

## COUNCIL CORRESPONDENCE UPDATE TO NOVEMBER 29, 2019 (8:30 a.m.)

### Referred for Action

- (1) **November 21, 2019, regarding “Re: Parking problems at 21st and Argyle”**  
(Referred to the Director of Engineering & Transportation Services for consideration and response)
- (2) **November 21, 2019, regarding “The 5 Creeks Stormwater Flood Protection Project”** (Referred to the Director of Planning & Development Services for consideration and response)
- (3) **November 22, 2019, regarding Five Creeks Stormwater Flood Protection Project** (Referred to the Director of Community Relations & Communications for consideration and response)
- (4) **November 23, 2019, regarding “2195 Gordon”** (Referred to the Director of Corporate Services for consideration and response)
- (5) **November 25, 2019, regarding “Re: Mayor’s Update: November 2019”**  
(Referred to the Director of Community Relations & Communications for consideration and response)

### Referred for Action from Other Governments and Government Agencies

No items.

### Received for Information

- (6) **Committee and Board Meeting Minutes – Design Review Committee meeting September 19, 2019; and Memorial Library Board meeting October 16, 2019**
- (7) **33 submissions, November 20-29, 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 December 3, 2019 public hearing)
- (8) **2 submissions, November 22, 2019, regarding Wireless Technologies**
- (9) **North Shore Heritage Preservation Society, November 23, 2019, regarding “Invitation to Christmas Party” (December 12, 2019)**
- (10) **4 submissions, November 23-28, 2019, regarding Climate Action**
- (11) **West Vancouver Chamber of Commerce, November 23, 2019, regarding “Last chance! Christmas Dinner & Auction” (December 5, 2019)**
- (12) **November 24, 2019, regarding “How Does China Evaluate and Choose its Leaders? Understanding China's University System - Global Research Global Research - Centre for Research on Globalization”**
- (13) **November 24, 2019, regarding Proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4938, 2019 (5776 Marine Drive - Thunderbird Marina)**  
(Referred to the December 3, 2019 public hearing)
- (14) **Table Matters Network, November 24, 2019, regarding “Table Matters News”**

- (15) HUB Cycling (2 submissions), November 26 and 27, 2019, regarding Cycling Events and Advocacy**
- (16) November 28, 2019, regarding “Coffee with the Mayor, Population Quotes” (Attachments available for viewing in Legislative Services)**
- (17) November 28, 2019, regarding “OCP Residential Mix Support” (Proposed Development Permit 19-001 for 6404 Wellington Avenue - Tantalus Gardens)**

**Received for Information from Other Governments and Government Agencies**

No items.

**Responses to Correspondence**

- (18) Acting Director of Parks, Culture & Community Services, November 22, 2019, response regarding “Navy Jack Centre”**
- (19) Manager of Community Relations & Communications, November 22 and 25, 2019, response regarding Five Creeks Stormwater Flood Protection Project**
- (20) Chief Administrative Officer, November 26, 2019, response regarding “Transit” (Route Extension Request)**
- (21) Director of Community Relations & Communications, November 27, 2019, response regarding “Re: Mayor’s Update: November 2019”**

**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 21, 2019 11:02 PM  
**To:** MayorandCouncil  
**Subject:** Re: Parking problems at 21at and Argyle

It was not my intention to bring this matter to you, Mayor Booth, but my efforts to connect with someone at the Hall level were not successful. I spent approx. 10 mins. on the phone - speaking to about 5 Depts. only to reach answering services or people who did not understand my needs. As you know, we were prepared for noise and difficulties getting in or out of our building (Navy Jack West) but I do feel we could be given a little more consideration from the Municipality with street parking. I believe this project has at least another 12 months.

These are my suggestions:

1. I realize the contractor has been given certain privileges in regard to street parking. However, they do not seem to use 21st St. on Sat. and Sun. Is it not possible for them to free up this Zone on weekends so that our guests would find it easier to park. Also for citizens to have more parking while visiting Navy Jack Park?
2. Street parking that is available, is barely enough for 2 cars and sometimes only one. I believe Engineering could improve the placement of their signs which would, in turn, enlarge these spaces.
3. Perhaps, Bylaws should be less stringent in this area while we are undergoing this problem.

Thanking you, in advance for your help,

s. 22(1)

West Vancouver

November 21, 2019  
District of West Vancouver Mayor and Council

s. 22(1)

West Vancouver, BC

s. 22(1)

November 21, 2019

**District of West Vancouver**  
750 – 17<sup>th</sup> Street  
West Vancouver, BC V7V 3T3  
**Attention: Mayor and Council**

**VIA email**

Dear District of West Vancouver Mayor and Council:

**Re: The 5 Creeks Stormwater Flood Protection Project**

I am writing for clarification about the lack of public notice and lack of public consultation regarding the drainage system being installed from the foot of 31<sup>st</sup> Street, up to and including Westmount Road and beyond. This system is known as the 5 Creeks Stormwater Flood Protection Project.

To follow, I have many areas of concerns and comments that I would like clarified:

1. Why was there so little information and consultation and warning given to the residents (like me) that are grossly affected by this project? Why did the city not give us notice in the form of a letter or a phone call or a neighbourhood meeting? There was one meeting at West Bay School a few years ago but the scope of the project was not clear.
2. How is this project 'operational' rather than a 'development' project? Unless I am mistaken, the difference is quite important. Am I correct that an operational project can go ahead without public consultation where a development project has an entirely different set of rules, regulations, bylaws as well as a lengthy consultation processes to pass through before going ahead?
3. I have been told that this project has nothing to do with the development of new neighborhoods or new developments. Is that true?
4. What are the plans to develop above exit 7? Can you tell me where I can find out about those plans and if it will increase traffic below exit 7? (Westmount to Marine Dr.) Are there further development plans in place that will affect the residents of this neighbourhood? (i.e. widening roads, changing access, increasing bus traffic etc.)

November 21, 2019

District of West Vancouver Mayor and Council

5. How much is this project costing in total? It is my understanding that the city paid 6.2 million dollars for these 'upgrades'. Four million dollars out of infrastructure upgrade budget (four million dollar cap) and 2.2 million dollars out of the utility fund.
6. I was told (unofficially) by a member of District Council, that British Pacific Properties would pay about 16 million dollars. That seems low for what I have seen going on every day outside my house. Could you revise that number? I would like to know the whole cost because it might give me a better idea of the scope of this Project.
7. I had no idea this would be so large and so disruptive. There are so many things going on but just a few things I did not know were that there would be huge old growth trees cut down, that the roads would be dug up, that there would be noise day and night. I had no idea I would have to be directed out of my driveway every day, that the buses would be redirected, that there would be so many vehicles, cranes and machines parked outside my house. I had no idea there would be port-a-potties and huge six-foot diameter pipes lying up and down 31<sup>st</sup>, Mathers Avenue and Thompson Cres. for months. I had no idea that it would be difficult for our contractors and friends to park or for me to get **s. 22(1)** to the ferry **s. 22(1)** every day. I had no idea the water would be shut off and when it was turned on it would be with such force that my shower head would come flying off and debris would pour down and I would have to call the plumber to come fix it. I had no idea that I would get an **s. 22(1)** water Utility bill; this seems expensive for such silt water and it is double my previous bill. I had no idea my house would be covered in grime; it's going to have to be washed and repainted, an expense I hadn't counted on. I had no idea the constant noise from beeping machinery and cranes, as well as dynamite blasting, would be ongoing. I had no idea the stress created by all this would be so great. And there still are many more sections (or "legs"), and phases of these sections (or "legs"), to complete. Do you agree that residents that are to be greatly affected by construction should be notified and in some cases compensated for stress and noise and damage to their property?
8. It is my understanding that British Pacific Properties is paying for all this installation (above the 6.2 million). That sure is nice of them. Do they regularly contribute to operational projects? Are they doing so because they are nice?; or so they can develop new project and it will be nice and operational for them? I'm sorry if that's a rude question, it's just I live here, and my street and house are under war-zone like conditions. Nobody warned me the impact would be so severe, so I am just trying to figure this out for myself.

9. I am wondering our City is further planning to do with 31st street/Mathers Avenue/Thompson Crescent/Westmount Road once this Project is complete? Are you expanding it? That would be new wouldn't it? I am wondering if my property value will decrease if the plan is to make these referenced streets a major thoroughfare? Is this already under Council agenda and review, because if it is, I can't find it on your website and that would go beyond operational; that would be considered development.
10. Per Council Priorities 2019-2020, Housing Objective 1.7: Is it not your mandate to "*respect and protect neighbourhood character*"? The character of my Westmount/West Bay neighbourhood is all but gone.
11. Are the impacted residents entitled to any personal and property compensation for the noise, disruption, stress, deterioration and damage of their houses caused by Project associated dirt, debris and blasting? What about a fall in market value due to these factors?
12. Apparently BPP has indemnified the municipality of any damages so should you be referring the residents concerns to them or should we the residents be communicating directly with BPP?
13. I understand that this project will still span a lengthy time period and additionally, that access to the highway will soon be closed. Do you have any idea how long the highway access closure will be?; and whether we will need to find an alternate route to the highway? It might take longer for those bigger pipes you are putting near this area, as my understanding is they will be 8 feet in diameter! Wow, that's big enough for a whole new city! What the heck is going on up there?
14. To clarify, I understand that an upgrade of the storm water system was needed. But this is far beyond an upgrade. This is not a renovation. It is installation of a new drainage culvert that far exceeds the scope of an upgrade.
15. There are other areas in West Vancouver that are affected by flooding. Will they, too, get such huge pipes installed? Will the District and British Pacific Properties be as dedicated to helping other areas avoid potential flooding?
16. I am also wondering that if we, a new community interest group that is forming, can prove that this project is not operational, but in fact a new project, if this might be a problem for you in the short term, but actually benefit the citizens of this neighbourhood in the long term? Maybe the Project can be scaled down a little? Or maybe some additional planning and information might be available? For example, I am in favour of burying the

November 21, 2019  
District of West Vancouver Mayor and Council

power lines if anyone is interested. I ask, when are we going to have twelve or twenty foot trenches torn through the roads and the root system like we presently are? Also, has the environmental impact study been upgraded since the scope of the project increased?

17. I thought that consultation was supposed to happen if our streets were to be dug up and changed? Also, is consultation not required if new decisions affecting traffic, bus lanes and access were being considered? As it is not benefiting the neighbourhood, is this Project not considered a new development?

18. Who hired the contractors? Was that supposed to go to tender? Does BPP have an arms length relationship with the contractors?

19. I was also under the impression that we were stakeholders in the community and that our concerns and our neighbourhood would be important to the council we elected. Recently I was told that I was only concerned about my private landscaping on public property. While I am concerned about my house (an architectural house [REDACTED] s. 22(1)), I am also concerned about all the other residents affected by this construction and about the destruction of my once beautiful neighbourhood.

20. Is there a plan for a new master planned community, with bus route, in Rodgers Creek? and if so, is that not new development? I am confused. Is building something for a new development above us, because it would flood our existing neighbourhood, not considered new or development because you are putting infrastructure through an old neighbourhood?

I thank you for your attention to my letter and look forward to your reply.

Yours truly,

[REDACTED] s. 22(1)

1745-03-02

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 2:39 PM  
**To:** Kristi Merilees; Craig Cameron; MayorandCouncil  
**Subject:** Blasting [Redacted] s. 22(1) - 5 Creeks

[Redacted] s. 22(1)

West Vancouver  
[Redacted] s. 22(1)

May I please have notice when there is going to be blasting [Redacted] s. 22(1)? I need to stay home [Redacted] s. 22(1) on these days to monitor the damage and help [Redacted] s. 22(1) who are very agitated by this. Today the blasting occurred between 9 and 1 pm.

I took videos of the incredible construction and noise this morning. This is very stressful. Please send some one up here to collect your own data about this noise level and degree of destruction that is going on here.

Thank you,

[Redacted] s. 22(1)

0510-22-01

**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, November 23, 2019 7:21 PM  
**To:** MayorandCouncil  
**Subject:** 2195 Gordon  
**Attachments:** ads.IMG.pdf

Dear Mayor and Council,

I attended the Preliminary Public Information Meeting: 2195 Gordon on Nov.21. I do support the addition of a permanent home for Adult Day Care, but I cannot support the present housing proposal as it stands. I have some questions, concerns and comments:

- 1) There appears to be no market analysis for basic supply and demand. There seems to be no forecast for the number of potential renters who can afford the proposed rents. Who is the target market? What are the numbers?
- 2) The estimated rents, even at 30% below (new) market value are out of the reach for most workers in West Vancouver. They are **not** affordable for moderate income families. Is this the MISSING MIDDLE? It is unclear how these numbers were determined.
- 3) The target market often mentioned is teachers, firefighters and police officers. These are the jobs that may provide an income that could afford these rates. The assumption is also that these workers would have a partner earning a similar income. How many families exist in this demographic? How many would be interested? There seems to be **no hard data indicating demand.**

Although initially positive, the West Vancouver Teachers Association concluded that the rents are too expensive. I note that the salary for a beginning teacher in West Vancouver is \$45-48K. Rents even the smallest studio unit would be half their take-home pay. (Remember, there is a 12.5% deduction for pension contributions.) Not much is left for food, utilities, transportation, clothing, toiletries and basic needs.

- 4) The vacancy rate is out of date. I note that in the North Shore News this week, there were 3 ads offering rentals: (copies attached)
  - a) Capilano Residences at Capilano Road and Marine Drive. These MARKET RENTS match the estimated below market rents in West Vancouver and they are offering a \$250. month discount for the first year on studios. Looks like demand is weak. (20/11/19 p. 27)
  - b) Park Royal Towers had a 1/3-page ad. A three bed, 2-bath apartment goes for \$2995. Less than the BELOW MARKET price estimated at 2195 Gordon. Mind you, the building is old, but the apartments are newly renovated and there are amenities. (22/11/19 p.A20)
  - c) The last is a ½ page ad for the Saint George at 18<sup>th</sup> and Lonsdale. True, not in West Vancouver, but nearby, and new. They too are having promotions, which suggest that demand for rental accommodation in these price ranges is limited. (22/11/19 p. A22)

The estimated rents for 2195 Gordon touted at 30% below market rates appear to be equal to current market rates. If West Vancouver is providing the land, this is outrageous. Why should

taxpayers provide the land and pay the opportunity cost of 26 million dollars with no benefit to anyone, except perhaps the developer?

- 5) There are many market rentals coming on line in the near future: Gateway at Park Royal, Rodgers Creek and others to meet housing needs.
- 6) A core Canadian value is home ownership. 68% of Canadians are home owners. Some renters aspire to this group. People earning the top 10 % of incomes in Canada e.g. firefighters, police officers and experienced teachers tend to plan for their futures -buy RRSPs, aspire to home ownership and save for the future. Becoming a lifelong renter for a West Vancouver address is not an attractive option.

I also find it somewhat patronizing to tell workers with earnings in the top 10% of incomes that they should be satisfied as lifelong renters just to stay in West Vancouver.

And, lifelong renting ensures poverty in retirement, even for teachers, firefighters and police officers. Providing below market rentals, of which is dubious considering the rents forecast, is not a strong incentive to stay in West Vancouver.

There is panic in some circles that West Vancouver is losing those professionals because housing is expensive. Yes, I acknowledge this is a problem. But, has anyone asked where they are going? Those jobs are portable, they are going to Mission or Squamish or Kamloops where they can afford to buy a home to raise their children and ensure their future. Others are choosing long commutes to meet these goals. The recent loss of professionals to areas of less expensive housing bears this out.

Providing unaffordable housing is not the solution. Would available rentals at proposed rents actually stop this outflow? What about providing rentals at rates that are **actually** 30% below market rates? Any data?

I also note that there is a worker shortage in many sectors across Metro. This is not unique to West Vancouver. Providing accommodation at unaffordable rates will not solve the problem. We need housing for baristas and home care workers and retail clerks. That I would be willing to sink my tax dollars into.

- 7) The presentation boards displayed at the Nov. 21 meeting used only conventional mortgages needing a 20% down payment which emphasizes unaffordability. Was this purposeful in order to enhance the proposal? I note that high ratio mortgages still exist. Typically, a minimum down payment starts at 5% for a purchase price of \$500,000. When the purchase price is above \$500,000 and under \$1,000,000, the minimum down payment is 5% for the first \$500,000 and 10% for the remaining portion.  
Example: If your purchase price is \$750,000, the minimum down payment is  $5\% * \$500,000 = \$25,000$ ;  $10\% * (\$750,000 - \$500,000) = \$25,000$ ; And the total down payment is  $\$25,000 + \$25,000 = \$50,000$ .

So, it looks like those dual income families that are targeted for the more expensive rentals can afford to buy a modest home. I note that there are 17 listings for condos under 700K in West Vancouver and 35 in North Vancouver as of Nov. 22, 2019. If you look to Surrey, there are 286 listings, (not including mobile homes) under \$400k. Yes, 286 listings under 400K for both condos and single-family homes.

The median **FAMILY** income in West Vancouver is \$89,800. That means that half our families earn \$89,800 or LESS. I am not sure there is much appetite for half the population to support questionable below market housing for folks earning more than their own family.

- 8) West Vancouver has compared demographic data from 1956 to 2019 to move forward the argument of the MISSING MIDDLE in more than one document. This is disingenuous. In 1956, there was a huge number of children. BABY BOOMERS, remember? There needs to be a comparison of children 0-14 and 15-18 to Metro and to Canada, **NOT TO** 1956. The same goes for seniors. All those children from 1956 are now seniors. Our population is aging. So, wringing our collective West Vancouver hands over the number of young people or seniors in the community is a waste of energy. The senior demographic is increasing across the country, the MISSING MIDDLE is not.
- 9) And then there is the question of aging rental stock, often spoken about with derision by both staff and elected officials. I note that these properties are more affordable than the below market housing proposed. I also remind you that the majority of purpose-built rentals in Metro and Canada, not only West Vancouver were built in the 60s and 70s. There were government incentives to construct such rentals – MURBS. Until then, stratas did not exist. So, when condominium ownership was introduced in BC, it became more profitable for developers to build condominiums. Individual units marketed by individual owners became the purveyors of rental stock. In BC, 27% of condos are rented according to StatsCan.

**CONCLUSION:**

Although the proposed design of this development is attractive, and the need for a permanent home for the Adult Day Care is addressed, this project does not appear to be affordable to most West Vancouver workers and comes at significant opportunity cost to West Vancouver taxpayers. **The proposal appears to be based on weak anecdotal evidence and seems to address the political agenda of some local elected officials rather than being a viable solution to housing needs in the community.** I do support the concept of affordable housing, but do not support the present proposal.

Yours truly,

s. 22(1)

West Vancouver,

s. 22(1)

s. 22(1)

**Macdonald**

PROPERTY MANAGEMENT

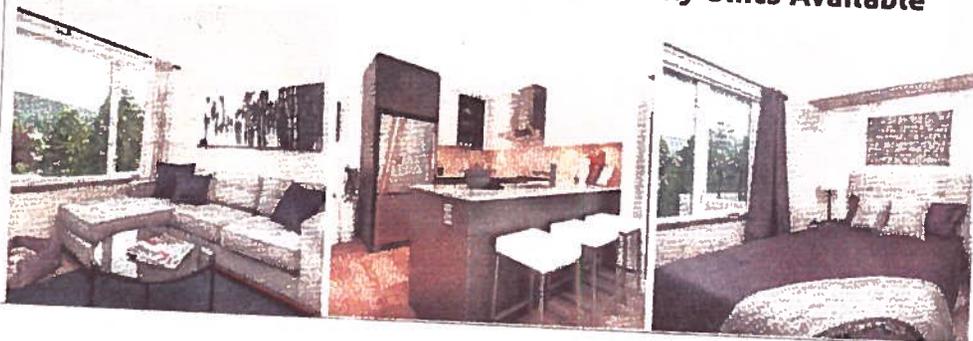


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NSN 201/119 p 20

# PARK ROYAL TOWERS

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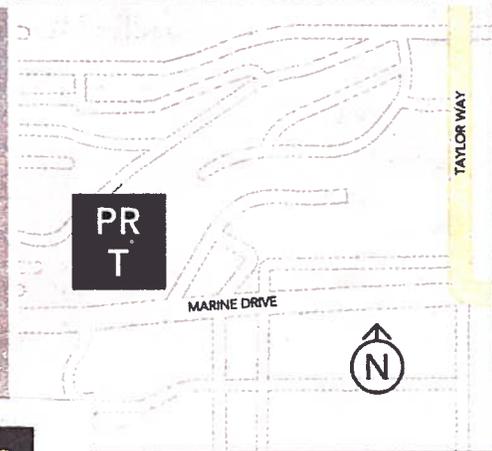
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NSN 201/119 p 27

0120-24

**From:** [Redacted] s. 22(1)  
**Sent:** Monday, November 25, 2019 11:25 AM  
**To:** MayorandCouncil  
**Subject:** Re: Mayor's Update: November 2019

Hello Mayor and Council

Thank you for commencing the Mayor's Update newsletter which is a good step forward in communicating to residents of West Vancouver.

It is important that any content be factual and not an opinion or a sales pitch as seen in the Update below.

I strongly object to the mixing of personal and district information. The Mayor is using DWV mail lists, software etc to include her personal website address "[maryannbooth.com](http://maryannbooth.com)" in the banner at the bottom of her message.

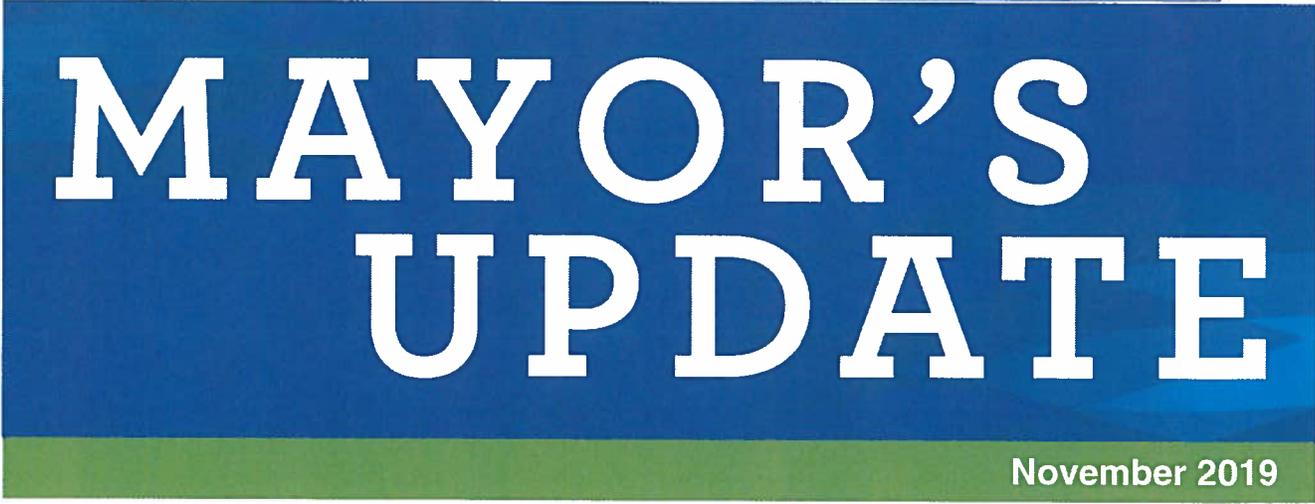
Then when you go to her [personal website](#) you find her Mayor's messages

For me, this is a mixing of District and personal business and should not be happening.

I look forward to hearing from you

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

On Wed, Oct 30, 2019 at 1:57 PM District of West Vancouver <[communications@westvancouver.ca](mailto:communications@westvancouver.ca)> wrote:



Hello everyone,

Some residents may have heard about the **British Pacific Properties' (BPP) Rodgers Creek** development, a complex project with an interesting history.



## History

A plebiscite was held in 1931 and West Vancouverites voted 1,329 to 26 to sell the “upper lands” to BPP to save the municipality from bankruptcy. That same year, BPP acquired the First Narrows Bridge Company and completed the bridge in 20 months at a cost of \$6 million. After World War II, the neighbourhoods of Rockridge, Westhill, Cypress Ridge, Camelot, Canterbury, Whitby Estates and Taylor’s Lookout were built.

In 2006, a working group was established that placed more control of development of the area in the hands of the community. It recommended moving away from the traditional single-family housing model, and in 2008 Rodgers Creek was zoned for housing that included 493 units in eight high-rise apartment buildings, townhomes and a few single-family homes. An agreement was put in place to ensure that a minimum of 55% of the land would be protected as greenspace, and to secure cash and on-site amenities for the District.

In 2018, the agreement expired and Council is considering a new agreement which would include even smaller units, new rental units and better transportation connectivity.

I’d like to explain the latest proposal and the benefits for West Vancouver residents and our environment.

## Proposal details

- Two additional purpose-built rental towers:
- A 12-storey apartment building with up to 125 rental units, owned by BPP
- A 12-storey apartment building with up to 150 rental units, owned by the District
- 200 additional for-sale apartment and townhouse units, accomplished by reducing unit sizes, with no increase in density/square footage
- Taller, slimmer apartment buildings on smaller footprints. This would increase the number of storeys from 12 to 16 in three buildings and from 12 to 14 storeys in one building, with no increase in density/square footage
- Change four single-family homes of about 8,000 square feet to 10 single-family homes of about 2,500 square feet, with no increase in density/square footage
- Extend Uplands Way to connect back to Cypress Bowl Road, expanding transportation options in the neighbourhood and allowing for future transit service to Cypress Village.

This proposal directly supports Council’s stated goals of significantly expanding the diversity, affordability and supply of housing; protecting our natural environment and reducing our impact on it; and improving mobility and reducing congestion.

If the upcoming rezoning application is approved, it will continue to secure the outstanding cash and on-site amenities and protect 55% of the land as greenspace.

**To learn more:**

- Visit the District's [website](#)
- Attend the applicant's public information meeting on [Tuesday, November 5 from 5–7 p.m.](#) at the Gleneagles Clubhouse (6190 Marine Drive).

**To provide your input:**

- [Write](#) to Mayor and Council
- Attend the Public Hearing on [Tuesday, November 19, at 7 p.m.](#) in the Council Chamber.

Thank you for your interest in this important initiative.

Warm Regards,

Mayor Mary-Ann Booth



MUNICIPAL HALL 750 17th Street, West Vancouver BC V7V 3T3  
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THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
DESIGN REVIEW COMMITTEE MEETING MINUTES  
MUNICIPAL HALL COUNCIL CHAMBER  
THURSDAY, SEPTEMBER 19, 2019

0116-20-DRC

Committee Members: F. Ducote; J. Levine; J. McDougall; L. McKenna; A. Matis; B. Phillips; and Councillors B. Soprovich and S. Thompson. Absent: A. van Hoek; B. Nelson; and D. Harrison.

Staff: E. Wilhelm, Staff Liaison; and M. Bermingham, Committee Clerk.

As the Chair was not in attendance F. Ducote assumed the Chair.

**1. CALL TO ORDER**

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

**2. APPROVAL OF AGENDA**

The Committee amended the agenda to add to Item 6 an item regarding Duplex Guidelines.

It was Moved and Seconded:

THAT the September 19, 2019, Design Review Committee Meeting agenda be amended by adding to Item 6 Other Items an item regarding "Duplex guidelines"; AND THAT the agenda be approved as amended.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the June 20, 2019, Design Review Committee Meeting minutes be adopted as circulated.

CARRIED

**4. INTRODUCTION**

The Chair outlined the meeting procedure.

**5. APPLICATIONS FOR CONSIDERATION**

**5.1 1286 DUCHESS AVENUE, DUPLEX WITH SECONDARY SUITE**

**Background:**

E. Wilhelm (Senior Community Planner) provided background on the previous presentation, site context, revisions to be presented and the items for the Committee to address.

## **Project Presentation:**

The owner of the project spoke to the Committee.

M. Shalaby (Omnia Home Design) addressed the changes to the design, including:

- Changes to articulate building and improved design to allow more light into the basement suite. Eliminated two parking spaces to increase size of parking area and livability to back yard.
- Added larger windows to basement to allow more light, removed one bathroom in basement to provide an open space living area
- Provided more open landscape space for play area.
- Change entrance façade and added more windows at face.
- Garage roof changed to gable roof. New sun deck.
- Added metal retaining wall to reflect the light inside basement.

## **Committee Questions:**

The Committee went on to question the presenters, with the applicants' and staff responses in *italics*:

- The front yard is it grass or permeable? *Grass.*
- Does the number of onsite parking spaces satisfy the zoning requirements? *Zoning Bylaw requires six spaces for a duplex with suite but it is common practice to pursue a variance due to site's proximity to amenities.*
- Drawings are different to landscape plan, only landscape plan shows front yard as grass. *Front yard will be same as landscape plan with grass and additional plants identified in landscape plan.*
- What changes have you made to improve liveability of lower level units on outside space? *Removed second bathroom and area pushed back 2 feet.*
- Does the stairs meet code? *Yes, have not changed the size just moved back and made area bigger.*
- The theatre room in front of basement is that accessible from basement and unit above? *It is for upper unit, the door would be there and have to be a fire rated door but it is not part of secondary suite and it would be insulated to mitigate noise.*

## **Committee Comments:**

The Committee went on to provide comments on the presentation, including:

Landscape drawing

- Reiterate importance when planting that you follow the landscape plan. Concerned with depth of the space for basement units and darkness, because of depth, and question liveability of basement unit spaces. The access along side of units, worry grate will be a tripping hazard and should consider overhead lighting.
- Basement plans on A3 are backwards and needs to be flipped 180% so oriented same as main floor plan. There are inconsistencies raised in landscape plan, need to see location of light wells so can see how much room can walk by. Stairs at front shown on A4 are not show on landscape plan cannot determine how you can walk from main entrance to suite.
- Concern with access to secondary suite, increasing the size of sunken area helps to provide feeling of space but you could go further. There is a big blank

wall; consider having a high window to bring light into party wall. Recommend eliminating grill as it blocks light.

- There are inconsistencies and conflicts between the site plan and the landscape plan, plans need clarification on dimensions, further work required on drawing set. Elimination of parking stalls acceptable. Increasing the lower patio by 2 ft. does not appear to make a significant difference to entrance to lower suite and more work needs to happen, recommend looking at entrances to enlarge further. More work can be done to increasing daylight to lower floor by increasing window sizes to bring in light. Roof shapes acceptable. Difficult to determine what grading is, the renderings have many inconsistencies, and need to make sure graphics read consistently.
- Acknowledge effort to make improvements but echo comments already raised. Reinforce that challenging as a Committee to make comments when there are fundamental conflicts when presenting. Light well significant issue that needs to be resolved, access to suite and light are fundamental and discourage from using a grate. Some improvements but not gone far enough with dimensional issues, opportunity to have closer look at format of construction and pay close attention to what buildings are built in area for opportunity to create a high quality product that could create a premium in terms of return in rental for suite.

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

It was Moved and Seconded:

THAT the Design Review Committee SUPPORT the Duplex with Secondary Suites at 1286 Duchess Avenue subject to further review by staff of the following items:

- provide a clear, legible and coordinated site plan and landscape plan, which clearly indicate all pathways, permeable and paved areas, landscaping and pertinent dimensions;
- provide clear and legible floor plans and sections of the building so staff can determine heights within the space and floor plan dimensions;
- provide a detailed plan of the access into the lower suites and to enlarge and redesign the access into the lower suite in order to improving liveability;
- investigate potential options to increase daylight into the secondary suite on the basement level; and
- clarify the existing and finished grades on the site.

CARRIED

**OTHER ITEMS**

**6. DUPLEX GUIDELINES**

The Committee discussed concerns with duplexes and in particular, the un-livability of secondary suites located in basements and the lack of architectural merit.

E. Wilhelm (Senior Community Planner) advised that the Committee would review any changes to policy, zoning or design guidelines. Staff are looking at streamlining the approval process while still maintaining strong integrity of design. The current design guidelines are lacking and staff are working on strengthening with better images and wording to make it clear for staff and applicants to improve process overall.

The Committee asked that staff bring back as a workshop, giving a range of options, before staff finalize the guidelines and provide the direction the consultants were given.

**PUBLIC QUESTIONS**

7. There were no questions.

**NEXT MEETING**

8. The next meeting is scheduled for October 17, 2019

**ADJOURNMENT**

9. It was Moved and Seconded:

THAT the September 19, 2019, Design Review Committee Meeting be adjourned.

CARRIED

The meeting adjourned at 5:45 p.m.

Certified Correct:

s. 22(1)  


Chair

s. 22(1)  


Committee Clerk



1905-03

**WEST VANCOUVER MEMORIAL LIBRARY BOARD**

**MINUTES**

**For the meeting of**

**October 16, 2019**

**Welsh Hall East**

**Present:** J. Stirk [Chair], D. Carter, E. Fiss, C. Garton, A. Krawczyk, A. Nimmons, K.R. Shimoda, T. Wachmann, F. Zhu

**Regrets:** P. Lambur, J.A. Telford

**Guests:** Rick Verjee, Chair and Richard Fisher, Director, West Vancouver Community Centre Society

**Staff:** P. Cumming, L. Breen, S. Felkar, S. Kent

The Chair welcomed R. Verjee and R. Fisher to the meeting.

**1. Call to Order**

The meeting was called to order at 6:04 p.m.

**2. Public Comments**

No members of the public were present.

**3. Approval of the Consent Agenda**

It was duly moved and seconded:

**THAT the Consent Agenda be approved as circulated.**

**CARRIED**

**4. Approval of Agenda**

It was duly moved and seconded:

/2

THAT the Agenda be approved as circulated.

CARRIED

5. Adoption of Minutes

Moved by: D. Carter

Seconded by: A. Nimmons

THAT the Minutes of the Library Board meeting held September 18, 2019 be adopted.

CARRIED

6. West Vancouver Community Centre Society (WVCCS)

The Chair introduced the WVCCS presentation by saying that as the Library Board is beginning to develop the new Strategic Plan, it is important to connect with other community organizations to see whether there are opportunities and synergies.

R. Verjee added that the Library should consider making a presentation to the WVCCS Community Engagement Committee to talk about out how the two organizations can collaborate.

R. Verjee began his presentation by providing an overview on what the role of the WVCCS is and their Mission. He described their recent rebranding initiative to increase community awareness as most of the residents did not know the Society existed.

R. Fisher reviewed the rebranding process and introduced the new name and logo. The Society is now known as Enhance West Van though the legal name has not changed.

The Chair thanked R. Verjee and R. Fisher for their presentation.

*R. Verjee and R. Fisher excused themselves from the meeting.*

7. Strategy

a) Strategic Planning Research Document Storage

At the initial Strategic Planning meeting, the Trustees decided they did not want to have paper copies of all the materials. S. Felkar researched options and

.../3

recommended a BC Privacy Act complaint product called Sync.com which can store the documents securely. She provided a demonstration of the website and noted that there is a mobile app as well. The Board agreed with her recommendation.

P. Cumming added that when she is emailing the meeting reminders, she will also attach the relevant materials so the Trustees don't have to log in to Sync.com for this information.

The Chair suggested that Sync.com could also be used to store documents for the regular Board meetings.

## 8. Infrastructure

### a) Agenda for Meeting with District Staff

E. Fiss discussed the agenda for the Board's Infrastructure meeting on October 17. The Committee will be meeting with Mark Chan, Deputy CAO and Director of Corporate Services, Jim Bailey, Director of Planning & Development Services and John Wong, Manager, Facilities & Assets.

The meeting is primarily to introduce the District representatives to the Committee as well as establish protocols and discuss budget for the Library's upcoming needs. The Committee will also be talking to them about long term infrastructure requirements. E. Fiss asked the Trustees to let him know if they had any questions they would like raised at this meeting.

## 9. Advocacy and Community Relations

### a) October 2019 Community Relations Report

The Trustees who attended the Panel of Knowledge unveiling on October 4 gave kudos to the Library's Communications team for the wonderful job they did in putting together this event.

C. Garton encouraged all the Trustees to purchase a ticket to the Foundation fundraiser which was coming up on October 22.

J. Stirk advised that there had been some concerns expressed about the Library being open on Remembrance Day. The matter has been discussed with Harry Greenwood from the West Vancouver Legion and they understand and support our decision. Sue Kent, Head of Communications, will draft a message for staff and Trustees to convey to members of the public if questioned about this.

.../4

## 10. Foundation

C. Garton reported that the Foundation is in the process of recruiting new Directors. She advised that included in the District's North Shore News ad for community volunteers was a notation that the Foundation was looking for Directors as well. The Foundation is also advertising this amongst their donors.

C. Garton informed the Trustees that a short one-minute version of their video is on the website and the longer version will be shown at the fundraising event. The Foundation is currently working on usage guidelines for the video.

C. Garton added that the Foundation is reviewing their fundraising strategy and are considering partnering with other non-profit community organizations rather than being in competition with them.

## 11. InterLINK

### a) Year in Review

InterLINK published an infographic which highlights their accomplishments in resource sharing, collaborative programs, capacity building and consortial purchasing in 2018.

K.R. Shimoda advised that the province will continue to provide funding for New to BC for another 5 years. He added that there will be a shift in the InterLINK funding model so it is more equitable. This shift will not have a significant impact on WVML.

K.R. Shimoda also provided a brief summary of news from some of the other member libraries.

The Chair thanked him for his report.

## 12. Correspondence

### a) Thank You Letter for the LawMatters Grant

A copy of the letter was circulated to the Trustees.

## 13. New Business

None

14. Date of Next Meeting

Wednesday, November 20, 2019, 6:00 p.m.

15. Adjournment

Moved by: K.R. Shimoda  
Seconded by: A. Krawczyk

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 7:29 p.m.

*P. Cumming, L. Breen, S. Felkar and S. Kent, excused themselves from the meeting at 7:29 p.m.*

All documents distributed at the meeting are available for perusal upon request.

s. 22(1)

**CHAIR**  
**West Vancouver**  
**Memorial Library Board**

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**From:** [Redacted] s. 22(1)  
**Sent:** Wednesday, November 20, 2019 3:26 PM  
**To:** MayorandCouncil

1610-20-5044/5045

Please postpone the proposed Dec 3 meeting until all council members are available.

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

1610 - 20 - 10 - 5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 11:38 AM  
**To:** MayorandCouncil  
**Subject:** NO to Rodgers Creek and Cypress Village

The focus of mayor and council has become alarmingly narrow and therefore ignores other equally and even more important issues facing West Vancouver.

There is more to a community than the 'missing middle' and 'climate emergency'.

I highly recommend you google search **Andy Yan** who is the Director of 'The City Program' at Simon Fraser University. He has done a lot of valuable research on the local housing market - going back to 2014.

The missing middle has become a new catch phrase - how did that happen and was there any way to stop it?

I believe there was!

The District of West Vancouver should have aggressively sought action (through our two local MLA's and with the Union of B.C. Municipalities) to demand a 9th 'tax class' be added. This is called the Foreign Investor Tax. Instead the District waited until 2016 and then put forth a 'resolution' which still has not been implemented. It's similar to the provincial government's Foreign Buyers tax which was too little ... too late. It left us with a crippled housing market, empty neighbourhoods and all what's worse - the money collected goes to Victoria.

Instead of approving Mega Mansions - the folks in the Planning Department were not good planners! I say that because if they had done their job, many of these lovely older homes which are perfectly suited for young families (your missing middle) wouldn't have been sold to developers and built for investors.

We've told you this for the last five years.

In five years our beautiful quiet seaside community has changed and that is where the focus should be - to restore the damage.

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

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

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 1:47 PM  
**To:** MayorandCouncil  
**Subject:** Rodgers Creek

Dear Mayor and Council;

The prospect of even more density being jammed into West Vancouver without any progress being made to improve mobility is preposterous. I moved to West Vancouver (for the [Redacted] s. 22(1) ) only [Redacted] s. 22(1) , and can say that the increase in traffic during that time is very dramatic. Please understand that continuing to increase the population without creating a more efficient road system will only DEPRECIATE THE QUALITY OF LIFE OF ALL WEST VANCOUVER RESIDENTS. Please, stop and think about this!! Think about whom you are supposed to be representing!

Seriously, my recent thoughts have been to leave west Vancouver, and ONLY because I'm so sick of the traffic congestion. It used to be a much nicer place to live.

Thank you,

[Redacted] s. 22(1)

West Vancouver

1610-20-5044/5045

**From:** [redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 3:38 PM  
**To:** MayorandCouncil  
**Subject:** Fw: Rogers Creek

FYI.

The point I am trying to make is that our infrastructure and amenities have not kept pace with the ongoing densification and development of our community. In the case of much of the BPP lands, the challenging topography has not been amenable to economic development under single family zoning. That is why they have not been developed to date.

It is not incumbent on council to change zoning/variances to match the economics of development, but rather to protect the existing community from deterioration. We do not owe anything to BPP- they have enjoyed the development of a vast tract of land some of which has been readily developable and some of which has not. Succeeding less attractive parcels, will demand increasingly unacceptable zoning/variance capitulations.

The position of council should be simple and unequivocal from the outset: just say no.

[redacted] s. 22(1)

**From:** [redacted] s. 22(1) West Vancouver  
**Sent:** Saturday, November 16, 2019 4:35 PM  
**To:** [redacted] s. 22(1)  
**Subject:** Rogers Creek

Dear sirs/madams:

West Vancouver Councils have been bent on turning WV into a facsimile of Vancouver for many years. They have acted under various pious banners to excuse their views, but the results are always the same-more densification and population growth.

I have lived in WV [redacted] s. 22(1). (There was only one traffic light at the time!) The balance of amenity provision and supporting population peaked sometime around 1980, and the community has become steadily worse since. Benign infrastructures of transportation, affordable utilities, useable parks and green spaces have not and cannot keep up with the pressures of population growth.

We cannot turn back the clock, but we can adhere more closely to the planning principles that drew us to live here in the first place. Let Vancouver infill itself with denser development of every kind as it may wish, but let us learn by observing the results- a city unaffordable for many, and less liveable for all. Surely with the benefit of such hindsight we can spare WV the travails of following a similar path.

I live in the British Properties, and am thankful that the planners of 1936 had the foresight to provide the neighbourhoods and community we have struggled to sustain.

[redacted] s. 22(1)

1610-20-5044/5045

**From:** s. 22(1)  
**Sent:** Saturday, November 23, 2019 12:44 PM  
**To:** Mary-Ann Booth; Nora Gambioli; Bill Soprovich; Craig Cameron; Marcus Wong; Sharon Thompson; Peter Lambur; MayorandCouncil  
**Subject:** https://www.ted.com/talks/richard\_preston\_on\_the\_giant\_trees#t-1150038

To Mayor & Council,

Please watch this fabulous 19 minute TEDTalks video. Perhaps there might be an opportunity this weekend with family or friends. I am confident all will enjoy!

<[https://www.ted.com/talks/richard\\_preston\\_on\\_the\\_giant\\_trees#t-1150038](https://www.ted.com/talks/richard_preston_on_the_giant_trees#t-1150038)>

I will appreciate receiving your feed-back at your early convenience. The thought is to include this film in a round-table of dialogue and film; an event either co-hosted by the Tree Group and the District, or by the Tree Group alone with the support of the District.

This round-table is conceived as an educational experience, initially for West Vancouver, in which attendees would include Mayor and Council, District staff from Parks, Environment, Planning and Engineering, Geoff Croll of British Pacific Properties and representatives of the Guinness family which owns BPP; and that particular effort be made to notify and invite the Coast Salish First Nations and citizens from working groups involved with heritage, stewarding, preserving, ecology, and which report to District departments as mentioned above.

All members of the public will be welcome.

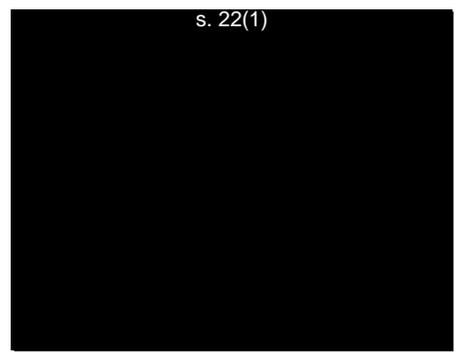
I see this public roundtable as an opportunity to address as many of the issues and decisions as we are able, in relation to the ecology of this place.

We have before us at this significant juncture in time, the continued incursion of BPP into the forested lands above the highway, but with not enough disclosed accountability as to the effect of that activity on the ecosphere as a whole or to the local north shore region.

Many courses of action and permits are set in the obscurity of 'in camera', seeming contrary to the discretion of many citizens, and so the need is felt for increased exposure, disclosure, transparency and discussion in order for ecologically sound policies, by-laws and zonings to be amended.

Thank you so much for your time!

s. 22(1)



1610-20-5044/5045

**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, November 23, 2019 4:50 PM  
**To:** Mayor and Council  
**Subject:** Is density what "we" voted for?

Dear Mayor and Council,

I write this as a question, not a criticism.

At a couple of the council meetings I have recently attended it has been said that 'we (the residents of West Vancouver) voted for density'. It has been implied, or stated, that we must have voted for density because density was the platform that several of you ran on.

Did "we" vote for density?

OR did "we" vote for some of the people running (the options were not extensive) and density happened to be on some of the platforms of those who were elected? And how do "you" know if one is true over the other?

I, for one, didn't vote for density specifically.

I did, however, vote for many of you and many of the other thing you ran on.

Am I misunderstanding how this idea is being presented at district meetings?

Are we to assume that each person who voted looked deep into each nominee – or is it plausible that people exercised their rights to vote without doing a deep dive?

To this end - I just reviewed an article in the North Shore News dated October 1, 2018.

To the question **What are your priorities if elected?** Mayor Booth answered:

*Building a more liveable, vibrant and inclusive community by addressing:*

- *Environmental and fiscal sustainability*
- *Ambleside revitalization*
- *Housing diversity*
- *Traffic congestion*
- *Arts and recreation*

Councillor Wong does mention density when asked if current council are effectively managing growth, but in the summary of priorities:

*Better housing options, transportation efficiency, governance/tax dollar effectiveness. We need Councillors willing to make tough decisions, with a clear vision of what WV can become.*

*Councillor Thompson: Rebuild the sense of community and pride that has been eroded. Embrace the changes we have been resisting and integrate them in an inspiring way.*

*Councillor Lambur: Aggressively address traffic congestion.*

*Create more rental housing.*

*Complete OCP local area plans.*

*New 'rules' to protect neighbourhood character.*

*And more...*

Councillor Soprovich *I have many questions about House diversity density and infrastructure, traffic congestion taxation and local area planning for Ambleside.*

Councillor Gambioli

*Implement new OCP; diverse housing near improved public transit & services, protect natural & heritage assets, decrease GHG emissions, support arts, culture and local businesses.*

Councillor Cameron

- 1. Implement the new OCP, by finishing the local area plans*
- 2. Act on INSTPP's transportation recommendations*
- 3. Reinvigorate our treasured Arts and Culture facilities*

In fact, as a collective, if I were to read through your statements herein to try and summarize what was specified as priority and, therefore, what "we" voted for it would be challenging to do - and could be open to many subjective interpretations.

Additionally, other people (Kate Manvell, Heather Mersey) who weren't voted in, had similar things on their lists of priorities... density is, in fact, the ONLY priority David A. Jones list.

When Mayor Booth banged her hands on the table at the October 28<sup>th</sup> meeting, chastising and reprimanding many (community and councillors alike) for going against what we'd voted for in 2018 - was she actually reflecting what the community asked for in that vote or was it merely one potential interpretation of what the results of that election could have meant? Where is it explicitly written and why is it explicitly understood we want great density?

When we look at Rodgers Creek and other density based projects coming down the pipeline, perhaps we need to look at where people are now and listen to what the community is saying on a case by case basis rather than simply putting all of our eggs in the "we voted for more density in 2018 and that's top priority" basket.

Food for thought.

Sincerely,

s. 22(1)

West Vancouver, BC s. 22(1)

s. 22(1)

1610-20-5044/5045

From: [Redacted] s. 22(1)  
Sent: Sunday, November 24, 2019 5:27 PM  
To: MayorandCouncil  
Subject: Proposed Zoning Amendment & Development Permit for Rodgers Creek

Dear Mayor and Council,

[Redacted] s. 22(1) have spent our lives in West Vancouver. We met at and graduated from [Redacted] s.22(1). [Redacted] s. 22(1) went on to earn his [Redacted] s. 22(1). We married in [Redacted] s. 22(1) and built our first home in [Redacted] s. 22(1) where we subsequently raised our [Redacted] s. 22(1) children. At that time we had a [Redacted] s.22(1) in [Redacted] s. 22(1), but in [Redacted] s. 22(1) we took an opportunity to move our business to West Vancouver. We opened a [Redacted] s. 22(1) [Redacted] s.22(1) in [Redacted] s. 22(1) when the [Redacted] s. 22(1) [Redacted].

We are writing this letter because we lived through the difficulty of watching our neighbourhood try to come to grips with what was perceived as a new intrusion into everyone's lives and the difficulties that were perceived when the vision of Caulfeild Village was first presented. Bitterness and ill feelings rose between neighbours and friends - everyone had their own ideas about what we should have in our neighbourhood. As it turned out it has been a wonderful success, although it was 3-4 years before it hit its stride. [Redacted] s. 22(1) years later I don't believe there would be one person who would speak against what is now their neighbourhood 'go to' place. A cup of coffee, a bottle of wine, a quick lunch or a dinner, the laundry, banking and the pet and clothing stores, the medical and insurance services as well as framing, spa and a place to purchase our daily groceries. One other thought also occurs to us - the majority of these businesses are owned and operated by people who live right here in West Vancouver.

There are however a few relative points which we feel the need to share with you. We changed our personal life style [REDACTED] s. 22(1), sold our home, downsized and moved to [REDACTED] s. 22(1) where we are happily living in retirement. [REDACTED] s. 22(1) now owns and operates the [REDACTED] s.22(1) which opened in [REDACTED] s. 22(1) and one of [REDACTED] s. 22(1) who [REDACTED] s. 22(1) graduated with [REDACTED] s. 22(1) degree also works there [REDACTED] s. 22(1). That is [REDACTED] s. 22(1) of a family running a successful business right here in West Vancouver.

We are every bit as excited about the new Cypress Village BP is working on and feel it will also be a huge success. It appears the new Village is being looked upon by the local residents as a huge bonus for us all, so we don't feel there are any ill feelings about the new village, only positive ones. We are very much in favour of the new proposed zoning amendment to incorporate the building of a rental tower. The rental tower is possibly being looked upon as unnecessary and an additional unnecessary traffic maker. We fully understand how important it is to have the rental building in place for the success of the retail and service stores that will be in the village. Our hope is the rental tower will be open in conjunction with the opening of the Village, so that it will play a positive role in its development.

Because of our involvement with [REDACTED] s. 22(1) [REDACTED] s. 22(1) [REDACTED] we would like to address the following issues. Trying to hire and keep staff because of lack of timely public transportation has been number one. Cobbs Bread just closed its business a couple of months ago and this was because they couldn't get staff to work this far out. Even on the North Shore it can take over an hour by bus from Lynn Valley to Caulfeild Village. Many of our staff come from Burnaby, Surrey and some even further out. With traffic on the north shore becoming such an issue it won't be long before these people will no longer be sustainable for us. Thus our interest in the rental building. The success of the plan for the new village

could be jeopardized without it. The second problem for Caulfeild Village has been parking. The space that is available for customers is often taken by vehicles which have parked for the day by people carpooling and going to Whistler, the ferries, golf or job sites as well as Rockridge School. Parking space for people who work at the village is limited. We hope both BP and council will work together to insure a positive outcome in these areas because we see only great benefit to the whole of West Vancouver with this new area becoming viable. The potential to take stress off the existing commercial areas in the lower part of the district will be much like what the Glen Eagles Community Center has done for the original community center. The North Shore offers a life style like no other area of Greater Vancouver. We have everything, the ocean, the mountains as well as the forest and we have the privilege to be a part of it all. We don't always get it right, but we do try to live with nature to our mutual benefit.

There is the feeling that a rental tower can be a problem, but didn't we all have to have a start this way at one time. Our first home when we were married was the s.22(1) building on s. 22(1). We need this rental tower, BUT we also need to plan for the traffic which will come with it as well as the rest of the new development from the upper part of the Cypress Bowl Road. We welcome the progress, but are extremely aware that the two new entrances in and out of this area must be addressed as this will be the greatest sticking point. We are strong advocates for what British Pacific Properties are doing for our neighbourhood. We hope our Mayor and Council will work diligently, and with wisdom, to make the new community both traffic smart and non-compromising so the new part of our neighbourhood going forward will coexist as seamlessly as possible with those of us who now live here.

West Vancouver

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Sunday, November 24, 2019 10:19 PM  
**To:** Mayor and Council  
**Subject:** Re-Rogers Creek /BPP proposal

Dear Mayor and Council,

I am writing in support of BPP's revised proposal for the Rogers Creek Area #6.

I will be [Redacted] s. 22(1) at the time of the Public Hearing , so have chosen to share with you my thoughts on this topic , by letter.

[Redacted] s. 22(1) I would acknowledge , and again congratulate, each of you for your electoral victory . [Redacted] s. 22(1)

[Redacted] s. 22(1)

What I can confirm, and each of you will as well, is that each of us ran on a platform which included support for the OCP which had just been passed by the outgoing Council. Each of us in our literature, and at all candidates meetings ,spoke about the need to implement the plan, usually with particular reference to the need for the pursuit , and creation of, a more diversified housing stock to be built in our community.

It is primarily for that reason that I speak in support of BPP's proposal .They have answered the request of Council, and the overwhelming endorsement of our community through Council's unanimous passage of the OCP-to in fact change their original housing proposal for area# 6-by upping the number/ and variety of housing units proposed to be built in this area.

[Redacted] s. 22(1) , I am very aware of the need as expressed by our community for this housing diversity. The Upper Lands group , in fact , referenced the need for such diversity as being critical in the future development of Cypress Village which will be a neighbour of Area #6.

Whenever a change of this type(increased density) is suggested, attention usually turns to reason against, rather than for. All change has a way of attracting discontent , at the same time as it ignites the imagination and the possibility that change could bring. I urge council to stay focused on the needed possibility which this development will bring, rather than to resist it , and play to those arguments which were defeated by the passage of the OCP.

Remember you were elected to bring much needed change to our community. The OCP , which you endorsed in the last campaign , was about that change. This proposal operationalizes that change. Your support of this proposal would demonstrate that campaigns , elections, do matter.

Respectfully

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, November 26, 2019 5:50 AM  
**To:** Mayor and Council  
**Subject:** Rodgers Creek project by British Pacific Properties

1610-20-5044 (5045)

Dear Mayor and Council,

I feel certain this letter will be dismissed as just some non progressive member of the West Vancouver community who does not wish change. How wrong Council would be.

I welcome positive, well thought out, organized plans which are openly and publicly debated prior to being approved and enacted.

We voted for this Council to continue to make West Vancouver a special place to live.

However, it would appear Council is prepared to move forward with massive changes which affect both the character and integrity of our neighbourhoods without proper consideration for the impact on the community.

The proposed Rodgers Creek project is just one example. Perhaps Council could provide some insight as to why it is entertaining an up zoning of this large a scale in this area ? **This proposed project is far too dense, and does not reflect what the majority of the West Vancouver community wishes.**

Please also explain Council's willingness and reasoning to reopen approved development permits to application for significantly increased density by developers ? This is precedent setting, and damaging to the consistency of the West Vancouver planning framework.

Can Council please share a detailed transportation plan specific to West Vancouver which deals with proposed densification. ? Not just the Rodgers Creek project, but all other large scale projects proposed. Please explain how the plan tackles anticipated population growth in the context of future traffic circulation within our community and between other municipalities. ?

West Vancouver has control of community zoning, Council should respect this privilege and observe the wishes of the community.

Council has an opportunity to stop, take a step back and look at the future of West Vancouver in a context which not only anticipates future growth, but also embraces the practicalities of our existing transportation network.

Thank you in anticipation of your response to the above questions.

Yours Truly,

s. 22(1)

West Vancouver

Sent from my iPad

1610-20-5044/5045

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**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, November 26, 2019 11:34 AM  
**To:** MayorandCouncil  
**Subject:** Fwd: 10,000 new residents

Ps. My address is [REDACTED] s. 22(1) West Vancouver

[REDACTED] s. 22(1), Sent from my iPad

Begin forwarded message:

**From:** [REDACTED] s. 22(1)  
**Date:** November 26, 2019 at 11:31:20 AM PST  
**To:** <[mayorandcouncil@westvancouver.ca](mailto:mayorandcouncil@westvancouver.ca)>  
**Subject:** 10,000 new residents

As a [REDACTED] s. 22(1) resident of West Van I am in disbelief you would consider increasing our population by 25%, with no increase in transportation infrastructure. We decline crossing the bridge now if we can avoid it, because of unacceptable wait times. What do you think another 10,000 residents would do to access to Vancouver?

The expansion suggestion will do nothing beneficial for existing residents whatsoever, but would decrease the livability of our city by a significant margin

You absolutely have no mandate for this. Put it to a plebiscite and see what happens!

[REDACTED] s. 22(1), Sent from my iPad

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Wednesday, November 27, 2019 10:50 AM  
**To:** Mayor and Council  
**Subject:** STOP increasing number of Rodgers Creek units

Dear Mayor and Council

British Properties appear to be able to build when and where they want. How much further are they planning to building on the side of the mountain? If this development it approved, when will they put the next proposal forward. Is this already a fait-acompli. Follow the money!

I disagree with this proposal for the following reasons.

1. When trees are removed the stability of the land is compromised. This has been evident in the Lions Bay area.
2. This development will require transit service. I have just requested transit service to Whytecliff Park and this has been turned down, even though a small bus route is already established close to the area, i.e. Horseshoe Bay, Caulfeild Village and Lions Bay, citing funds as an issue.
3. Therefore, more traffic in an already congested North Shore. The bridges are grid-lock and there are no plans for a tunnel or another crossing.
4. Years ago when the NDP rerouted truck traffic through Tsawwassen, this did alleviate the traffic situation. This should be reinstated.
5. The Tree-Bylaw. Council appears to be wanting to preserve trees in stable flat areas which are shaded, overgrown and thick with moss growing on dwellings. We would to let the sunshine in. Now Council is entertaining removing trees part way up the mountain.
6. Maintaining this area during the winter will be an issue.
7. Money appears to be more important than quality of life.

Thank you.

[Redacted] s. 22(1)

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

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, November 27, 2019 11:00 AM  
**To:** Mayor and Council  
**Subject:** STOP increasing number of Rodgers Creek units

1610-20-5044/5045

Dear Mayor and Council,

I am increasingly frustrated at the seemingly continued drip of projects that were not transparent at all in the elections last year.

The latest I now understand is regard to BPP plans for maximum density in the proposed Cypress Village development.

I am a resident of [REDACTED] s. 22(1) and am very concerned on the impact on traffic density in the local area and throughout West Vancouver, along the upper levels highway, not to mention the bridges.

I've looked on the internet and can find very limited information on wider community impact of the development at the upper levels of this magnitude. For example, will there be a road link from this new area to the upper levels at Westmount?

Already the volume of traffic along highway 1 has increased substantively over the past few years, with increased development to and from the sea to sky region. The noise level along the highway has increased substantively and impacts the livability of properties not only adjacent but a fair way from the highway.

The expansion of the ferry terminal will exacerbate this, and I see little investment (for example in noise barriers and low noise paving) to alleviate this which I would have thought WV would have addressed before agreement to this investment.

This development of land at the upper level will further impact the livability, congestion and character of our community.

I don't really understand the piecemeal approach to planning in the community with variations proposed over and above the OCP or agreed plans.

The North Shore as a whole is becoming increasingly un-livable with zoning amendments in NV DNV and now WV impacting significantly on the character of our communities.

All this density addition with no joined up thought or meaningful community engagement is not acceptable in my opinion. It appears this WV council is determined to change this community without regard and with little debate.

Apart from the community impact to WV, with all this additional density on the North Shore we have two aged crossings. It's simply not sustainable. As I see it there is no provision for office development to accommodate an increased population- so all this increase is flowing across the Lions Gate and Second Narrows.

Therefore, I am opposed to this level of development and density and this WV council seeming to bow down to developers and WV staff interests rather than their electorate.

Regards,

s. 22(1)

West Vancouver

s. 22(1)

Get Outlook for iOS

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, November 27, 2019 12:05 PM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

1610-20-5044/5045

Dear Mayor and Council,

I would not vote in favour of increasing the number of units at Rodgers Creek.

Regards,

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Wednesday, November 27, 2019 1:02 PM  
**To:** MayorandCouncil  
**Subject:** Rodgers Creek Development: not a sustainable development

Dear Mayor and Council,

As a North Shore resident I am firmly opposed to the development plans for Rodgers Creek. Traffic on the North Shore and particularly along the Upper Levels Highway is horrendous. The plan to develop the high-density at Rodgers Creek on many hectares of wilderness on the side of Hollyburn Mountain adjacent to the British Properties will significantly worsen traffic congestion. Given that this development will exacerbate traffic woes and builds over top of wilderness, this cannot be a sustainable project nor one that considered steps to mitigate the declared climate emergency. The proposed village is and will be a car dependent location given its isolated proximity on the side of a mountain and suspended above the highway.

"The mountains surround us, inspire us and define us" are the opening words of the 'Cypress Village' website's promotional video (by British Pacific Properties Ltd.). Rather than being "immersed in nature", as the video proclaims, developing this project will shrink and degrade the wilderness that edges Greater Vancouver. The images shown in this video of waterfalls, eagles and Girl Guides mingling in the rainforest only add to the irony that development of this project will destroy wilderness.

One key disagreement regarding development of this area is who should pay for it (see the North Shore News article Dec 13, 2016). The municipality owns a large chunk of this land and perhaps the real discussion should be how this land can be protected from further development to ensure a sustainable future for all.

There are ample areas in West Vancouver that are close to transit and amenities (i.e. Park Royal to past Ambleside) that are suitable places for increased development and densification; whereas Rodgers Creek is currently wilderness and far from amenities and should be protected not developed into an unsustainable 'suburb' of West Vancouver.

Sincerely,

[Redacted] s. 22(1)

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

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Wednesday, November 27, 2019 2:07 PM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

Dear Mayor and Council

I am writing to express my concern with the extent of building that is planned for Rodgers Creek. Today I happened to go down 15th from the Upper Levels Highway. Cars were backed up almost to the merge from the off-ramp. I can only imagine the impact of an additional 10,000 people on already stressed infrastructure. What seems to be lacking in your plans are any remedies to address the impacts of continuously adding population without addressing traffic considerations. This can be said of not only the Rodgers Creek development but any planned development that is going to feed additional traffic onto West Vancouver's main thoroughfares.

I am also dismayed and concerned that projects which have long lasting and negative effects on our community continue to be pushed ahead without public consultation or if input is sought, ignoring the feedback. Certainly you must all have seen the results of the recent survey. It doesn't appear that you have taken the feedback seriously as you continue to agree to spot zoning and developments which your constituents have said they don't want. Many of you campaigned on the basis of retaining West Vancouver's culture. It sure feels like you have a different definition of what that phrase means versus those who elected you.

Justification of spending taxpayer \$ to help British Pacific Properties develop the land, especially when running a deficit, does not seem to reflect practical and responsible decision-making.

Please reconsider what you are planning to approve on the basis of how it affects the whole community. Otherwise your legacy won't be a positive one.

Yours truly, [Redacted] s. 22(1)

[Redacted] s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 28, 2019 9:11 AM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

1610-20-5044/5045

Dear Mayor and Council

Please have West Vancouver grow in a controlled, calculated way. Don't let greedy developers ruin this beautiful district anymore than it has been damaged already.

Best Regards

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 28, 2019 10:46 AM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

1610-20-5044/5045

Dear Mayor and Council

This is your opportunity to let so very many of your voters know that you are doing something about our concern and frustration every day about the traffic congestion by voting against the Rodgers Creek development and invasion by the developers of our community.

Please reply by your actions Sincerely [REDACTED] s. 22(1)

write a brief note in your words

**From:** Adine Mees <Adinem@westvanfoundation.ca>  
**Sent:** Thursday, November 28, 2019 11:29 AM  
**To:** MayorandCouncil  
**Subject:** Public Hearing Rogers Creek Areas 5 & 6 Rezoning Application

1610-20-5044/5045

Dear Mayor and Council,

On behalf of the Board of the West Vancouver Foundation, I wish to underscore those elements of this rezoning application which affirm the Vital Signs research conducted and published by the Foundation this year. Using lenses of belonging, liveability and welcoming, the 2019 Vital Signs Report examines key factors that are critical to ensuring a healthy and vibrant West Vancouver where everyone is valued, contributes and feels they belong. Some of the hallmarks of a liveable community are:

- A clean, healthy environment, and access to green spaces and parks
- A built environment that is designed for residents of all ages and stages
- Ease of mobility – walkability, access to public transit, bike lanes and well managed traffic and roads
- Safety and security
- Access to recreational opportunities
- Welcoming community spaces where people can connect

The Vital Signs Report looks at 10 indicator areas of community health and vitality. Where aspects of the re-zoning application address these areas, we have noted this below.

1. **Belonging, inclusion and diversity – While West Vancouver’s cultural diversity has increased, age and socioeconomic diversity have decreased, and there are fewer young people and families, plus a shrinking middle class. Belonging and diversity are further challenged by an aging population, limited suitable housing options, and young people who don’t see a place for themselves in this community,**  
 The plan proposes a 40% reduction in the average home size plus purpose build rentals. The building scheme and design guidelines do not allow gated driveways, tall hedges or steep driveways to allow for eyes on the street and a greater sense of neighbour connection and community. In addition, the proposed community building proposed in Area 6 is accessible to all residents.
2. **Arts and culture – Celebrating West Vancouver’s rich history in art and architecture is an important principle in local community building.**  
 The project will celebrate West Coast Modern design principles, a pride point for West Vancouver.
3. **Economic vitality – West Vancouver residents have among the highest median incomes in the country and a highly professional workforce. However, growing economic inequality in the community is reflected in a shrinking middle class, fewer younger families. Increasing poverty among older residents and a largely non-resident workforce.**  
 Important new sources of revenue for the DWV include CACs and an increase in the property tax base. This project includes 125 purpose built rentals.
4. **Environment – West Vancouver’s natural beauty and easy access to mountains, forests and the ocean contribute to a strong connection to place and an appreciation for nature among residents.**  
 +55% of the land area will be protected green space. Non-carbon based heating and cooling systems have been proposed. E-vehicle charging in all multi-family parking and LED street and path parking.
5. **Getting around – Geography and low density have contributed to West Vancouver being largely car dependent. Increasing use of public transit, walking and cycling, increasing density and creating more affordable housing options are some of the individual and collective choices that can result in significant improvements in community livability and health.**

The application includes a mountain path system which encourage non-car modes of travel; and a road network is proposed to facilitate mobility and future transit. We also understand BPP are exploring a car share option for the apartment buildings.

- 6. Health and wellness – West Vancouver residents enjoy good health overall and a long life expectancy, largely due to health determinates such as high income and educational levels, healthy behaviours, good access to health and wellness services and social supports, as well as a clean environment. However the convergence of factors such as an aging population, less affordability and suitable housing, increased demands on health and social supports and a largely non-resident workforce suggests a decline in health and wellness in the future.**

The proximity of this project to nature, trail systems and recreational opportunities all tick the health and wellness box. The project also includes adaptability standards within the apartment buildings.

- 7. Housing and community building – Adequate and affordable housing is essential to an individual’s well-being and to a community’s liveability. When suitable housing is unattainable for many, ripple effects are felt in the local economy and workforce, traffic and transportation, the community’s health and wellbeing including levels of social connectedness and inclusion, as well as, diversity, vitality and resilience. Community building is about more than houses – its about spaces. Dynamic neighbourhood design takes into account a broad spectrum of needs, both physical and emotional. The elements we value in West Vancouver centre around its 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 neighborhoods such as Cypress Village, these enhancements will be instrumental in both the form and function of the community.**

+55% of the land area will be protected green space. The project proposes an increase in the diversity of housing, including smaller homes (a 40% reduction in the average home size) and 125 purpose built rentals.

- 8. Learning – Connecting learning opportunities with an appreciation for our natural beauty ticks two boxes for a community that values both learning and environmental beauty and stewardship.**

There are proposed interpretive learning opportunities along mountain paths and secondary trails.

- 9. Safety and security – When people are on the street, out of cars, walking and connecting; when there is housing diversity; when the community is welcoming and inclusive; and when residents feel they belong, the community is both more liveable and safer.**

The proximity to nature, trail systems and recreational opportunities as well as the inclusion of enhanced adaptability standards in the apartment buildings are key design elements that address health and wellness. This project includes 125 purpose built rentals. Crime prevention is being addressed through environmental design planning and design principles, widening and paving the upper mountain path, and lighting the upper and lower mountain paths.

- 10. Volunteerism and civic engagement – West Vancouver has a strong culture of volunteerism, yet changing demographics are challenging the recruitment of new volunteers in arts, service, recreation and other areas. Causing one long-time active volunteer to ask “Who will volunteer for me?”**

Increased diversity of housing provides much needed options for residents to remain in the community or move back into the community.

While we recognize that the rezoning application represents a significant shift away from the large-scale single family homes traditionally built by the British Pacific Properties to smaller homes with smaller footprints, we feel these shifts, as identified above, are both positive and important. We encourage Council to make a choice for West Vancouver’s future. To quote from the 2019 Vital Signs report and a West Vancouver resident and philanthropist, “If we do not create housing for the next generation, will we by default, give away our community to those who have a different understanding of what community is or can be?”

With warm regards,

*Adine*

**Adine Mees, CEO**

West Vancouver Foundation

775-15<sup>th</sup> Street

West Vancouver, BC V7T2S9

Creating Connection. Building Community | [2019 VitalSigns™ Report](#)

Written with gratitude on unceded traditional Coast Salish territories.

To keep up on Foundation news, including events and grant news, please sign up for our newsletter. [Sign up here.](#)



**WEST VANCOUVER  
FOUNDATION**

e: [adinem@westvanfoundation.ca](mailto:adinem@westvanfoundation.ca) | w: [westvanfoundation.ca](http://westvanfoundation.ca) | o: 604-925-8153 | t: @WestVanFdn

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**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 28, 2019 11:59 AM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

1610-20-5044/5045

Dear Mayor and Council

I am a west van resident for [REDACTED] s. 22(1) years. I am opposed to the proposed doubling of Cypress Village density.

Densification does not, we believe, help the poor at all. It merely enriches the speculators at the expense of our amazing location.

Thank you,

[REDACTED] s. 22(1)

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 12:06 PM  
**To:** MayorandCouncil  
**Subject:** Rodgers Creek Rezoning - Dec 3 Public Hearing

Dear West Vancouver Council,

I appreciate the opportunity to share some comments in strong support of the Rodgers Creek Rezoning application by British Pacific Properties.

I had planned to speak in support at the public hearing on November 19<sup>th</sup>, but unfortunately, I'll be unable to attend the December 3rd rescheduled meeting due to a prior commitment.

[Redacted] s. 22(1) I moved to West Vancouver in advance of the [Redacted] s. 22(1) was born and raised in this community, and I was raised over on Vancouver's West Side.) We have absolutely fallen in love this community, the access to nature, our neighbours and will look forward to putting our children through the local school system. We are amongst the lucky millennials who call West Vancouver home, and are very supportive of progressive policy changes and new, well-planned development projects that will allow other young, hard-working, community-minded people to live in and grow this great community. We want other families (young and older) to enjoy West Vancouver the way we do. We're hopeful this will be the West Van of the future!

I am hopeful Council will agree this is a rezoning application well worth supporting. As I understand it, the builder (who has been building in West Vancouver since the 1930s), is not asking for any new market or "for sale" square footage, but rather looking to rejig their existing, approved square footage to better appeal to the local housing needs – this makes great sense. The only new density being proposed is a market rental building, which, given the current vacancy rates below 1% also makes sense. Our community needs housing options across the housing continuum, including more rental options.

I understand Council may be hearing from the public with concerns about traffic and congestion. I do not share this concern. Having looked into this proposal in detail, it would seem that since it's 2008 approval, this Rodgers Creek Area Plan has, in fact, greatly improved from a transportation perspective, including this rezoning. This original 736 home Area Development Plan was intended to be built and occupied by 2018. Given the pace of development (I understand BPP has only built 116 homes of the 736 thus far), and the timing of the future commercial centre at Cypress Village, the majority of the original 736 homes (let alone the additional homes up for the consideration of Council), will be occupied after commercial and transit services are present in the village (est. 2025.) I'm impressed by this forward-looking approach!

We know our community needs to grow, not just for our future generations, but also to accommodate those who wish to downsize this side of Lonsdale. I encourage Council to approve projects like this that position West Van for now and the future.

Thank you for considering my comments.

Warm regards,

[Redacted signature block] s. 22(1)

West Vancouver

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 12:47 PM  
**To:** Mayor and Council  
**Subject:** STOP increasing number of Rodgers Creek units

Dear Mayor and Council

I have been a West Vancouver resident for my entire life [Redacted] s. 22(1) and I have been comfortable with the on-going development of the community but I am now concerned with the focus on rental units and affordability. West Vancouver is not affordable and efforts by council to address this are misguided. Your goal should be to preserve the character of West Vancouver, not diminish it. Allowing growth of rentals is a bad idea. The addition to rentals at 21<sup>st</sup> and Bellevue is a bad idea. The effect of rentals is to lower the neighborhood. Building for-sale housing appropriate to the neighborhood character is the approach that should be taken. The Cressy building or the Grosvenor are good examples.

Subsidized rentals such as the proposals for 2100 block Gordon are very bad ideas. Service personnel can save to live here or live in North Vancouver. We do not need to subsidize them with our tax dollars.

The Rogers Creek project I am okay with as long as they don't revise it to shrink the units and create rentals.

[Redacted] s. 22(1)

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 12:53 PM  
**To:** Mayor and Council  
**Subject:** Public hearing - Rezoning of Areas 5 and 6 of Rodgers Creek

Dear Mayor and Council -

I have been a resident of West Vancouver for [Redacted] s. 22(1) and currently reside at [Redacted] s. 22(1).  
I am writing to you to express my support of the rezoning application for Rodgers Creek areas 5 & 6.  
I believe the plan to be responsive to the growing needs of our community - increasing much needed rental accommodation and moving forward with the construction of smaller housing units. The emphasis on the retention of green space and community areas where residents can connect is all very positive.  
I am unable to attend the public hearing on Dec. 3rd, but appreciate you taking my comments into account.

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

*West Vancouver BC.*

[Redacted] s. 22(1)

1610-20-5044/5045

**From:** M Slater <melroy1058@gmail.com>  
**Sent:** Thursday, November 28, 2019 1:10 PM  
**To:** MayorandCouncil  
**Subject:** Proposed Zoning Amendment and Development Permit for Rodgers Creek.

Dear Mayor & Council,

I respectfully request that you decline this application for additional density. This not the right place for residential development of this scale, particularly when we want to encourage people to walk or take transit. This mountainside development is not a walkable community with ready access to shops and services. It will be entirely car dependent – a private shuttle service is not going to change that. Further, it will entail expensive infrastructure and ongoing maintenance, including snow removal, when we are already unable to maintain existing infrastructure.

West Van has done a good job of building a lot of very expensive housing — this project offers more of the same. Adding some smaller homes and rental units will not result in “affordable” housing. Nor do I think we should trade large increases in density to obtain smaller or rental housing. It is fool-hardy to continue to approve zoning amendments and density increases in the absence of a housing policy. We are making decisions without the fact-based data and guidance such a policy should provide and this has not served us well.

While some on Council may believe this is the “right” type of development, residents are telling you otherwise. I believe the recent Angus Reid survey initiated by West Vancouver Community Stakeholders is indicative of public sentiment (*67% of West Van residents polled were opposed to increasing our population by building more high-density apartment buildings and condos*). But I realize that some on Council refuse to recognize surveys (particularly if you don’t like or agree with the results). However, clearly establishing public sentiment is of paramount importance. Your duty is to defer to the residents you were elected to represent – not convince them you are right.

Sincerely,

Melinda Slater  
1058 Keith Road  
West Vancouver

Please do not redact any portion of this correspondence.

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 2:05 PM  
**To:** MayorandCouncil  
**Subject:** British Pacific Properties - Rogers Creek

Dear Mayor Booth and District Councillors,

I'm writing to express my strong support for British Pacific Properties (BPP) plans for the Rogers Creek area. BPP deserves strong community support for their planned provision of new and varied styles and types of housing above the highway.

Thank you.

[Redacted] s. 22(1)

West Vancouver BC

[Redacted] s. 22(1)

1610-20-5044/5045

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**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 3:03 PM  
**To:** MayorandCouncil  
**Subject:** Support for Rodger's Creek

Mayor and Council,

Please let this letter serve as my support for BPP's Rodger's Creek development. It will bring much needed smaller housing types to West Vancouver, and is thoughtfully planned.

Best,  
[Redacted] s. 22(1)

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

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 3:41 PM  
**To:** MayorandCouncil  
**Cc:** [Redacted] s. 22(1)  
**Subject:** Fw: Development in West Vancouver

I am resending my email for emphasis. The long-term proposal to put 10,000 people on the Cypress Park Road, far from the existing public transit network is insane.

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**From:** [Redacted] s. 22(1)  
**Sent:** November 11, 2019 3:19 PM  
**To:** mayorandcouncil@westvancouver.ca <mayorandcouncil@westvancouver.ca>  
**Cc:** [Redacted] s. 22(1)  
**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 [Redacted] s. 22(1) 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 [Redacted] s. 22(1) 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.

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

1610-20-5044/5045.

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 5:08 PM  
**To:** MayorandCouncil  
**Subject:** STOP increasing number of Rodgers Creek units

To Mayor and Council

I write to you in hopes that you will listen to citizens that care about West Vancouver. I know that citizens that really care about this municipality told you they did not want to see the two huge apartments being built at Taylor Way and Marine Drive, Unfortunately, you ignored what concerned citizens wanted done.

Again as a concerned citizen I ask you not to approve the Rogers Creek project. Firstly, you should resolve the traffic problems we have in West Vancouver and the crossing of the Lions Gate Bridge. It is not good enough to come up with a theoretical solution, until you have implemented the solution and proven that it really works you should no allow this project to go ahead..

If in the future you allow this project go ahead when you have proven how to take care of the traffic problems you should insist that the developer control the transport into the site. Firstly, you say you are concerned about global warming but you currently allow tremendous traffic into West Vancouver for construction. Not only does it create traffic problems it contributes to global warming emissions. I have construction sites near me where they have ten to fifteen vehicles per day, fifty weeks per year for three or more years. Each vehicle has one person in it and a lot of them are big pick-ups with nothing in the back and just the driver.

You are along with previous councils allowing this great municipality to deteriorate and become a character less municipality. I only wish we could come up with a council and municipal employees that are concerned at maintaining the character of our once lovely Municipality.

s. 22(1)  
[Redacted]

West Vancouver

1610-20-5044/5845

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 5:19 PM  
**To:** MayorandCouncil  
**Subject:** Development above the Highway

I do not understand why BPP is being given the go ahead to increase their planned building above the Highway to double what was originally authorized. It has not been given to west van residents to consider. Why is the Mayor and some councillors so eager to ruin West Vancouver for all of us. I cannot imagine the increased congestion on our roads and bridges - it is already so bad. Where is all the traffic going to come down - 15th, 22nd and Taylor Way? ? I think all further building plans should be stalled until infrastructure is considered thoroughly. Let's have another District Plan before anyone goes blindly ahead. It is surely insane to give BPP all this power.

Yours truly,

[Redacted] s. 22(1)

West Vancouver BC

Sent from my iPad

[Redacted] s. 22(1)

1610-20-5044/5045

**From:** s. 22(1)  
**Sent:** Thursday, November 28, 2019 5:28 PM  
**To:** MayorandCouncil  
**Subject:** response to letter to Editor - Have your say on BPP's Rodgers Creek, November 27th, 2019

**Response to Letter to NSN Editor: Have your say on BPP's Rodgers Creek, November 27<sup>th</sup>, 2019**

I AGREE – HAVE YOUR SAY ON BPP'S RODGERS CREEK. We all know that West Vancouver is in a housing crisis – we desperately need more rental housing, we desperately need to attract the missing generation of ages 24-34, we desperately need our local employees to live in our community and not have to commute, and we desperately need more options for our downsizers whose only option is to move out of West Vancouver.

We also know that West Vancouver Council has unanimously declared a Climate Emergency – time is short and we need to act now. We need more rental housing, we need housing built to high energy requirements, and we need housing closer to work and family. We need drastic action on housing and we need it now.

I encourage all WV residents to do your own research. Go online, go to open houses and information sessions. Ask questions and find answers. Do not take opinions from just one source. Check your emails and 'letters to editor' for accuracy – dated info seems to be abounding. Be very sceptical of a poll of 408 residents that says some residents are against development – this poll does not speak for me, nor does it speak for all residents of West Vancouver.

*I have done my homework and is this is what I have learned:* this rezoning was requested by WV Council to reflect the recommendations in our 2018 Official Community Plan (OCP) and our 2016 Community Energy and Emissions Plan (CEE Plan) – both extensively researched with and reviewed by thousands of West Vancouver residents – and both Council approved. These plans recommend more rental housing and more missing middle housing – duplexes, town homes, coach houses, low rises, and smaller homes.

*I have also learned that:* BPP is a long term WV developer who purchased land in 1931 to keep our debt-bound WV District from going broke. Their lands were zoned to build single family homes typically on large lots across our upper levels. Over ten years ago, a District Working Group of residents involving extensive community input recommended zoning changes to these lands. After a Phased Development Agreement with BPP expired in 2018, BPP worked with staff to update their plans to meet the 2018 OCP defined housing needs, including rental – hence the rezoning for Area 5 and 6 offers housing that meets the needs of today – by house type, by house size, by reduced energy emissions, by expanding use of renewable energy, and by offering transit service. For carbon reduction, I have also learned that BPP is proposing: all-electric heating and hot water; a 50kW solar array (largest on the North Shore); and, a possible pilot using mass timber. BPP also has scalable independent transit service approved by TransLink as of September 2019 for the future Cypress Village; this transit approval complements BPP's offer to provide transit as Area 5 and 6 evolves. The current rezoning application is not a choice of whether BPP builds or not – it is a discussion on what they build and how they build it – defined by the needs of the community in our OCP and reflecting CEE Plan.

So please do your homework. Then make your educated and thoughtful opinions known to Mayor and Council by email or presentation on December 3<sup>rd</sup>.

It will take all of us to make West Vancouver a successful community. A successful community includes respectful communication, active listening and compromise; it includes housing for all; it includes active transportation options to keep us healthy; and, it includes low energy emission construction. To do nothing is not a viable option.

s. 22(1)

West Vancouver BC

**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 28, 2019 11:17 PM  
**To:** MayorandCouncil  
**Cc:** David Hawkins; Courtney Miller; Raymond Fung  
**Subject:** Rezoning Application re: Rodgers Creek Areas 5 and 6

1610-20-5044/5045

Dear Mayor and Councillors,

I support this proposed rezoning primarily because of the diversity of housing that will be made available, especially rental units. Also, the fact that the dwelling units are going to be smaller with the majority of dwellings being in multi-family buildings which provides the opportunity to minimize the production of greenhouse gas (GHG) emissions. This would contribute to the objectives of the District's Community Energy and Emission Plan and the Official Community Plan. I was also pleased to see that more than 55% of the land will be protected as open green space with much of that in protected forest cover which will help to sequester GHG emissions.

At District's Council meeting on 28 October, you considered two agenda items relating the actions to be taken by the District to address the climate emergency. Agenda item 6 was on the Community Approach to Meeting IPCC Climate Change Targets. One of the actions arising from Council's decision on agenda item 6 was that staff were to commence preparation of the proposed bylaws and policy amendments listed in Table 2 of the October 8, 2019 staff report. Here are some of the items from Table 2 that I think would be relevant with regard to the proposed Rodgers Creek Areas 5 and 6 development:

- amend the OCP target of 25% of trips by walking, cycling or transit by 2041 to 34% by 2041;
- add proposals that connect the active transportation network;
- add proposals that advance low carbon building construction;
- wrt housing sustainability, amend to reference fuel switching to low carbon sources;
- wrt new development in the Upper Lands, amend environmental plan to reference GHG mitigation;
- wrt to promoting innovation, amend to reference low carbon innovations;
- wrt mitigating climate change and building resiliency, amend to reference fuel switching to low carbon sources;
- wrt to parking, add electric vehicle and bicycle parking requirements;
- wrt Sustainable Buildings Policy 02-80-386 amend to reference Low Carbon Energy Systems (LCES); and
- wrt Part 9 Building Permits:
  - add specifications for LCES (establishing a maximum carbon intensity for the provision of heat and/or hot water);
  - amend to include LCES pathway;
  - amend to schedule future Step Code increases; and
  - amend to include energy budget for single family buildings.

With regards to increasing the percentage of those in our community using active transportation modes, I would hope that the proposed development will have sidewalks and protected bike lanes throughout. I was pleased to learn of the potential for future transit because I believe that convenient transit service to this proposed development and Cyprus Village will be critical to helping meet a revised OCP target of 34% of trips by walking, cycling or transit by 2041.

You may be aware of the District's plans for an Upper Level multi-use path (MUP) north of Hwy 1 from the Capilano River westward to the future site of the Cypress Village. As you know, the first leg of the MUP, the Hugo Ray Connector, has just this month been completed from the west end of the Hwy 1 bridge over the Capilano River to 3<sup>rd</sup> Street. I understand that funds are available to complete the next phase westward from the Hugo Ray Connector to Taylor Way. Some time ago, in discussion with District Transportation planner, John Calimente, he suggested the possibility of protected bike lanes along the lower section of the Cypress Bowl Road leading to Cyprus Village. This presumably could be part of the Upper Level MUP. Once the Upper Level MUP is complete and improvements made to the Capilano Pacific Trail, cyclists will be able to ride on a protected path from Cyprus Village to Park Royal and the north end of the Lions Gate Bridge. The increasing prevalence of ebikes could make this a popular commuting route. If the proposed development is approved, I would like to see some of the Community Amenity Contribution go towards completion of the Upper Level MUP.

To reduce GHG emissions during the construction phase of the proposed development, I would like to suggest that serious consideration be given to adopting Mass-Timber construction technology. This process is described in the following snapshot from the October 8, 2019 staff report:

Noting that the proposed buildings on Lots 11 (DWV property) and 12 would be 12 stories in height which means that they could be constructed using Mass-Timber construction and meet the provisions proposed for the National Building Code 2020. Even for the higher 14 and 16-story buildings, Mass-Timber construction could be utilized by adopting a hybrid structural system using some concrete and steel components. A good example of this was the construction of the Brock Commons at UBC which employed a one-story concrete podium, two concrete cores, and 17 stories of mass timber—glulam columns with steel connectors supporting five-ply cross-laminated timber.

With regard to maximizing the energy efficiency of the buildings, I would like to refer to the following excerpt from the October 8, 2019 staff report to Council: *"The Province enacted the Step Code to transition the minimum energy efficiency requirement so that all new BC buildings will be net-zero energy ready by 2032."* With regard to the construction of buildings in the proposed development, I would like to see the buildings work towards, if not meet the minimum energy efficiency requirement of net-zero energy ready by the time of completion of the buildings.

I sent much of the above material to Bryce Tupper - Vice President Planning & Development - British Pacific Properties Limited. I thought that you would be interested in his response which I was pleased with. It is as follows:

"Hi [REDACTED] s. 22(1)

Thanks for your thoughtful response and interest from [REDACTED] s. 22(1). Unfortunately, our one-page summary for the Rezoning of Area 5 & 6 doesn't address all of BPP's efforts to reduce carbon emissions. Here's some additional information about the Rezoning of Area 5 & 6 that touches on your points and, I believe, shows how we are addressing and exceeding items in Table 2:

- Rezoning commits to fuel-switching with all-electric thermal energy and domestic hot water (DHW) source for Part 3 Strata buildings in Area 5 & 6. The electric hydro-kit for DHW is quite a new innovation. Per person operational carbon in these buildings will be less than 0.1 T CO<sub>2</sub>/yr.
- Rezoning commits to on-site carbon-free (e.g. electric) or lower-carbon (e.g. air source heat pump) thermal energy systems in all Part 9 buildings.
- Rezoning commits to providing Level 2 EV chargers for all residential parking stalls in Part 9 Buildings.
- Rezoning commits a minimum of one secure bicycle parking space per bedroom. Bicycle parking spaces should be not less than 0.6 metre width and 1.8 metre length with appropriate surface, clearance, labelling and security and conveniently located.
- Rezoning reduces overall unit size from 1800sf to 1100sf in Area 5 & 6.
- Rezoning will provide for motion-sensor LED lighting on 4 km of Mountain Path (3m paved multi-use) that connects the neighbourhoods with an active transportation network to the future Village.
- Rezoning re-commits \$500,000 for Environmental Enhancement to the natural environment
- Rezoning secures/re-secures a total of \$10.5M of cash benefits (\$7.6M in CACs) – we've been actively advocating for a more direct and transparent use of CACs and extending the Upper Level MUP, would be a great use.
- Independent of the Rezoning, we will be delivering 10 cluster homes that will meet a Step 5 level energy use performance.
- Independent of the Rezoning, we will be installing a 50kW solar array (largest on the North Shore) on our next apartment building in Area 6.
- We have suggested that the DWV Lot 11 rental building in Area 6 could be a pilot project for Mass Timber – similar to how the Whistler Housing Authority piloted an apartment Passive House with CMHC funding.
- Whether Mass Timber or carbon sequestering concrete, we're committed to finding ways to reducing embodied carbon from construction.

A couple important points about Cypress Village:

- Cypress Village will have scalable Independent Transit Service (ITS) starting day-one (approved by TransLink Sept 2019) – we anticipate that only about 44% of Rodgers Creek will be occupied when this ITS is operational in hopefully 2025.
- Cypress Village preliminary target is 50% non-auto trips with >85% homes located within 300m of a transit stop.
- Cypress Village will continue to innovate and support increased energy efficiency and fuel switching to electrification of buildings and vehicles.
- The transfer of density potential principle in the OCP would ultimately lead to 70 to 75% of BPP's remaining 755 acres of SF zoned lands protected as forest lands, with the balance based on inclusive smart-growth principles.

I hope this information helps [REDACTED] s. 22(1) Council has been receiving some correspondence on the Rezoning from individuals with only pieces of information. We think it's important that Council hear from well-informed and involved members of the community, who can offer educated commentary, in this case through the lens of the environment and climate action. We truly appreciate your efforts to share your opinions with Council, and believe it will make an impact on their decision. If I can provide any further clarification, I'd be happy to do so. Safe Travels.

Bryce"

His response reinforces my hope that you will approve the rezoning application.

Unfortunately, I will not [REDACTED] s. 22(1), so will not be able attend the Public Hearing on 3 December.

Sincerely, [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

[REDACTED] s. 22(1)

1610-20-5044/5045

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 29, 2019 7:40 AM  
**To:** MayorandCouncil  
**Subject:** No to Rodgers Creek

Dear Mayor and Council Members

I have not seen any factual data that supports the need for this massive project that will not meet the need for affordable, diverse housing in an environmental manner.

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

1610-20-5044/5045.

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**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, November 29, 2019 7:44 AM  
**To:** MayorandCouncil  
**Subject:** Rodgers Creek

Looking through the Climate Emergency lense, I have yet to see a rational argument from the Mayor or Councillors Gambioli or Cameron or British Pacific Properties that supports this massive project which has significant negative climate & environmental implications. Please vote against this project.

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

1610-20-5844/5845

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**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 29, 2019 7:51 AM  
**To:** MayorandCouncil  
**Subject:** Rodgers Creek vs Traffic Emergency

Mayor and Council Members

It will be irresponsible for any Mayor and Counsellor to vote for adding 2,000 additional people to Rodgers Creek before solving the massive transportation problem that currently exists on the north shore. An independent survey by a leading international pollster confirms that traffic congestion is the #1 issue for West Vancouver residents. Fix the traffic issue first before adding more people. Do not vote for Rodgers Creek.

[Redacted] s. 22(1)

West Van,

0633-03

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 10:32 AM  
**To:** MayorandCouncil  
**Cc:** [Redacted] s. 22(1)  
**Subject:** Fwd: Canadians demand a moratorium on 5G till gov can prove safe

[Redacted] s. 22(1)

*West Vancouver*  
 Begin forwarded message:

**From:**  
**Subject:** Canadians demand a moratorium on 5G till gov can prove safe  
**Date:** November 21, 2019 at 9:42:28 PM PST  
**To:** A

**Education is the key because people care about their children even more than convenience. Don't they?**

**[https://www.change.org/p/justin-trudeau-5g-intense-rf-radiation-demand-a-5g-moratorium-in-canada-until-govt-can-prove-it-s-safe?fbclid=IwAR13b2XoUV9zVmovlNjLr mxBKz26rJTe2J3Qf7whmv\\_Uv-A4vqfrfEKQV2I](https://www.change.org/p/justin-trudeau-5g-intense-rf-radiation-demand-a-5g-moratorium-in-canada-until-govt-can-prove-it-s-safe?fbclid=IwAR13b2XoUV9zVmovlNjLr mxBKz26rJTe2J3Qf7whmv_Uv-A4vqfrfEKQV2I)**

**5G=intense RF radiation. Demand a 5G moratorium in Canada until Govt can prove it's safe.**

# CANADIANS DEMAND A MORATORIUM ON 5G UNTIL CONFLICT-FREE RESEARCH CAN PROVE THAT 5G IS SAFE



[Vanessa Thomson](#) started this petition to [Justin Trudeau \(Prime Minister of Canada/Premier ministre du Canada\)](#) and [4 others](#)

The rollout of 5G will adversely affect every family's: health, security, privacy, & property values. We demand a moratorium on 5G until conflict-free research shows us it's safe.

5G microwave radiation is exponentially more intense than what we have now and require small cells installed every 150ft. There will be no escaping 5G's 24/7 radiation. And this will be in addition to the wireless radiation that we are already exposed to with cell towers, cell phones, tablets, video games, Wi-Fi, baby monitors, smart meters from our homes and that of our neighbours' wireless signals reaching us.

We cannot just sit back and accept industry and government assurances (like they did with big tobacco, oxycodone, asbestos, mercury...) that there will be no harm when scientists are warning us otherwise.

Thousands of conflict-free scientists all over the world are speaking out on the dangers of 5G <https://www.emfscientist.org> and calling for our extremely outdated Radio Frequency (RF) safety limits to be updated.

**\*\*Please watch the video below\*\***

**["Ontario Doctors Warn of Rising Health Care Costs after 5G Roll](#)**

**[Out](https://youtu.be/S16Ql6-w9l8)" <https://youtu.be/S16Ql6-w9l8> 07:39 minute mark** Dr. Magda Havas PhD

**states: *Levels of microwaves radiation today are trillions of times higher than they were 50 years ago.***

*The scientific debate about the health effects of microwave radiation is over. Microwave radiation, at levels to which we are currently exposed, adversely affects human health. Of that there is no longer any doubt.*

*The current debate is, "can we afford the health care costs that are likely to follow the roll out of 5G?"*

Recent peer-reviewed, independent studies have confirmed that chronic low-level exposure to wireless radiation *that we are already exposed to can cause serious health problems including:*

- anxiety
- headaches
- insomnia
- dizziness
- nausea
- fatigue
- heart palpitations
- memory loss
- irritability
- itchiness
- poor concentration
- digestive issues
- mood disorders ie. depression

As well as chronic diseases such as:

- Cancer
- Heart Problems
- Alzheimers
- Diabetes

Frank Clegg (former CEO of Microsoft Canada) is also warning of the dangers of 5G. Please check out his website "Canadians for Safe Technology" <http://c4st.org> to learn more about 5G, wireless radiation and what you can do to mitigate your exposure. Kids are especially vulnerable to the effects of wireless radiation as their skulls are thinner and their SAR (specific absorption rate) of radiation is much higher. Side note: *please turn your WiFi off at night to reduce your & kids' radiation exposure.*

Peer reviewed scientific evidence that wireless radiation is harmful [here](#).

Feel free to copy this post, edit it and send it to your reps. Wireless activism toolkits can be found online ex. <http://www.stopsmartmetersbc.com/z/signs/>

Please contact the media to request that they run news stories to educate the public on our outdated RF safety limits and the dangers of 5G. Huawei is not the only 5G issue!

Please share this petition wherever you can.

5G is not a foregone conclusion. The time to ask our legislators for NOW.

Please take a moment to send a letter or email to your government reps. & legislators to demand a moratorium on the 5G rollout until conflict-free research can prove that 5G is safe.

Government contact info can be found here: <http://bit.ly/CndGovContacts>

Thank you!

0633-03

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 6:00 PM  
**To:** MayorandCouncil  
**Cc:** [Redacted] s. 22(1)  
**Subject:** Fwd: Man's Stupid Race Towards Extinction - Local Governments Remain Oblivious to Reality

Will this also be the case of West Vancouver, or can we be smarter, and safer?

[Redacted] s. 22(1)

Begin forwarded message:

**From:** [Redacted] s. 22(1)  
**Subject:** FW: Man's Stupid Race Towards Extinction - Local Governments Remain Oblivious to Reality  
**Date:** November 22, 2019 at 3:22:27 PM PST  
**To:** [Redacted] s. 22(1)

**From:** [Redacted] s. 22(1)  
**Sent:** November 22, 2019 3:09 PM  
**To:** '  
**Subject:** Man's Stupid Race Towards Extinction – Local Governments Remain Oblivious to Reality

November 22, 2019

Regional District of Nanaimo  
6300 Hammond Bay Road  
Nanaimo, BC, V9T 6N2

Dear RDN Directors,  
Given the following FACTS, how can ANY decent, self-respecting elected official sit silently and do absolutely nothing? Above all, people elected each of you to protect them.

If RDN Directors won't stand up for us (your defenseless constituents - not to mention you and your own families, all of whom are equally defenseless) against the electric power utilities and the telecom companies, and the obvious control they now exert over B.C.'s PHO (Provincial Health Officer), B.C.'s Provincial Government (especially the agencies responsible for Health, BC Hydro and the telecom companies), B.C.'s Centre for Disease Control, the Government of Canada (especially Health Canada and ISEDC [Innovations Science and Economic Development]) then you too have allowed yourselves to become a huge part of the problem. "5G" refers to fifth generation technology, which telecoms in all Western countries are spending huge sums of money trying to convince people everywhere that they cannot live without it!

Here are some FACTS:

- On Oct. 17, 2019 – The esteemed Scientific American stated: "We have no reason to believe 5G is Safe" In part, their report stated: "more than 500 studies have found harmful biologic or

health effects from exposure to RFR at intensities too low to cause significant heating. <https://blogs.scientificamerican.com/observations/we-have-no-reason-to-believe-5g-is-safe/>

- In Aug. 2019, more than 180 scientists and doctors sign the EU (European Union) Appeal – Scientists warn of potential serious health effects of 5G. <https://www.irseco.com/european-union-5g-appeal-scientists-warn-of-potential-serious-health-effects-of-5g/>
- On June 11, 2019, Poland’s Prime Minister signed the global appeal to ‘Ban 5G in Earth and in Space’ (as have 2,000 scientists and 1400 medical doctors from all over the world). <https://www.counterpunch.org/2019/06/11/prime-minister-of-poland-signs-global-appeal-to-stop-5g/>
- In June, 2019, Global Research ran this story: “Radio Frequency Radiation (EMF) Threatens Plant and Animal Species with Extinction” <https://www.globalresearch.ca/unspoken-truth-emfs-threaten-1-million-species-extinction/5680338>
- In Apr. 2019 – Global Research ran this story: “The Race Towards Extinction: Climate Change vs 5G Microwave Technology Roll Out.” <https://www.globalresearch.ca/extinction-climate-change-versus-5g-roll-out/5674688>
- Since May, 2015, at least 242 EMF-active scientists from 42 countries have signed the appeal submitted to the UN (United Nations), to all UN member states (c-193), and to the WHO (World Health Organization) to “*protect mankind and wildlife from EMFs and wireless technology*.” <https://www.businesswire.com/news/home/20150511005200/en/International-Scientists-Appeal-U.N.-Protect-Humans-Wildlife>
- How can we forget that, in 1968, US President Lyndon B. Johnson promised to protect the Americans in their home and at work from electromagnetic field radiation emitted by TV sets and electronic equipment?  
[New York Times, January 18, 1968 Public Law 90-602, Oct 18](https://www.nytimes.com/1968/01/18/public-law-90-602.html) <https://quod.lib.umich.edu/p/ppotpus/4731573.1968.001?rqn=main;view=fulltext>

RDN Directors might also consider this and decide for themselves if it is related? <https://www.youtube.com/watch?v=RcNmcw76H0w>

Sincerely,

s. 22(1)

Forwarded by

s. 22(1)

0050-06

**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, November 23, 2019 8:55 AM  
**To:** MayorandCouncil  
**Subject:** Invitation to Christmas Party

Please pass along to the Mayor and Councillors. Some of them have attended in the past. Thank you!

Invitation to North Shore Heritage Preservation Society Christmas Party:

You are invited to the North Shore Heritage Society's Christmas party on Thursday December 12 from 7-9:30 pm

We hope you will join us at this informal gathering to celebrate the festive season. All society members and supporters are very welcome. Please drop by for a drink and a bite if you can. Food and Drinks will be provided.

This year's party is being held in the elegant "Brown Residence" - an A-listed heritage home on Grand Boulevard built in 1946 that has been newly renovated.

Thank you to our gracious hosts, [REDACTED] s.22(1), for opening their home for our annual party.

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NORTH SHORE HERITAGE PRESERVATION SOCIETY  
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2695 Nelson Avenue, West Vancouver, BC, V7V 2R8  
BC Society Registration #.S-49292  
Charity #83070 2478 RR0001  
CRA Business #83070 2478 BC0001

[https://urldefense.com/v3/\\_\\_http://www.northshoreheritage.org\\_\\_;!!LeSHLvzfUoZNhw!Lc9vnR5YVXH6CddtKm3vK6XB1Z5ex98sdgamY96rHmVTw\\_GAZTCjZw3qVSljwNpdY3FzlvvcuYlz\\$](https://urldefense.com/v3/__http://www.northshoreheritage.org__;!!LeSHLvzfUoZNhw!Lc9vnR5YVXH6CddtKm3vK6XB1Z5ex98sdgamY96rHmVTw_GAZTCjZw3qVSljwNpdY3FzlvvcuYlz$)

Face-Book:

[https://urldefense.com/v3/\\_\\_http://tiny.cc/pynaby\\_\\_;!!LeSHLvzfUoZNhw!Lc9vnR5YVXH6CddtKm3vK6XB1Z5ex98sdgamY96rHmVTw\\_GAZTCjZw3qVSljwNpdY3Fzli1yzwpW\\$](https://urldefense.com/v3/__http://tiny.cc/pynaby__;!!LeSHLvzfUoZNhw!Lc9vnR5YVXH6CddtKm3vK6XB1Z5ex98sdgamY96rHmVTw_GAZTCjZw3qVSljwNpdY3Fzli1yzwpW$)

Phone: 604-926-6096

0332-03

From: [REDACTED] s. 22(1)  
Sent: Saturday, November 23, 2019 11:26 AM  
To: MayorandCouncil <MayorandCouncil@westvancouver.ca>; Mary-Ann Booth <mbooth@westvancouver.ca>; Craig Cameron <ccameron@westvancouver.ca>; Peter Lambur <plambur@westvancouver.ca>; Sharon Thompson <sthompson@westvancouver.ca>; Marcus Wong <mwong@westvancouver.ca>; Bill Soprovich <bsoprovich@westvancouver.ca>; Nora Gambioli <ngambioli@westvancouver.ca>  
Subject: Climate Change Letter- worth reading

I think this is a letter that you all need to read.

The author makes some excellent points that you should consider as you make plans for our Municipality.

Taking reasonable and measured steps to reduce our dependence on fossil fuels makes sense as does being environmentally conscious. What the author makes clear and explains well is why we should, in West Vancouver, BC and Canada, not take any extreme measures that will hurt our economy and reduce our standard of living and quality of life. Creating more unemployment and poverty cannot be a good thing. Government action has succeeded in Alberta in particular to do just that.

Declaring Climate Emergencies may be politically astute but accomplishes nothing other than creating a false impression that we actually can control the climate. At the same time it raises needless anxieties for many people, especially young people.

Lets be realistic and understand that what we do in West Vancouver will not have any impact on our or the world's climate. The only impact may be to make us feel better that we are trying to do something as it gives us a feeling of making a difference and having some control ( which we do not).

[REDACTED] s. 22(1)

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

*Dear Prime Minister Trudeau and Minister McKenna;*

*Canada has a problem.*

*Climate Change is Killing Us.*

*Or more precisely, your view of climate change is killing us.*

*The first issue is to understand the words "climate change." In the recent public discourse, "climate change" has come to mean "blaming humans for changing the climate by using oil and gas and coal." That creates a major difficulty, because it means that anytime the uninformed see an aspect of climate that either they haven't seen before or an aspect that is genuinely changed, the underlying assumption is that it must be our own fault and it must be change for the worse. This view of our climate as primarily anthropomorphic is useful for scaring the populace into submission so you can tax and regulate us to death, but in fact it is the modern-day equivalent of the geocentric view of the universe dating back to Ptolemy.*

*So, let's be clear. There is no doubt that the climate is changing. The climate has always changed and always will. The climate will never stay the same - nor should it. The only thing more absurd than denying climate change is thinking that humans can stop it from changing. But when people today say the words "climate change" they mean something else. They mean that humans are to blame.*

*It is only natural that because we humans tend to incorrectly perceive ourselves as the centre of things we would tend to blame ourselves when the earth's climate changes. This flaw in human thought is not new.*

*The Maya, Inca and Aztecs used to do the same thing. In a vain attempt to control the weather and the resulting crop yields, they would engage in human sacrifices including decapitation, blood offerings and live heart extractions. If those efforts didn't work and the crops failed, then the assumption would be that they didn't do enough of it - leading to more sacrifices. Today it seems obvious to almost all of us that blood offerings don't change the weather. I find it strange though that when the sacrificial offerings are from our own treasury, especially if the victims of sacrifice are either corporations or wealthy individuals, you and many other Canadians continue to believe essentially the same thing. And what leaders know is that being the master of the sacrifice concentrates power in those conducting the ritual.*

*Your government's view that Canada can stop the global climate from changing by taxing Canadians, killing billions of dollars of new projects and chasing foreign investment away when none of the major global powers are doing the same is profoundly harmful and irresponsible. You have created a graveyard of cancelled mega-projects that are severely damaging to Canada but that strongly benefit other nations for no good reason. The Energy East cancellation resulting from the NEB including 'climate change' considerations in its evaluation of that project is the latest serious casualty. Insanity! You should be ashamed that we*

will now unnecessarily import oil from dictatorships when we could be building a stronger Canada.

Just 18,000 years ago almost all of Canada sat under giant thick sheets of ice. Both the Cordilleran and Laurentide Ice Sheets were continuous sheets thousands of kilometres across and several kilometres thick. They melted entirely without human intervention (as did their equivalents in Asia and Europe). They melted so quickly that the rocks upon which they rested (including the Canadian Precambrian Shield) are still rebounding from the rapid removal of their incredible weight. Sea levels have risen over 100 metres during that period separating Alaska from Russia and modifying ocean currents around the globe. The changes we are observing and living through at present are simply the tail end of that monumental transformation and are absolutely in keeping with natural climate change.

Imagine the energy required to melt several continental ice sheets thousands of kilometres across and several kilometres thick, thereby raising the sea level by over 100 metres in just a few thousand years - a blink of an eye in geological time just on the edge of recorded human history. Let the fact that humans had nothing to do with that sink in, and then ask yourself how taxing Canadians and issuing government subsidies to install windmills and solar panels will stop that sort of planetary-scale climate change.

Rather than the disaster that you would have us believe has befallen us or will befall us in future, what we have in fact observed is that access to abundant and reliable energy has increased human life spans, reduced famine and suffering and led to unprecedented levels of prosperity around the globe. Access to secure sources of energy reduces the impact of climate to humans, not the other way around.

Today, humans are more able to respond to natural disasters than ever before largely because we have access to abundant energy - and this is a good thing. Life before hydrocarbon energy was available was much harder and many lives were cut short by starvation and disease. Today, anti-hydrocarbon positions are written with computers made of and powered by hydrocarbons by people who got to work in a vehicle powered by hydrocarbons, who demand access to health care that is only possible because of hydrocarbon energy and who go on vacations to warmer climates in planes powered by hydrocarbons. The hypocrisy is telling - no opponent of hydrocarbon energy seems prepared or willing to live without it - including you and your government.

It is noteworthy that the two primary products of hydrocarbon combustion are H<sub>2</sub>O and CO<sub>2</sub>, which (along with the sun and nutrients from the earth) also happen to be the very

building blocks of life on earth. This is because hydrocarbons are themselves the natural product of organic growth and decay. The primary indisputable and measurable impact of increased levels of CO<sub>2</sub> on earth is that plants will grow quicker - which is why greenhouses routinely pump CO<sub>2</sub> into their greenhouses (to levels 300% higher than current atmospheric levels) to accelerate plant growth. CO<sub>2</sub> should be celebrated just as water is, not vilified as a 'pollutant' - which it clearly is not.

There is no invisible thermometer controlled by taxation and regulation and subsidy that will change the output of the sun or our relationship with the sun. It turns out that the earth and the sun and the universe at large just don't care that much about humans or our actions. The simple fact of the matter is that we are vastly more affected by the planet than the planet is by us - and one day in the distant future we will simply be another sedimentary layer in the geological record.

However, just as Galileo was persecuted during his time for advancing a heliocentric theory and questioning the geocentric view of the universe, those of us who question this anthropocentric view of climate are now also subject to ridicule and persecution.

This persecution takes shape in the notion that if I deploy scientific knowledge to refute many of the alarmist claims made by those who believe climate change is anthropogenic, then I must be a 'denier' - an epithet closely linked to neo-Nazism that would subtly try to link me to that horrible way of thinking.

Statements like "the science is settled" or "97% of scientists agree" are extremely troubling as they are themselves anti-scientific and designed to suppress the relentless questioning that is essential to the scientific method. Even Neil DeGrasse Tyson's statement that "the good thing about science is that it's true whether or not you believe in it" misappropriates the scientific method to declare science as an infallible source of truth rather than a process of finding and discovering truth through questioning and testing. People in your government tend to say things like "Canadians know..." or "We all know..." when it comes to the anthropocentric view of climate change. In fact, we may not know, or we may know the opposite.

Instead, I prefer Albert Einstein's statement that "The important thing is to never stop questioning" as the ultimate piece of scientific advice.

The anthropocentric view of climate change has confused the masses and under your leadership is causing Canada to make a series of terrible decisions. In subscribing to this ill-

*conceived view of hydrocarbon energy as a bad thing, Canadians are suffering terrible casualties to your Liberal government's economic friendly fire.*

*I have no doubt that you believe you are doing the right thing and that your intentions are good. The road to hell is paved with good intentions and history is full of leaders who destroyed their nations in fits of madness and in pursuit of vanity and folly.*

*It is high time you considered that you might be wrong. Many of us can already see that you are.*

*Best Regards,*

s.22(1)

<https://wattsupwiththat.com/2018/03/22/climate-change-is-killing-us-my-open-letter-to-prime-minister-trudeau-environment-minister-mckenna/>

*Green statement: No trees were harmed in the sending of this email, but billions of electrons were really **agitated**.*

=====

*If you forward this email, please delete my name and email address. Please send your messages as blind carbon copies (bcc) as this helps to reduce **SPAM, VIRUSES, & IDENTITY THEFT**.*

*Thank you....*

Begin forwarded message:

0332-03

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**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, November 23, 2019 1:52 PM  
**To:** MayorandCouncil  
**Subject:** Climate action

I think that it is important to take action on climate change. The municipality is in a good position to take action on several items.

It is also important that Mayor and council speak up on this issue and be high profile on this topic.

Many people want to do something but need a leader to follow.

Keep up the good work Mary Ann

Cheers

[REDACTED] s. 22(1)

West Vancouver

Sent from Mail for Windows 10

**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, November 26, 2019 5:07 PM  
**To:** MayorandCouncil  
**Cc:** Nina Leemhuis  
**Subject:** Rockefeller-Way-Global Warming.....Report-Final.pdf

<https://eelegal.org/wp-content/uploads/2016/12/Rockefeller-Way-Report-Final.pdf>

About 2 years ago, Gregor Robertson, as Vcr mayor, was keen to sign a deal with the Rockefeller Foundation similar to what the R-F was getting in some American cities: If a natural disaster happens, Rockefeller Found. will pay for all the rebuilds required. Of course, not saying they would then own those assets.

I sent an e-mail to Robertson, his council included, and copied to M&C, West Van, saying NO NO NO. He did not complete the deal with the Rockefellers.

They know there is global warming. They know why. But catch the blind, tell them stories by calling it 'CO2' and man-made, is the same as the lame story of 9/11, and 'terrorists' that need to be fought in the ME-NA area after prepping the game with the 'Towers'.

Watch your back, the world is a new event, with old minds, daily.

[REDACTED] s. 22(1)

West Vancouver

<https://eelegal.org/wp-content/uploads/2016/12/Rockefeller-Way-Report-Final.pdf>

0332-01.

**From:** Anna Barford <anna@georgiastrait.org>  
**Sent:** Thursday, November 28, 2019 4:45 PM  
**To:** MayorandCouncil  
**Cc:** Andrew Gage; Mary-Ann Booth  
**Subject:** Invitations from Vancouver and Victoria to collaborate on Accountability for Climate Change  
**Attachments:** ClassAction\_IntroforLocalGovernment.pdf;  
 20191128lettertowestvancouverfromGSAWCEL.pdf

To the Mayor and Council of the District of West Vancouver,

Attached please find a letter and enclosure for their information and an invitation.

Please do not hesitate to reach out to myself, or Andrew Gage CC'd here, if there are any questions, concerns, or opportunities for engagement.

Sincerely,

~~~~~  
Anna Barford

Community Organizer - Climate accountability campaign

Unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish) and sel̓ilwítulh (Tsleil-Waututh) people

[www.GeorgiaStrait.org](http://www.GeorgiaStrait.org) | [Facebook](#) | [Twitter](#) | [Instagram](#) | [Newsletter](#) | [Volunteer](#)

~~~~~  
*Georgia Strait Alliance - Caring for our Coastal Waters*  
~~~~~

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# SUING FOSSIL FUEL GIANTS

## AN INTRODUCTION FOR LOCAL GOVERNMENTS

Andrew Gage, Staff Counsel

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In January 2017, over 50 BC-based environmental groups asked the province's local governments to consider a class action lawsuit to recover a share of their climate-related costs from global fossil fuel companies. Since then the State of Rhode Island, New York City, San Francisco and a dozen other local governments in the U.S. have launched such lawsuits, and in BC there is growing interest in ways to pay for rising costs of climate change and to press fossil fuel companies to pay a fair share of those costs.

### **Why do climate lawsuits matter to our communities and our planet?**

BC communities face millions, and collectively, billions, of dollars of expenditures to prepare for and recover from events made worse by climate change (wildfires, flooding, coastal erosion, drought, etc.). Canada is warming twice as fast as the global average, and in 2018 Canadian governments paid an estimated \$5.7 billion to rebuild public infrastructure harmed by extreme weather,<sup>1</sup> much of it attributable to climate change.

Currently taxpayers pay all of these costs. At the local level, elected officials who want to maintain existing levels of services will need to find ways to pay for mounting climate costs. Provincial and federal funding is uncertain, and raising local taxes is challenging.

### **Fossil fuel giants should pitch in to address climate costs**

Fossil fuel companies — Chevron, ExxonMobil and other global corporations — share responsibility for causing climate change, as do all of us who use their products. Unlike

taxpayers, however, the fossil fuel companies are escaping responsibility for climate costs. Climate litigation can hold fossil fuel companies legally accountable for a fair share of the bill.

Demanding that fossil fuel companies take responsibility for harm caused by their products reduces the burden on taxpayers. It also helps fossil fuel companies, their investors and governments value the costs and benefits of oil, gas and coal more realistically by including some of the climate costs of fossil fuel products on the corporate balance sheet. Corporate behaviour and investment is already shifting as a result of climate litigation, with companies investing more in renewable energy and disclosing risks related to fossil fuels.

### **Like climate change, climate litigation has a global impact**

Climate litigation targets global fossil fuel companies for their *global* operations, giving local governments the power to demand accountability beyond Canada's borders. Canadian law on international disputes allows BC municipalities to sue global companies in Canadian courts because harm is experienced in BC.<sup>2</sup>

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<sup>1</sup> Insurance Bureau of Canada. "[Severe Weather Causes \\$1.9B in Insured Damage in 2018](#)" (Jan. 16, 2019).

For every \$1 paid out in insurance, IBC estimates that Canadian governments pay out \$3 to recover public infrastructure. \$1.9B in insured losses means approx \$5.7 billion in taxpayer costs.

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<sup>2</sup> Gage, A. and Wewerinke, M. [Taking Climate Justice into our own Hands](#). (Vancouver: West Coast Environmental Law, 2015).

**What might a class action lawsuit look like?**

The specifics would be up to the local governments and their lawyers. However, based on our research, and with input from senior litigation specialists, West Coast has the following general recommendations:

|                                                                  |                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>A class action</b>                                            | A class action would reduce the costs of multiple lawsuits by allowing plaintiffs to work together to settle key questions of fossil fuel company responsibility for climate change. BC’s class action rules protect parties from having to pay the other side’s legal fees if they lose.                                                                                |
| <b>Brought by local governments for climate adaptation costs</b> | Legally, to protect their citizens, local governments must build infrastructure now to withstand future climate patterns, based on the best available science. A court is likely to accept the link between current costs and climate change, giving the municipalities the right to sue to recover the costs.                                                           |
| <b>In nuisance</b>                                               | Nuisance is unreasonable interference with property, including municipal infrastructure (private nuisance) or with our common rights and interests in a healthy global atmosphere (public nuisance).                                                                                                                                                                     |
| <b>Against fossil fuel companies</b>                             | Just five companies (Chevron, Exxon Mobil, Saudi Aramco, British Petroleum and Shell) are responsible for approximately 14% of historic greenhouse gas emissions. <sup>3</sup> A lawsuit could claim a contribution from each company based on their respective percentage as well as the efforts of companies to mislead the public and delay action on climate change. |

Big Tobacco, Asbestos, and Big Pharma all learned that if you sell products that you know will cause massive harm, sooner or later you will be sued.<sup>4</sup> The same goes for the fossil fuel industry.

**How can we manage the costs of litigation?**

Class actions provide for flexibility in funding. Options to manage costs include:

- sharing the costs, based on each community’s ability to pay and desire to play an active role in the litigation;
- crowdfunding from members of the public;
- funding from private foundations or philanthropists; and
- hiring lawyers and experts willing to work at a reduced rate, or on a contingency basis.

The first stage of a class action lawsuit is to ask a judge to certify that the case should be allowed to proceed as a class action. Successful certification may raise the profile of the case and increase options for funding (including using any settlements to fund the litigation against remaining companies).

Parties in class action lawsuits in BC are not generally required to pay defendants’ legal costs.

<sup>3</sup> R. Heede. *Tracing anthropogenic carbon dioxide and methane emissions to fossil fuel and cement producers, 1854-2010*, Climatic Change [Vol. 122: 1-2, January 2014], pp. 229-241.

<sup>4</sup> M. Olszynski et al. *From Smokes to Smokestacks: Lessons from Tobacco for the Future of Climate Change Liability*. Georgetown Environmental Law Review [Vol 30:1] 1.

### Why sue fossil fuel companies?

There's no way around it: solving climate change means dealing with our collective fossil fuel dependency. Plentiful and relatively cheap energy from fossil fuels has benefitted modern society, but we're now realizing that there were enormous deferred costs to our communities.

In a society relying on fossil fuels, we're all responsible for climate change. That means that both consumers AND producers need to take responsibility. Fossil fuel companies, along with consumers, *share* responsibility for climate change.

Right now taxpayers carry the entire burden of climate costs caused by fossil fuels, while fossil fuel producers continue to make a lot of money from selling them. Asking companies to bear *some* of those costs is not about blaming the industry or denying individual responsibility – it's about acknowledging our shared responsibility.

Chevron, Exxon Mobil and other fossil fuel companies knew in the 1960s that their products would cause climate change and devastating impacts to communities around the world. Still, they chose to:

- undermine technology in solar, wind and low-emission vehicles (among others) that could have offered consumers less-polluting choices;
- fund and participate in misinformation campaigns designed to mislead the public (consumers) on climate science;
- lobby against laws and international agreements intended to fight climate change.<sup>5</sup>

<sup>5</sup> CIEL. *Smoke and Fumes: The Legal and Evidentiary Basis for Holding Big Oil Accountable for the Climate Crisis* (November 2017), last accessed 10 April 2019.

### How long will climate litigation take?

On average class action lawsuits in Canada take three to four years, but complex litigation against fossil fuel companies could take significantly longer. However, once a class action is filed it would have immediate impacts.

Facing climate lawsuits in the U.S. and possible litigation elsewhere, oil giants like Chevron<sup>6</sup> and Saudi Aramco<sup>7</sup> have already warned their investors to factor this type of litigation into their investment decisions. As well, oil giants have demonstrated an increased interest in climate action since being sued:

- ExxonMobil endorsed a proposal for a U.S. carbon tax starting at \$40/tonne that would also protect oil companies against U.S. litigation<sup>8</sup> – a cynical move, but it shows how seriously the company takes the risks of litigation.
- Shell increased investments in renewable energy to \$2 billion/year shortly after being sued in the U.S., and has plans to increase that to \$4 billion/year;<sup>9</sup>
- Shell, and to a lesser extent Chevron and ExxonMobil, have recently withdrawn from industry associations that oppose climate action.<sup>10</sup>

<sup>6</sup> ThinkProgress. [“Chevron is first oil major to warn investors of risks from climate change lawsuits”](#) (Mar. 2, 2017).

<sup>7</sup> Climate Home News. [“Saudi Aramco says climate lawsuits ‘could result in substantial costs’”](#) (Apr. 2, 2019).

<sup>8</sup> Vox. [“Exxon is lobbying for a carbon tax. There is, obviously, a catch.”](#) (Oct. 18, 2018).

<sup>9</sup> The Guardian. [“Shell says it wants to double green energy investment”](#) (Dec. 26, 2018).

<sup>10</sup> Reuters. [“Citing climate differences, Shell walks away from U.S. refining lobby”](#) (Apr. 2, 2019).

### Why litigate, instead of carbon pricing?

A global price on carbon for the actual costs of burning fossil fuels would be ideal. Such a price would shift investment decisively to renewables, while providing revenue to communities harmed by climate change. A global price would not allow companies to move around to avoid it.

But global pricing systems – for example, the International Oil Spill Compensation Funds – have often emerged *as the result* of national efforts to secure liability (through courts or legislation) against international polluters.<sup>11</sup>

Without the possibility of litigation, fossil fuel producing countries have in the past opposed carbon pricing proposals, leaving it to individual countries to take action. In Canada, a carbon price (unlike a lawsuit under Canadian law) applies only to Canadian emissions, affecting only a small portion of global GHG emissions.

In the absence of strong global action to regulate greenhouse gases, litigation is a way for communities to build momentum for corporate and government climate action.

### How do climate accountability letters and legislation relate to a class action lawsuit?

Many BC communities are sending climate accountability letters to fossil fuel companies demanding compensation, and calling on the provincial government to enact a law to clarify the legal responsibility of these companies. Along with litigation, climate accountability letters and legislation are important tools in the toolbox for holding fossil fuel companies accountable for harm caused by their products.<sup>12</sup>

Climate accountability letters are an accessible way for a community to call attention to the moral and legal responsibility of fossil fuel companies for local climate costs. They help shift corporate and public dialogue about who should pay for climate costs, and demonstrate to courts, legislators and corporations that there is public interest in seeing fossil fuel companies pay a fair share. They do not commit a local government to taking other legal action.

Climate lawsuits can, and should, be brought under existing legal rules – but fossil fuel companies and their corporate lawyers are going to aggressively argue that those rules shouldn't apply to them. A *Liability for Climate-related Harms Act* could answer fundamental questions and shorten years of litigation and appeals. Similar to the *Tobacco Damages Recovery Act* from the 1990s, and the more recent *Opioid Damages and Health Care Recovery Act*, BC could enact legislation that would clarify liability around climate costs.<sup>13</sup>

### Conclusion

A lawsuit by BC's local governments against global fossil fuel companies for climate costs will ensure that governments, corporations and investors start to address the true costs of fossil fuels in their financial decisions. Knowing that they may need to pay for the harm caused by their products gives these companies a strong incentive to invest their considerable expertise and resources in building a sustainable future. At the same time climate litigation helps ensure our communities have the resources needed to protect themselves from climate change.

For more information, contact Staff Lawyer Andrew Gage at [agage@wcel.org](mailto:agage@wcel.org).

---

<sup>11</sup> P.D. Lowry. *The Shipowner and Oil Pollution Liability*. McGill Law Journal (1972) Vol 18(4) 577.

<sup>12</sup> Gage, A. *Climate Accountability Letters: An Introduction for Local Governments*. (West Coast Environmental Law, 2017).

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<sup>13</sup> Gage, A. and Wewerinke, M. *Taking Climate Justice into our own Hands* (West Coast Environmental Law, 2015).

**Main Office:**  
208-477 Wallace St., Nanaimo, BC V9R 6B7  
Phone: 250-753-3459 | Fax: 250-753-2567



Suite 90 (Mezzanine) 425 Carrall St.  
Vancouver, BC V6B 6E3  
Phone: 604-633-0530

Date: November 28, 2019  
District of West Vancouver  
Via [mayorandcouncil@westvancouver.ca](mailto:mayorandcouncil@westvancouver.ca)  
Attn: Mayor and Council

**Re: Invitations from Vancouver and Victoria to collaborate on Accountability for Climate Change**

Thank you for your leadership in supporting moves towards Accountability for Climate Change. The stories you have told in your letters, to the global fossil fuel companies and the Provincial government, have contributed to the global conversation by bringing in your local perspectives. We know that the Carbon Majors are starting to hear your messages because the way that Saudi Aramco, Shell, and other global companies are talking about climate change and their business models is shifting. While these corporations are not yet walking the walk, they are taking the first steps to notify their shareholders of liability risks associated with their products and to distance themselves from coalitions that promote climate denial. They need to move further to align their business decisions with the Paris Accord.

It's important to keep the pressure on.

On June 27th 2019, Vancouver City Council passed a motion instructing Mayor Kennedy Stewart to reach out to local governments across Canada to investigate possible joint legal strategies to hold fossil fuel companies accountable for climate costs. There are obvious advantages to municipalities working together on this issue.

As well, at the recent UBCM Convention, the City of Victoria announced that Joseph Arvey, one of Canada's top litigators, is drafting a legal opinion about the potential for a class action lawsuit by BC communities against fossil fuel companies, seeking compensation for climate costs. We understand that Mr. Arvey will be making the opinion available to interested municipalities on a confidential basis.

We are writing today to encourage you to explore the legal options related to climate costs for your own local governments. It is significant that many BC local governments have already written letters to fossil fuel companies pointing out the moral responsibility of those companies for local climate costs. However, recovering climate costs from fossil fuel companies and transforming their business practices may require stronger action.

We ask that you reach out directly to Victoria's Mayor and Council ([mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)) and to the Vancouver Mayor's office ([Kennedy.Stewart@vancouver.ca](mailto:Kennedy.Stewart@vancouver.ca)), and the two councillors who moved this motion ([Jean.Swanson@vancouver.ca](mailto:Jean.Swanson@vancouver.ca) and [Christine.boyle@vancouver.ca](mailto:Christine.boyle@vancouver.ca)) to discuss options and opportunities for collaboration. Legal strategies offer pathways to a fairer allocation of climate costs like infrastructure upgrades, and can have an impact on global corporate responsibility. Litigation is one legal strategy (although not the only one), and we've enclosed a backgrounder for local governments on what a class action lawsuit by BC local governments might look like.

Understanding the pros and cons of available legal strategies does not commit you to a particular next step, but allows you to be better informed.

The fights about tobacco, asbestos and opioids have shown that when powerful companies believe that they can make a lot of money while leaving consumers and taxpayers to pay for the damages associated with the use of their products, the resulting business decisions harm us all. Fossil fuel companies have known since the 1960s that their products would contaminate the global atmosphere, causing temperatures and sea levels to rise, increased drought and extreme weather, etc. Rather than working to address climate change, the companies worked to delay action - and they will continue to prioritize developing their fossil fuel reserves if they can expect to make still more profits without paying any of the costs.

We know that your climate action and leadership is not limited to corporate climate accountability, and want to commend you for your work in reducing your own greenhouse gas footprint. We know that if every level of government followed the leadership that you are showing, we would be better off.

We are writing to extend our support for your council taking these actions, and our interest in working with you to explore legal strategies to get real climate action, and to amplify and celebrate your climate leadership in all activities.

Sincerely:

s. 22(1)

Anna Barford  
Community Organizer  
Georgia Strait Alliance



**Georgia Strait Alliance**  
*Caring for Our Coastal Waters*

s. 22(1)

Andrew Gage  
Staff Lawyer  
West Coast Environmental Law



**WEST COAST**  
Environmental Law

CC Mayor Booth ([mbooth@westvancouver.ca](mailto:mbooth@westvancouver.ca))

Encl

0055-WVCCI

**From:** West Vancouver Chamber of Commerce <info@westvanchamber.com>  
**Sent:** Saturday, November 23, 2019 4:42 PM  
**To:** MayorandCouncil  
**Subject:** Last chance! Christmas Dinner & Auction

West Vancouver Chamber of Commerce

[View this email in your browser](#)

West Vancouver

**Chamber**

Of Commerce



*Serving the Communities  
Of West Vancouver And Bowen Island*

**LAST CHANCE to get your early-bird tickets!**

**Click to register...**

**Buy Now**

COME CELEBRATE THE SEASON

# *Christmas Dinner & Auction*

*Capilano Golf and Country Club*

*Dec 5th, 2019, 5:30-11pm*

*Early bird sales until Nov 24th*

*Ticket sales close Dec 1st*

*Member - \$125 (after Nov 24th - \$150)*

*Non-Member - \$140 (after Nov 24th - \$165)*

*Cocktail reception, Heads & Tails, Silent & Live Auction, DJ*

TICKETS AVAILABLE ONLINE  
WWW.WESTVANCHAMBER.COM



**Join us at our annual Christmas Dinner & Auction. Champagne reception followed by a fabulous buffet dinner, silent & live auction.**

**Early bird sales available until Sunday November 24th.**

**Ticket sales close December 1st.**

**\*If you have a business on the North Shore and would like to donate an item to our silent or live auction, please contact the office at [info@westvanchamber.com](mailto:info@westvanchamber.com).**



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West Vancouver, Bc V7V 1K5  
Canada

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You can [update your preferences](#) or [unsubscribe from this list](#)

 Facebook

 Twitter

 Website

 Instagram

 LinkedIn

0055-01

---

**From:** [REDACTED] s. 22(1)  
**Sent:** Sunday, November 24, 2019 11:46 AM  
**To:** MayorandCouncil; premier@leg.bc.ca; justin.trudeau.A3@parl.gc.ca;  
justin.trudeau@parl.gc.ca  
**Subject:** How Does China Evaluate and Choose its Leaders? Understanding China's University System - Global Research  
Global Research - Centre for Research on Globalization

Well stated. As compared to the messe(r)s on the 'Eastern side of the Pond'.

[REDACTED] s. 22(1)

West Van B.C.

<https://www.globalresearch.ca/choosing-china-leaders/5695661>

---

**From:** [REDACTED] s. 22(1)  
**Sent:** Sunday, November 24, 2019 3:18 PM  
**To:** MayorandCouncil  
**Subject:** Zoning bylaw ammendment Thunderbird Marina

1610-20-4938

Mayor and council,

I live close to [REDACTED] s. 22(1) Thunderbird Marina and have no objections to the proposed zoning bylaw amendment for 5776 Marine Drive. I'm pleased the owners are requesting council bring the existing use into conformity.

Cheers,

[REDACTED] s. 22(1)

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

**From:** Table Matters <nstablematters@gmail.com>  
**Sent:** Sunday, November 24, 2019 6:04 PM  
**To:** MayorandCouncil  
**Subject:** Table Matters News

0055-01

[View this email in your browser](#)

*Infusing food into community dialogue, policy and life on the North Shore*

[#infusingfoodNS](#)

### December 11th

#### Table Matters Network Gathering

##### FOCUS ON:

##### Food Culture and Children Collaborative

Based on the success of collaborative approaches in other communities, we have engaged a Coach to work with the NSTMN to support the development of the Food Culture and Children Collaborative. This group will bring diverse partners together to develop a neighbourhood-based approach to increase healthy food access and behaviors in children 0 to 10 in a target neighbourhood by 2025. To be a success, it will need the involvement of childcares, schools, families, community, and local service providers. You can read more about the project and register at [Eventbrite](#).

##### Join us:

9:00 to 11:30 am

December 11, 2019

North Vancouver School District

---

#### UPDATING OUR FOOD ASSET MAP

If you are providing, partnering on or funding food-related programs/ services for children 0 to 10 and their families we want to hear from you! To help inform our Food Culture and Children Collaborative project we are updating our food asset map.

Check out the [Food Asset Map](#), and if you aren't on it please provide us with your [information](#).

---

2121 Lonsdale Avenue (Oceanview Room)

North Vancouver

---

### **ORGANIZATION SPOTLIGHT: Reconciliation Canada**

This past month the North Shore Inter Agency Network provided an opportunity for service providers to hear about the important work of Reconciliation Canada. Charlene Seward, the Director of Program Development, spoke about the services they provide to communities, leadership training, and the resources they have available to incorporate reconciliation into our daily lives and work. I had an opportunity to talk about food issues with Charlene after the meeting, and hope that as a result of the conversation we may see new resources developed that tie these very important issues together.. Visit [Reconciliation Canada](#) for more information.

---

*The North Shore Table Matters Network is supported with funding from the Community Food Action Initiative through Vancouver Coastal Health and the North Shore Neighbourhood House provides a home for us.*



### **Vancouver Food Tours FEEDBACK WANTED:**

After reading about the Vancouver Food Tours folks doing a Richmond tour, we commented on their Facebook page that they needed to come to the North Shore. Well, they responded and they asked us where they should go if they took the Seabus over?

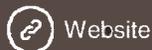
Want to weigh in and give them your recommendations? Go to our [Facebook page](#) and add your feedback!

And while you are there, like us if you haven't already!

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### **Talking about North Shore food issues on social media?**

Don't forget to use  
[#infusingfoodNS](#)  
so we all hear about it!



Website



Email



Facebook



Twitter

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You are receiving this email because you opted in at our website or at a Table Matters event.

#### **Our mailing address is:**

Table Matters Network  
3625 Banff Court  
North Vancouver, British Columbia V7H 2Z8  
Canada

[Add us to your address book](#)

0055-01

**From:** HUB Cycling <web@bikehub.ca>  
**Sent:** Tuesday, November 26, 2019 7:00 AM  
**To:** MayorandCouncil  
**Subject:** Surviving the Transit Strike 🚲



Your **Cycling** Connection



Hello HUB Supporter,

With the escalating job action by [TransLink](#) drivers, transit commute times are uncertain and unpredictable.

During the strike (Wed, Nov 27 - Fri, Nov 29), HUB Cycling and TransLink are committed to encouraging cycling throughout the region.

---

## Tips to Improve Your Commute (Wed-Fri)

**1. Take your bike on the Skytrain.** From Wednesday to Friday, bikes will be allowed on the Skytrain at all times. Please use the rear car if you're taking your bike on the train.

**2. Park your bike or use Bike Valet at a Bike Parkade.** Bike Parkades will remain open and operational during any future transit-related job action. Overflow bike parking will also be available at all [6 Bike Parkade locations](#) on November 27-29 from 7:30 AM to 6 PM.

1. [Main St-Science World](#), Vancouver
2. [Joyce-Collingwood](#), Vancouver
3. [King George](#), Surrey
4. [King Edward](#), Vancouver
5. [Commercial-Broadway](#), Vancouver
6. [Metrotown](#), Burnaby

During this time, onsite staff will grant free access to users, monitor the locations and be on hand to help Compass Card holders register and answer any questions. *As a reminder, bikes that have been left in a Parkade for more than four days will be considered abandoned and removed.*

**3. Carpool.** Carpooling options will be announced soon. To stay up to date with the latest, check [TransLink's web page](#) for more information.

**Stay Informed with TransLink Updates**

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## **HUB Cycling Members Get Great Benefits**

As a card-carrying HUB Cycling member, you not only help make biking safer and better for all ages and abilities but also get these great benefits.

1. **Car and Bike Sharing.** Members get [free registration and minutes](#) on several car-sharing and bike-sharing services.
2. **New Bike.** If you don't already own a bike, now is a great time to buy one with end of season sales. HUB Members get [5% off bikes at several bike shops](#).
3. **Bike Repair.** If your bike needs a tune-up , members can [get a 10% discount](#) on bike service at several bike shops. Van Cycle Mobile Bicycle Shop brings the service to your door and offers 20% off to all HUB Members!

**Not a HUB Member?** Visit [bikehub.ca/join](http://bikehub.ca/join) to join today!

Memberships cost as little as \$15\* year.

**Redeem HUB Member Benefits**

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\*Senior/Student/Fixed Income Membership - \$15

Regular Individual Membership - \$30

Family Membership - \$40



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You are receiving this email because you wished to stay up to date on Bike Events, Bike Advocacy, and Bike Education in Metro Vancouver.

**Our mailing address is:**

HUB Cycling  
312 Main (2nd Floor)  
Vancouver, BC V6A 2T2  
Canada

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

1785-22-02

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**From:** Don Piercy [REDACTED] s.22(1)  
**Sent:** Wednesday, November 27, 2019 8:24 PM  
**To:** MayorandCouncil  
**Cc:** Raymond Fung; Vanessa Garrett; Kathleen Callow; Bowinn Ma; Ralph Sultan  
**Subject:** Active Transportation in West Vancouver  
**Attachments:** 2019-Nov-23\_DWV\_Hugo\_Ray\_thanks.pdf

Dear Mayor Booth and Councilors;

HUB Cycling's North Shore Committee would like to share our appreciation for the District's investment in the recently opened Hugo Ray Connector and some thoughts on Active Transportation in West Vancouver.

Best Regards, Don Piercy

HUB Cycling, North Shore Committee Chair  
northshore@bikehub.ca  
[https://urldefense.com/v3/https://bikehub.ca/north-shore/!!LeSHLvzfUoZNhW!Jtq7t84aWqiJFkBTfYqmNU5Tm8QBPn735hU5Lpqn\\_ISP-HJCiK76FtS8igAXGDb2NHxspZMUdJIC\\$](https://urldefense.com/v3/https://bikehub.ca/north-shore/!!LeSHLvzfUoZNhW!Jtq7t84aWqiJFkBTfYqmNU5Tm8QBPn735hU5Lpqn_ISP-HJCiK76FtS8igAXGDb2NHxspZMUdJIC$)



Your Cycling Connection

604.558.2002  
bikehub.ca



Nov 23, 2019

Mayor and Councilors,  
District of West Vancouver

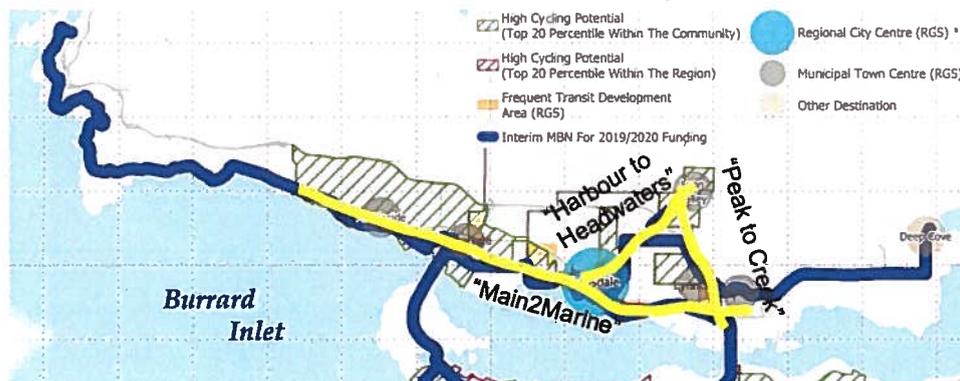
**Re: Active Transportation in West Vancouver**

Dear Mayor Booth and Councilors;

HUB Cycling's North Shore Committee would like to share our appreciation for the District's investment in the recently opened Hugo Ray Connector. This short section of multi-use path provides a vital link between the North Shore municipalities' active transportation networks. It will help bring significant social and economic benefits to the North Shore and has been a top priority for many years in HUB's [#UnGapTheMap campaign](#), which aims to encourage more people to ride more often.

It is encouraging to hear the support for further active transportation investment expressed in the remarks of Mayor Booth and MLA Ma at the opening. A HUB North Shore delegation looks forward to presenting its strategic vision for such investment to Council in the near future. The proposed strategy would support the District's Climate Emergency responses and help lessen road congestion on the North Shore. Consistent with the INSTPP agenda and TransLink's Major Bike Network (which means eligibility for a 75% funding grant), our vision has already received an enthusiastic response in terms of medium term planning and short term investment from both District and City of North Vancouver.

At the core of our vision are three proposed safe bikeways based on where people live, shop, work, recreate, study and travel off the Shore as highlighted in yellow in the sketch below. The routes are not delineated road by road, rather they are corridors that staff can work within (guided by the Bicycle Master Plan) to produce continuous protected bikeways. Of particular relevance to West Vancouver is the 'Main2Marine' route connecting Dundarave with Ambleside, Lions Gate Village, Lower Lonsdale and Maplewood as well as both bridges to Vancouver.



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

Developing short sections of bike infrastructure opportunistically, although important, will not get more people riding. We believe that focusing design efforts and funding dollars into these three safe routes will encourage more people to cycle for transportation on the North Shore. Planning by the District of North Vancouver for investment in the Main2Marine bikeway to the municipal boundary is advanced in context of the TransLink Rapid Bus scheme and budgets are allocated. We understand that, similarly, West Vancouver also has plans and has secured funding for safe bikeways along Marine Drive between Lions Gate Bridge ramp terminals and the municipal boundary that will dovetail with the DNV plans. We urge that these adjoining investments be fully integrated and implemented as rapidly as possible.

The Main2Marine route will facilitate commuting by bike and relieve pressure on the Spirit Trail which presently offers the principal means of commuting from the North Shore to downtown Vancouver. The recreational value of the Spirit Trail is unquestionable, but as a transportation route it has many drawbacks, due to poor sightlines, dangerous street crossings, and user volumes becoming too high for a shared use path, especially in the Ambleside area.

Lastly, we are aware that the District intends to embark on a new Transportation Plan development process. It goes without saying that we would like to contribute the knowledge gained by HUB Cycling in its collaboration with other Metro jurisdictions.

Thank you once again for your past and continuing support for Active Transportation, which will help to mitigate the climate emergency and reduce congestion. We look forward to sharing our bikeway priorities with Council and to continue our collaboration with staff to help create a safe and convenient cycling network in the District.

Yours sincerely,

Don Piercy,  
Chair, HUB North Shore Committee,  
northshore@bikehub.ca

Paul Stott & Peter Scholefield  
District of West Vancouver Liaisons,

cc:  
Ray Fung, Director, Engineering & Transportation Division, District of West Vancouver  
Vanessa Garrett, Manager, Roads and Transportation, District of West Vancouver  
Kathleen Callow, Planner, Squamish Nation  
Bowinn Ma, MLA North Vancouver-Lonsdale  
Ralph Sultan, MLA West Vancouver-Capilano

2610-06

**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, November 28, 2019 3:25 PM  
**To:** MayorandCouncil <MayorandCouncil@westvancouver.ca>; Mary-Ann Booth <mbooth@westvancouver.ca>; Craig Cameron <ccameron@westvancouver.ca>; Peter Lambur <plambur@westvancouver.ca>; Bill Soprovich <bsoprovich@westvancouver.ca>; Marcus Wong <mwong@westvancouver.ca>; Sharon Thompson <sthompson@westvancouver.ca>; Nora Gambioli <ngambioli@westvancouver.ca>  
**Subject:** Coffee with the Mayor, Population Quotes

All —

Yesterday I attended the coffee with our mayor event and had to opportunity to ask our Mayor one question and to listen to her answers to questions posed by others. During the time of her answers, she stated at least 8 times, that WV population is **decreasing**.

At the time I did not want to challenge her population statement because my memory may have been incorrect; the number in my memory was 44,000 people and that is an **increase** in population in the last 3 years.

And FYI, I have asked **your** (our?) planning department three times by way of email what current population numbers they are using. I have not received a response giving me the **current population estimate**. I guess they are too busy processing development permits.

Attached is a spreadsheet downloaded from this site:

<https://www2.gov.bc.ca/gov/content/data/statistics/people-population-community/population/population-estimates>

On the bottom of the attached spreadsheet I extracted the population of West Vancouver only and summarize it below.

As you can plainly see, WV population is growing. Since 2012 it has grown by 1,935 people. In the last three years our population has grown by 701 people.

**REQUEST:** That our mayor and individual council members should be using correct population data when they are presenting/selling their point of view because the constant alarmist statement "population is decreasing" is misleading and plain old incorrect.

Personally, and selfishly, I would be delighted if population was decreasing because traffic and parking is really atrocious in West Vancouver. Today, at 11.45AM, I drove (EV) to Shoppers Drug Mart in Ambleside (like our mayor, I also try to support local business and I have supported this Shoppers for more than 30 years and never had parking issues before) to get my annual flu shot. I arrived at Shoppers and all of their parking spaces were full. I did a twice rounder and gave up on Shoppers and then started looking for parking elsewhere close to Shoppers. Finally gave up and drove 2 blocks east and found a spot and parked. This was at 11.45 this morning (Thursday) and there was no parking close to where I needed to go and so I increased the traffic by driving just looking for parking. I made the traffic worse in the process of looking for parking. How many other people looking for parking made traffic worse today?

And, collectively, you all seem to promote more densification and more people. Who do you consider to be your customer? Today's residents or some future state of residents? By a Angus Reid survey, 67% of West Van **current residents** oppose planned population increase / densification. So why are you pushing densification in spite of the wishes of the **current taxpayers** of WV? **Current taxpayers** are paying your salaries and they are your customer and I believe it is your job to listen to your customers and act accordingly. We are not a bunch of dummies who don't understand that increased population, increases traffic — no matter what the high priced help tells you. Listen to your customers.

I have a traffic study that concludes that a 10% increase in population, increases traffic by 8% over current traffic. How can this study be a surprise to any of you? Collectively you all seem to be in denial that adding thousands more cars to WV will not impact traffic or parking. Oh, I forgot, people who live in high density buildings all walk or bike to their destination or all take public transit and don't drive cars! Get real. Give your heads a shake please.

Thanks

s. 22(1)

| Name            | West Vancouver | Year over Year |      |
|-----------------|----------------|----------------|------|
| SGC             | 15055          |                |      |
| Area Type       | DM             |                |      |
|                 | 2011           | 42,951         |      |
|                 | 2012           | 43,733         | 782  |
|                 | 2013           | 43,817         | 84   |
|                 | 2014           | 44,216         | 399  |
|                 | 2015           | 44,185         | -31  |
|                 | 2016           | 44,472         | 287  |
|                 | 2017           | 44,639         | 167  |
|                 | 2018           | 44,886         | 247  |
|                 |                |                | 1935 |
| 2011-12 Changes |                | 1.8%           |      |
| 2012-13 Changes |                | 0.2%           |      |
| 2013-14 Changes |                | 0.9%           |      |
| 2014-15 Changes |                | -0.1%          |      |
| 2015-16 Changes |                | 0.6%           |      |
| 2016-17 Changes |                | 0.4%           |      |
| 2017-18 Changes |                | 0.6%           |      |

**Source:**

Demographic Analysis Section, BC Stats  
 Ministry of Job, Trade and Technology  
 Government of British Columbia

Dec, 2018

**Notes:**

RD = Regional District, R = Region, RDR = Regional District Unincorporated Area, IGD = Indian Government District, C = City, T = Town, VL = Village, DM = District Municipality, IM = Island Municipality, RGM = Regional Municipality.

SGC = Standard Geographical Classification

Metro Vancouver Regional District (15000) was formerly Greater Vancouver Regional District.

Qathet Regional District (27000) was formerly Powell River Regional District.

North Coast Regional District (47000) was formerly Skeena-Queen Charlotte Regional District.

Jumbo Glacier Mountain Resort Municipality has no population throughout the report period.

All figures correspond to municipal boundaries as of July 1st of the year stated.

All figures are as of July 1st of the year stated.

| <b>SGC</b>       |                        | West Vancouver |                |
|------------------|------------------------|----------------|----------------|
| <b>Name</b>      |                        | 15055          |                |
| <b>Area Type</b> |                        | West Vancouver | Year over Year |
|                  |                        | DM             |                |
|                  | <b>2011</b>            | 42,951         |                |
|                  | <b>2012</b>            | 43,733         | 782            |
|                  | <b>2013</b>            | 43,817         | 84             |
|                  | <b>2014</b>            | 44,216         | 399            |
|                  | <b>2015</b>            | 44,185         | -31            |
|                  | <b>2016</b>            | 44,472         | 287            |
|                  | <b>2017</b>            | 44,639         | 167            |
|                  | <b>2018</b>            | 44,886         | 247            |
|                  |                        |                | <b>1935</b>    |
|                  | <b>2011-12 Changes</b> | 1.8%           |                |
|                  | <b>2012-13 Changes</b> | 0.2%           |                |
|                  | <b>2013-14 Changes</b> | 0.9%           |                |
|                  | <b>2014-15 Changes</b> | -0.1%          |                |
|                  | <b>2015-16 Changes</b> | 0.6%           |                |
|                  | <b>2016-17 Changes</b> | 0.4%           |                |
|                  | <b>2017-18 Changes</b> | 0.6%           |                |

ATTACHMENTS  
 AVAILABLE FOR VIEWING  
 IN LEGISLATIVE SERVICES DEPARTMENT

1010-20-19-001

**From:** [Redacted] s. 22(1)  
**Sent:** Thursday, November 28, 2019 3:51 PM  
**To:** MayorandCouncil  
**Subject:** OCP Residential Mix Support

The OCP for West Vancouver is in serious jeopardy as far as adding ANY housing that meets the Missing Middle requirements as set forth in the OCP.

The message sent by Council on Tantalus Gardens and the message sent by planning department to builders and developers is consistent: Do not waste your time trying to build anything but single family homes or apartment towers in West Vancouver.

It is disappointing to see both elected officials and staff neglect the vision set out in the OCP for an increased diversity in the housing stock in our community.

Best regards,

[Redacted] s. 22(1)

[Redacted] s. 22(1)

0500-01

---

**From:** Andrew Banks  
**Sent:** Friday, November 22, 2019 10:54 AM  
**To:** [REDACTED] s. 22(1)  
**Cc:** Nina Leemhuis; Anne Mooi; Donna Powers  
**Subject:** Navy Jack Nature Centre proposal  
**Attachments:** WHOLE-Action-Magnusson.pdf

Dear Mr. Magnusson,

Thank you for your correspondence on behalf of the Seawalk Place Strata Council to Mayor and Council regarding the Navy Jack Nature Centre proposal. Your correspondence has been referred to me for response.

The District is currently compiling all of the information that was submitted through the recently concluded community consultation process on the Navy Jack Nature Centre proposal. The Strata's feedback regarding this proposal will be included in this compilation of community feedback. It is anticipated that in early 2020, a report on the Navy Jack Nature Centre proposal with an analysis of the community consultation will be presented to Council. Staff will inform you when the report is scheduled to be presented to Council and you can also stay informed of the project by subscribing to email updates at <https://www.westvancouverite.ca/navvy>.

I appreciate you taking the time, on behalf of your Strata, to provide input on the Navy Jack Nature Centre proposal.

Regards,

Andrew

**Andrew Banks**  
Acting Director of Parks, Culture and Community Services Division  
Senior Manager of Parks | District of West Vancouver  
t: 604-925-7139 | c: 604-617-9483 | [westvancouver.ca](http://westvancouver.ca)

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)

The Strata Council  
Seawalk Place  
111 – 18th Street  
West Vancouver BC V7V 3V3

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

1745-03-02

**From:** Kristi Merilees <kmerilees@westvancouver.ca>

**Sent:** Friday, November 22, 2019 4:48 PM

**To:** [REDACTED] s. 22(1)

**Cc:** Craig Cameron <ccameron@westvancouver.ca>; MayorandCouncil <MayorandCouncil@westvancouver.ca>

**Subject:** RE: Blasting [REDACTED] s. 22(1) - 5 Creeks

Good afternoon [REDACTED] s. 22(1)

I have spoken with staff and understand that the noise that you experienced today was from rock breaking, not from blasting.

Bylaws staff have confirmed that we will complete noise monitoring [REDACTED] s. 22(1) and in the immediate area early next week. Staff will also seek outside input to determine options that will help to minimize the noise.

I will follow up with you on Monday morning when I know more.

Kristi

---

**From:** Kristi Merilees  
**Sent:** Monday, November 25, 2019 11:36 AM  
**To:** s. 22(1)  
**Subject:** Noise Monitoring

Good morning s. 22(1),

I wanted to send you a quick update to let you know that we are scheduling a third party sound monitoring company to be onsite at Mathers Avenue and Thompson Crescent on Tuesday or Wednesday this week.

This company will work directly with our Bylaws and Land Development staff to measure the noise levels from the construction and to identify ways it can be reduced.

I will follow up with you when I know more.

Kristi

**Kristi Merilees**  
Manager, Community Relations & Communications | District of West Vancouver  
604-925-7008 | [westvancouver.ca](http://westvancouver.ca)



1745-03-02

**From:** [Redacted] s. 22(1)  
**Sent:** Friday, November 22, 2019 2:39 PM  
**To:** Kristi Merilees; Craig Cameron; MayorandCouncil  
**Subject:** Blasting [Redacted] s. 22(1) - 5 Creeks

[Redacted] s. 22(1)

West Vancouver  
[Redacted] s. 22(1)

May I please have notice when there is going to be blasting [Redacted] s. 22(1)? I need to stay home [Redacted] s. 22(1) on these days to monitor the damage and help [Redacted] s. 22(1) who are very agitated by this. Today the blasting occurred between 9 and 1 pm.

I took videos of the incredible construction and noise this morning. This is very stressful. Please send some one up here to collect your own data about this noise level and degree of destruction that is going on here.

Thank you,

[Redacted] s. 22(1)

3285-01

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**From:** Nina Leemhuis  
**Sent:** Tuesday, November 26, 2019 10:04 AM  
**To:** [REDACTED] s. 22(1)  
**Cc:** MayorandCouncil  
**Subject:** Correspondence to West Vancouver Mayor and Council | Transit  
**Attachments:** [REDACTED] s. 22(1)

Dear [REDACTED] s. 22(1),

Thank you for your email to West Vancouver Council regarding transit to Whytecliffe Park. It has been referred to me for response.

Unfortunately, TransLink will not fund additional routes or service levels at this time.

West Vancouver Transit will ensure your request is considered by TransLink during the next funding cycle in early 2020.

Thank you again for your email.

Yours truly,

Nina Leemhuis

**Nina Leemhuis**  
Chief Administrative Officer | District of West Vancouver  
d: 604-925-7002 | [westvancouver.ca](http://westvancouver.ca)

(12)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, November 2, 2019 3:46 PM  
**To:** MayorandCouncil  
**Subject:** Transit

First I would like to congratulate Mayor Booth for being a visible force in the community. The many hours you dedicate reaching out to the taxpayers is admirable. Go "Girl Power".

Now to transit. We have a small bus that runs from Lions Bay, Horseshoe Bay and Caulfeild. What is missing is a run out to the Whytecliff Park area. Is it possible to have this route extended to include Whytecliff Park?

Thank you.

[REDACTED] s. 22(1)

*West Vancouver, BC.*

0120-24

**From:** Donna Powers  
**Sent:** Wednesday, November 27, 2019 1:57 PM  
**To:** s. 22(1)  
**Cc:** MayorandCouncil  
**Subject:** Your correspondence regarding Mayor's Update, November 2019

Hello s. 22(1),

Your correspondence to Mayor and Council regarding Mayor's Update: 2019 has been referred to me for response.

Thank you for your comments regarding the Mayor's email newsletter. Prior to being elected Mayor, Mary-Ann Booth built a subscriber list and frequently sent email updates as a member of Council. The subscriber list for the Mayor's update is the same one she has been using for years. It is not a list that has been developed by District staff or former members of Council. It is Mary-Ann Booth's list.

As Mayor, she wanted to make it easier for the general public to subscribe and accordingly, staff placed a link on the District website for accessibility purposes.

The software/database used is not a District platform, but rather an independent email management company that complies with all relevant privacy and anti-spam legislation.

The Mayor's personal website is listed because it always has been so on her newsletter. However, you do raise a good point about that optic. I will review the details and discuss the possibility of changing that with Mayor Booth.

Finally, I assure you that, while Mayor Booth is the author of her newsletter, she submits them for staff review to ensure the content is factual and in accordance with existing District policies.

Thank you,  
Donna

**Donna Powers**  
Director, Community Relations & Communications | District of West Vancouver  
t: 604-925-7168 | c: 604-219-4806 | [westvancouver.ca](http://westvancouver.ca)



0120-24

**From:** [Redacted] s. 22(1)  
**Sent:** Monday, November 25, 2019 11:25 AM  
**To:** MayorandCouncil  
**Subject:** Re: Mayor's Update: November 2019

Hello Mayor and Council

Thank you for commencing the Mayor's Update newsletter which is a good step forward in communicating to residents of West Vancouver.

It is important that any content be factual and not an opinion or a sales pitch as seen in the Update below.

I strongly object to the mixing of personal and district information. The Mayor is using DWV mail lists, software etc to include her personal website address "[maryannbooth.com](http://maryannbooth.com)" in the banner at the bottom of her message.

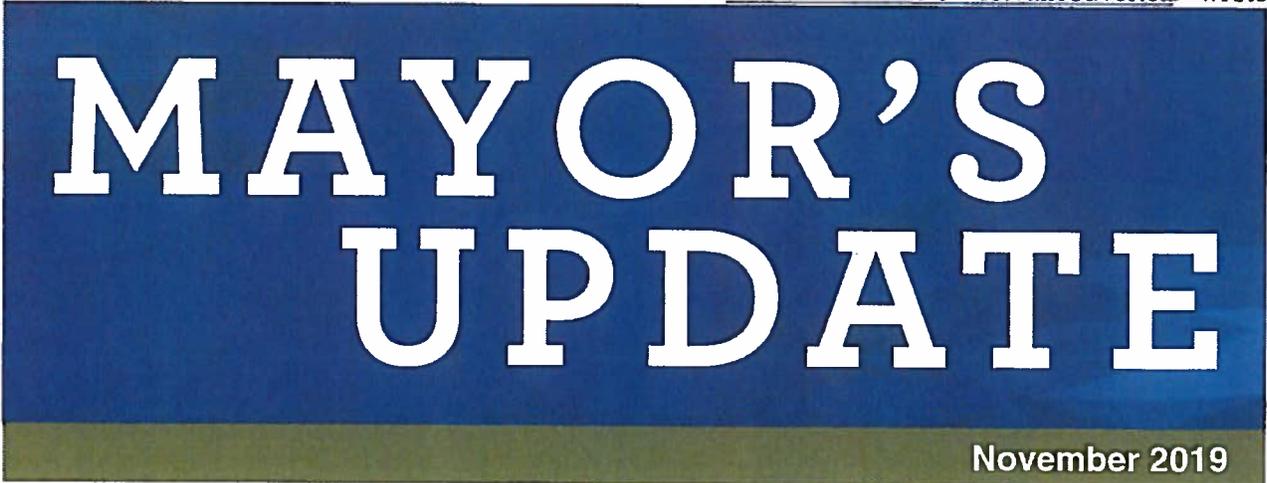
Then when you go to her personal website you find her Mayor's messages

For me, this is a mixing of District and personal business and should not be happening.

I look forward to hearing from you

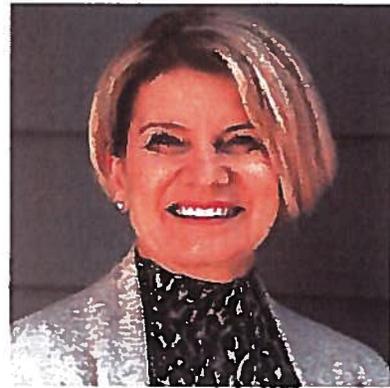
[Redacted] s. 22(1)  
[Redacted] s. 22(1) West Vancouver  
[Redacted] s. 22(1)

On Wed, Oct 30, 2019 at 1:57 PM District of West Vancouver <[communications@westvancouver.ca](mailto:communications@westvancouver.ca)> wrote:



Hello everyone,

Some residents may have heard about the **British Pacific Properties' (BPP) Rodgers Creek** development, a complex project with an interesting history.



## History

A plebiscite was held in 1931 and West Vancouverites voted 1,329 to 26 to sell the "upper lands" to BPP to save the municipality from bankruptcy. That same year, BPP acquired the First Narrows Bridge Company and completed the bridge in 20 months at a cost of \$6 million. After World War II, the neighbourhoods of Rockridge, Westhill, Cypress Ridge, Camelot, Canterbury, Whitby Estates and Taylor's Lookout were built.

In 2006, a working group was established that placed more control of development of the area in the hands of the community. It recommended moving away from the traditional single-family housing model, and in 2008 Rodgers Creek was zoned for housing that included 493 units in eight high-rise apartment buildings, townhomes and a few single-family homes. An agreement was put in place to ensure that a minimum of 55% of the land would be protected as greenspace, and to secure cash and on-site amenities for the District.

In 2018, the agreement expired and Council is considering a new agreement which would include even smaller units, new rental units and better transportation connectivity.

I'd like to explain the latest proposal and the benefits for West Vancouver residents and our environment.

## Proposal details

- Two additional purpose-built rental towers:
- A 12-storey apartment building with up to 125 rental units, owned by BPP
- A 12-storey apartment building with up to 150 rental units, owned by the District
- 200 additional for-sale apartment and townhouse units, accomplished by reducing unit sizes, with no increase in density/square footage
- Taller, slimmer apartment buildings on smaller footprints. This would increase the number of storeys from 12 to 16 in three buildings and from 12 to 14 storeys in one building, with no increase in density/square footage
- Change four single-family homes of about 8,000 square feet to 10 single-family homes of about 2,500 square feet, with no increase in density/square footage
- Extend Uplands Way to connect back to Cypress Bowl Road, expanding transportation options in the neighbourhood and allowing for future transit service to Cypress Village.

This proposal directly supports Council's stated goals of significantly expanding the diversity, affordability and supply of housing; protecting our natural environment and reducing our impact on it; and improving mobility and reducing congestion.

If the upcoming rezoning application is approved, it will continue to secure the outstanding cash and on-site amenities and protect 55% of the land as greenspace.

**To learn more:**

- Visit the District's [website](#)
- Attend the applicant's public information meeting on **Tuesday, November 5 from 5–7 p.m.** at the Gleneagles Clubhouse (6190 Marine Drive).

**To provide your input:**

- **Write** to Mayor and Council
- Attend the Public Hearing on **Tuesday, November 19, at 7 p.m.** in the Council Chamber.

Thank you for your interest in this important initiative.

Warm Regards,

Mayor Mary-Ann Booth



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