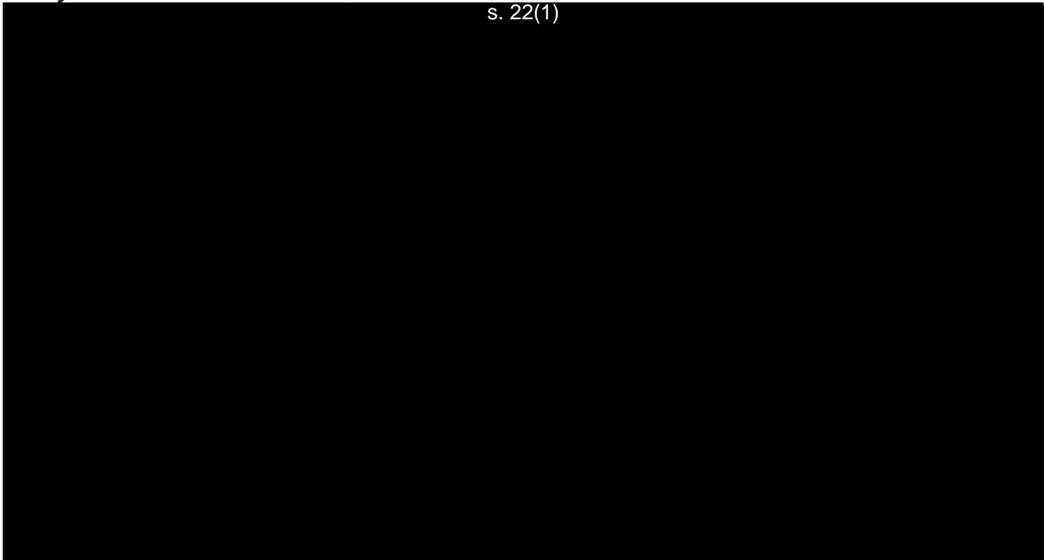
[Redacted] s. 22(1)

West Vancouver

[Redacted] s. 22(1)

1610-20-5044|5045

From: s. 22(1) [Redacted]
Sent: Wednesday, November 13, 2019 6:26 PM
To: MayorandCouncil
Cc: [Redacted] s. 22(1)



Subject: NO To Increasing Size of Rodgers Creek Development

Importance: High

Dear Mayor and Council,

I have spent a considerable amount of time formulating an opinion on the Rodgers Creek Development proposal. My first take on this matter is, ***“How did it ever get this far!!!”***

West Vancouver was designed to be a bedroom community. Why does council continuously lose sight of that?!?!? Seriously, what are you people thinking???

Traffic congestion in West Vancouver is oppressive. Council’s consideration to expand the Rodgers Creek project as well as the Cypress Village project. Both will exacerbate the existing traffic congestion problem by increasing West Van’s population by 25% (10,000 people).

I am opposed to expanding the Rodgers Creek project and approving the Cypress Village. The application to expand the Rodgers Creek project should be rejected and the same should apply to the Cypress Creek project.

A recent survey by a leading pollster, found that 67% of West Van residents do not want higher density and traffic congestion is the greatest concern of residents. I echo and share those concerns.

The development of BPP property in West Vancouver has been one of the most successful real estate developments in history. Since the 1930’s, the owners of BPP have made vast amounts of money developing the West Vancouver property they purchased for a pittance. That was an astute investment. But no one guaranteed that it would continue forever.

West Vancouver is and was intended to be a community of homes/houses NOT a concrete jungle. We have enough of that.

It is time for the BPP's long run of over development in West Vancouver to stop. Is there any part of that you don't get???

You were elected to properly oversee and maintain the character of West Vancouver, NOT to give in to the whim of every developer who wants to make their next million at the expense of the citizens of West Vancouver !!!

I am available to further discuss this matter if you dare to call.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver, BC

Canada s. 22(1)

s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 9:19 AM
To: MayorandCouncil
Subject: Rodgers Creek

Dear Mayor and Council,

I encourage others to write in because this project makes no sense whatsoever and the only way we can speak out is to write to mayor&council and attend the public hearing. November 19th is the final day of any further submissions and then the fate of West Vancouver's future will lay in the hands of council. A council that was elected by the people to act for the people and must be held accountable by the people.

I am writing in opposition to the Rodgers Creek additional development. Adding this many new residences with no change in infrastructure is reckless. The last bridge to leave the North Shore was completed in 1960, almost 60 years ago. In the summer council declared a climate emergency, well, the North shore has a **Traffic Emergency** and as the district of West Vancouver adding CO2 may cause a fractional difference to global climate change. But, adding more density to West Vancouver **WILL** cause more traffic and **WILL** further exasperate our **Traffic Emergency**. This approved units of this concrete jungle that already has almost 500 residences that could add 1,000 or more cars to our roads. The additional numbers of units could push this number to 2,000. The difference between traffic flowing calmly and chaos is only a few percentage points and this could be the tipping point for our Traffic Emergency.

It was clearly said in a TransLink a 2018 report that **“For these reasons Metro Vancouver does not consider the Cypress Village and Cypress West planning areas to be good locations for focusing trip-generation multi-family growth and development.”** Until this language is changed the probability of good or even passable transit for the area is unlikely. If TransLink is not willing to support this then how can the you as council even consider it? The minibus will be the only transit option and the probability of the residents cycling back home, up almost 1,000 feet, is very doubtful. **I would like to challenge each and every one of you to cycle up to Rodgers creek every day at the end of your work day before the public hearing. That we all know won't happen just as the residents won't be riding bikes to their homes, they will drive.** This leads us having up to 2,000 cars driving up and down the nearly 1,000 vertical feet every single day. Driving up and down a mostly single lane each way road that leads to an already busy highway and then down congested arteries of 21st, 15th and Taylor way. The traffic study that was provided by BPP is completely out of touch with reality. The study was a North America wide study, where else in North America is there a huge density of apartments build on a mountain with a single road leading to it? Where else in North America is there an area with almost no improvements to the roadway infrastructure in almost 60 years to an area with only two bridges connecting it to the mainland? Where else in North America has there been a building boom like we have had on the North Shore the past ten years with such little done to improve the transportation network? With up to 2,000 cars driving up and down a mountain I again ask how can this be justified with a climate lens?

This project is being touted family friendly. I know very well that when my children were young there were many days when we would be driving them to and from many different events. Between pre-school, school, [Redacted] s. 22(1) and activities the car was driven to and from events all day long. What family would want to drive up and down the nearly 1,000 feet of vertical many times a day? They wont. There is and will be no services nearby for years to come and according to the Climate Emergency we may only have ten years left. How again can this be justified under a climate lens?

The buildings are mostly made of concrete and steel, among the biggest greenhouse gas emissions come from this kind of construction. It can take 30 to 30 years to offset this through energy savings. Once again how can this be justified under a climate lens?

When the project was approved in 2008 this was the maximum density and BPP were advised there would be no more density allowed. Yet here we are looking at nearly doubling the number of units and as stated above with up to another 1,000 cars on our roads. The bigger problem is that this, Gateway and now Onni are all trying to add to an approved project. If this project is allowed the additional density then how can the others be turned away? What does this tell our planners who get work so hard to get a project approved and are told it is wrong lets add to it. How does this look to the hard work done on Local Area Plans like at Gateway and then to go against staffs recommendations that it not go forward?

When polled recently 67% of the residents were against additional density and that is exactly what this is. Imagine anyone polling at 67% yet you want to go against the vast "silent majority" and are looking at approving this and other projects. In the past six days the West Vancouver Community Stakeholders has taken up a campaign to stop Rodgers Creek additional density. The petition this morning had over 700 signatures, the Youtube and Facebook videos have had over 6,000 views. In just six days this has become almost as big an issue as B-Line. Do you want a repeat of the B-Line fiasco?

This project only fits to fill the coffers of BPP and the District of West Vancouver and has a zero benefit to the existing residents who voted you into office. It will add traffic and people to our already busy roadways and community amenities. It will put additional burden on district works, fire, police and staff. It will make a precedent to allow for developers to shoot for the stars, get their project approved and then revisit it to ask for more. How much in staff time and resources are spent with the developers going back to the table asking for more? If Rodgers Creek is approved then how can you turn down the other projects that are also looking to change approved plans. This is not how the system was designed or supposed to work.

Say no to the additional density at Rodgers Creek there are far too many reasons to say no and the only reason to say yes is to feather the nest of BPP.

Regards [REDACTED] s. 22(1)

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

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 10:07 AM
To: MayorandCouncil
Subject: YES YES YES to increasing number of Rodgers Creek units

Dear Mayor and Council

Notwithstanding the NIMBY statement below; WV needs more development to increase the population and the vitality and tax revenues that will bring to the community; as a significant portion of the current residents "age out".

KEEP BUILDING

IGNORE THE NAYSAYERS

-----////-----

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

Sent from my iPhone

[Redacted] s. 22(1)

West Vancouver

[Redacted] s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 10:40 AM
To: MayorandCouncil
Subject: Rodgers Creek/Cypress Village and Five Creeks Diversion project

Last April in a North Shore News article Geoff Kroll - president of British Pacific Properties referred to the Five Creeks Diversion project as "their biggest project since building the Lions Gate bridge".

Did anyone reading that article think for a moment that this mega project by British Pacific Properties would go through a residential neighbourhood, did anyone even know about it - have an opportunity to ask questions or voice their opposition.

The District's Manager of Community Relations & Communications - May 24.19

"this construction project is being phased into segments. As construction proceeds, residents will experience disruption of a couple of weeks, then construction will move on to another segment. This will allow us to limit the amount of time that construction directly impacts each resident. Infrastructure replacement and upgrades are part of the regular and necessary work that is completed by the District each year to ensure this community is well-served and protected. Construction-related impacts are a consequence of this necessary work".

The segment currently under construction is one block. Work began (on this segment) in May, beginning with the re-location of the sewer and gas line, followed by re-location of the water line to accomadate the installation of the 5 foot pipe. Lastly at some point the road will be re-surfaced.

Six months is not a couple of weeks and re-location does not mean up-grade.

Infrastruture replacement and upgrades are part of the regular and necessary work but is this "construction-related impact" a consequence of necessary work - does anyone still believe that to be true?

This project may not impact you directly - but it does. The project is being funded in part by \$2.5 million from Utility taxation (not general revenue), who pays for Utility fees every quarter in addition to property taxes?

The remaining \$4 million comes out of Developer Cost Charges. Developer Cost Charges have to be used for services of that "new" developement. Is the Five Creeks Diversion project a service to a NEW developement?

Until the District gives full disclosure I **can not** support the Rodgers Creek and Cypress Village project.

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

submission to be left un-redacted with the exception of name/address and contact information

1610-20-5044/5045

From: [REDACTED] s. 22(1)
Sent: Thursday, November 14, 2019 12:42 PM
To: MayorandCouncil
Subject: Rodgers Creek project

Dear Mayor & Council,

I am pleased to join with the thousands of West Vancouver residents who are opposed to the Rodgers Creek project. Madam Mayor, because of your personal circumstances, you are compromised. You should recuse yourself from all developments, more particularly those from BBP, because of that problem.

I am not saying that you are not capable of good decision making, I am saying that your personal circumstances make objective development decisions impossible. For that reason, you should not only recuse yourself from development decisions of any kind, you should resign from the office of Mayor.

Sincerely,

[REDACTED] s. 22(1)

West Vancouver BC

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 1:18 PM
To: Mayor and Council
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Let's sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

[Redacted] s. 22(1)

West Vancouver, B.C

[Redacted] s. 22(1)

1010-20-5044/5045

From: WVCS 2019 <wvcs2019@gmail.com>
Sent: Thursday, November 14, 2019 1:38 PM
To: MayorandCouncil
Subject: Rodgers Creek

Dear Mayor and Council,

As the spokesperson for West Vancouver Community Stakeholders and the largest community group in West Vancouver we would like to make it very clear that our organization opposes the expansion of this project.

The first and foremost issue is that this was an approved development that already had a density change to allow it. Now at the eleventh hour as the permit is about to expire they are looking at nearly doubling the number of units and this will have a profound effect on our community. The OCP does have loose wording in it that does have some merit but were you elected to push the boundaries of the OCP or to do as the residents want for the community. We speak for the silent majority of the community who are too busy with their day to day lives to be involved with committees like those who, along with staff came up with the OCP. Most of us are too busy with our jobs, children, family or just enjoying West Vancouver to be involved and the document that was passed we feel needs to be revisited.

Our mayor and some on council are trying to push that the densification of Rodgers Creek will be good for the environment. This could not be further from the truth. Between the clear cut of the mountain, the massive release of CO2 during the construction and the thousands of miles of cars driving up and down a mountain every single day.

The clear cut is clearly evident as one drives up Cypress Bowl road to see the evidence of this. Where was Nora and the Force of Nature when this clear cut tore through the forest. How is this a good thing through our mayor's climate lens? The construction of concrete and steel buildings is one of the biggest contributors of greenhouse gas emissions there is. The construction of the 1,200,000 sqft buildings for Rodgers Creek could emit the equivalent of three months of greenhouse gas emissions produced by entire the district of West Vancouver. How is this a good thing through our mayors climate lens?

The final nail in the coffin for any sales pitch for the environment. What is the carbon footprint of the thousands of kilometers driven up and down a mountain by the residents going to be? There may well be services put in at Cypress village but when? The rentals for Onni's Everlynn drive project have still not been started and that project was approved over a decade ago. The promises from developers are often not followed through with, and Everlynn is a clear sign of it. A car going uphill will usually use at least double the energy than a car driving on the flat, let alone the cost and emissions from brakes used to come back down the mountain. Again how can this be good through our mayors climate lens? Of course our mayor or councilor Cameron we are sure will bring up Transit during the public hearing. The minibus that TransLink is offering is no solution at all for the residents and it was clearly said in a TransLink document from 2018 that stated " For these reasons Metro Vancouver does not consider the Cypress Village and Cypress West planning areas to be good locations for focusing trip-generation multi-family growth and development." So there will be no viable transit solutions for the foreseeable future.

Now we can move onto the fact that when this was approved it was the highest density that was acceptable. What has changed since then to want more? Affordability is not going to cut it because these will be market rate and the market in West Vancouver is going to be high no mater what. They will be smaller units but priced higher per square foot that the larger apartments and therefore make BPP more money. There is of course CAC contributions that the district needs as this appears to now be part of the budget to stay afloat.

In closing to approve the change in the permit will set a precedent and make it a new part of developers plans. Go in with a big plan knowing it will be reduced but then to revisit it and have more density added after the fact. There was lots of opposition to Gateway and look where that is today. Onni are also looking to pad their profit with more densification. In this case densification that could well cost the taxpayers of West Vancouver millions if others bidding on the project when it was auctioned off after millennium went bankrupt. It was very clear during that sale that there was to be no changes in density. Yet they are asking for it.

Once a permit is issued that is the permit and there should be no changes because this is what the council approved and to go back on that is wrong.

Regards Nigel Malkin

Spokesperson

West Vancouver Community Stakeholders

1359 Marine Drive, West Vancouver BC V7T 1B6

The largest community group in West Vancouver.

1610-20-5044/5045

From: s. 22(1) [redacted]
Sent: Thursday, November 14, 2019 2:13 PM
To: MayorandCouncil
Subject: Rodgers Creek

Dear Elected Officials,

As a s. 22(1) resident of West Vancouver (s. 22(1)) I am dismayed at what has happened to traffic congestion on the N Shore. Already I arrange any N Van meetings for early morning as the upper levels congestion reaches beyond Lonsdale Ave. by 1pm.

I would like to ask the Mayor and Council to halt any further development that increases traffic congestion until we have rapid transit to downtown, a new bridge or a tunnel established.

I have read, and approve of s. 22(1) letter to you.

Sincerely,

s. 22(1)

West Vancouver BC

s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 2:50 PM
To: MayorandCouncil
Subject: NO to increasing number of Rodgers Creek units

Dear Mayor and Council

Council appears to be doing nothing to solve the traffic congestion that we already have. Increasing West Van's population by 25% (10,000 people) will exacerbate it.

A recent survey by a leading pollster, found that 67% of West Van residents do not want Higher Density and Traffic Congestion is the greatest concern of residents.

Lets sort out the transportation problems, before adding 10,000 people via the Rodgers Creek and Cypress Village projects.

I look forward to your reply.

Sent from my iPhone

[Redacted] s. 22(1)

West Vancouver

[Redacted] s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 8:16 PM
To: MayorandCouncil
Subject: Rodgers Creek and Cypress Village with the Five Creeks Diversion project

When is too much - simply too much!

On Westmont Road the District has a sign that reads "Five Creeks protection - tree cutting" and yes every tree big or small has been removed. For what - to protect the creeks?

If you're still not convinced, go to the shore-front at the foot of 31st Street.
See for yourself before Tuesday's public consultation - an entire area was destroyed.

Beautiful old growth trees have been sacrificed.
The eagles have decided in their wisdom to find new homes.
Rain water from the upper levels will flow down a five foot pipe into Burrard Inlet - a precious natural resource simply gone.

* [Redacted] s. 22(1) family in West Vancouver - who's enjoyment of their natural enviroment has been demolished.

As the song goes "stop ... and look around".

The District is creating their own "climate emergency".

Will Mayor and Council vote in favor of the Rodgers Creek and Cypress Village project - I will certainly NOT support that decision.

The Mayor has (I believe) been quoted as saying she will look at every decision through a "climate lens", if that is her position then let me ask - is she perhaps looking through the lens of British Pacific Properties?

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

* submission to be left un-redacted with the exception of name/address and contact information

*Redaction on line 10 of this submission added at the request of the writer.

1610-20-5044/5045

From: Graham McIsaac s. 22(1)
Sent: Thursday, November 14, 2019 9:35 PM
To: MayorandCouncil; Mary-Ann Booth; Craig Cameron; Peter Lambur; Bill Soprovich; Marcus Wong; Sharon Thompson; Nora Gambioli
Subject: Re Rodgers Creek Public Hearing November 19, 2019

I am writing to express concern re the above proposed development. I do realize this is not an easy decision for any of you.

I realize some plans have been in place with BPP for some considerable time and I do think the proposal has some merit (eg smaller homes, townhomes etc). The proposed increased density of the development however is quite concerning (even if the build out is over a number of years). Each major development under consideration will have an adverse impact on our traffic gridlock. I do not believe that many residents in West Vancouver are fully aware of the proposals along with the future Cypress Village development. In fact you have to search on the DWV website to find out about Rodgers Creek or the public hearing on November 19. (November 19 mentioned on front page but not that hearing is about Rodgers Creek)

These two developments will irrevocably change West Vancouver.

Several specific questions and concerns:

- A) There is a lack of public awareness of such huge developments and too many others under consideration for residents and even perhaps staff and Council to keep on top of.
- B) What specific work is being done to evaluate the impact on Green House Gas emissions from the construction and ongoing emissions once these developments complete? Has the loss of forest as a carbon sink been fully considered?
- C) What detailed traffic impact assessment has been done including Cypress Bowl Road, Upper Levels Highway, our two bridges, Taylor Way and Marine Drive? We have traffic gridlock already (and you could argue a traffic emergency today) and it seems Rodgers Creek will only make it worse.
- D) I understand that Translink will not provide service to the new proposed Rodgers Creek Community so over time many additional cars and trips will be added to our road system. Is this correct? I have heard of some private shuttle bus but will it provide a frequent and reliable service? Will it be used?
- E) There are many large developments before Council now that if approved will only add to population , density and traffic.

My own recommendation is that our Mayor and Council take a pause here and slow down- there is no rush or urgency to proceed with such huge developments. Then we should:

- A) Accelerate local area plans for all of West Vancouver that will determine what residents wish to see in their neighbourhoods in terms of density and neighbourhood character.
- B) We should have a full understanding of the impact of such plans on our environment- let us stop clear cutting of lots for development now to retain mature trees.
- C) We urgently need a proper traffic study of the impacts of increased density and population in West Vancouver, North Shore and Sea to Sky corridor with real solutions- not just saying things will get worse. We need to actively engage with the North Shore Mayors, Squamish, Whistler etc to develop a plan and real solutions that I think have to involve extra transit and traffic lanes to and from the North Shore. Otherwise we will have to put a stop to further housing development.

The two major concerns of West Vancouver residents are increased density and its impacts and traffic gridlock. We should in my mind be doing A to C before proceeding with any more spot rezoning and major developments and develop plans our community can get behind and will support.

So as of now I cannot support the proposed Rodgers Creek Development.

Respectfully submitted.

Graham McIsaac

s. 22(1)

West Vancouver

s. 22(1)

There is no need to redact my name.

1610-20-5044/5045.

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 11:38 PM
To: Mayor and Council
Subject: Proposed Zoning Amendment Bylaw No: 5044, 2019 and related bylaw amendments to increase the density for Rodgers Creek

Mayor and Council;

I and my neighbours believe that the current zoning for Rodgers Creek is more than sufficient. West Vancouver does not have adequate infrastructure to take on a larger scale project. The residents in the Five Creeks Stormwater Flood Protection Project development area are currently subjected to major disruption created by the infrastructure needs for the current allocated future units.

Additionally, an increase in density will only tax our current transportation system more. Westmount Road and Mathers Avenue will become congested like 15th Street and 21st Street. Only Taylor Way was built for heavy traffic volume.

Mayor and Council were not elected to aggressively change the municipality of West Vancouver. If the Mayor and Council want to live in a high density environment, they should move to Vancouver's West End and let the citizens of West Vancouver enjoy the quiet nature of our seaside community that we all love.

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

*** submission to be left un-redacted with the exception of name, address and contact information.**

RECEIVED

NOV 14 2019

FINANCE

(6)(41)

Mayor and Council
West Vancouver, BC

14 November 2019

re: 19 November meeting, Rodgers Creek bylaw changes and new development permit application

I am a s. 22(1) resident of WV. I lived here when the Seastrand Apartment was built; there were 2 traffic lights on Marine and you could have your meal served on a 9 inch wide tray suspended between the doors in your car at White Spot in Park Royal. I graduated from s. 22(1). My s. 22(1) children were raised in WV; they attended s. 22(1). My wife, s. 22(1) was chair of s. 22(1) for many years; president s. 22(1) on the board of s. 22(1) and was awarded s. 22(1) by WV. We have roots in WV and we do care. We renovated our current house (including making it wheel chair accessible) to enable us to stay here to the end of our lives.

Each of you is faced with making a complex and consequential decision: Vote NO or vote YES for the 19th November Rodgers Creek Development proposal that will add 974 housing units to WV. These units would be housed in 1.2 million square feet of mostly concrete and reinforced steel and vary from 3 stories to 16 stories. It will also increase the official population of WV by about 1,800 people and add about 1,098 new vehicles to WV's traffic woes.

I have reviewed the package of material found at <https://westvancouver.ca/sites/default/files/19nov19PH-Agenda.pdf>. I am unable to find any meaningful analysis of the immediate carbon footprint of constructing 1.2 million sq feet of residential units. Determining the carbon footprint of new construction is a challenge. In the following analysis of environmentally harmful CO2 emissions from new construction, the carbon footprint of new infrastructure, asphalt roads, new water and sewer, storm water management, city inspections, appliances and 'high end' finishes **are excluded**. And the carbon footprint quoted below is only for environmentally harmful CO2 emitted during the construction period up to the point of an occupancy permit being issued. It excludes future CO2 emitted from cars, heating, lighting and other human driven harmful emissions. The estimates are at the lower end of the truth.

The construction of 1.2 million sq of feet residences has a current carbon footprint of at least 55.3 billion grams of CO2 or 1.1 billion cubic feet of harmful CO2 gas; also known as a greenhouse gas. In short, if council approves this development application, it is effectively authorizing the immediate release of 55.3 billion grams (1.1 billion cubic feet) of harmful CO2 into our environment. That is a lot of immediate (and optional) environmental harm for council to authorize, especially in light of the recent unanimous passing of a climate emergency resolution by this council.

Some of your fellow councillors will argue, correctly I think, that today we are really NOT approving the release of 1.1 billion cubic feet of CO2 if we vote yes because, in fact, we approved 1,020,776 square feet of residential construction (or .89 billion cubic feet of CO2) by approving Rodgers Creek DP.16-079 and DP.17-115 in 2017 and 2018 respectively.

So really, this is **only an additional** approval for 203,999 square feet of construction, with an additional 481 housing units containing an additional 865 people and an additional 539 cars. Incrementally, we would **only** be approving the release of .21 billion cubic feet of environmentally harmful CO2 by approving this application. Voting for this in spite of having just voted that the world / West Vancouver has environmental emergency would seem conflict with your stated environmental goals.

I owned and managed my own business ^{s.} s. 22(1) years. We had ^{s.} 22(1) employees in ^{s.} s. 22(1) During this time, I learned a lot about making decisions with limited facts and lots of uncertainty. Let me share and hopefully you will find it helpful. The one key decision making lesson I learned was: The single most important step in any decision is to clearly and carefully pose the correct **question** and then frame the input decision variables accordingly. Please let me re-frame the question to your upcoming Rodgers Creek decision for which you will have to vote YES or NO.

Do I want to vote **YES** for the incremental construction of 203,999 sq feet of residential housing that will, during the construction phase only, emit 0.21 billion cubic feet of harmful CO2 into our environment in exchange for an additional 481 housing units?

That is the essence of your decision.

And do I want to vote **YES** knowing that 67% of West Van residents polled by Angus Reid oppose "taking active steps to increase the size of West Vancouver population by building more-density apartment buildings and condos" ? And do I want to vote **YES** to environmentally harmful CO2 emissions generated from an additional 539 cars travelling on WV roads for years and years to come?

Voting **NO** or against incremental construction of 481 housing units **will not harm our environment** nor will it violate any current contracts (like issued development permits). It will challenge your belief systems about the destruction of our environment in exchange for any type of housing unit. There are many vacant housing units in Canada. Rather than destroy our environment, encourage people to move to vacant housing units located elsewhere in BC or Canada. And if you really want to live on the edge, support world wide birth control because world population is the only input variable that has a 99.8% correlation coefficient with CO2 levels in the atmosphere. That is, more people will equal higher levels of CO2 concentration in the atmosphere.

It follows, if you truly believe we have a climate emergency, then you should **not** approve or vote **yes** for any new high density new construction of housing units in WV -- ever.

I don't envy or minimize the angst that each of you must be going through. Thank you for taking on that responsibility on behalf of all residents in WV.

My advice: re-read the reframed question, think of the consequences and listen to your heart and conscience and vote accordingly.

s. 22(1)

2 of 2

1610-20-5044/5045

From: s. 22(1)
Sent: Friday, November 15, 2019 12:01 AM
To: MayorandCouncil
Subject: Rogers Creek and BBP future projects

Hello esteemed mayor and council

My name is s. 22(1). I live at s. 22(1) in West Vancouver.

I am writing to express my overall concerns with the BBP developments that will happen above the highway. As a s. 22(1) I can clearly see the 1000' view of this is a great investment in our community. A company has been waiting almost 90 years for the market to peak before developing. A great business move and admirable.

However the underlying truth is that we have a traffic crisis on the North Shore. West Vancouver is a by pass town for everyone going to coast, the sea to sky corridor, Squamish, Whistler, Pemberton to Lillooet and beyond. West Vancouver aside the North shore's population has grown steadily by around 1.6% per year. That number might not seem that large as a growth target for places like the Fraser Valley or Surrey but they have seemingly endless land in comparison to our town the is blocked by mountains on one side and the ocean on the other. Simply , the same growth rules cannot apply to a town with such limited space.

The other fact is that this project will destroy our livability on the North Shore. Our infrastructure was build before 1970 and is extremely dated. The North Shore municipal councils to the best of my knowledge have no vision or plan for traffic flow improvements. Instead every effort is made to insure that driving is as miserable as can be to get people to start using more transit. For some that transition might work and actually be preferable but for the vast majority of people - that is a very undesirable outcome. So much so that people would still clearly wait for hours in traffic than take public transit. I think our transit system is largely very good. In fact Translink did a case study on the BBP projects and found that those densification projects were completely undesirable and to paraphrase unacceptable by Translink standards. They clearly say this is the wrong project for our community.

Now going further, you have all decided that we all have 10 years to make enough changes to curb climate change that a "climate crisis" is now our official status as a community. In West Vancouver we have no other industry to contributes more to climate change than devoldpmmet. And to be clear this is not a redevelopment - this is many acres of land being largely clear cut to make way for this massive development. How then can this council condone a project that would have the largest GHG emission's in our community for the foreseeable future. How can you vote for one and than vote for the other? It makes no sense if we only have 10 years to do what is necessary to curb climate change.

I am also concerned about increased amount of people. I would say based on our current infrastructure that we are at saturation. Our community cannot safely house anymore people until such a time that our major transit corridors are fixed and we are not in a traffic crisis.

I have many more reasons why I think this project is not good for our community but I think the few points above are clear enough reasons to vote against the current plan for Rogers Creek and the BBp projects.

Kind Regards
s. 22(1)

West Vancouver BC

1610-20-5044/5045

From: s. 22(1)
Sent: Friday, November 15, 2019 12:59 AM
To: MayorandCouncil
Cc: Kristi Merilees
Subject: Bigger is NOT Better
Attachments: s. 22(1) - Looking east (Oct 23, 2019).jpg; s. 22(1) - Looking west (Oct 28, 2019).jpg; s. 22(1) - Looking east (Oct 28, 2019).jpg; s. 22(1) - Nov 6, 2019.jpg; s. 22(1) (Oct 28, 2019).jpg; 3100 block Mathers - Looking east (Oct 28, 2019).jpg; s. 22(1) - Oct 19, 2019.jpg; s. 22(1) - Oct 28, 2019.jpg

Mayor and Council;

In reference to the upcoming Public Hearing on November 19th, 2019 regarding "Proposed Zoning Amendment & Development Permit for Rodgers Creek", it seems you are considering (probably decided on) increasing the number of units for development by British Pacific Properties.

The current number of allocated units in the Rodgers Creek development site is already too much for the size, infrastructure and character of our municipality. At election time, our mailbox was full of brochures with pictures of you and your families informing the electorate about how long you have lived in West Vancouver and how much you love it here. Why now that you are elected do you want to drastically change it? The Mayor and Council work for the citizens, not their personal agendas. Objective 1.7 of your "Council's Vision" for "Housing" states: ***"Respect and protect neighborhood character"***. Per the attached photos, could you please explain how work presently being done on the Five Creeks Stormwater Flood Protection Project meets this objective?

I strongly oppose and say NO to any further approval, development and/or increase in density in Rodgers Creek.

s. 22(1)

West Vancouver, B.C.
s. 22(1)

*** submission to include all photos and to be left un-redacted with the exception of name, address and contact information.**











**ROAD
CLOSED**
LOCAL

**NO
ACCESS
TO
LOCAL**







2515-04

From: Graham Mclsaac [REDACTED] s. 22(1)
Sent: Friday, November 8, 2019 11:23 PM
To: MayorandCouncil; Peter Lambur; Sharon Thompson; Bill Soprovich; Nora Gambioli; Craig Cameron; Marcus Wong; Mary-Ann Booth
Subject: CBC News : North Shore traffic nightmare raises concerns about plans for a real disaster

Traffic gridlock is the number one concern of residents of the North Shore- what are you doing about it ?

This article explains exactly why adding more developments and density (population) to the North Shore makes no sense until we add transit and traffic lanes to existing bridges (which is apparently not possible) or add a third crossing. (which is of course very possible).

Adding more housing and people to the North Shore and the Squamish/ Whistler corridor will increase green house gas emissions as more people travel across bridges that are already gridlocked - not to mention the green house gas emissions caused by the concrete construction and the loss of forests that provide a natural carbon sink- are we in a climate emergency or not?

It seems odd that our Mayor and some of our Councillors use the tired and worn arguments that adding traffic and transit lanes does not help relieve traffic gridlock when the Provincial Government and other Municipalities have built and expanded many bridges and roads in the lower Mainland over the last decade (eg highway 1, Alex Fraser Bridge, Golden Ears bridge) and are now going to expand the Massey tunnel.

Why do this if adding additional traffic and transit lanes makes no sense and does not help relieve gridlock? It seems only our Municipal leaders on the North Shore (with the exception of Mayor Little) have no interest in real solutions.

Please stop burying your heads in the sand- any major new residential developments will only add to traffic gridlock unless you take action to solve the terrible traffic situation.

It seems you have one ally in Mayor Little- show leadership and go out and get the Mayors of Whistler, Squamish, Mayors on Sunshine Coast, North Vancouver and District together and you can be a powerful voting block on the Translink Mayors Council to force solutions for all of the communities on the North Shore.

North Shore traffic nightmare raises concerns about plans for a real disaster

[https://urldefense.com/v3/ https://www.cbc.ca/news/canada/british-columbia/north-shore-traffic-nightmare-1.5354020;!7Ybluo8KqETyPA!NjN--BDkju86lh68yWESTqciVsl7e1Uo4PacxfRg1-zKcCms1WfsJbZOwFrTUcx1kWJYXMF4KZb8\\$](https://urldefense.com/v3/https://www.cbc.ca/news/canada/british-columbia/north-shore-traffic-nightmare-1.5354020;!7Ybluo8KqETyPA!NjN--BDkju86lh68yWESTqciVsl7e1Uo4PacxfRg1-zKcCms1WfsJbZOwFrTUcx1kWJYXMF4KZb8$)



Graham McIsaac
s. 22(1)

West Vancouver
s. 22(1)

0633-03

From: [REDACTED] s.22(1)
Sent: Friday, November 8, 2019 3:27 PM
To: MayorandCouncil
Cc: [REDACTED] s.22(1)
Subject: concerning!

The FCC in the US is very similar to Health Canada in responsibilities (and lack of responsibility). It has in the past asked for public input about issues from net neutrality to 5G but apparently the fact that responses are from phony people or from the industry doesn't seem to matter. As has been said before, FCC (like Health Canada) is a captured agency working for industry at the public's expense.

The Regulator Promoting New, Untested 5G Infrastructure For Faster Data-Driven Decision-Making Doesn't Care About Data Integrity

"A BuzzFeed News investigation — based on an analysis of millions of comments, along with court records, business filings, and interviews with dozens of people — offers a window into how a crucial democratic process was skewed by one of the most prolific uses of political impersonation in US history."

The Verge and Benton highlight BuzzFeed's investigation into the flood of fake comments submitted to the FCC regarding net neutrality this week. The issue is not just net neutrality....

It's not really a story about net neutrality. Instead, it's about how systems designed for public participation in the government are so easily scammed and what the challenges are for preventing such scams from happening...

But even more troubling is the fact that a former Verizon lawyer is implying that there is some sort of discernment taking place at the FCC regarding the "quality" of comments, submissions, and testimony.

Does the FCC sort comments into the category that supports the industry agenda, and the category that does not, resulting in its personification as a captured agency?

Nowhere is this issue more alarming than in the roll-out of 5G infrastructure arriving on thoroughfares and public ways, in close proximity to basically everything, despite harm already being reported to both human health[3] and the environment[4] from the earlier deployments.

The FCC has systemically ignored testimony about the need to update exposure limits."

<https://www.activistpost.com/2019/11/the-regulator-promoting-new-untested-5g-infrastructure-for-faster-data-driven-decision-making-doesnt-care-about-data-integrity.html>

submitted by:

s.22(1)

West Vancouver

s.22(1)

0633-03

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 9:03 PM
To: MayorandCouncil
Cc: [Redacted] s. 22(1)
Subject: Fwd: If the Public Only Knew the Truth!
Attachments: 2019-11-13 If the public only knew the Truth.docx; Ltr to [Redacted] s. 22(1) re my Smart Meter 05-25-2014.docx

with permission, forwarded by
 [Redacted] s. 22(1)

West Vancouver

Begin forwarded message:

From: [Redacted] s. 22(1)
Subject: FW: If the Public Only Knew the Truth!
Date: November 13, 2019 at 5:32:50 PM PST
To: [Redacted] s. 22(1)

Readers are encouraged to share widely.

From: [Redacted] s. 22(1)
Sent: November 13, 2019 5:31 PM
To: 'publiceditor@globeandmail.com' <publiceditor@globeandmail.com>; 'Jody.Wilson-Raybould@parl.gc.ca' <Jody.Wilson-Raybould@parl.gc.ca>
Cc: 'john.aldag@parl.gc.ca' <john.aldag@parl.gc.ca>; 'mark.eyking@parl.gc.ca' <mark.eyking@parl.gc.ca>; 'stephen.fuhr@parl.gc.ca' <stephen.fuhr@parl.gc.ca>; 'marc.garneau@parl.gc.ca' <marc.garneau@parl.gc.ca>; 'pamela.goldsmith-Jones@parl.gc.ca' <pamela.goldsmith-Jones@parl.gc.ca>; 'gordie.hogg@parl.gc.ca' <gordie.hogg@parl.gc.ca>; 'Ron.McKinnon@parl.gc.ca' <Ron.McKinnon@parl.gc.ca>; 'joyce.murray@parl.gc.ca' <joyce.murray@parl.gc.ca>; 'Dan.Ruimy@parl.gc.ca' <Dan.Ruimy@parl.gc.ca>; 'Jati.Sidhu@parl.gc.ca' <Jati.Sidhu@parl.gc.ca>; 'jonathan.Wilkinson@parl.gc.ca' <jonathan.Wilkinson@parl.gc.ca>; 'steven.guileault@parl.gc.ca' <steven.guileault@parl.gc.ca>; 'adam.VanKoeverden@parl.gc.ca' <adam.VanKoeverden@parl.gc.ca>; 'mumilaaq.Qaqqaq@parl.gc.ca' <mumilaaq.Qaqqaq@parl.gc.ca>; 'lenore.Zann@parl.gc.ca' <lenore.Zann@parl.gc.ca>
Subject: If the Public Only Knew the Truth!

Dear Globe & Mail's Editor and Ms. Wilson-Raybould,
 History knows the ugly truth of tobacco, but few know of today's much more insidious existential threat to mankind: 5G technology. While there is still time, please read the facts, then you be the judge.

Sincerely,
 [Redacted] s. 22(1)
 [Redacted]

November 13, 2019

If the Public Only Knew The Truth
That 'Industry-Captured' Governments are Harming and Killing the Public!

Here are some facts, which informed people know:

- Scientists, globally, and the major militaries of the world, have known for many decades that residential electricity (power-line frequency [50 Hz/60 Hz] electro-magnetic fields [EMFs]) and pulsed radio / microwave frequency (RF) electro-magnetic radiation (EMR) **CAUSE** (albeit not solely) leukemia and many other forms of cancers, autism, ADHD, Alzheimer's, Parkinson's, miscarriages, stillbirths, suicides, depression, asthma, cardiac problems, Tinnitus, ALS (Lou Gehrig's Disease), SIDS (Sudden-Infant-Death-Syndrome), etc.;
- Residential 50 Hz/60 Hz EMFs and RF EMR both emit hazardous **NON**-thermal radiation, which is invisible, silent, odorless and tasteless; humans can neither sense nor detect it;
- The latency of most cancers and other serious diseases is at least 10 years and can be 30 years or even longer, depending on a person's lifestyle, living environment and overall exposure to EMFs/EMR; (Non-Hodgkin lymphoma s. 22(1) some 25 years after I had foolishly and naively adopted all contemporary electricity-based technology.)
- Mainstream news media controls (determines) what the public is allowed to see/hear/read about the dangers of **NON**-thermal power-Line EMFs and pulsed RF EMR;
- The cancer industry world-wide virtually never mentions EMFs / EMR when discussing possible causes of cancer;
- Mainstream news media controls (decides) what the public is allowed to see/hear/read about the countless lawsuits launched in many countries of the world by people who claim that their or their loved one's health suffers or suffered because of **NON**-thermal EMFs/EMR;
- EMFs and EMR - from all sources, on all frequencies - adds up or thickens, much as smoke thickens in a room as more people smoking different devices enter the room;
- What "5G" (fifth generation) technology really entails, and that no man, woman or child - and no living thing - can possibly escape the hazardous pulsed **NON**-thermal microwave radiation (RF EMR) that will be emitted **simultaneously** by some 20,000 low orbiting satellites and an estimated 13-million microcell towers in the U.S. alone (placed in front of every 2nd to 10th home in every community in the U.S.A.). (Note: The public needs to realize that the microwave frequencies to be used in 5G technology have not only never been tested and proven to be safe for humans, but are known to be some of the same frequencies used by the U.S. and other major militaries of the world to control and/or disperse crowds. These frequencies are **electronic warfare weapons**; and,
- All of the above incalculable amount of hazardous microwave radiation simply adds to the previous unfathomable amount of man-made EMFs/EMR (which the WHO calls 'electro-smog') that has already been emitted by man's earlier 2G (2nd generation), 3G and 4G technologies!

Knowing the above, people understandably ask: Why would governments, especially those that claim to be "democratic" governments, allow industry to do this to an unsuspecting, defenseless public – when it is known that even the perpetrators themselves can't escape this radiation? Is this some monstrously-insane macabre plot to reduce planet Earth's population? If not, what other reason can there be to explain how/why Western governments are deaf and blind to today's enormous and ever-growing list of disease epidemics and premature deaths?

If the Public Only Knew the Truth (Cont'd)

History

In all industrialized countries of the world, people and communities depend on electricity. Without residential electricity there could be no electrical appliances, machinery, tools, electronic or telecom products. Today, governments, electric power utilities, telecom and electronics companies all make huge profits from the sale of man-made electricity-dependent products. National governments earn still more billions of dollars by auctioning off the frequencies all wireless radio products need to 'operate' on! The public also need to realize that mainstream news media (especially television) skillfully influences and is highly successful at manipulating what people think and believe to be true! But, because of governments' technological ignorance, naïveté and/or government / corporate greed, none of them tell the public about the KNOWN dangers of electricity and wireless radio products – both of which emit hazardous radiation (explained below). Tragically and criminally, increasingly more people are becoming sick and die prematurely, often without anyone knowing what caused their illness or death. Informed people know that, with any form of radiation, distance is your friend, i.e., the further one is from anything that emits radiation, the safer one is.

Frequencies. To understand the importance of "frequencies" readers need to understand that, although not all schools teach it, scientists know that people – like all living things - are bio-electrical beings, meaning that each of us functions on extremely minute electrical impulses generated by our heart and/or brain (which is why doctors send us for an ECG or EEG assessment, respectively). Human brains generally function on frequencies in the range 0 Hz to 40 Hz, but also use frequencies which are much higher. Household electricity is provided to our homes and communities on frequencies of either 50 Hz or 60 Hz ("Hz" means "Hertz," which previously had been called "CPS" or cycles per second). The major militaries of the world have long known that man-made frequencies, especially when pulsed, can easily interfere with, damage, entrain or completely destroy nature's exquisitely delicate electrical signals (frequencies).

Canada's military was (and still is) a member of the 'Five-Eyes' intelligence-gathering community (led by the U.S. Military whose other members include their military counterparts in the U.K., Canada, Australia and New Zealand), all of whom, shamefully, elected in 1966 to adopt the 'safe' Exposure Limits for radio / microwave frequency (RF) radiation that had previously been established for the U.S. Navy in 1953. It is important to note that these 'standards' were based solely on the thermal (heating) effects of electromagnetic field (EMF) radiation! This decision, while it proved to be an unprecedented bonanza for the profit-driven electric power generation industry, and created a whole new universe of highly-profitable manufacturing opportunities for the then nascent wireless and telecom companies, has cost the unsuspecting and defenseless public dearly, not just in Canada but in all Five-Eyes countries, as they too have become flooded with extremely profitable man-made electrical and electronic technology, all of which emit hazardous but invisible **NON**-thermal radiation. Contrary to what Health Canada and the other two equally corrupt international regulatory agencies: the WHO (World Health Organization) and ICNIRP (International Commission on Non-Ionizing Radiation Protection) say, non-industry scientists and the major militaries of the world (communist and democratic) have known for decades that **NON**-thermal radiation CAUSES most of today's disease epidemics (albeit not solely). This explains why most if not all schools today require special-needs' teachers! Tragically for mankind, Canada's authorities (like

From: [REDACTED] s.22(1)
Sent: Saturday, November 9, 2019 11:24 AM
To: MayorandCouncil
Subject: Tantalus Gardens Project On Hold

1010-20-19-001

It is with great dismay to hear that the majority of Council, with two exceptions have voted to once again stall development of Tantalus Gardens, despite solid neighbourhood support, alignment with the Horseshoe Bay Community Plan, and for its logical proposal to create more compact housing to replace a deteriorating, underused property.

Much to the contrary of statements from some of the non-supporters, St. Monica's church long ago stopped functioning as a neighbourhood gathering place. It has been an eyesore since before the United Church moved out, indicating that it was not economically viable as a community place of worship. In the meantime, Gleneagles Golf Course Clubhouse was beautifully renovated and mostly sits empty. It makes no sense to be talking about another community gathering place when a more suitable location with ample parking lies mostly unused a few blocks away. Do not propose to squander our tax money when such an excellent facility already exists.

Regarding council's obvious bias and very public campaigns against density, walkable communities, and expanded choice in transit (eg. rejection of the West Van leg of the B-Line bus), your current position in support of more sparsely spaced mansions and "zomby neighbourhoods" is noted and will not be forgotten at election time.

We note your continued cheerleading and enabling for British Pacific Properties as they clear cut forest above the Upper Levels to build ever greater numbers of appallingly-designed McMansions, in completely car dependent neighbourhood configurations, mostly devoid of full time residents. You are clearly working against the interests of long term West Vancouver residents, and future generations of our families who will never be able to live here.

Your hypocrisy is appalling and you should all be ashamed. We will be looking for candidates for mayor and council in future that can commit to serving the majority of West Vancouverites, and not operate in perpetual conflict of interest.

Yours sincerely,

[REDACTED] s.22(1)

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

Sent from [Mail](#) for Windows 10

From: Henry Jiun-Hsien Yao [REDACTED] s. 22(1)
Sent: Tuesday, November 12, 2019 12:19 PM
To: [REDACTED] s. 22(1)
Subject: Fwd: Miss Chinese Vancouver Pageant - Gala Dinner 2019
Attachments: MCVP GD 2019 Package.pdf

0050 - 06

Dear West Vancouver Mayor and City Councillors,

My name is Henry Yao and I am the 3rd Vice President of Vancouver Metropolitan Lions Club (VMLC). This year, we are excited to support Miss Chinese Vancouver Pageant 2019 and raise the much-needed fund for BC Cancer Foundation. The money raised is earmarked for the purchase of the Surface-Guided Radiation Therapy equipment.

The year, Lions Club International matching grant has provided an unique opportunity. If VMLC raises \$100,000.00 USD for BC Cancer Foundation, Lions Club International will match the money raised with another \$100,000.00 USD. Money can be raised in forms of *ticket sales, donations, sponsorships and/or advertisements*. When placing your order, *please inform BC Cancer Foundation that you would like your order of tickets, donation, sponsorship and/or advertisement to be counted towards VMLC's effort towards the matching grant requirement.*

Please email either **Laurina Wong**, laurina.wong@bccancer.bc.ca, or **Hannah Konyves**, Hannah.konyves@bccancer.bc.ca, to place your order. This is a fabulous opportunity and I sincerely hope British Columbians can count on your support.

The 25th Miss Chinese Vancouver Pageant - Gala Dinner is a nationally-recognized event and is broadcast across Canada through Fairchild TV (Cantonese) and Talentvision (Mandarin). General tickets are \$350/person and VIP tickets are \$650/person. **The event will attract nearly 800 individuals from Vancouver business and philanthropic communities.** The Charity Gala will feature the enthusiastic and entertaining Fred Lee, CBC's Man About Town.

Thank you so much for your time and consideration. I look forward to your follow up.

Sincerely,

Henry Jiun-Hsien Yao

3rd Vice President of Vancouver Metropolitan Lions Club



溫哥華大都會獅子會

Vancouver Metropolitan Lions Club

1715-4311 Hazelbridge Way, Richmond, B.C., Canada V6X 3L7
Tel: (604) 278-3868 Fax: (604)278-3628



Re: Miss Chinese Vancouver Pageant Gala Dinner 2019 – Sponsorship Opportunities

To Whom It May Concern:

When Vancouver Metropolitan Lions Club (VMLC) was first asked to support the Miss Chinese Vancouver Pageant (MCVP) Gala Dinner 2019 in fundraising for the BC Cancer Foundation, I was pleasantly intrigued. However, when I learned that BC Cancer Foundation needs to raise \$470,000.00 CAD to purchase the much needed equipment for Surface Guided Radiation Therapy, I was stunned by the monumental task. Thankfully, the announcement of the great challenge is matched by the arrival of a great opportunity.

Lions Club International (LCI) has a \$100,000.00 USD matching grant opportunity available. Today's exchange rate suggests that the matching grant can be worth up to \$130,000.00 CAD. Furthermore, Vancouver Broadway Lions Club (VBLC) has agreed to partner with VMLC in this fundraising adventure to help the BC Cancer Foundation. To fulfill the match grant requirements, VMLC and VBLC need to raise about \$130,000.00 CAD in *sponsorship, ticket sales, donation, and advertisement*. This fabulous opportunity has a \$260,000.00 CAD potential.

VMLC is taking on this challenge, because we believe in our community. Our Lions are approaching different businesses, community groups and philanthropists in hopes to fulfill the matching grant requirements. Although the colossal goal is reachable, we need your help.

If your business is interested in sponsoring the event, advertising at the event and/or purchasing event tickets, please connect with either,

Hannah Konyves,
hannah.konyves@bccancer.bc.ca

or

Laurina Wong
laurina.wong@bccancer.bc.ca

and let them know that you would like your contribution to be counted toward VMLC's matching grant requirement for LCI. Together, with your generosity, we can empower the BC Cancer Foundation to help British Columbians provide more hopeful, comfortable and accessible treatment against cancer. Thank you for your consideration and I look forward to your support.

Sincerely,

s. 22(1)

Dicken Lau

President of Vancouver Metropolitan Lions Club



From: [REDACTED] s. 22(1) 0120-24
 Sent: Tuesday, November 12, 2019 1:51 PM
 To: MayorandCouncil
 Subject: The American Shakedown of Canada. WVan: Please help stop it.

<https://journal-neo.org/2019/11/12/bc-the-american-shakedown/>

West Van, all in the GVA area, want to help the homeless, so to have Canada think and work For It's People.

All \$\$ in the article is for Zio Goons, plus Bill & Killary, Haiti. Bill said 'I'll help'. Yes, to the Clinton Foundation.

But no money for Canadians 'on streets'. Want to do good, W. Van? Help fix it. Oh, but the W Van MP's are simply throne-sitters, awaiting... Pamela G-J has done well, past 4 years, also with a \$92,000 shake-out. Not bad for doing nothing substantial, save being Chrystia Freeland's left arm. No wonder she quit.

The Greta Thunberg crap is not even sensible. To minds that know how and why the world....churns.

More? Barrick Gold: A 'Fools' Gold plan by the Bronfman's onto Peter Munk, with the hand-dippers helping: John Baird, S. Harper, the Clintons, GHW Bush, all in on the play via shares and political 'massages', as they rape countries via war, take their gold bullion, then use strong-arm security terrorists for mining the area with 'no problems'. Finally, it came to a halt.

But, oh, gee, the Peter Munk Foundation: assistance to the arts, black tie soirees, good words, Must be good. Ask Janet Stein. Another, re 'generous' Canadians? Barry Sherman and wife Honey shot dead. "Oh, but they had a giving foundation". Yes, so their demise will never see truth of day.

Enjoy, but please help what CAN and SHOULD be helped. A Minority gov. onto that curly topped rascal is good, but the others 'have been so bred'. They admit it. How to win from greed?

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

West Van

1745-03-02

From: [Redacted] s. 22(1)
Sent: Tuesday, November 12, 2019 9:55 PM
To: Mayor and Council; Kristi Merilees
Subject: edited letter - please disregard my last one - sent an unedited version. Thank you
[Redacted] s. 22(1)

November 12 2019

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

Dear City of West Vancouver,

Thank you for your letter but with respect, how on earth would that be any relief? The construction is moving from the front, to the side, to the back [Redacted] s. 22(1) We have pipes and machinery [Redacted] s. 22(1) We have a hole in [Redacted] s. 22(1) We have to be directed out and out every time we leave. Running late is not an option. Cutting off access to the highway and moving to the top of the hill where the noise will be just as bad is no relief.

I would like you to know a few of the things that have happened.

We have a few water incidents resulting in an \$800.00 water bill (although it was caused by the city) on top of our landscape company bill for fixing the [Redacted] s. 22(1) that was damaged. My understanding is that although this was caused by the city and they are aware of it, we have had no communication about it. I would like to be reimbursed for that.

Because of water shut off we also experienced damage. It came back on shooting debris into the showerhead which we have had to call the plumber in to fix and replace.

We have had two incidents of debris build-up in our car tires that have resulted in damage.

Our entire house is covered in dirt. Our cars have been so dirty that we have been able to use them to gauge the amount of dirt flying around. That dirt is everywhere and wrecking our house and windows. We will have to repaint our house.

I have [REDACTED] s. 22(1) [REDACTED] that won't come to the house. This has resulted in higher costs for me and loss of income.

I have lost money from my inability to [REDACTED] s. 22(1) [REDACTED] because of the noise.

I am stressed and miserable and I am not alone. My other neighbours are also very upset.

Adding to this stress is that I have now learned that the city has planned to have busses go up AND DOWN the street when this project is finished. I cannot believe that after we put up with all this BS you are going to punish us by making the road a major thoroughfare?

NO I do not support the change to the bus route.

This has devalued our property. Who would buy our house right now?

I would like compensation. I think you should talk about offering compensation for all of the homes that face the construction and are affected by the debris and noise. Maybe we could use that money to repair our homes and get the hell out of here for a while.

This project is disgusting and so is the treatment of the residents of West Bay.

The city insists we needed an upgrade of our storm and sewer system and while that may be true, this EXCEEDS THE NEEDS OF THIS NEIGHBOURHOOD BY FAR. THIS is not an up-grade, it is a run off system that could handle a city.

I would also like you to ask hydro to bury the power lines. We are NEVER going to have these great gaping gashes in the road again.

As always, your recently disgruntled resident of West Vancouver,

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

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

1745-03-02

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 11:44 AM
To: MayorandCouncil
Subject: Fw: Five Creeks Diversion Project AND Rogers Creek/Cypress Village development

The letter below was posted on the District web-site for the week ending 11.08.19 item (17) under the subject of Five Creeks Stormwater Flood Protection Project.

You will see parts the letter (underlined) these parts have been redacted by the District in the original posting.

The writer who lives on the 3100 block of Mathers Avenue provides accurate information and an accurate description of the impact to the residents and of this project.

The District responds that this (redaction) is standard to protect the writer's personal information.

Below is the "unedited" version:

November 7th - posting from the "war correspondent" on the front lines of the Five Creeks Diversion project.

Yesterday they almost got across our driveway - it took 7 hours of head banging hammering, the frontage of my lot is 120 feet ... one day at a time - right?

My husband and I have to stand next to each other to talk. We've be-friended (in sort) the British Pacific Properties sub-contracting crew. Even though they're employed by the enemy they're our life-line, we can't leave or come home without them moving their equipment. While work is done in front of our driveway, we park down the way even though they did say that with advance notice they would place the steel plates over the trench allowing us access in or out. In the evenings we park in the garage knowing that by 7:30 in the morning the vehicles have to be moved.

There's no sleeping in, there's no having morning coffee in bed and watching the news. The windows vibrate and the sound of the hammering exceeds the volume on the television. There is no where in the house to go, the lower level which is built on that rock is even worse.

Yesterday on my walk I couldn't leave through the driveway (without wings) because of the trench and I couldn't leave through the front walk way because that's blocked by a five foot pipe It's only 9:30 in the morning and I'm already ready to scream at someone ... anyone!

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

* name/address and contact information to be redacted.

D10-01

From: [Redacted] s. 22(1)
Sent: Wednesday, November 13, 2019 11:14 AM
To: Mayor and Council
Subject: The district needs to stop Onni before it becomes a bigger issue for the district.

Onni appears to feel that thanks to Gateway and Rodgers Creek wanting additional density that they should too. Thanks to Gateway it would appear that it is open season on developers modifying and adding to already approved plans.

When Millennium went bankrupt there was an auction for the Project. It was **made clear to all bidders** that the approved Plan was it. **No changes or increased density.** We would think **unsuccessful bidders would easily be able to take action against the District** if additional density is allowed after the fact. You would be opening the district up to a large and complicated lawsuit. A reckless thing for a municipality to do.

That as well is the fact that the traffic study clearly said that this was the maximum for the development. Not a chance of any more units. So there would have to be a new traffic study done before any changes are made and we are sure that the residents of Cedardale and Sentinel hill will be furious if it were to go ahead. The Cedardale project bought before council a few months ago was shut down immediately and Onni will have to be also. One would expect the developer from Cedardale will look at the additional units at Onni as a mechanism to go after the district for damages for turning his project down but allowing the expansion of Onni?

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

1010-20-18-050

From: [redacted] s. 22(1)
Sent: Thursday, November 14, 2019 10:20 AM
To: MayorandCouncil
Cc: Jim Bailey; Michelle McGuire; [redacted] s. 22(1)
Subject: Re: 4175 Burkehill Place

re: development application for 4175 Burkehill Place

Dear Mayor, Council, and Staff,

My wife and I would like to thank members of council and staff for their lengthy consideration, at the October Council meeting, of a proposed development that affects seven other families on Burkehill Place. We especially appreciated the effort by those of you who came up to Burkehill Place, to have a first hand impression of neighbours' concerns about the proposed development.

We also wish to lend our support to previous messages to Council and Planning Staff by [redacted] s. 22(1), in which he comments on proposed resolution of problems associated with the development. We feel that Mr.

[redacted] s. 22(1) speaks for many, if not all of us who will be affected.

Sincerely,

[redacted] s. 22(1)

West Vancouver

On Sat, Nov 9, 2019 at 1:20 PM [redacted] s. 22(1) wrote:

For your information...

[redacted] s. 22(1)

Sent from my iPad

Begin forwarded message:

From: Michelle McGuire <mmcguire@westvancouver.ca>

Date: November 8, 2019 at 9:16:44 AM PST

To: [redacted] s. 22(1)

Cc: Jim Bailey <jbailey@westvancouver.ca>, [redacted] s. 22(1)

[redacted] s. 22(1)

Subject: Re: 4175 Burkehill Place

Dear [redacted] s. 22(1)

Confirming receipt of your emails. I will be back in touch to respond to your questions and comments next week.

Best regards,

Michelle

On Nov 6, 2019, at 1:11 PM, [redacted] s. 22(1) wrote:

Dear Sirs/Mesdames,

I write to follow up my letter of October 17 2019, reproduced below. As noted, I am very interested in whatever process may now apply to the outcome of the application relating to 4175 Burkehill Place.

As I have not heard from the office of the Director of Planning and Development or anyone from McLeod Bovell, this letter is to confirm my wish to be kept informed and to be given an opportunity to be heard.

I am copying my neighbour [REDACTED] s. 22(1) at his request. I note that he also wishes to be given an opportunity to provide input. [REDACTED] s. 22(1)

[REDACTED] Please keep me posted.

Thank you,
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)

Sent: October-17-19 10:20 AM

To: 'jbailey@westvancouver.ca' <jbailey@westvancouver.ca>; 'mmcguire@westvancouver.ca' <mmcguire@westvancouver.ca>

Cc: 'MayorandCouncil@westvancouver.ca' <MayorandCouncil@westvancouver.ca>; [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

Subject: 4175 Burkehill Place

Dear Sirs/Mesdames,

At its meeting on 7 October 2019, Council resolved to approve the proposed development permit application for the above noted property, with the somewhat unusual direction that approval is subject to and 'pending review and modification by the Director of Planning and Development'. As I understood the discussion, Council was divided to some degree as to how to resolve issues arising from the applicant's proposal and the concerns expressed by neighbours affected. Clearly, Council seeks a compromise, but concluded that the forum of a regular council meeting is not the appropriate venue to resolve the kinds of problems raised by this application.

Speaking to Council was a first for me. I found the time limitation imposed on persons other than the applicant to be restrictive and not in balance. Having noted that, I appreciate that Council does not have unlimited time at its disposal and agendas can be heavy. My point is that the time limit meant that I barely had time to introduce myself and to briefly sketch my position. In retrospect, it is clear that Council had read the correspondence submitted before the meeting, and was thus already aware of the positions of long-time residents. What was missing was an opportunity to make reasoned submissions, adequately respond to points raised by the applicant and to explore interests and possible solutions.

Whatever steps the Director now takes to comply with Council's direction to review and modify the proposal, and I note that the scope and meaning of the terms 'review' and 'modification' were not defined at the meeting, I ask as a matter of fairness that my neighbours and I be included and be given an opportunity to be heard. At this point the positions of the parties are well established. I believe it would be fruitful if all parties affected were to sit down and talk about common interests. I think a more user-friendly and less pressured process could resolve some of the issues.

Thank you for your consideration.

Yours truly,

s. 22(1)

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From: [REDACTED] s. 22(1)
Sent: Thursday, November 14, 2019 10:25 AM
To: Mayor and Council
Subject: BC SPCA support for banning fireworks
Attachments: West Vancouver Fireworks 2.pdf

1603-12

Dear Mayor and Council

The day after Halloween I wrote to you requesting that you ban personal use of fireworks. As mentioned, our dog experienced rolling panic attacks for the 2.5 hours that the fireworks continued, and took several days to recover. It's not fair we subject animals to this.

I also contacted the BC SPCA. The attached letter from them supports my request. They report that 48% of pets have an extreme fear response, and that research shows there is a negative impact on wildlife, too.

Vancouver, as you know, has just banned fireworks, but it does not seem to address Halloween - the most intense fireworks night of the year. I encourage you to ban personal use of fireworks at all times of the year (**including Halloween and the days that precede and follow it**), and to allow only for permitted displays in a single location where larger audiences will be in attendance - like Canada Day, New Years' Eve for example.

Thanks for listening. I look forward to seeing how this moves forward.

Best

[REDACTED] s. 22(1)

[REDACTED]
West Vancouver

[REDACTED] s. 22(1)

PROVINCIAL OFFICE

1245 East 7th Avenue, Vancouver, British Columbia, V5T 1R1
P 604.681.7271 • F 604.661.7022 • 1.800.665.1868 • spca.bc.ca
Charitable Registration # BN 11881 9036 RR0001

November 5th, 2019

Mayor Booth and Council
Municipal Hall
750 17th Street
West Vancouver, BC V7V 3T3

Dear Mayor Booth and members of Council,

Please accept this letter of support regarding an end to the use of fireworks in West Vancouver. The noise caused by fireworks is frightening and stressful for many animals. Exposure to loud noises, particularly fireworks, thunderstorms and gunshots is a welfare concern in dogs that have not been positively socialized to the sounds during their critical socialization period (approximately 7-12 weeks of age). Approximately 49% of dogs are fearful of such loud noises¹.

Exploding fireworks create serious issues for animals in our communities:

- Fireworks can spook animals and cause them to panic, run away, or dart into traffic.
- Dogs who are normally friendly can sometimes act out of character, placing members of the public, including children, at risk.
- In recent years, evenings of fireworks have been demonstrated to have a negative impact on bird behaviour². Birds and other wild animals can be scared out of dens and roosting sites, leading them to fly into buildings or run into busy streets to be injured or killed. Those that are not harmed are still disturbed, leading to reductions in natural feeding and breeding behaviours, as well as the abandonment of their young in nests or dens.
- In addition to the above consequences, harmful smoke and garbage waste from fireworks are secondary threats to the health of local wildlife. The ban or restricted access of fireworks greatly improves the lives of these animals.

Thank you for recognizing the needs of the animals with whom we share our environment when considering an end to fireworks in West Vancouver. You can reach me at 604-647-5503 or amorris@spca.bc.ca.

Sincerely,

s. 22(1)

Amy Morris
BC SPCA Manager, Policy and Companion Animals

¹ Blackwell, EJ, Bradshaw, JWS, & Casey, RA (2013). Fear responses to noises in domestic dogs: Prevalence, risk factors and co-occurrence with other fear related behaviour. *Applied Animal Behaviour Science* 145, 15-25. ² Shamoun-Baranas, J et al. (2011). Birds flee en mass from New Year's Eve fireworks. *Behavioural Ecology* 22(6), 1173-1177.

From: Wanisa Olalo <wolalo@parkroyal.ca>
Sent: Thursday, November 14, 2019 4:28 PM
To: MayorandCouncil
Cc: Rick Amantea; Karen Donald; Christine Piers
Subject: RE: Light Up the Village Event - Friday November 22

0050-06

Good Evening,

I wanted to send a friendly reminder of our Annual Park Royal Light Up The Village celebration next Friday, November 22nd from 5:00pm-9:00pm.

We will be offering a VIP Light Up The Village Experience complete with:

- VIP Ferris wheel ride between 4:30-5:00pm (located just north of Blue Shore Financial in the parking lot)
- Dinner voucher at Triple O's food truck includes: a burger, fries and a drink

Kindly advise if you will be in attendance and we will register you on the VIP list.

Once registered, please meet our Park Royal representative by the entrance to the Ferris Wheel line at 4:30pm next Friday.

Kind Regards,

Wanisa

PARK ROYAL

Wanisa Olalo *Marketing Manager*

T 604.923.4716 C 604.355.9244

From: Wanisa Olalo
Sent: Tuesday, October 22, 2019 5:15 PM
To: MayorandCouncil@westvancouver.ca
Cc: Rick Amantea <ramantea@parkroyal.ca>; Karen Donald <kdonald@parkroyal.ca>; Christine Piers (cpiers@parkroyal.ca) <cpiers@parkroyal.ca>
Subject: Light Up the Village Event - Friday November 22

Good Evening,

Park Royal Shopping Centre would like to extend an invitation to you and your family to attend our annual Light Up the Village Friday, November 22 from 5:00PM – 9:00PM in front of Whole Foods. Our program will begin at 5:00PM with our host welcoming the audience. Should you be in attendance we would appreciate being able to acknowledge you publically. Please kindly advise if you will be in attendance.

We have musical performances planned from 5:15PM – 9:00PM with the actual light up ceremony at 6:45PM.

Also this year we have engaged the use of a Ferris Wheel and offering the public rides by donation. We are again fundraising for Lions Gate Hospital – and their volunteers will be here in full force giving us a hand for the evening activities.

Should you have any questions, please do not hesitate to call. We look forward to hearing from you and seeing you on November 22nd.

Kind Regards,

Wanisa

PARK ROYAL

Wanisa Olalo *Marketing Manager*

T 604.923.4716 C 604.355.9244 ShopParkRoyal.com

Park Royal Shopping Centre Administration Office

2002 Park Royal South, Level 2

West Vancouver, BC V7T 2W4



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2125-01

From: [Redacted] s. 22(1)
Sent: Thursday, November 14, 2019 4:31 PM
To: MayorandCouncil
Subject: Please consider renewing or repurposing the tennis court at Gleneagles

Dear Mayor and Council,

I write in support of refurbishing the tennis court that sits at the top of Larson Bay by the Gleneagles Golf Course. My understanding is that it's \$40,000 to demolish it and \$100,000 to rebuild. It is used, even in its poor condition, we played on it Summer 2019 and I've often seen other families there.

A few things to consider:

If the LAP for neighboring Horseshoe Bay is to push and promote densification the area will require more recreational spaces, not less.

At the moment there is a tennis court in Horseshoe Bay that is in desperate need of repair but that may be swallowed up by development. There are two courts at Whytecliff, on a nice day they are often in use.

Perhaps that tennis court, if updated, could be used for additional lessons through the Gleneagles Community Centre – it's so close (perhaps the rec centre or golf course could rent racquets out?).

If there is a land assembly, followed by development, along the Marine Drive corridor that court will certainly be utilized more by those homeowners, it will be only a few minutes away by foot.

I have heard several people talk about ideas around this space, including adding basketball hoops to make it multipurpose.

Thank you for the consideration on this matter.

Sincerely,

[Redacted] s. 22(1)

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, November 14, 2019 7:58 PM
To: MayorandCouncil
Cc: [REDACTED] s. 22(1)
Subject: Police request

2900-01

Council Members: The police request for one more member of the force seems reasonable to us. We would like you to accommodate that request.

Yours truly,

[REDACTED] s. 22(1)

Thank you.

From: [REDACTED] s. 22(1) 2900-01
Sent: Thursday, November 14, 2019 8:13 PM
To: MayorandCouncil
Subject: addition to email just written by us about police force

Re: our letter just written: We would approve IF the police can convince the Council that they need more manpower.

This sub-text should have been in our letter above.

[REDACTED] s. 22(1)

West Vancouver BC

[REDACTED] s. 22(1)

0055-WVCA 1

From: Jennifer Lord <jennifer.wvcac@shaw.ca>
Sent: Thursday, November 14, 2019 6:26 PM
To: MayorandCouncil
Cc: [REDACTED] s. 22(1)
Subject: Arts Facilities Site Identification and Feasibility Analysis meeting - Wed. Nov. 20 at 6:30pm

Dear Mayor Booth and Councillors Cameron, Gambioli, Lambur, Soprovich, Thompson and Wong,

We are looking forward to the update and presentation by the Arts Facilities Advisory Committee on the status of the Arts Facilities Site Identification and Feasibility Analysis on Wednesday, Nov. 20th at 6:30pm in the Municipal Hall Atrium.

Many of our members will be in attendance.

We hope that there will be representatives from Council at this meeting and look forward to seeing you then.

With regards,
Jennifer

Cc WVCAC Board of Directors

Jennifer Lord,
 Executive Director
 West Vancouver Community Arts Council
 At the Silk Purse Arts Centre
 1570 Argyle Avenue
 West Vancouver, BC V7V 1A1
 Phone: 604 925 7292
 Website: www.westvanartscouncil.ca



1815-02

From: Suzanne Bornestig on behalf of Raymond Fung
Sent: Friday, November 8, 2019 10:08 AM
To: s.22(1)
Cc: MayorandCouncil
Subject: RE: Lead in our Water
Attachments: s. 22(1)

Dear s.22(1)

I am in receipt of your email dated November 4, 2019 to Mayor and Council regarding Lead in our Water? It has been delegated to me for a reply on behalf of the District.

Private plumbing and fixtures with lead solder and old brass and bronze fittings prior to the 1970s are often the source of lead. Legislation has changed since then and lead solders and fittings and fixtures containing lead are no longer used.

The District of West Vancouver has phased out the use of any lead products in the distribution system since the 1980s.

The municipality has a regular drinking water quality testing program in place, the results of which are posted annually on our website at this link:

<https://westvancouver.ca/government/bylaws-strategies-reports/reports/drinking-water-quality-annual-reports>.

Water quality is tested for a number of possible contaminants, including lead. Tests are conducted at the source as well as various points along the distribution system. In general, the municipality does not conduct water quality tests on private property because this is outside our jurisdiction. However, as part of the testing program we do test the tap water at three schools in West Vancouver, Cypress Park Elementary, Gleneagles Elementary, and Hollyburn Elementary, on a semi-annual basis. No sample has ever exceeded the Health Canada's recommended maximum allowable level of 5ppb. The drinking water quality report concludes that the residents of West Vancouver enjoy a very high quality of drinking water, and that the District's water supply and distribution meets all the requirements outlined in the Guidelines for Canadian Drinking Water Quality.

Residents wishing to test their tap water can purchase testing kits on-line or in home improvement stores.

Best regards,

Suzanne Bornestig on behalf of Raymond Fung
Executive Assistant to the Director of Engineering & Transportation
604-925-7023 | westvancouver.ca

(3)

1815-02

From: [REDACTED] s.22(1)
Sent: Monday, November 4, 2019 6:57 AM
To: MayorandCouncil
Subject: Lead in our water?

I read this article this morning. It's is concerning.

Do we have results for the residential water for West Van? I'll have to figure out how to test the water in my house but it would be prudent to check It on a wider scale surely?

I'd like a reply if possible please.

https://globalnews.ca/news/6114854/canada-tapwater-high-lead-levels-investigation/?contact-form-id=6114854&contact-form-sent=6123104&contact-form-hash=87af34340757f701fb3db6147e3e54c699d40ab3&_wpnonce=6480ace845#contact-form-6114854

Kind regards

[REDACTED] s.22(1)

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

2160-05-HB PA 1

From: Raymond Fung
Sent: Tuesday, November 12, 2019 10:35 AM
To: s.22(1)
Cc: MayorandCouncil; Suzanne Bornestig; Vanessa Garrett; John Calimente
Subject: RE: Horseshoe bay resident
Attachments: s.22(1)

Dear s.22(1)

I am in receipt of your email dated November 5, 2019 to Mayor and Council regarding the status of the Horseshoe Bay Streetscape project. While crews commenced some above ground preparatory work, the District is continuing to address potential concerns about the risk of damage to archaeological heritage in the surrounding area. This is an important process that needs to be undertaken, and the District is committed to complying with all legal obligations including the *Heritage Conservation Act*. More information about the timing of full construction activities will be provided to the community once available.

Thank you for your interest in this project.

Raymond Fung, M.Eng., P.Eng.
Director | Engineering & Transportation Division
District of West Vancouver
d: 604-925-7159 | f: 604.925.5968
westvancouver.ca

(14)

From: [REDACTED] s. 22(1)
Sent: Tuesday, November 5, 2019 5:59 PM
To: MayorandCouncil
Subject: Horseshoe bay resident

2160-05-HBPA1

Hello

I'm wondering why the revitalization project in horseshoe Bay has been put on hold for so long when will it be complete

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver,

1785-19-01

From: Raymond Fung
Sent: Tuesday, November 12, 2019 4:16 PM
To: s. 22(1)
Cc: MayorandCouncil; Vanessa Garrett; John Calimente; Suzanne Bornestig
Subject: RE: New Speed Bumps on the Spirit Trail
Attachments: s. 22(1)

Dear s. 22(1)

I am in receipt of your email dated November 6, 2019 to Mayor and Council regarding the Spirit Trail. It has been delegated to me for a reply on behalf of the District.

The newly installed speed humps on the Spirit Trail along Welch Street are a part of a set of safety improvements for pedestrians, cyclists, and motorists in response to resident concerns in the neighbourhood. As the Spirit Trail is a multi-use pathway that accommodates a diversity of users, the speed humps are meant to slow down fast cyclists at the cross streets, particularly at Mathias, Ikwikws, and Whonoak Roads. For a similar purpose, the District of North Vancouver implemented offset maze barriers constructed from vertical delineators on the Spirit Trail near Pemberton Avenue, however this measure was not supported by the HUB cycling group, as there is no opportunity to ride through the chicane-styled arrangement. The speed humps have been designed so that a cyclist can weave around each hump, as an alternative to riding over them. In addition, at locations where there are currently double bollards, one will be removed. Further, the speed humps are accompanied by advisory signage. I agree with you that even if a vehicle on the cross street has the stop condition (and therefore, you have the right of way traveling on Welch Street), the consequence of being struck by a car is worse as a cyclist. That is why it is prudent for cyclists to slow down at these intersections.

Beyond speed humps, other safety improvements include installation of rapid flashers to better identify pedestrians at marked crosswalks at cross streets, vegetation trimming to improve sightlines, and a reduction of the speed limit to 30kph on Welch Street to maintain a constant speed corridor beyond the school zone. The latter will allow fast cyclists to better share the road with other vehicles, as an alternative to the Spirit Trail.

Thank you for your interest in this matter.

Yours truly,

Raymond Fung, M.Eng., P.Eng.
Director | Engineering & Transportation Division
District of West Vancouver
d: 604-925-7159 | f: 604.925.5968
westvancouver.ca

(16)

1785-19-01

From: [Redacted] s. 22(1)
Sent: Wednesday, November 6, 2019 10:23 AM
To: MayorandCouncil
Subject: New Speed Bumps on the Spirit Trail

Mayor Mary-Ann Booth & Council,

I am writing in regards to the new speed bumps added to the section of the Spirit Trail that parallels Welch St. east of the Lions Gate Bridge to Lower Capilano Road. I would like to bring to your attention the negative impact these speed bumps have on the safety and ease of use of this busy bike path. Pedestrians and cyclists on the Spirit Trail have the right of way over the vehicle traffic crossing the trail to turn onto Welch St. This means there is no requirement to stop at each street crossing however it is common for me to slow down and check for cars prior to proceeding. Regardless of the right of way being hit or hitting a car on a bike will be much worse for me, the cyclist, than the vehicle and driver. The speed bumps have been placed directly in the area where you would be applying the brakes and checking for traffic prior to the street crossings. As you slow down and look for traffic you now must control your bike over large speed bumps while under braking. This is further complicated by the stanchion in the middle of the path which must be avoided. Further to this major safety concern I have observed the following behaviour:

- Cyclists riding around the speed bumps onto the grass bordering the path causing damage to grass and putting mud on the bike path
- Cyclists weaving between the speed bumps to avoid passing over them – riding into the opposite direction of travel in the process

The spirit trail is an excellent piece of cycling infrastructure that plays a major role in encouraging me and others to bike to work. Feeling you have a safe route of travel is key to making the decision to commute via bike. Welch street is often backed up with drivers contending with traffic heading south across the Lions Gate Bridge and commuting by bike is a great way to decrease this congestion. I would like to know why the speed bumps were added to bike path with right of way at the street crossings. I do not see any problem that these speed bumps solve – only the major safety and usability issues they introduce.

Sincerely,

[Redacted Signature] s. 22(1)

[Redacted Signature] s. 22(1)

THANK YOU FOR YOUR RESPONSE
11/13/19 10:23 AM

0055-20-BCFS2

From: Raymond Fung
Sent: Thursday, November 14, 2019 2:55 PM
To: s. 22(1)
Cc: MayorandCouncil; Suzanne Bornestig; John Calimente; Vanessa Garrett
Subject: RE: Traffic - Regular Council Meeting - Sept. 16/19 - Item 4 - BC Ferries, regarding Horseshoe Bay Terminal Redevelopment Project
Attachments: WHOLE - Action s. 22(1)

Dear s. 22(1)

I am in receipt of your email dated September 19, 2019 to Mayor and Council regarding the BC Ferries Terminal Redevelopment Project. It has been delegated to me for a reply on behalf of the District; I apologize for the tardy response.

In good faith, District staff have been participating in Stakeholder Workshops conducted by BC Ferries and their design team. Input has been provided related to the draft transportation concepts. As a Provincial entity, BC Ferries may not need to seek the District's approval, depending on the scope of works. Still, BC Ferries is being respectful of the District's process to develop a Local Area Plan for Horseshoe Bay. Staff will continue to be involved as the transportation and community hub concept is refined.

Yours sincerely,

Raymond Fung, M.Eng., P.Eng.
 Director | Engineering & Transportation Division
 District of West Vancouver
 d: 604-925-7159 | f: 604.925.5968
 westvancouver.ca

(151)

0055-20 BCFSZ

From: [REDACTED] s. 22(1)
Sent: Thursday, September 19, 2019 3:56 PM
To: MayorandCouncil
Cc: Mary-Ann Booth; Peter Lambur; Sharon Thompson; Craig Cameron; Nora Gambioli; Bill Soprovich; Marcus Wong; customerservice@bcferries.com
Subject: Traffic - Regular Council Meeting - Sept. 16/19 - Item 4 - BC Ferries, regarding Horseshoe Bay Terminal Redevelopment Project

Mayor and Council:

The above presentation by a representative of BC Ferries at the September 16th, 2019 Regular Council Meeting provided a good overview and conveyed their welcome obvious desire for public engagement and input to their proposed Terminal Redevelopment Project. Additionally it provided residents information on continued opportunities for public engagement as the plan progresses. I noted, in questioning by Councillor Cameron that there is no longer a long range vision of eventually closing the BC Ferries route from Horseshoe Bay to Departure Bay. In this connection, while understandably comments and questions of Mayor and Council did stay on the subject of the planned redevelopment, I was pleased that Councillor Sharon Thompson recognized that the Terminal existence now and in the future affects all of West Vancouver and for that matter the North Shore from a traffic perspective.

It was very obvious from the presentation and from available (on-line) BC Ferry information on the Project that a principle rationale for the Redevelopment is the need to accommodate the increasing traffic by all methods of transportation, be it walk ons or vehicles including trucks, oversized vehicles, automobiles, motorcycles, buses and bicycles. In this regard, it was clear that there is considerable work to be done before redevelopment is commenced and I can only assume that the overall traffic situation will only increase/worsen on the North Shore not only due to increases in BC Ferry traffic over the years but also from growth in local traffic and vehicle trips to and from Squamish and Whistler.

So my question to Council is from a West Vancouver perspective what input do Staff and Council intend to put forward on behalf of the District to BC Ferries Redevelopment Plan either alone or jointly with the other North Shore cities on the accepted concern to the current and growing traffic congestion on the North Shore? The question is based on the BC Ferries presentation where it was made clear that growth of traffic was an important rationale for the Redevelopment Plan. It is my understanding the plan in addition to other considerations, intends it to deal with that situation as it affects the HORSESHOE BAY FERRY TERMINAL as far out as say ten years including more convenient/efficient and speedy access and egress from the terminal by insuring that two ferries will be able to load and unload at the same time even by providing another exit. One can only imagine given the current situation the Upper Levels and Taylor Way the ever increasing congestion some years out when two ferries are unloaded at the same time!

I write in the hope that your reply to me will at least put on record for District residents how our Mayor and Council view the current and growing traffic congestion in the District and intend to provide constructive input to BC Ferries now AND in the future on their Redevelopment Plan at least from a traffic perspective.

Regards,

[REDACTED] s. 22(1)

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

P.S. Please note I have copied BC Ferries with my e-mail for their information and hopefully you will provide a copy of your reply for their information.

1785-19-01.

From: Raymond Fung
Sent: Thursday, November 14, 2019 3:59 PM
To: s. 22(1)
Cc: MayorandCouncil; Suzanne Bornestig; Vanessa Garrett; John Calimente
Subject: RE: Changes to Spirit Trail
Attachments: WHOLE - Action - s. 22(1)

Dear s. 22(1)

I am in receipt of your email and letter dated October 16, 2019 to Mayor and Council regarding changes to Spirit Trail. It has been delegated to me for a reply on behalf of the District.

The newly installed speed humps on the Spirit Trail along Welch Street are a part of a set of safety improvements for pedestrians, cyclists, and motorists in response to resident concerns in the neighbourhood. Beyond speed humps, other safety improvements include installation of rapid flashers to better identify pedestrians at marked crosswalks at cross streets, vegetation trimming to improve sightlines, clearer marking of the Stop bar at cross streets, and a reduction of the speed limit to 30kph for vehicles on Welch Street to maintain a constant speed corridor beyond the school zone. The set of improvements was reviewed by Squamish Nation and their transportation consultant.

As the Spirit Trail is a multi-use pathway that accommodates a diversity of users, the speed humps are meant to slow down fast cyclists at the cross streets, particularly at Mathias, Ikwikws, and Whonoak Roads. For a similar purpose, the District of North Vancouver implemented offset maze barriers constructed from vertical delineators on the Spirit Trail near Pemberton Avenue, however this measure was not supported by the HUB cycling group, as there is no opportunity to ride through the chicane-styled arrangement. The speed humps were first piloted on the nearby trail at the end of Klahanie Court in response to conflicts between pedestrians and fast cyclists near Klahanie Park Lodge. The speed humps have been designed so that a cyclist can ride over them or alternatively, weave around each hump. On the Spirit Trail, in addition to the speed humps at the cross roads where there are currently double bollards, one will be removed. Further, as suggested, the speed humps are accompanied by advisory signage. Rumble strips were deemed to be an ineffective measure.

In closing, let me assure you that the set of safety improvements were considered carefully with the objective of reducing conflicts for all users along the Welch Street corridor, that is, pedestrians, cyclists, and motorists.

Thank you for your interest in this matter.

Yours truly,

Raymond Fung, M.Eng., P.Eng.
 Director | Engineering & Transportation Division
 District of West Vancouver
 d: 604-925-7159 | f: 604.925.5968
 westvancouver.ca

From: [Redacted] s. 22(1)
Sent: Wednesday, October 16, 2019 8:28 PM
To: MayorandCouncil
Subject: Changes to Spirit Trail
Attachments: 2019-10-16 Letter to DWV - Spirit Trail.pdf

Dear Mayor and Council,

I write to you concerning some changes to the Spirit Trail that I would respectfully ask that you reconsider. Please see my attached letter that explains my concern in more detail. I look forward to hearing back from you. I would be pleased to contribute to a more workable solution if there is any willingness to do so.

Kind Regards,

[Redacted] s. 22(1)

North Vancouver BC

[Redacted] s. 22(1)

s. 22(1)

s. 22(1)

North Vancouver BC s. 22(1)

October 16, 2019

District Municipality of West Vancouver
Mayor and Council
By email: MayorandCouncil@westvancouver.ca

Dear Mayor and Council:

Re: Changes to Spirit Trail

I would like to convey my strong dismay with recent changes that I understand the District of West Vancouver has made to segments of the Spirit Trail. **Specifically, I would like to strongly object to the installation of massive speed humps at intersections such as those at the intersection of Welch Street and Capilano Road.**

My understanding is that these have been installed in response to concerns by either other trail users or vehicle drivers. I am staggered to think that your staff thought that such measures were necessary or would respond to either concern. It is understandable, and even anticipated, that there would always be some level of 'conflict' when a shared multi-purpose trail such as the Spirit Trail is constructed and put into use. This is no different than what occurs when existing multi-purpose roadways are shared by vehicles and bicycles. Until such time as your government and other adjacent local governments invest in single purpose separated infrastructure such as dedicated bike lanes, this type of conflict will always exist. Let me clear: I am very much in favour of taking steps to minimize any conflict that exists – just not in the heavy handed and blunt way that you have chosen to do so.

It is unclear to me what problem you are actually trying to solve by installing these new barriers. This used to be a very pleasant segment of the Spirit Trail to use as a cyclist, runner or pedestrian (I use it for all three things). If the "problem" is fast moving cyclists coming into conflict with pedestrians, more signage or small rumble strips could be used at these key intersections instead. I have used this pathway extensively over the past few years and I have not observed any such conflict so I really think this problem is being exaggerated somehow.

If the real source of the "problem" is, in fact, vehicle drivers complaining about having to yield to cyclists at these intersections with the Spirit Trail, your "solution" of installing these massive speed humps is absurd. Would you ever consider installing these speedbumps on the actual roadway to 'slow' opposing vehicle traffic that create the exact same type of 'problem'? That would never happen! I remind you and

staff that drivers are legally obligated to yield to other road users (pedestrians and cyclists) when at a stop sign or other crossing. They must simply wait their turn when at a stop sign or a red light. As a cyclist using a marked crossing on a designated multi-use path such as the Spirit Trail, shouldn't I be allowed to assume that a vehicle driver will actually obey the law and stop at the proper stop line (not on top of a cross walk as often occurs)? Is it now my obligation to yield to cars at stop signs at these crossings? By installing these massive new speed humps you are actually telling cyclists and other trail users that they must yield to vehicles and that cars have priority over all other forms of mobility. This is completely contrary to the entire reason for designing and building infrastructure such as the Spirit Trail that is intended to help respond to the climate emergency that your local government has declared. These massive barriers not only detract from that objective by making the Spirit Trail less user friendly, it imposes new and unnecessary risks to users. Why are you choosing to make getting around sustainably less enjoyable and more difficult?

I ask that you immediately rethink your decision and remove these awful speed humps. From my perspective these have been installed with no public consultation with actual frequent users such as myself. They are far bigger than any I have encountered anywhere else in the entire Vancouver region. They are a hazard to all trail users especially at night or in poor visibility.

Let me end by saying that last year I deliberately and consciously changed my mode of commuting to work, switching from using a vehicle to a bicycle in response to our climate change crisis. Thoughtless decisions like the one to install these massive speed humps make this decision harder by making my journey less enjoyable and by putting the needs of cars ahead of other forms of sustainable transportation.

Sincerely,

s. 22(1)

s. 22(1)

North Shore resident