

COUNCIL CORRESPONDENCE UPDATE TO SEPTEMBER 20, 2019 (8:30 a.m.)

Referred for Action

- (1) **September 13, 2019, regarding “Bylaw Violation and Adjudicating Process”** (Referred to Director of Corporate Services for consideration and response)
- (2) **September 15, 2019, regarding “Illegal Suite”** (Referred to Director of Corporate Services for consideration and response)
- (3) **September 15, 2019, regarding “Tantalus Gardens 6404 Wellington” (Proposed Development Permit 19-001)** (Referred to Director of Planning & Development Services for consideration and response) (Referred to the October 8, 2019, public hearing)
- (4) **September 17, 2019, regarding “Letter to WV Council re-Dangerous Road Work on 15th and Queens”** (Referred to Director of Engineering & Transportation Services for consideration and response)
- (5) **September 19, 2019, regarding “Traffic - Regular Council Meeting - Sept. 16/19 - Item 4 - BC Ferries, regarding Horseshoe Bay Terminal Redevelopment Project”** (Referred to Director of Engineering & Transportation Services for consideration and response)

Referred for Action from Other Governments and Government Agencies

No items.

Received for Information

- (6) **Committee and Board Meeting Minutes – Memorial Library Board meeting, July 17, 2019**
- (7) **Petition with 24 names, September 10, 2019, regarding “URGENT ISSUES” (Traffic Control Request)**
- (8) **September 10, 2019, regarding “Council meeting start times”**
- (9) **13 submissions, September 12-19, 2019, regarding Proposed Development Permit 19-001 (6404 Wellington Avenue)** (Referred to the October 8, 2019 public hearing)
- (10) **Lower Mainland Local Government Association, September 13, 2019, regarding “CivX 2019 Event-Registration is Now Open” (November 29, 2019)**
- (11) **3 submissions, September 13-17, 2019, regarding Wireless Technologies**
- (12) **September 14, 2019, regarding “707 & 723 Marine Drive Towers - Opposed to Revision”**
- (13) **2 submissions, September 14 and 19, 2019, regarding Election Sign Limitations**
- (14) **September 15, 2019, regarding “RE: Illegal Suite”**
- (15) **September 16, 2019, regarding “War on the waters: salmon farms losing battle with sea lice as wild fish pay the price | The Narwhal”**

- (16) September 16, 2019, regarding “UBCM- Tradeshow Booth 919, “ An Anti-Human trafficking Initiative””**
- (17) 22 submissions, September 16-20, 2019, regarding Ride Hailing Services**
- (18) British Columbia Ferry Services Inc., September 18, 2019, regarding “Follow Up on Horseshoe Bay Terminal Development Plan” (Attachments available for viewing in Legislative Services)**
- (19) September 18, 2019, regarding “1552 Esquimalt -- An Alternative Proposal” (Proposed Development Permit 16-059)**

Received for Information from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (20) Director of Financial Services, September 13, 2019, response regarding “Comments on the Five Creeks Project”**
- (21) Senior Community Planner, September 17, 2019, response regarding “Tantalus Gardens 6404 Wellington” (Proposed Development Permit 19-001)**

s. 22(1)

West Vancouver, BC s. 22(1)

13 September 2019

1603-01

Mayor Mary Ann Booth
Council, West Vancouver
District of West Vancouver
750 17th Street
West Vancouver, BC V7V 3T3

Re: Bylaw Violation and Adjudicating Process

Dear Mayor Booth and Members of the West Vancouver Council

I am writing to present my concerns with regard to a recent incident when my partner, s. 22(1), was issued a parking ticket for leaving his s. 22(1) parked on the North side of s. 22(1) close to the corner s. 22(1) s. 22(1) where there was and still is no visible sign alerting anyone that parking in this area is not permitted beyond 6 hours. My partner disputed the issuance of the ticket and went through the adjudication process, which ended as of September 4, 2019, after an interview with Adjudicator Terry Mullen. The outcome of the process was not favorable to my partner; hence, I have paid the fine, as the resident of West Vancouver who directed him to park in that area.

My concern is two-fold:

1. The existence of a Bylaw that governs restrictions for situations that are and can be a daily occurrence in the life of residents and visitors of an area should be made clear to all through signage. How can there be a Bylaw with regard to that area of s. 22(1) that most residents in West Vancouver would not be aware of, except perhaps the one complainant on s. 22(1) who initiated this incident to begin with? I have canvassed the various residents in my area. No one was familiar with the existence of this Bylaw. My concerns arise from:
 - The actual Bylaw Act states that a Bylaw is only enforceable when signage exists to inform the public of the existence of the restriction (Section 6.3.1 a). How is it that the ticket was issued anyway with the relevant Municipality staff acting with peremptory dismissal of this fact – ignorance or arrogance?
 - The lack of proper signage to inform the ever increasing traffic of unsuspecting members of the public – this is unfair. It is and would be totally unreasonable for the District of West Vancouver to expect any and all visitors as well as some residents who may be forced to seek parking beyond their usual residential area to abide by regulations that are not posted.
 - The increasing density in the Ambleside area, especially given the current Community plan – e.g., encouraging buildings of 17 storey heights and further units, with insufficient accommodation for

existing and future residents and visitor parking, leads me to inquire if this lack of posted signage is the Council's unstated strategy for raising more funds for the District?

2. The process of adjudication as implemented by the specific staff involved in this incident can only be described as unprofessional, and, therefore, appalling. As a long term resident of this District I am so disappointed at the behavior, the attitude and the manner in which this situation was handled. (Please refer to my enclosed letter to the Municipality for the details.) The impact of this process indicates my partner and I were not heard, the dispute arguments not considered appropriately and, therefore, penalized unjustly. It remains a source of extreme disappointment to me that public servants and systems constantly forget that they exist to serve the public.

In conclusion, I ask the questions: are there other Bylaws and restrictions I would describe as "obscure" that we, as residents, may not be aware of that will impact how we conduct business in the community of West Vancouver? How do we even begin to determine what this may be if the municipality does not inform the public sufficiently? To prevent further incidents of this nature, will Council consider setting up the required signage in that area on s. 22(1) [REDACTED] Surely, one further sign will not constitute pollution of the street? Will the Mayor and Council look into the adjudication process and how it is implemented to improve the standards? Perhaps further staff training may be required for some of the staff in that department.

I trust that you, as our Mayor, and Council Members will give this matter serious consideration as it can have an impact on many members of the public.

Please be aware that this letter has been discussed with my partner, [REDACTED] s. 22(1) He has given his full consent and approval.

Thank you for your consideration. I look forward to your response.

Sincerely,

[REDACTED]
s. 22(1)

COPY

s. 22(1)

s. 22(1)

BC s. 22(1)

12 September 2019

District of West Vancouver
Bylaw and Licensing Department
750-17th Street
West Vancouver, BC V7V 373

Re: s. 22(1) Payment of Adjudicated Parking Violation of Bylaw 4370,
s. 22(1)

To Whom It May Concern:

Please be informed that I am paying the above mentioned Violation Fine and Adjudication Fee of \$70.00 on behalf of my partner, s. 22(1), who throughout the year will reside with me at the above address for prolonged periods of time. My cheque is enclosed.

I also wish to register the following objections and concerns:

1. I pay this violation with the strongest objection possible to its issuance. I directed my partner to park on s. 22(1) as I was aware, having parked there before, that there were (and still, as of today) no posted signs restricting parking. The reason I directed him there is because of the extreme lack of sufficient parking in my area of residence and the constant inconvenience of having to re-park due to street cleaning requirements, especially during inclement weather conditions. There is no available parking in my building for a second vehicle.
2. As a long term resident of Ambleside, West Vancouver and the North Shore, I find it extremely appalling that the public is not adequately informed of restrictions by posted signage. In his letter to dispute this violation, my partner, s. 22(1) included a picture of signage used in North Vancouver. Why is West Vancouver not able to provide this adequately? The response he received that the District does not "wish to pollute the street with signs" is an unacceptable reason for not informing the public. With the increase of visitors to this area, it is totally unreasonable to expect any and all visitors to know such bylaws are in effect without posted signage directing them to consult the appropriate authorities to determine that such bylaws exist!(...unless this is the municipality's unwritten strategy for obtaining extra funding as!) **I take this opportunity to remind the relevant staff of the Municipality and, especially the adjudicator Terry Mullen, that there is a clause in the actual Bylaw: Section 6.3.1 a) that states "...it is in the placing or erecting of the appropriate traffic control devices that gives effect to the Bylaw."** This was cited by my partner s. 22(1) in his dispute letter dated s. 22(1) that the adjudicator seems to have ignored or forgotten conveniently in arriving at his conclusion.
3. Finally, even more appalling is the so called adjudication process and interviews, so unprofessionally conducted by Mr. Terry Mullen and the others previous to him. From being told such things as : "... the municipality does not wish to pollute the streets with signs," to my partner's reasoning does not constitute a defense because it was not what he/she wanted to hear," to the outcome cited by Mr. Mullen stating his decision is that there is no defense because my partner stated he "...should have been warned." Although my partner may have stated this in conversation with Mr. Mullen, it is clearly obvious that Mr. Mullen did not read the file and dealt with my partner in a summary and arrogant fashion so that he could tick off the relevant box to say complete. What a mockery and waste of my tax dollars!

In conclusion, although I am paying the fine, I do expect this matter will be given serious consideration as it will have impact on many people who do not know the nuances of living in this seemingly "privileged and entitled" neighborhood called West Vancouver.

Consequently, I am providing Mayor Booth and Council with a copy of this letter. I trust they will give serious consideration to the lack of parking in Ambleside, giving rise to such situations my partner now faces, and especially when planning for the needs of existing residents of the Ambleside area in their so-called Community plan. In addition, I ask them to review their policies (as in the implementation of Bylaws obscure to the general public) and processes for dealing with such concerns and complaints.

Please be informed that I do request and expect to receive the following :

1. A response to my letter showing reasonable consideration of the issues put forward, including a plan of how the municipality will address this lack of posted signage for making the public aware such Bylaws exist in order to prevent it from happening for others.
2. A copy of the vocal recording or a transcript of the last interview conducted by Mr. Terry Mullen with my partner last [REDACTED] s. 22(1) for future reference.

My partner, [REDACTED] s. 22(1), is fully aware and is in agreement with this action I am taking.

Thank you.

Sincerely,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

Telephone: [REDACTED] s. 22(1)

cc. Mayor Mary Ann Booth and Council

B/LAW AND LICENSING SERVICES
220 175 Street West Vancouver BC V7V 2T2
1 800-825-7362 1 800-825-7367

COPY
west vancouver
THE MUNICIPAL COMMUNITY

INFORMATION

SCREENING REPORT

s. 22(1)

North Shore Bylaw Notice Division
Adjudication Registry
Partner Municipalities:
District of North Vancouver
District of West Vancouver
Bowen Island Municipality
Village of Lions Bay

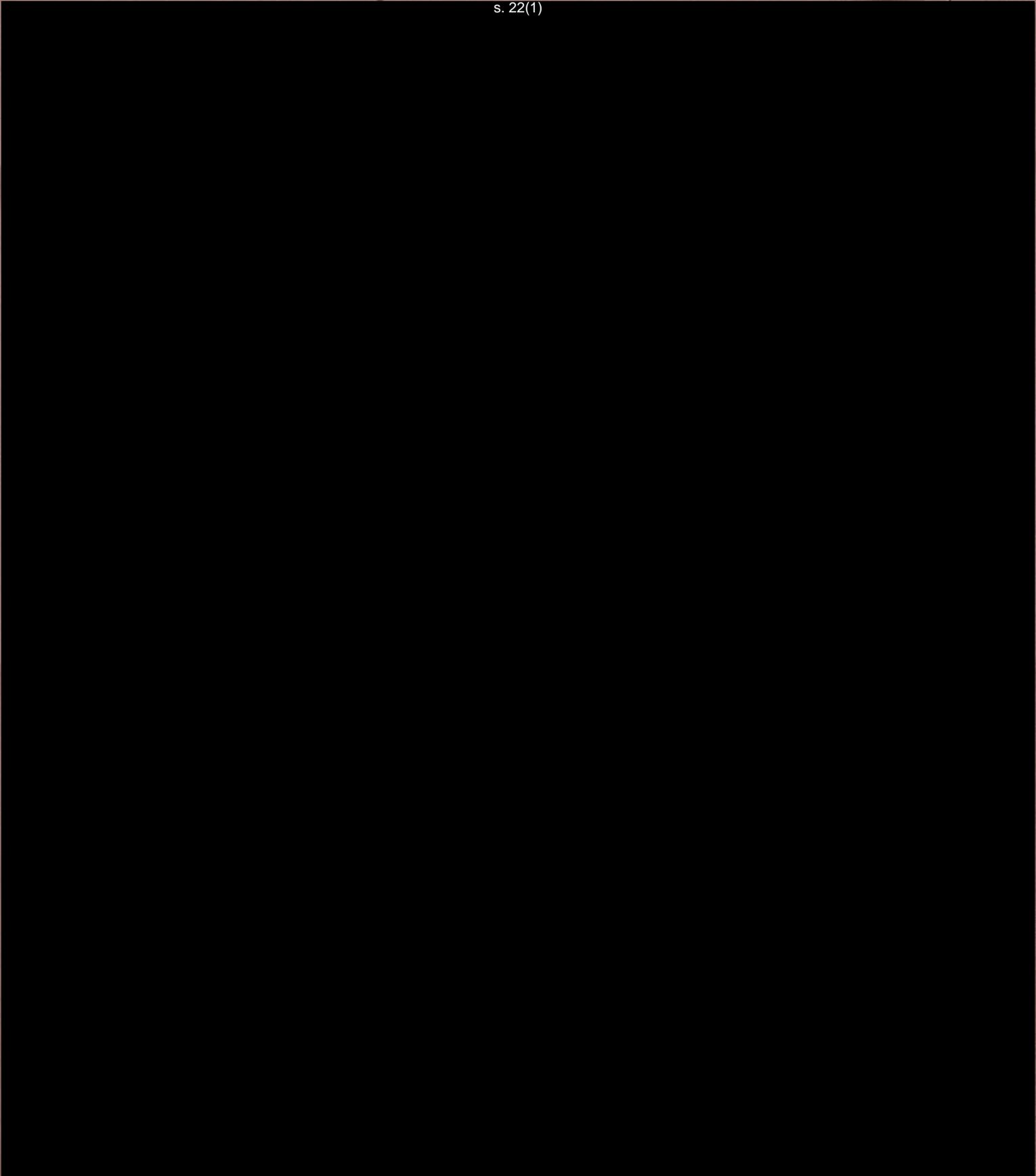


355 West Queens Road
North Vancouver BC
V7N 4N5
604-990-3741
adjudications@dnv.org

Adjudication Outcome Form

COPY

s. 22(1)



1605-04

From: [Redacted] s. 22(1)
Sent: Sunday, September 15, 2019 12:02 PM
To: MayorandCouncil
Cc: [Redacted] s. 22(1)
Subject: Illegal Suite

On or about December 2018, I contacted the District bylaw office to advise it that the the owners of the property located at [Redacted] s. 22(1) had subdivided their basement suite into two, thereby creating an illegal suite. [Redacted] s. 22(1), the owner of [Redacted] s. 22(1), has informed me [Redacted] s. 22(1) had made the same call.

Subsequently and up to about a month ago, I have been in constant contact with By Law Officer Cheryl Leblanc who has been most cooperative and helpful. Officer leBlanc has informed me that she has issued notices, written to the owners and has had conversations with them. The end result being that she instructed them to get an appliance disconnect permit from the building department, after which she would conduct an inspection to ensure that the appliances were disconnected. This being the limit of her authority

To rely on this action to ensure enforcement of the bylaw is absurd! Even if the appliances (fridge and stove) were disconnected, the landlord could easily plug the fridge back in, and provide the tenant with a hotplate.

Whether or not this has been done in this case is immaterial. The bottom line is that there is still, after 8 or 9 months, an illegal suite at [Redacted] s. 22(1).

I pay \$85 for a "Business Licence" for a basement suite which is vacant. [Redacted] s. 22(1) pays \$350 for [Redacted] s. 22(1) which is rented. The fact that a person in [Redacted] s. 22(1) is getting away with breaking the law, while we pay our dues is particularly galling.

Clearly the owners of the property at [Redacted] s. 22(1) are flaunting the District bylaws and making a complete mockery of the enforcement efforts.

We would appreciate you investigating and advising us as to what action you intend to take to rectify this matter.

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

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 11:28 PM
To: MayorandCouncil
Subject: Tantalus Gardens 6404 Wellington

To Mayor and Council

I have just watched your meeting of Monday September 9th regarding the controversial proposed development of Tantalus Gardens.

I was particularly interested in the applicants data regarding local support.

Someone did knock on [REDACTED] s. 22(1), but as my husband was on a conference call at the time he was unable to listen to or ask questions regarding the development. As we did not receive another visit I am interested to know if we came under for, against or indifferent? We are non of these, just under informed.

I am aware that the development was shelved earlier in the year until 'at least the end of the Horseshoe Bay LAP is complete'. Is this the case, is the LAP complete? If not surely the St Monica's development should be a part of this, especially as it has been an intricate part of Horseshoe Bay since 1951.

I was also interested when, during the meeting, the applicant mentioned that the development 'would bring much needed alternative housing to the community and will appeal to downsizers'. If I remember correctly the same was said of the Westbank development on Nelson Street, which at minimum cost of 1.5million for a 1bed apartment hasn't been the case. Will this development be any different?

I would also like to know why alternate plans have not been disclosed to the public. It has recently come to my attention that there are other people interested in the site who would like to 'revitalize the space as a non profit, multipurpose neighbour hood hub'. Is it fair to ask the public for their opinion without disclosing the options available?

Please accept this email, for the time being at least, as an AGAINST from a local who certainly was not canvassed as suggested.

Regards

[REDACTED] s. 22(1)

Sent from my iPad

West Vancouver

From: s. 22(1)
To: [MayorandCouncil](#)
Subject: Letter to WV Council re-Dangerous Road Work on 15th and Queens
Date: Tuesday, September 17, 2019 11:38:30 PM

To Mayor and Council:

Observing the road works at 15th St and Queens Ave, and in line with many residents in the Queens-15th St area, I am very concerned that the narrowing of Queens to 20ft 2.5 inches is simply too narrow to be safe for vehicles to safely pass.

An accident (with injury) is waiting to happen here.

I attach some photos showing e.g. that the right hand turn from 15th St going south onto Queens, which until now was possible due to the road being wide enough for a 'slipway' - has been made much more difficult

This will cause delays to cars making that turn and will cause further congestion on 15th - up to the highway.

Please direct the engineering department to reverse and remove their huge restriction at the earliest opportunity.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver, s. 22(1)



s. 22(1)

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GR



7 8 9 10 11 20 1 2 3 4 5 6 7 8
35 236 237 238 239 240 241 242 243 244 245 246 247 248



s. 22(1)

s. 22(1)



s. 22(1)





NO EXIT

STOP

s. 22(1)

0055-20 BCFSZ

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

Mayor and Council:

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

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

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

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

Regards,

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

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



(6)

WEST VANCOUVER MEMORIAL LIBRARY BOARD

**MINUTES
For the meeting of
July 17, 2019
Welsh Hall East**

Present: E. Fiss [Chair], D. Carter, C. Garton, P. Lambur, K.R. Shimoda, J.A. Telford,
T. Wachmann, F. Zhu

Regrets: A. Krawczyk, A. Nimmons, J. Stirk

Staff: P. Cumming, L. Breen, S. Felkar, S. Kent, M. Yule

1. Call to Order

The meeting was called to order at 6:00 p.m.

2. Public Comments

No members of the public were present.

3. Approval of the Consent Agenda

P. Cumming noted an error in the Director's Report with regard to the Shared Journeys launch on page 2. Sara Mohamadkhani is a Director of the West Vancouver Foundation, not the WVML Foundation.

It was duly moved and seconded:

THAT the Consent Agenda be approved as amended.

CARRIED

4. Approval of Agenda

F. Zhu requested that under item 10. Advocacy and Community Relations, the addition of
b) Councillor Coffees.

/2

Moved by: D. Carter
Seconded by: T. Wachmann

THAT the Agenda be approved as amended.

CARRIED

5. Adoption of Minutes

The draft minutes in the Board package still had track changes indicated. This will be corrected in the final document.

Moved by: J.A. Telford
Seconded by: F. Zhu

THAT the Minutes of the Library Board meeting held June 19, 2019 be adopted as amended.

CARRIED

6. Director

a) 2020 Strategic Initiatives Plan

Acting Director Pat Cumming presented the 2020 Strategic Initiatives Plan, indicating that there may be challenges in completing the initiatives given recent staffing changes.

The Trustees requested that the 2020 Strategic Initiatives Plan remain as is in order to preserve the excellent planning that went into the creation of the document. Incomplete projects can be noted and explained in the 2020 reporting process.

Moved by: J.A. Telford
Seconded by: K.R. Shimoda

THAT the WVML Board support the 2020 Strategic Initiatives Plan, as presented.

CARRIED

7. Governance

a) Third Party Promotion Policy

.../3

As requested at the June Board meeting, S. Kent presented the draft Policy which covers the content of promotional materials or presentations within the Library. The Trustees asked about third party promotion on the website and social media. S. Kent advised that there are guidelines, but further review and discussion would be needed to include these and a more in-depth policy developed.

Moved by: D. Carter
Seconded by: C. Garton

THAT the WVML Board approve Section 5.6 Third Party Promotion Policy as presented, and amend the Policy Manual accordingly.

CARRIED

8. Strategy

No report.

9. Finance

a) 2019 Mid-Year Budget Amendment

Moved by: D. Carter
Seconded by: K.R. Shimoda

THAT the WVML Board approve the 2019 Mid-Year Budget Amendment submission to the District as presented.

CARRIED

b) 2020 Foundation Funding Distribution Request

S. Felkar requested the total be revised to \$363,835. S. Felkar will provide the Board Finance Committee with the revised figures for the request prior to its submission to the WVML Foundation.

Moved by: D. Carter
Seconded by: K.R. Shimoda

THAT the WVML Board approve the submission of the Library's 2020 funding distribution request to the Foundation for a total of \$363,835 as

follows, subject to the assent of the Library Board Finance Committee prior to submission to the Foundation for approval.

- 1) \$168,300 for music collections, programs and a capital project from the Robert L. Welsh Fund, subject to the consent of the Foundation;
- 2) \$11,500 from the Restricted Purpose Home Services Fund;
- 3) \$180,035 for collections, programming and technology;
- 4) \$4,000 from the Library Trust Fund

CARRIED

10. Advocacy and Community Relations

a) July 2019 Community Relations Report

Due to a lack of time at the July 15 Council meeting, P. Cumming and Board Vice-Chair Eric Fiss were unable to present the 2018 Annual Community Report. The presentation has been deferred. D. Carter commented on the look and clarity of the Annual Community Report and thanked the staff for all the work they did on it.

F. Zhu thanked all the Trustees who were at the Shared Journeys launch and the staff who worked on the event. She added that it was well attended and the patrons were very interested in the program.

b) Councillor Coffees

F. Zhu suggested postponing the meetings with the Council members until after the Annual Community Report presentation. P. Lambur advised that most of the Councillors will be available during the summer and that the meetings could still be arranged in August.

11. Foundation

The Trustees previewed the Foundation video and commended them on its quality.

12. Correspondence

None

13. New Business

None

.../5

14. Date of Next Meeting

Wednesday, September 18, 2019, 6:00 p.m.

P. Cumming, S. Felkar, S. Kent, M. Yule and L. Breen excused themselves from the meeting at 7:19 p.m.

15. Closed Meeting

It was duly moved and seconded:

THAT the WVML Library Board approve the exclusion of the public in order to hold a closed session.

CARRIED

The Board proceeded with the closed meeting at 7:15 p.m.

16. Adjournment

It was duly moved and seconded:

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 7:50 p.m.

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

s. 22(1)

CHAIR
West Vancouver
Memorial Library Board

1805-14

From: [REDACTED] s. 22(1)
Sent: Tuesday, September 10, 2019 12:56 PM
To: MayorandCouncil
Subject: URGENT ISSUES
Attachments: URGENT ISSUES.pages; WESTRIDGE PETITION AS OF AUGUST 26th-2.pdf

Dear Mayor & Council,

Please see the request for your attention to the two urgent issues that require your immediate action. If you have any further questions please feel free to contact me.

I appreciate bringing these issues up to council at the next meeting so that time is on our side and we are not waiting for something terrible to happen.

Sincerely,

[REDACTED]
s. 22(1)

West Vancouver, BC

[REDACTED]
s. 22(1)

WESTRIDGE NEIGHBOURHOOD NOISE/TRAFFIC PETITION
My email and/or signature is in support of city council taking action to
reduce traffic noise and increase the safety of our Westridge
Neighbourhood

s. 22(1)

Petition with 24
names

WESTRIDGE NEIGHBOURHOOD NOISE/TRAFFIC PETITION

My email and/or signature is in support of city council taking action to reduce traffic noise and increase the safety of our Westridge Neighbourhood

s. 22(1)

West Van

To The District of West Vancouver

RE: NOISE POLLUTION

I have lived in the city of West Vancouver for **s. 22(1)** years. I moved here for its beautiful surroundings, park settings and safe neighbourhoods that would make it a place to live and raise a family. Over the years it has become loud and dangerous in our Westridge Ave neighbourhood.

My property is **s. 22(1)** where we once used to playing the field until the noise became unbearable. The field has become too difficult to communicate while playing. Without a highway barrier the increased traffic and transport truck air breaks the park is unbearable and our backyards are now affected . The increased speed and car as well as transport trucks up the Sea to Sky corridor is causing increased noise pollution.

Not only is noise a concern for our residents but noise is recognized world wide as a major contributor to health issues. Health Canada labeled noise as a "real and present danger". Many studies by the WHO have linked high urban noise levels to health problems, including: headaches, stress, fatigue, insomnia, high blood pressure, heart and digestive problems, immune system problems, aggressive behaviour and learning problems in children. The increase in highway noise is a real threat to our neighbourhood.

The Municipality of West Vancouver as well as the Ministry of Highways and Federal Government needs to work collaboratively with the residents and neighbours of Westridge Avenue to come to a shared solution of creating a noise barrier wall separating the highway noise at the source from the residential neighbourhoods.

Although there would be a cost to this project we cannot afford the alternative solutions. We cannot lower the speed limit to 60kms/hr to decrease the sound effects through West Vancouver from Taylor Way to Horseshoe Bay (as is done when entering the community of Lions Bay). We cannot enforce limited engine break use or eliminating transport trucks from utilizing the highway in the Sea to Sky Corridor.

Something has to be done about it before West Vancouver loses its idealistic community identity.

How Traffic Volume Affects Noise



2000 vehicles per hour sound twice as loud as



200 vehicles per hour

How Speed Affects Traffic Noise



Traffic at 65 miles per hour (approx. 105 km/hr) sounds twice as loud as

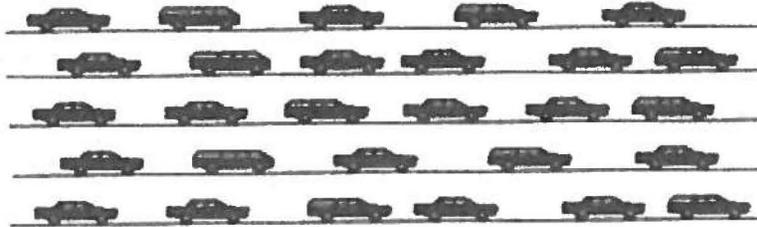


Traffic at 30 miles per hour (approx. 48 km/hr)

How Trucks Affect Traffic Noise



One truck at 55 miles per hour (approx. 89 km/hr) sounds as loud as



28 cars at 55 miles per hour (approx. 89 km/hr)
Federal Highway Administration, 2006

(The highway speed on the upper levels is currently 90kms/hr - today I drove the highway monitoring my speed at 90kms/hr and was passed by all vehicles). 1 truck is the equivalent to 28 cars - take this into consideration with the increase of transport trucks on the Sea to Sky Corridor)

RE: TRAFFIC DIVERSION ONTO WESTRIDGE AVE

In addition, recently with the traffic diversion from the "5 Creeks Diversion Project", frustrated drivers speed down Westridge at over 80 kms per hour (I downloaded an app to see just how fast vehicles were going in the suggested 30km zone). With all the children that currently walk to the neighbourhood IB school of West Bay, I am concerned that in September there will be a fatality. This is not something we cannot risk.

My neighbours down the street has been hit backing out her driveway in her car and I have been almost hit as a pedestrian [REDACTED] s. 22(1) on numerous occasions. Many of the neighbours, feeling frustrated and unheard, have given up calling the City of West Vancouver

or the West Vancouver Police Department. I recently on August called in to the non-emergency police line to report the stop sign run down at the top of Westridge coming off the highway. You need significant speed to run over a stop sign. I have also called the West Vancouver Blue Bus and they have also received many complaints from the neighbours on the speed in the area. They were not aware that the speed is 30. It is apparent that no one is paying attention.

The recent traffic diversion is a problem. There wasn't a real plan in place to mitigate the increased noise and disruptions to the neighbourhood residence and the children and pets who travel up Westridge. Without sidewalks at the furthest part people drive like they are still on the highway and the slope of the road naturally increases your speed if there is no official stop sign.

I request the city of West Vancouver Engineering department to put a three way stop at the intersection of Westridge and Southridge Ave at the most Westerly point and traffic calming strips or aggregate strips in the road to slow down vehicles that have forgotten the speed limit. I would also like the City Engineering Dept also to look at the possibility of a second three way stop sign at the point of Westridge Ave meeting Ripple Road. Currently there is a stop sign however only on Westridge and the vehicles travelling up from Burkehill Road to Ripple Road currently have the right of way and speed up Westridge Ave at the most westerly point.

I request that the West Vancouver Police department increase traffic enforcement in this area as short term with flashing speed signs as remediation along Westridge Avenue to address excessive speed and I ask that council also make that request of the WVPD.

I welcome the West Vancouver Council and Police to come sit in my driveway or s. 22(1) s. 22(1) with me to experience what we the residence of s. 22(1) have to live with day to day or walk s. 22(1) to school and see how dangerous it is.

I hope this falls on open ears and hearts before someone loses their loved one. I write this on be half of the residence of Westridge Ave.

Sincerely,

s. 22(1)

Federal Highway Administration, 2006. *Highway Traffic Noise*. Prepared for US Department of Transportation, <http://www.fhwa.dot.gov/environment/htnoise.htm> , Accessed April 19, 2006.

From: [Redacted] s. 22(1)
Sent: Tuesday, September 10, 2019 8:51 AM
To: MayorandCouncil
Subject: Council meeting start times

Dear Mayor and Council

I hope you all are well.

Last night there was discussion about moving the council meetings from a 6pm start time to 5pm start time. Please consider it is already difficult for us working class folk to get to the council meeting for 6pm. It used to be 7pm. I do not support a 5pm start time as it means many in the community will not be able to present.

Sincerely

[Redacted] s. 22(1)

West Vancouver

From: [Redacted] s. 22(1)
Sent: Thursday, September 12, 2019 9:41 PM
To: MayorandCouncil
Subject: Re: Strongly against Tantalus gardens proposal

Dear Mayor and Council,

This is the third letter I've written in opposition of this proposal as a resident of horseshoe Bay and a [Redacted] s. 22(1) St. Monica's church.

The reason I am writing this letter again, is to ask you to please not approve the Tantalus gardens proposal and more importantly save the community Church space.

Why you would allow a developer to double the density of his strategically purchased lots, just because he asks is beyond me and does nothing for the community or my neighbourhood.

The proposal is much too dense for the single family home area.

The location is already too busy with traffic congestion and in/out access to the village.

The proposal does nothing to meet affordable housing options, or help the "missing middle".

If you do approve the increased density for this proposal, can my lot [Redacted] s. 22(1) also have the same increased density? Along with say four or five of my immediate neighbors lots? Because that would make my land much more valuable, wouldn't it?

The developer blatantly lied to you when he said he had overwhelming community support from his door knocking campaign. He also never knocked on my door and my house is [Redacted] s. 22(1) from St. Monica's church.

Another neighbor has started a petition with over 300 signatures in 3 days opposing the proposal and I hope you take it into account at the next hearing.

Nobody who lives in the neighborhood wants this development and everybody wants to keep and revitalize the community space.

The lower portion of horseshoe Bay is already being reviewed for a new OCP. Why do you have to let that creep into the single family residential portion?

Please listen to your constituents and do not approve this development and please do save the community space of the church.

With respect,

[Redacted signature block] s. 22(1)

West Vancouver, BC.

From: [REDACTED] s. 22(1)
Sent: Friday, September 13, 2019 7:41 PM
To: MayorandCouncil
Subject: Tantalus Gardens

Dear mayor and council,

As [REDACTED] s. 22(1) the area I haven't had the opportunity to give my opinion on Tantalus Gardens proposed development. I was shocked to read this had passed the first stage as so many people I've spoken to are not in favour of this.

I am opposed to this project.

First the safety of the children who walk this route will be severely compromised, it's a narrow road that can be busy at times and with the addition of construction vehicles it will be a nightmare.

Who will live there? I'm sure they're not going to be within reach of many families and with noise pollution from B.C.

Ferries who will want to live there?

It seems the only benefit is to the developer not the community.

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 12:04 AM
To: MayorandCouncil
Subject: St Monica's Church development OPPOSITION

Mayor and Council

I am strongly opposed to Re-designating Public Assembly land to Residential Use.

- The proposed development would remove an essential and valuable community asset which cannot be replaced. Can you point to another plot of land that you could up-zone in a residential neighbourhood in West Vancouver?
- The proposed development purports to create housing for the missing middle, which is laughable when in fact, it is expensive housing which only creates income for the developer at the community's expense. The 'right-live' label created by the developer is nothing more than a marketing label to dupe the unwitting into believing he's providing a selfless social service.
- The immediate area has already has two lots subdivided in the last year alone, creating five homes where two used to be
- I have serious concerns about the validity of the data being offered by the developer - did he really "walk the streets"? I live [REDACTED] s. 22(1) and certainly have never been approached and cannot find any neighbour that has had anyone knock on their doors. How did almost 500 people sign the petition against this in under 5 days if so many of us "support the plan". The fact is that our neighbourhood is strongly opposed.
- We are the opposite of the NIMBY label; this is actually "YIMBY". Yes, keep it in my backyard. I want the public space, the community space, where people gather, bond and build family connections. Normally most petitions are against the community and public spaces in our neighbourhoods, but this one is saying KEEP IT.

Council, it is imperative to remember your mandate. Please remember that you serve the people. And we have spoken.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 1:11 AM
To: MayorandCouncil
Subject: Save community space at the St. Monica's site in West Vancouver

> Mayor and Council

Peter Nilsson, the developer claims that he / they canvassed the area yet I am not aware of this ever happening with myself or my neighbours.

>
> I am strongly opposed to Re-designating Public Assembly land to Residential Use.

>
> • The proposed development would remove an essential and valuable community asset which cannot be replaced. Can you point to another plot of land that you could up-zone in a residential neighbourhood in West Vancouver?

> • The proposed development purports to create housing for the missing middle, which is laughable when in fact, it is expensive housing which only creates income for the developer at the community's expense. The 'right-live' label created by the developer is nothing more than a marketing label to dupe the unwitting into believing he's providing a selfless social service.

> • The immediate area has already has two lots subdivided in the last year alone, creating five homes where two used to be

> • I have serious concerns about the validity of the data being offered by the developer – did he really “walk the streets”? I live [REDACTED] s. 22(1) and certainly have never been approached and cannot find any neighbour that has had anyone knock on their doors. How did almost 500 people sign the petition against this in under 5 days if so many of us “support the plan”. The fact is that our neighbourhood is strongly opposed.

> • We are the opposite of the NIMBY label; this is actually “YIMBY”. Yes, keep it in my backyard. I want the public space, the community space, where people gather, bond and build family connections. Normally most petitions are against the community and public spaces in our neighbourhoods, but this one is saying KEEP IT.

>
>
>

> Council, it is imperative to remember your mandate. Please remember that you serve the people. And we have spoken.

>
> [REDACTED] s. 22(1)

■ [REDACTED]

West Vancouver

From: [REDACTED] s. 22(1) [REDACTED]
Sent: Sunday, September 15, 2019 9:48 AM
To: MayorandCouncil
Cc: [REDACTED] s. 22(1)
Subject: Tantalus Gardens 6404 Wellington

This neighbourhood already has a traffic problem and by making it denser will not help .
I say absolutely no to this project .

Cheers

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

(9)(f)

1010-20-19-001

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 8:45 AM
To: MayorandCouncil
Subject: Tantalus Gardens 6404 Wellington

Dear Major and Council

I am confused about how community issues are discussed and moved along their way to approval or rejection. In particular, it appears that even when citizens proactively register their opposition to a issue early in the discussion that they are dropped from the tally as part of the Council vote as it was with this proposed development. This also happened with the B Line controversy. There is clearly a concern from the community on this development. Why wouldn't this be held up until the Local Area Plan is completed. There has been major changes to our communities in the last 5 to 10 years. We need to take the time to update our Planning to help create an environment that has community involvement and shared values. Please listen to what you are hearing from the long term residents-they want to have input and they are very worried that most of the Council is disregarding their concerns.

[REDACTED] s. 22(1)

West Vancouver, B.C.

[REDACTED] s. 22(1)

From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 2:12 PM
To: MayorandCouncil
Cc: [Redacted] s. 22(1)
Subject: Re: Proposed Re-zoning of St. Monica's Church

Dear Madam Mayor and Council:

I watched the video of council (August 9. 2019) discussing the proposed Tantalus Garden development proposal and am writing the letter to voice my concern that the developer Mr. Nilsson and his architect made many unsubstantiated claims regarding apparent support of the community which seem to be taken as fact by council. I for one do not support the proposed development. Many in our neighborhood share my concern. Nilsson's pie chart showed 5% and I would say that it is more like 75%.

I sincerely ask that council listen to the people affected by the proposed re-zoning of St. Monica's Church and further investigate unsubstantiated Quma's claims.

I would much rather a plebiscite to determine St. Monica's zoning status than the unsubstantiated statistics provided by the developer.

Sincerely,

[Redacted] s. 22(1)

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, August 11, 2019 1:51 PM
To: mayorandcouncil@westvancouver.ca <mayorandcouncil@westvancouver.ca>
Cc: [REDACTED] s. 22(1)
Subject: Proposed Re-zoning of St. Monica's Church

Dear Mayor and Council:

Several weeks ago I received a visit from Peter Nilsson, the developer who is trying to re-zone St. Monica's Church for multi family use. He and his partner arrived at my front door at about [REDACTED] s. 22(1) and had a 3-ring binder with what he claimed to be endorsements for his plan. I discussed my concern over having such a high density of housing given that we have single family dwellings throughout our neighborhood. He volunteered that an overwhelming majority of people support his proposal and pointed to his statistics in his 3-ring binder.

I told him that I don't support the re-zoning effort nor do most of my neighbors. It simply does not make sense for us who live here and have been here for many years. We enjoy the calm quiet life in a neighborhood of friends. I do not know where he comes up with his statement of overwhelming support and suggest that if he makes this same claim to council that he provide details that can be independently verified. **What should count are the opinions of the people in the neighborhood and not cronies who visit his website.** <https://tantalusgardens.com/>

Tantalus Gardens

Tantalus Gardens is a beautiful, intimate new home development proposal in Horseshoe Bay neighbourhood of West Vancouver. Our vision for Tantalus Gardens is a "pocket community" - a tight-knit residential area connected by pathways and garden spaces.

<https://tantalusgardens.com/>

He argued that there is a "missing middle" in the real estate market and I asked if his proposed development would be priced for first time buyers and/or young families. He indicated that he thought the prices would be in the \$1.5 million range - hardly affordable for young first time buyers. Also if he plans to market these units for oldsters interested in "downsizing" I would suggest that the steep terrain and long distance to facilities/services would not be appealing to those who wish to "downsize". Try walking up from the Bay!

It appears to me that this ill planned venture would do little to improve the quality of life in our neighborhood. Rather, I believe it would severely damage what is a peaceful and quiet place to live and would transform it into an over crowded and busy area further exacerbating the increased traffic flow from the Sewell development. I strongly oppose the plan that Mr. Nilsson proposes and ask council to reject his plans.

Sincerely,

s. 22(1)

s. 22(1)

From: s. 22(1)
Sent: Tuesday, November 13, 2018 7:08 AM
To: mayorandcouncil@westvancouver.ca <mayorandcouncil@westvancouver.ca>
Cc: s. 22(1)
Subject: Proposed Re-zoning of St. Monica's Church

Dear Mayor:

I am a resident of Horseshoe Bay and have recently seen that QUMA Properties, Inc. have made application to re-zone the St. Monica church to to high-density residential. I am strongly opposed to this re-zoning and respectfully ask that you not allow the change. We live at s. 22(1) and moved here s. 22(1) years ago. The neighborhood is a quiet friendly place with both young families and older retired people many of whom have built their home many years ago.

The prospect of having an additional 14 units under the guise of being the "missing middle" is just clever marketing jargon for a get rich developer to make people feel like they are doing our community some sort of service. Far from it. We don't have a "missing middle". We are a complete community with great diversity. Just come over and visit and see for yourself! We don't need and don't want 14 more high density units.

Sincerely,

s. 22(1)

1010-20-19-001

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 5:04 PM
To: Mayor and Council
Cc: [REDACTED] s. 22(1)
Subject: St. Monica's development

My wife and I are very much opposed to the proposed rezoning.

We support [REDACTED] s. 22(1) proposal.

Decline the rezoning, and [REDACTED] s. 22(1) proposal will go through.

I have lived at [REDACTED] s. 22(1) for [REDACTED] s. 22(1) years.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1) 1010-20-19-001
Sent: Monday, September 16, 2019 2:11 PM
To: MayorandCouncil
Subject: Mayor and Council West Vancouver: Save community space at the St. Monica's church site

Hey,

I just signed the petition "Mayor and Council West Vancouver: Save community space at the St. Monica's church site" and wanted to see if you could help by adding your name.

Our goal is to reach 1,000 signatures and we need more support. You can read more and sign the petition here:

[https://urldefense.com/v3/__http://chnge.it/5s27bfyZCT__;!7Ybluo8KqETyPA!Mj7y_gsG-QjoSEBD3m8fTlzJfNIiPxN6-yxlcZXxD-kEZOM7A9Gf3dzmc249qhxr6OnzbFUpHGJH\\$](https://urldefense.com/v3/__http://chnge.it/5s27bfyZCT__;!7Ybluo8KqETyPA!Mj7y_gsG-QjoSEBD3m8fTlzJfNIiPxN6-yxlcZXxD-kEZOM7A9Gf3dzmc249qhxr6OnzbFUpHGJH$)

Thanks!

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

Sent from my iPhone

1010-20-19-001

From: [REDACTED] s. 22(1)
Sent: Tuesday, September 17, 2019 12:29 PM
To: MayorandCouncil
Subject: Opposition to Tantalus Gardens Development.

I am writing to voice my vehement opposition to the proposed development of Tantalus Gardens.

Firstly, I am thoroughly disappointed in the council for passing this through the first stage without adequate community feedback. How is it acceptable to take the developer's (supposed) research as correct or unbiased? He never came to our door, even though I was at home when he was canvassing my neighbours. I live [REDACTED] s. 22(1) from the proposed development site, so my opinion is important as I will be directly effected by the development. In addition, it was very clear at the community meetings that a majority, if not all, the attendees opposed this development.

These aforementioned facts, plus the fact that council disregarded 100+ letters opposing the proposed development, they received months ago, showcases the council's apathy towards the needs and best interests of their constituents. This will be remembered during the next election.

Secondly, the proposed development is absolutely ridiculous for the area and does not benefit the residents of the community in any way, shape or form. It only benefits the developer's wallet and the rest of us have to live with the many consequences:

a) It is an absolute fallacy that this development will offer housing solutions for the "missing middle." The price point at which they will be offered will still be out of reach for middle class families and will appeal more to retirees looking to down-size; that's if they sell at all. Looking at the Westbank development down the road, it's not hard to predict a great degree of difficulty in selling these proposed homes. Plus, who wants to pay a million+ for a home that overlooks a busy 5-way intersection?

b) The roundabout at Nelson/Rosebery/Marine is a deceptively busy intersection. It is already extremely dangerous, especially if you're a pedestrian or cyclist. I, myself, have been cut off by a transit bus while crossing the road with my [REDACTED] s. 22(1). Unfortunately, this was just one of many times; however, it was the scariest.

Most people don't seem to know how a roundabout functions, so pedestrians are dealing with people that don't know whose turn it is, people who think it's their turn when it's not, people that don't bother stopping at crosswalks, and people who travel completely in the wrong direction, towards oncoming traffic. Increased distractions and aggravation brought on by delays due to the proposed high density construction of Tantalus Gardens is potentially, if not probably, lethal. It is a route frequented by kids walking to and from school; and potential detours (ie crossing Marine at Wellington) are equally as dangerous due to the blind areas caused by trees and parked cars, close proximity to the roundabout, as well as speeders. Not to mention, this small section of Wellington (from Rosebery to Marine) is very narrow. It can fit one car width at a time. No doubt there will be many blockages of Rosebery since it is also extremely narrow, which will divert cars down this small section of Wellington, making it even more dangerous for pedestrians to use this area. Construction of this magnitude on this particular area could be devastating.

c) There will be increased traffic, noise, delays, detours and parking for neighbours who chose Rosebery and Wellington for their quiet, low-traffic appeal. Residents of this area already have to deal with speeders and lack of parking due to ferry and Bay parking issues. Adding increased parking issues due to construction workers vehicles (short term) and higher density residences (long term) is unfair and reckless.

d) Increased density is already slated for Horseshoe Bay village area. This site sits outside of that area. There is no viable reason to extend those boundaries. Maybe this site can be revisited in a five or so years after the Bay fulfils it's increased density plans.

e) Approving this proposed development sets a dangerous precedent for other developers to continue turning quiet neighbourhoods in to construction zones to line their own pockets. If this proposal is allowed, I'm expecting you will acquiesce me and four neighbours to selling [REDACTED] s. 22(1) lots for higher density development?

f) Horseshoe Bay would lose valuable public community space. The church needs to be replaced with something that will benefit the entire community, not just the developer and takes in to consideration the traffic and the neighbourhood's needs.

I sincerely hope you realize that this is not the kind of development that will benefit the community and permitting it will be detrimental to the Horseshoe Bay residents and visitors.

Sincerely,

s. 22(1)

Sent from my iPhone

1016-20-19-001

From: s. 22(1) [REDACTED]
Sent: Wednesday, September 18, 2019 7:56 PM
To: MayorandCouncil
Subject: In favour of an alternative...The Roundabout

Dear Mayor and Council,

Thank you for taking the time to review this letter.

I send it in opposition to the Tantalus Gardens proposal currently on the table.

I have, as you know, written in the past about concerns I have about the scope of the current proposal, the underground parkade, lack of integrity of the developer & the loss of community space. This letter is not about those matters.

I recognize a few things. First, that Mayor and Council don't want to regret this as a "lost opportunity" for development and the securing of 'alternative & affordable' housing. Second, that Mayor and Council don't want to ever find the district responsible for this land, development, maintenance or upkeep. Thirdly, from an optic perspective, Peter Nilsson has ticked a lot of boxes – his website is professional, his supporters speak in serious tones, he development aligns with a clause of the OCP, he got a lot of letters sent in, he has pretty pictures of a micro-community set amongst trees on an island of green, and the statistics he has cited around the survey he did when he 'walked the streets' seem very impressive. He owns the land, yes, but he purchased it knowing it was zoned for community use.

I also recognize that just to oppose something carries very little weight. 100 voices in opposition to 1, seemingly, viable plan don't have a great deal of weight, particularly when they aren't offering much beyond words and sentiments of what they don't want.

However, the reason I'm writing is because there is an alternative. There is a viable alternative, a real alternative, a financially solvent alternative, a community alternative and a precedent setting alternative. There is an opportunity, not just for the community of Horseshoe Bay, but for Mayor and Council as well.

As you know s. 22(1) [REDACTED] is interested in purchasing the 4 plots of land that Quma are hoping will house Tantalus Gardens. He has made offers to Peter Nilsson but has received no response. s. 22(1) [REDACTED] voiced his desire to purchase these properties and to retain space for the community, but until now he hasn't offered up a solid business plan, reasonable in that he doesn't yet own the properties. Recognizing that in order to present a viable alternative we need to align and rise to the 'burden of proof' he has set to work. The work is inspiring, visionary, comprehensive and has, I believe, the potential to say a lot more about and for the people in the community than 14 more houses would.

It is clear that West Vancouver is in a pro-development time. From the Sewell's development in Horseshoe Bay to Ambleside and up into the mountains, land is being torn up and houses, complexes, duplexes - everywhere building is being done. There are rumours of more – Gleneagles Golf Course townhouses, Thunderbird Marina complex and on it goes. Many of those aren't contending with the issue of community space rezoning that Tantalus Gardens is. And, if they all go in, we'll need more community space.

So, here you have an opportunity to show that you support, not just development, but community voices and development in the same breath. This will be something you can point to as an indication that there is room for due process, vision AND that you do truly understand what 'affordable housing' means. That one developer voice is not stronger than hundreds that speak in opposition or ask questions that beg to be answered. This is your opportunity to support development all over the district and do something different where there is space, desire and resources to do so.

This is a pivotal time, people are speaking, writing and watching the process and your choices within it.

Warmest Regards,

s. 22(1)

, West Vancouver, BC s. 22(1)

1010-20-19-001

From: s. 22(1)
Sent: Thursday, September 19, 2019 2:15 PM
To: MayorandCouncil
Subject: Fwd: Tantalus Gardens Rezoning Applicaiton

Hi,

There appears to be some fascinating fictional computation at work because I recently read that allegedly council received "...only 2 letters of opposition..." to the Tantalus Gardens rezoning proposal. I too spoke with the developer when he came to my home soliciting support and he told me a similar story of just a few people in the community being against the project with the majority in favour. Yet, I have read several more than two in past council meeting minutes posted online.

Secondly, the above story of just a few opposers falls apart again when one visits the online petition that has registered 700+ people and counting who are against this project. Here is a link to the petition in case you have not yet seen it; https://www.change.org/p/mayor-and-council-west-vancouver-save-community-space-at-the-st-monica-s-church-site/u/25078861?es_tk=Am0Zm3oUQ87JO5vlg10AAANicvyyNyQEABF8BvEk0FGKTJK1sAU97kbg5nd0%3D&utm_campaign=0b61e28705f6490694ae43657bbe09d9&utm_medium=email&utm_source=petition_update&utm_term=es

Lastly, in light of the online petition, my own view, past letters to council, and the views shared with me by numerous neighbours, the statements made by the Mayor and Developer regarding the number of residents against this project are categorically false. I am astonished by the total disregard for the truth in this process and plead with council to represent their constituents by shining desperately needed light on these falsehoods. It is time for council to boldly stand up for the people in this community, call this farce for what it is, and shut it down.

s. 22(1)

West Van

s. 22(1)

Begin forwarded message:

From: s. 22(1)
Date: April 17, 2019 at 1:03:06 PM CDT
To: <MayorandCouncil@westvancouver.ca>
Subject: Tantalus Gardens Rezoning Applicaiton

Hi,

I have attended the past two public meetings on the Tantalus Gardens rezoning proposal. Thank you to the mayor and council members that have also attended.

Firstly, I support density and development in a manner that supports and enhances a connected healthy community, which is what we currently enjoy in this neighbourhood. In view of that, the 158 new units arriving soon in Horseshoe Bay at Sewells, and other future housing density development in the red zone, I am opposed to any rezoning of these parcels of land which will result in (1) increased traffic congestion and most importantly (2) the loss of public assembly space. It is blatantly evident to anyone attending the meetings this logic is seemingly unanimous amongst the local area residents that also attended.

Secondly, why does public assembly space matter so much to me? Well, I [REDACTED] s. 22(1) [REDACTED] s. 22(1) that can benefit from the use of this kind of space in a number ways; board meeting space, fund raising events, etc. In this context, [REDACTED] s. 22(1), the fine gentleman who has offered to try and work out a deal with the developer should the rezoning not pass, is most welcoming of my intended use and support for the space in this regard. Not to mention, I am in a position to ensure the facilities and events are properly insured at a cost that meets the necessary budget. This is just one of many examples where this concept has local support...and need!

Finally, will we all need to take more time out of our busy lives to attend a third meeting on this subject only to deliver the same message that has already been consistently delivered twice, or is council prepared to accept the clearly expressed views and logic of the local residents and stop the rezoning?

Respectfully,

[REDACTED] s. 22(1)

(9)(m)

1010-20-19-00)

From: s. 22(1) >
Sent: Thursday, September 19, 2019 2:34 PM
To: MayorandCouncil
Subject: Tantalus gardens proposal

Dear Mayor and Council,

Please let me know if there is any truth to the article below, which is being circulated by members of my community.

If there is no truth to it, I apologize in advance for wasting your time with fabricated news. I will also reach out to my community on your behalf and let them know this is "fake news" if you will.

If it is true, it's absolutely disgraceful and the mayor should not only apologize for her statement but ensure its addressed and corrected at the October 8th council hearing.

<https://www.theglobalcanadian.com/when-mayor-booth-misrepresented-opposition-to-horseshoe-bay-development/>

Sincerely,

s. 22(1)

From: MayorandCouncil
Subject: FW: CivX 2019 Event-Registration is Now Open
Attachments: CivX 2019 Communication to Membership.pdf

From: Shannon Story <sstory@lmlga.ca>
Sent: Friday, September 13, 2019 11:10 AM
To: Laura Dupont <dupontl@portcoquitlam.ca>
Subject: CivX 2019 Event-Registration is Now Open

To: Lower Mainland Local Government Association Member Mayors & Councils(please include in Council packages under correspondence)

Please see the attached communication on the annual CivX Event taking place on November 29, 2019.

Registration is now open!

--

Shannon Story
Executive Director
Lower Mainland Local Government Association

CIVX

Innovation in Local Government

November 28, 2019
Morris J. Wosk Centre for Dialogue, Asia Pacific Hall
3300-515 West Hastings Street
Vancouver, BC
8:30 am to 4:30 pm

The Lower Mainland Local Government Association and CivicInfo BC proudly present **CivX 2019: Civil Ideas for Less Civil Times** taking place on Thursday November 28, 2019 at the Morris J. Wosk Centre for Dialogue in Vancouver.

At this one-day seminar (8:30am – 4:30pm) delegates will hear practical ideas for making our towns and cities more inclusive for our citizens, regardless of age, gender, culture, or socio-economic background. Our exciting line-up of guest speakers includes:

- Diane Kalen-Sukra, Author, "Save Your City: How Toxic Culture Kills Community & What to Do about It"
- Tasha Henderson, Director, Women Transforming Communities speaking on "Encouraging Women to Get Involved in Local Government"
- Chris Friesen, Director of Settlement Services, Immigrant Services Society of BC discussing "Tips for Local Governments on Welcoming New Canadians"
- Dr. Atiya Mahmood, Associate Professor, Department of Gerontology, Simon Fraser University and Dr. Ben Mortenson, Associate Professor, Department of Occupational Science and Occupational Therapy, UBC speaking on "Community Mobility and Participation Among People with Mobility Disabilities"
- Dr. Eamonn O'Laocha, Instructor, Douglas College & Douglas Applied Research, Teaching and Consultancy speaking on "Using Technology to Connect Marginalized Populations"
- Representatives from the Fraser Basin Youth Council (Co-Creating a Sustainable BC) discussing "Engaging Young People/Youth & Sustainability"

The day will wrap up with a facilitated session, where local government delegates can share ideas and practices with one another, with a written summary being provided to all in attendance. A full agenda, with detailed session descriptions, will be published in late September.



November 28, 2019
Morris J. Wosk Centre for Dialogue. Asia Pacific Hall
3300-515 West Hastings Street
Vancouver, BC
8:30 am to 4:30 pm

Who should attend? Like past CivX events, this event will be of particular interest to local government elected officials, local government staff, staff from local government agencies, academics, and post-secondary students.

For those requiring overnight accommodation, a block rate is available at the Delta Hotel by Marriott Vancouver Downtown Suites, which is attached to the event centre. Click on link to book: <https://www.marriott.com/events/start.mi?id=1553903484786&key=GRP>

The cost of the event is only \$199, including a seated lunch. Online registration is open at

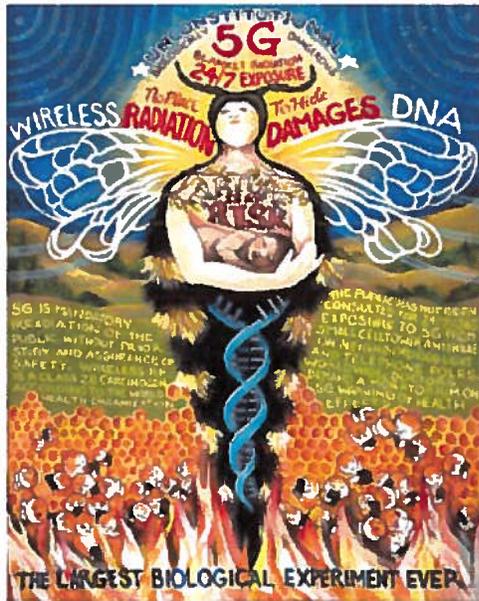
<https://www.civicinfo.bc.ca/event/2019/CivX>

From: [REDACTED] s. 22(1)
Sent: Friday, September 13, 2019 4:37 PM
To: MayorandCouncil
Subject: Fwd: new 5G poster on fb/ picture is worth a thousand words ...
Attachments: PastedGraphic-6.tiff

Begin forwarded message:

From: [REDACTED] s. 22(1)

[REDACTED] s. 22(1)



From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 10:22 AM
To: MayorandCouncil
Cc: Bill Soprovich; Nora Gambioli
Subject: Please watch and take action to protect us

[Redacted] s. 22(1)

[Redacted] s. 22(1) mentions by Mr. Clegg.

[Redacted] s. 22(1) hard wired home (yes, we have internet, faster and safe via fibre optic cable), since everywhere, in Ambleside park, on Marine Drive, in every restaurant, and medical clinic there is wi fi that [Redacted] s. 22(1). Do you really want this for yourselves and your families?

I have [Redacted] s. 22(1). Two are in a local West Van [Redacted] s. 22(1) which irradiates them daily all the time they are in school. What is the future prognosis for today's children? Will they be cancer victims, have ADHD? Don't we love them enough to hard wire the schools with fibre optics, and ethernet? This is not a poor district; surely parents would be happy to pay!

[Redacted] s. 22(1)

(From Sharon Noble of "stopsmartmetersbc.ca"; do not hesitate to spread the word. Indeed it is our only hope!)

A terrific youtube by Frank Clegg warning about 5G, asking for your help in spreading the word. Please consider sending this youtube to your MLA, your MP, your physician, your friends and family -- and anyone else you can think of. We have to educate people ASAP. Hopefully Frank will do a Canadian version, using stats from and about ISED (formerly Industry Canada) which is just as corrupt and inadequate as the FCC in the US.

Former President Of Microsoft Canada Frank Clegg: On Safety & 5G/Wireless Technologies

https://www.youtube.com/watch?feature=voutu.be&v=xSP2exnmJXg&fbclid=IwAR3Gt7aGMBW3iAhwPRp_n5mN84XdLI0AaNWodfMGg7y9xBneCk5MWd3mPO0&app=desktop 10:49 min.

From: [Redacted] s. 22(1)
Sent: Tuesday, September 17, 2019 4:07 PM
To: MayorandCouncil; Sultan.MLA, Ralph
Cc: [Redacted] s. 22(1)
Subject: Fwd: From our 'eyes on the ground' friend in Vancouver

This is very detailed information. It also explains why there seem to be 2 microcells every second block of Argyle Avenue, not just one! (read on!). Telus is ready to install 5G!

Any government that would allow this madness to be foisted on Canadians needs to be in a mental asylum!

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

Begin forwarded message:

☺☺ #5G Information...

by Arthur Firstenberg

The single most important fact about 5G that nobody is talking about is called "phased array." It will totally change the way cell towers and cell phones are constructed and will transform the blanket of radiation which has enveloped our world for two decades into a million powerful beams whizzing by us at all times. Blake Levitt, author of *Electromagnetic Fields: A Consumer's Guide to the Issues and How to Protect Ourselves* (Harcourt Brace, 1995), brought this to my attention. A mutual friend, with whom I was speaking during the campaign to defeat S.B. 649 in California, passed on a message from Blake: "5G antennas will be phased arrays; Arthur will know what that means." And I did.

Phased arrays were one of the first things I learned about in the very beginning of my long, involuntary journey from medical student to campaigner against wireless technology. After I was injured by X-rays in 1980, I began to read everything I could get my hands on that had to do with electromagnetic radiation and its effects on life. And one of the first books I read was Paul Brodeur's *The Zapping of America* (W.W. Norton, 1977).

Early warnings

Brodeur was a staff writer for the *New Yorker* who had purchased property on Cape Cod, Massachusetts, only to discover that 30 miles inland, across the bay from his future home, the Air Force was planning to construct the world's most powerful radar station. It was going to scan the Atlantic Ocean as a key early warning element protecting us against the threat of sea-launched ballistic missiles from the Soviet Union. Although it emitted an average power of only 145,000 watts, similar to some FM radio stations, it did not broadcast that energy from only a single antenna and it did not spread that energy out uniformly in all directions. Instead, it had 3,600 antennas arranged in two "phased arrays" of 1,800 antennas each. The antennas in each array worked together as a unit to focus all their energy into a narrow, steerable beam. Each beam had an effective power of four billion watts, and the peak radiation level exceeded one milliwatt per square centimeter—the FCC's safety limit today—at a distance of three miles in front of the radar station. The facility was called PAVE PAWS (Precision Acquisition of Vehicle Entry Phased Array Warning System).

The Defense Department acknowledged in a 1975 report, quoted by Brodeur, that such systems "energize thousands of operational elements, are electronically steered at high search rates, and operate at a frequency range having a maximum whole body energy transfer to man and for which little bioeffects data exists." [1]

Shortly after I read this, I discovered firsthand what some of the bioeffects were. Attempting to finish my M.D. almost cost me my life. I collapsed one day with all the symptoms of a heart attack, whereupon I resigned from

school and moved up to Mendocino to recover. There I was in the path of the other PAVE PAWS, the one that scanned the Pacific Ocean. This PAVE PAWS was due east of Mendocino, in California's Central Valley at Beale Air Force Base. And for nine months, every evening at precisely 7:00 p.m., no matter where I was or what I was doing, my chest would tighten and I would be unable to catch my breath for the next two hours. At precisely 9:00 p.m., my body would relax and I could breathe. I lived in Mendocino from 1982 through 1984, and although I eventually recovered my health, I was always aware of an uncomfortable pressure in my chest whenever I was on the coast. I also lived in Mendocino from 1999 to 2004, and felt that same discomfort whenever I was there, and always felt it suddenly vanish when I drove out of range of PAVE PAWS, and suddenly return at the same point on my journey home.

Directed beams

5G is going to be at a much higher frequency range, which means the antennas are going to be much smaller—small enough to fit inside a smartphone—but like in PAVE PAWS they are going to work together in a phased array, and like in PAVE PAWS they are going to concentrate their energy in narrow, steerable high power beams.[2] The arrays are going to track each other, so that wherever you are, a beam from your smartphone is going to be aimed directly at the base station (cell tower), and a beam from the base station is going to be aimed directly at you. If you walk between someone's phone and the base station, both beams will go right through your body. The beam from the tower will hit you even if you are in the general vicinity of someone who is on a smart phone. And if you are in a crowd, multiple beams will overlap and be unavoidable.

At present, smartphones emit a maximum of about two watts, and usually operate at a power of less than a watt. That will still be true of 5G phones, however inside a 5G phone there may be 8 tiny arrays of 16 tiny antennas each.[3] all working together to track the nearest cell tower and aim a narrowly focused beam at it. The FCC has recently adopted rules[4] allowing the effective power of those beams to be as much as 20 watts. Now if a handheld smartphone sent a 20-watt beam through your body, it would far exceed the exposure limit set by the FCC. What the FCC is counting on is that there is going to be a metal shield between the display side of a 5G phone and the side with all the circuitry and antennas. That shield will be there to protect the circuitry from electronic interference that would otherwise be caused by the display and make the phone useless. But it will also function to keep most of the radiation from traveling directly into your head or body. [5] and therefore the FCC is allowing 5G phones to come to market that will have an effective radiated power that is ten times as high as for 4G phones. What this will do to the user's hands, the FCC does not say. And who is going to make sure that when you stick a phone in your pocket, the correct side is facing your body? And who is going to protect all the bystanders from radiation that is coming in their direction that is ten times as strong as it used to be?

And what about all the other 5G equipment that is going to be installed in all your computers, appliances, and automobiles? The FCC calls handheld phones "mobile stations." Transmitters in cars are also "mobile stations." But the FCC has also issued rules for what it calls "transportable stations," which it defines as transmitting equipment that is used in stationary locations and not in motion, such as local hubs for wireless broadband in your home or business.[6] The FCC's new rules allow an effective radiated power of 300 watts for such equipment.[7]

Enormous power

The situation with cell towers is, if anything, worse. So far the FCC has approved bands of frequencies around 24 GHz, 28 GHz, 38 GHz, 39 GHz, and 48 GHz for use in 5G stations, and is proposing to add 32 GHz, 42 GHz, 50 GHz, 71-76 GHz, 81-86 GHz, and above 95 GHz to the soup.[8] These have tiny wavelengths and require tiny antennas. At 50 GHz, an array of 1,024 antennas will measure only 4 inches square.[9] And the maximum radiated power per array will probably not be that large—tens or hundreds of watts. But just as with PAVE PAWS, arrays containing such large numbers of antennas will be able to channel the energy into highly focused beams, and the effective radiated power will be enormous. The rules adopted by the FCC allow a 5G base station operating in the millimeter range to emit an effective radiated power of up to 30,000 watts per 100 MHz of spectrum.[10] And when you consider that some of the frequency bands the FCC is making available will allow telecom companies to buy up to 3 GHz of contiguous spectrum at auction, they will legally be allowed to emit an effective radiated power of up to 900,000 watts if they own that much spectrum. The base stations emitting power like that will be located on the sidewalk. They will be small rectangular structures mounted on top of utility poles.

The reason the companies want so much power is because millimeter waves are easily blocked by objects and walls and require tremendous power to penetrate inside buildings and communicate with all the devices that we own that are going to part of the Internet of Things. The reason such tiny wavelengths are required is because of the need for an enormous amount of bandwidth—a hundred times as much bandwidth as we

formerly used—in order to have smart homes, smart businesses, smart cars, and smart cities, i.e. in order to connect so many of our possessions, big and small, to the internet, and make them do everything we want them to do as fast as we want them to do it. The higher the frequency, the greater the bandwidth—but the smaller the waves. Base stations have to be very close together—100 meters apart in cities—and they have to blast out their signals in order to get them inside homes and buildings. And the only way to do this economically is with phased arrays and focused beams that are aimed directly at their targets. What happens to birds that fly through the beams, the FCC does not say. What happens to workers who climb utility poles? A 30,000-watt beam will cook an egg, or an eye, at a distance of a few feet.

And the power from a base station will be distributed among as many devices as are connected at the same time.[11] When a lot of people are using their phones simultaneously, everyone's phone will slow down but also the amount of radiation in each beam will be less. When you are the only person using your phone—for example, late at night—your data speed will be blisteringly fast but most of the radiation from the cell tower will be aimed at you.

Deep penetration into the body

Another important fact about radiation from phased array antennas is this: it penetrates much deeper into the human body and the assumptions that the FCC's exposure limits are based on do not apply. This was brought to everyone's attention by Dr. Richard Albanese of Brooks Air Force Base in connection with PAVE PAWS and was reported on in *Microwave News* in 2002.[12] When an ordinary electromagnetic field enters the body, it causes charges to move and currents to flow. But when extremely short electromagnetic pulses enter the body, something else happens: the moving charges themselves become little antennas that re-radiate the electromagnetic field and send it deeper into the body. These re-radiated waves are called Brillouin precursors.[13] They become significant when either the power or the phase of the waves changes rapidly enough.[14] 5G will probably satisfy both requirements. This means that the reassurance we are being given—that these millimeter waves are too short to penetrate far into the body—is not true.

In the United States, AT&T, Verizon, Sprint, and T-Mobile are all competing to have 5G towers, phones, and other devices commercially available as early as the end of 2018. AT&T already has experimental licenses and has been testing 5G-type base stations and user equipment at millimeter wave frequencies in Middletown, New Jersey; Waco, Austin, Dallas, Plano, and Grapevine, Texas; Kalamazoo, Michigan; and South Bend, Indiana. Verizon has experimental licenses and has been conducting trials in Houston, Euless, and Cypress, Texas; South Plainfield and Bernardsville, New Jersey; Arlington, Chantilly, Falls Church, and Bailey's Crossroads, Virginia; Washington, DC; Ann Arbor, Michigan; Brockton and Natick, Massachusetts; Atlanta; and Sacramento. Sprint has experimental licenses in Bridgewater, New Brunswick, and South Plainfield, New Jersey; and San Diego. T-Mobile has experimental licenses in Bellevue and Bothell, Washington; and San Francisco.

January 17, 2018

[1] *The Zapping of America*, p. 243.

[2] W. Hong et al., "Multibeam Antenna Technologies for 5G Wireless Communications," *IEEE Transactions on Antennas and Propagation* 65(12): 6231-6249 (2017).

[3] Y. Huo and W. Xu, "5G Cellular User Equipment: From Theory to Practical Hardware Design," arXiv:1704.02540v3 (2017), Fig. 11.

[4] 47 CFR § 30.202(b)

[5] Huo and Xu, p. 4 and Fig. 4.

[6] In the Matter of Use of Spectrum Bands Above 24 GHz for Mobile Radio Services, Report and Order, FCC 16-89, ¶¶ 285-287 (2016) ("First Report and Order").

[7] 47 CFR § 30.202(c)

[8] First Report and Order, FCC 16-89 (2016); Second Report and Order, FCC 17-152 (2017).

[9] Huo and Xu, p. 12 and Fig. 7(a).

[10] 47 CFR § 30.202(a)

[11] Reply Comments of Nokia to FCC's Notice of Proposed Rulemaking (Feb. 26, 2016, Appendix).

[12] *Microwave News* 22(2): 1, 10-12.

[13] R. Albanese et al., "Ultrashort Electromagnetic Signals: Biophysical Questions, Safety Issues and Medical Opportunities," *Aviation, Space, and Environmental Medicine*, May 1994, pp. A116-A120.

[14] B. Macke and B. Ségard, "Simple Asymptotic Forms for Sommerfeld and Brillouin Precursors,"
arXiv:1203.4461v2 (2018).
#Stop5G

From: [REDACTED] s. 22(1)
Sent: Saturday, September 14, 2019 11:30 AM
To: MayorandCouncil
Subject: 707 & 723 Marine Drive Towers - Opposed to Revision

Dear Mayor Booth and Council, I'm opposed to the proposed expansion. We live in the neighbourhood and this will negatively impact our viewscape.

1. The new proposal is inconsistent with the Marine Drive Local Area Plan (LAP), approved in July 2017 after extensive consultation and feedback from the community.
2. The additional density significantly exceeds the density policy of the LAP. Most afternoons and evenings we live with the traffic consequences of density along the Taylor Way/Marine Drive corridor every day. Adding further density to an area that is already overburdened is unacceptable.
3. The original proposal, approved in June 2018, was the first developed under the LAP. If this major change to the original proposal is approved, Council will face a serious credibility problem on future LAP projects.

You should not disregard the 2017 Local Area Plan so soon and so egregiously.

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

(13)(a)

1646-09

From: john cave <takeoffnow@hotmail.com>
Sent: Saturday, September 14, 2019 8:34 PM
To: MayorandCouncil; [REDACTED] s. 22(1)
Subject: Only correspondence about signs in last campaign [REDACTED] s. 22(1) called, sign down at the Ambleside fields(?)...

There was not one complaint on signs received in [REDACTED] s. 22(1) Campaign Office. Sign down notification - YES!

I cannot believe that one minute of staff time has been wasted on Sign By-Laws!

Better usage of time would be having the names on the ballot drawn from a hat to determine the order of ballot appearance instead of by alphabetical order. This is a democratic change that should be put in place for next municipal election.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver BC

From: john cave [mailto:takeoffnow@hotmail.com]

Sent: October-08-18 3:53 PM

To: [REDACTED] s. 22(1)

Subject: Re: [REDACTED] s. 22(1) called, sign down at the Ambleside fields(?)...

Do you want me to organize all the candidates to pick up signs in designated areas and then bring them to be sorted at Pauline Johnson School saving time for all and gas? This pick up should take place on Sunday October 21st from say 11:00AM till 3:00PM.

I will man the drop off area and rent a larger truck from U-Haul to take signs to the dump and cut up the wood into fire size pieces. Candidates can either take their signs home for future use or leave them with me to drop at the dump. Metal holders will be recycled at dump metal area and all the plastic will be sent to dump. Plastic signs cannot be recycled.

THANK YOU FOR YOUR VALUABLE BUSINESS!

WORLD WIDE RIVER AND OCEAN CRUISE SPECIALISTS

**Have you checked your passport for expiration date?
Passport should not expire within 6 months of your travel date!**

**John Cave, President
takeoffnow.com cruise and travel**

a member agency of TL NETWORK
(7,000+ members buying travel in volume)

TL NETWORK is the largest travel buying consortium in North America
A division of Take Off Eh! Cruise and Travel Corp. 1361 Marine Drive, West Vancouver, BC Canada V7T 1B6

TEL: 9228760 (604) FAX: 9228740 (604) CELL: 7154359 (604)

From: [REDACTED] s. 22(1)

Sent: October 8, 2018 3:32 PM

To: john@takeoffnow.com

Cc: s. 22(1)

Subject: s. 22(1) called, sign down at the Ambleside fields(?)...

Happy Thanksgiving to you s. 22(1)

Briefly, might you be able to look at the sign there s. 22(1)

s. 22(1) just rang me; spotting it?)

Also did you by chance check the one 19th and Bellevue one?

Thanks for your sign help! I really do love your stealth marketing sign "moves". ;)

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Thursday, September 19, 2019 12:17 PM
To: MayorandCouncil
Subject: Election Sign Restrictions

1646-09

Dear Mayor and Council,

The number and location of candidate election signs should not be restricted. I recommend that Council direct its concern towards the removal and recyclability of signs, i.e., signs must be able to be recycled at a local facility and the materials used to support those signs be recycled, or donated to a group for re-use or re-purposing.

I do not support Council passing a bylaw that restricts the number and location of candidate election signs.

Thank you,

[REDACTED] s. 22(1)

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

[REDACTED] s. 22(1)

Sent from [Mail](#) for Windows 10

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 1:14 PM
To: [REDACTED] s. 22(1) MayorandCouncil
Cc: [REDACTED] s. 22(1)
Subject: RE: Illegal Suite

Hello All,

Community Bylaws are designed and constructed to create a set of reasonable behavioural laws that apply to **all** citizens, for the mutual and shared benefit of **all**. The presumption that these Bylaws, or "societal rules" are observed and respected by all citizens as rules they are obliged to live by, or otherwise enforced, is what makes our community a civilized and pleasant place to live and enjoy with friends and family.

By my observation, Bylaws are particularly effective for law abiding and respectful citizens that have every intention of "following the rules" for the greater good. Unfortunately, and as evidenced by this example, Bylaws apparently are not very effective against citizens that have no intention of complying with them.

If Bylaws are reluctantly enforced, or not at enforced at all, then they really aren't Bylaws, are they? If West Vancouver cannot see their way to enforcing existing laws, then quite obviously the infraction rate will increase as continued disrespect of the Bylaws/lack of effective enforcement becomes more widespread. Quality of life in West Vancouver will degrade.

The District of West Vancouver needs to take a hard look at our collective values, and whether the outstanding attributes of living here will be upheld by firm and appropriate enforcement of the Bylaws that apply to all, and are for the benefit of all.

Respectfully,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 12:02 PM

To: MayorandCouncil@westvancouver.ca

Cc: [REDACTED] s. 22(1)

Subject: Illegal Suite

On or about December 2018, I contacted the District bylaw office to advise it that the the owners of the property located at [REDACTED] s. 22(1) had subdivided their basement suite into two, thereby creating an illegal suite. [REDACTED] s. 22(1), the owner of [REDACTED] s. 22(1), has informed me [REDACTED] s. 22(1) had made the same call.

Subsequently and up to about a month ago, I have been in constant contact with By Law Officer Cheryl Leblanc who has been most cooperative and helpful. Officer leBlanc has informed me that she has issued notices, written to the owners and has had conversations with them. The end result being that she instructed them to get an appliance disconnect permit from the building department, after which she would conduct an inspection to ensure that the appliances were disconnected. This being the limit of her authority

To rely on this action to ensure enforcement of the bylaw is absurd! Even if the appliances (fridge and stove) were disconnected, the landlord could easily plug the fridge back in, and provide the tenant with a hotplate.

Whether or not this has been done in this case is immaterial. The bottom line is that there is still, after 8 or 9 months, an illegal suite at [REDACTED] s. 22(1).

I pay \$85 for a "Business Licence" for a basement suite which is vacant. [REDACTED] s. 22(1) pays \$350 [REDACTED] s. 22(1) suite which is rented. The fact that a person in [REDACTED] s. 22(1) is getting away with breaking the law, while we pay our dues is particularly galling.

Clearly the owners of the property at [REDACTED] s. 22(1) are flaunting the District bylaws and making a complete mockery of the enforcement efforts.

We would appreciate you investigating and advising us as to what action you intend to take to rectify this matter.

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

0332-01

From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 9:07 AM
To: Mayor and Council
Subject: War on the waters: salmon farms losing battle with sea lice as wild fish pay the price | The Narwhal

Thought you might be interested: [https://urldefense.com/v3/__https://thenarwhal.ca/war-on-the-waters-salmon-farms-losing-battle-with-sea-lice-as-wild-fish-pay-the-price/__;!7Ybluo8KqETyPA!KOsWJhZeNrMyUE2uOir3s-LIGww5tkWQfqSbtEEcQc1i70a7_cHnXtfCy8wTW18kstT04GJHedI\\$](https://urldefense.com/v3/__https://thenarwhal.ca/war-on-the-waters-salmon-farms-losing-battle-with-sea-lice-as-wild-fish-pay-the-price/__;!7Ybluo8KqETyPA!KOsWJhZeNrMyUE2uOir3s-LIGww5tkWQfqSbtEEcQc1i70a7_cHnXtfCy8wTW18kstT04GJHedI$)

[Redacted] s. 22(1)

West Vancouver BC

[Redacted] s. 22(1)

0055-02 UBCM1

From: Penny Walter on behalf of Info
Sent: Monday, September 16, 2019 11:29 AM
To: MayorandCouncil
Subject: FW: UBCM- Tradeshow Booth 919, " An Anti-Human trafficking Initiative"

From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 11:28 AM
To: Info <info@westvancouver.ca>
Subject: UBCM- Tradeshow Booth 919, " An Anti-Human trafficking Initiative"

Dear Mayor Mary Ann Booth and West Vancouver District Councillors,
Please visit me at **UBCM Tradeshow Booth 919, "An Anti-Human Trafficking Initiative"**.

I have materials, posters, handouts including materials from the RCMP Human Trafficking National Coordination Centre and the new National Human trafficking hotline number agency(1-833-900-1010).

The UBCM 2019 theme is "Resiliency and Change".
Resilient communities will thrive in a changing world.
Addressing the new scourge of Human trafficking and sexual exploitation will help to promote resilient, healthy, safe communities.

ASK: I look forward to meeting your Council members in person,

Sincerely, [Redacted] s. 22(1)

[Redacted] s. 22(1)

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

From: s. 22(1)
Sent: Monday, September 16, 2019 7:27 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Please help residents to bring in Rideshare companies to our city, to help Us to deal with overpriced and poor service that taxi companies continue to provide. It cost 35 + \$ to get from West Vancouver to DT, 20 + \$ to get from Park Royal to Altamont (that is 5- 8 min trip)!!!!

Taxi companies and ICBC are fighting to keep their monopoly to continue to provide bad and expensive service to residents, via demands for caps, licensing and everything else they can come up. Driving is simple driving, we do it every day, and ride sharing helped many cities to provide reasonable solution to move form place to place, without need of the car, I use it every time I visit pretty much any city in North America, we are the last one, please help Us.

I will also vote for any party that will propose to dismantle ICBC and use same model then Albert or many other places, as there is no need to have this organization that has only one goal to make sure cars costs a lot more for BC residents then our neighbours. I took car from Alberta that I drove there, and my insurance moved from 700 \$ per year, to \$2400 per year, Same Car - Same Driver. Things like that are the reason to BC being marked as unaffordable.

Resident of West Vancouver

s. 22(1)

West Vancouver.

From: s. 22(1) [REDACTED]
Sent: Monday, September 16, 2019 7:45 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Hello,

We were recently in s. 22(1) and used both Uber and taxi services. They were complimentary to one another and easily accessible everywhere we went. It would be great to have both options in our city to operate in the same way so as to better allow for competition to the taxi services.

Thanks.

s. 22(1)

[Burnaby BC](#) s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 7:49 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Please join the rest of the modern worldplease support regional rules that allow ridesharing to operate: No Caps, regional business licences...so we as your taxpayers ...can be better served....we the public decide what is best for us ...not you....as your just holding on to power...the people elect you....you serve the people not the other way around.... [REDACTED] s. 22(1)

Sent from my BlackBerry — the most secure mobile device — via the Bell Network

[REDACTED] s. 22(1)

Maderia Park, BC

[REDACTED] s. 22(1)

From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 8:23 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver needs Uber !!

Uber is needed, period. Uber is a convenient, cashless, review-based system that works!

Access to clean prompt taxi service in West Vancouver is basically non-existent and the remedy is Uber.

Tourism revenue is not driven by narky cab drivers with unclean cabs, ridiculous waiting times and less-than-enjoyable ride experiences.

[Redacted] s. 22(1)

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1) 1805-01
Sent: Monday, September 16, 2019 8:41 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Hi there,

Really hoping Uber comes to Vancouver as we find it tricky getting taxis to service West Vancouver outside of regular business hours (ie for socializing at night). We are very pro bus and hope that with more buses running + easier access to rides home via Uber, we can become less car-dependant.

Thank you so much for listening!

[REDACTED] s. 22(1)

[REDACTED]
West Vancouver PC

Sent from my iPhone

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 10:22 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

I support Ride Sharing.

We are a one car family and because public transit from the North Shore can be problematic we sometimes need to use Taxis.

We often end up in ridiculous situations where there are no taxis available because it is raining or it is rush hour or they do not want to drive.

I have stood at the Taxi stand at Park Royal with my mother who is [REDACTED] s. 22(1) for an hour because none of the drivers wanted to go down town. They all said the same thing "their shift was ending and it was too far"

As a family [REDACTED] s. 22(1) we need a larger taxi on occasion. We have been told we can't book this in advance and frequently when we call the day of our trip they do not have a car available that can hold [REDACTED] s. 22(1) plus bags.

I often feel as though we are held hostage by the Taxi companies and we have no alternative. The rights of the greater public should be given more consideration than a smaller specific group.

We support regional rules that allow ride sharing to operate without Caps or regional business licenses.

Thank you

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 8:49 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

We recently visited Toronto for [REDACTED] s. 22(1)
During that time we used Uber about five or six times to take rides.
Living in Vancouver we always have to take taxis.
Every time I take a taxi I hate the idea - the atmosphere is not good the drivers don't know the city and you have to fumble around to give them money to pay.
Just for a comparison we took a 35 minute ride in Toronto and it cost only \$15.
When we came home to Vancouver we took sky train from the airport and a bus back down to Park Royal and then caught a cab to get home. We are two senior citizens dragging a couple of suitcases and the driver didn't even get out of the car to help us put the bags in the trunk.
As well when we arrived at our destination he did not make any effort to help us with the bags. It ended up costing us eight dollars for what was maybe a seven minute ride.
Putting a cap on the new ridesharing opportunities is not right. It should be "let the market decide the prices".
Cabs in Vancouver over the past years I've just been gouging their customers.
I urge you to allow Uber to operate in West Vancouver and the Lower Mainland, and to not put restrictions on minimum values on the pricing. Putting the proposed rules and regulations in place is something a Communist state would do.
Oops, I almost forgot we have a NDP government running/ruining the province.

[REDACTED] s. 22(1)

West Vancouver

Sent from my iPad

1805-01

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 1:31 PM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Hello,

I reside in Vancouver and am very strongly against the current control over the ride-sharing business in our province. I would strongly advocate for ridesharing of all types be allowed in our province.

Cheers,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

From: [Redacted] s. 22(1)
Sent: Monday, September 16, 2019 11:53 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Good morning!

This is a fantastic email! It's unbelievable that there are so many road blocks to this coming to fruition.

In terms of the taxis, it's abundantly clear that they can not service their existing client base or refuse to. I can't tell you how many times I have tried to get a North Shore taxi and either been unable to or had to wait hours to get one. Regardless of my destination or time of day.

To this day, even though there is a requirement for taxis to take all fares the only way you can get a taxi to bring you back to the north shore from downtown is if you don't tell them where you are going until they start driving.

Why on earth these governments are allowing the taxi lobby to dictate what is better for the greater good and what is being demanded by the constituents, is beyond me. They have been elected to represent people fairly and accurately so please do your job. I understand the licensing fee for taxis is large but that was the cost of entry at the time they started their business. The landscape of business is ever changing to adapt to market needs and demands.

In terms of comments regarding increased traffic due to Uber ... this makes no sense whatsoever. In fact, what makes sense is the complete opposite.

We travel extensively and Uber is undeniably an amazing resource. It doesn't replace other forms of transportation, it simply compliments them. It gives people that come to our city and have language barriers a sense of confidence. We experienced that in Eastern Europe where we knew where we were going but were challenged to articulate that. Via Uber we were able to move around safely and confidently with our children.

It makes it unquestionably easy to make good decisions when it comes to leaving the car behind. Why don't we want to make it easy for people to make good/safe decisions.

Further more, in a city that is increasingly hard for people to live based on high cost of living, why would we not allow people to earn extra money while driving when they are anyway. I have yet to meet an Uber driver that does it as a living. Rather compliments their lifestyle. Not to say there aren't people that do it for a living.

As a consumer Uber cars are cleaner, faster to access, more consistent, service based and friendly.

Please move forward. This is simply ridiculous that so much time and energy is taken to oppose a great idea.

s. 22(1)

s. 22(1)

West Vancouver, BC

1805-01,

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 3:40 PM
To: MayorandCouncil
Attachments: text_0.txt

This message is brought to you by

Rogers

Dear Mayor,
In West Vancouver we need more help to commute plus the buses and Taxis which are the colony of special companies.
I am a grandmother who needs to commute more and in our neighbourhood busses are not always available on weekends.
Cabs are always too busy to help us at different times of nights.
PL. help our districts and other districts of greater Vancouver to have more access to commute.

Cheers
[REDACTED] s. 22(1)

West Vancouver
[REDACTED] s. 22(1)



1805-01 .

From: [REDACTED] s. 22(1)
Sent: Monday, September 16, 2019 9:43 PM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Vancouver need Uber

Dear Sirs,

I am writing to implore you to please support the implementation of laws allowing Uber to operate here on the North Shore and in greater Vancouver. We have utilized their service in other Canadian cities as well as overseas and have had no issues with their service and only positive results. Please vote to support ridesharing with no caps or restrictions. Let West Vancouver and all of Vancouver keep pace with the rest of the world!

Thank you.

Sincerely,

[REDACTED] s. 22(1)

West Vancouver BC
Sent from my iPad

[REDACTED] s. 22(1)

1805-01

From: [Redacted] s. 22(1) [Redacted]
Sent: Wednesday, September 18, 2019 7:13 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

Dear Honourable Mayor and Council Members,

Taxi groups have now started lawsuits and continue to pressure city councils to prevent ridesharing from launching by asking cities to support caps on the number ridesharing vehicles allowed in our city, which would increase wait times and reduce affordability.

As a constituent who lives and works on the north shore and is not able to drive due to [Redacted] s. 22(1), ridesharing offers an extremely valuable alternative to prohibitively expensive taxi service and prohibitively lengthy public transit commute times.

It has been a long road to bring ridesharing to BC, but we need to enable safe, affordable, reliable transportation here in Metro Vancouver before the holiday season.

Please make the right choice for me.

Sincerely,

[Redacted] s. 22(1)

[Redacted] s. 22(1)

West Vancouver BC

[Redacted] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 18, 2019 7:19 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

I am writing in support of ride sharing implementation in Vancouver.

For environmental reasons and as well to assist those who can't afford to own their own car, nor the costs of parking in our downtown core, Uber would be an effective solution.

We need to support regional rules that allow ridesharing to operate: without caps on regional business licenses.

Thanks for your help in moving Uber forward. Let's move Vancouver future forward.

Warmly,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1) 1805-01.
Sent: Wednesday, September 18, 2019 10:26 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: Uber

Dear Mayor and Council,

It has come to my attention that the ride sharing which is to come into effect this fall may still be challenged and delayed by our municipalities. I would like to reiterate on the importance of allowing ride sharing to occur. My empathy for the taxi industry has now waned as they have failed to provide an adequate level of comparable service to Vancouver even with a 7 year head start. A 7 year window to develop technology and infrastructure to make the service comparable and beneficial as ride share is in all other parts of the world seems adequate.

In these 7 years the lack of easy accessibility has led to clients, acquaintances, friends and family unable to get easy access to transportation post social events. All they get is a busy signal or waiting for a cab that ultimately doesn't show. I am of the belief that this makes the authoritative bodies of our province complicit should any harm arise from these situations.

The taxi companies claim they have new "APP" technology allowing pre-bookings. This a false as it has left me with no taxi on several occasions including an early morning request to go the airport for business.

Thank you .

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

1805-01

From: [Redacted] s. 22(1)
Sent: Wednesday, September 18, 2019 10:23 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

[Please tell your local Council why you support ridesharing and that they should support regional rules that allow ridesharing to operate: No Caps, regional business licences.]

To whom it may concern ,

West Vancouver ESPECIALLY!! needs ride share as downtown Taxi drivers will not come across the bridge. Late at night passengers get dumped on the street right before the bridge stranded stating their shift is up and can't cross the lions gate bridge. Yes !! this happened to my [Redacted] s. 22(1) To get a cab at [Redacted] s. 22(1) Marine West Vancouver is near impossible!! Long distances or short. It's plane dangerous. Let people work whom want to work. Go by the cab dispatches at midnight; the parked taxis are all lined up. They don't want to work nights. I also need to mention the disgusting state of these Taxis. They are dirty and smell. There is no standard to adhere to. Uber is a great alternative if I can even say that. We basically have nothing in West Vancouver I; the busses or any public transport also do not run late at night. West Vancouver merchants are also suffering as one can not get staff because there is no way to get to work affordably or at all for that matter.

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

[Redacted] s. 22(1)

From: s. 22(1)
Sent: Wednesday, September 18, 2019 9:18 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber!

Please help bring Vancouver into the ranks of a modern city! I do business globally and it is at the very least an inconvenience, if not an embarrassment, that my Uber account is unusable in my home city. It is enough of a frustration that I sit in a taxi in stalled traffic overlooking empty bike lanes and fuming about tax dollars going to ineffective bike sharing programs. Please at least allow proven ridesharing companies operate. I am sympathetic to owners of taxi licenses but the writing is in the wall and they have had years to recognize their monopoly would eventually end. Gracefully pahse out that ridiculous system and put earnings power back in the hands of individual drivers! If the city wants to restrict Uber or other ride sharing programs then limit them to hybrid or electric vehicles or ensure a minimum wage to drivers. At least then I could have some respect for motive!

s. 22(1)

West VAN COUVER, BC

From: [Redacted] s. 22(1)
Sent: Wednesday, September 18, 2019 9:30 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

To whom it may concern:

I strongly support ride share to help the public transport, which would benefit the public and business. Most major global cities have uber, and other ride shares in their communities but unions and big taxi corporations block this in BC for their own benefits

Regards

[Redacted] s. 22(1)

[Redacted] s. 22(1)

West Vancouver, BC

[Redacted] s. 22(1)

From: [Redacted] s. 22(1)
Sent: Wednesday, September 18, 2019 1:07 PM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Vancouver needs Uber

To whom it concerns:

I live in Vanvouver and have had many bad experiences not being able to get a taxi. Taxi drivers have also refused to take me to the Northshore.

I have had great experiences with Uber all over the world including Calgary, Ottawa, Toronto, NY USA, London England, Stockholm Sweden.

I am greatly disappointed an essential service is not supplied in Vancouver. [Redacted] s. 22(1) was also refused a ride from Vancouver taxi unless he paid them flat fee \$50 and no meter. [Redacted] s. 22(1) left downtown after busses stopped running- not safe.

Last week walked by an old person waiting outside building taxi late 25min. Many times no taxi comes when I phone. You are endangering people in Vancouver by not supporting ride share. People might at times choose to drink and drive as taxis do not show up.

Uber allows reviews of both drivers and customers which gives both parties an opportunity to choose ride.

Please please allow Uber as is...as we are very frustrated it's been delayed by having a taxi monopoly with strong govt ties.

Please call me if you like to speak to me in person.

Sincerely

[Redacted] s. 22(1)

West Vancouver, B.C.

[Redacted] s. 22(1)

1805-01

From: [REDACTED] s. 22(1)
Sent: Friday, September 20, 2019 7:51 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

I would like to see uber ridesharing in BC. There are many reasons i believe this is a critical solution to transport in bc.

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

1805-01

From: [REDACTED] s. 22(1)
Sent: Friday, September 20, 2019 8:06 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

To whom it may concern,

Please support regional rules and allow ridesharing to operate: No Caps, regional business licences.

Living in West Vancouver, one often waits over an hour to get a taxi on weekends. Uber would be a great way to get local drivers available share the demand in suburban areas instead of taxis sitting in lines at airports or many just serving downtown.

Grow up Vancouver! Let Uber in!

Regards

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

1805-01

From: [REDACTED] s. 22(1)
Sent: Friday, September 20, 2019 8:16 AM
To: MayorandCouncil
Subject: Ridesharing

It looks like we will have ridesharing in Metro Vancouver at last but I still hear rumours about it being biased in favour of the taxi industry, an industry that nobody owes any favours to, they have served us very poorly and it is time they faced competition. A ridesharing service will greatly improve quality of life here so please continue to support it.

s. 22(1)

[REDACTED]
West Vancouver

From: [REDACTED] s. 22(1) 1805-01
Sent: Friday, September 20, 2019 8:23 AM
To: MayorandCouncil
Cc: BCLiberalCaucus@leg.bc.ca; Greencaucus@leg.bc.ca; Minister.Transportation@gov.bc.ca
Subject: All of Metro Vancouver needs Uber

Please support ride-sharing in Metro Vancouver and specifically West Vancouver. The taxi service on the North Shore has proven to be inadequate.

Countless times friends, family and I cannot get a taxi when needed as either taxies are unavailable or wait times of 60 - 90minutes are prohibitive.

This has resulted in missed work appointments, finding alternative transport to YVR or I'm sure, more people on the road driving after drinking because there are no taxi's available on weekend evenings.

I travel the world, and the fact that Metro Vancouver is indeed, one of the last jurisdictions on the planet to not offer ride-share is unacceptable.

[REDACTED] s. 22(1)

West Vancouver, B.C.

[REDACTED] s. 22(1)

0055-2019CFS2

From: McIntosh, Carrie <Carrie.McIntosh@bcferries.com>
Sent: Wednesday, September 18, 2019 3:08 PM
To: MayorandCouncil
Cc: Pascal Cuk
Subject: Follow Up on Horseshoe Bay Terminal Development Plan
Attachments: BCF-HSB-Display-Boards-RevisedFINAL.pdf; 19-050 BC Ferries Wants Your Input on Draft Horseshoe Bay Terminal Concepts.pdf; BCF-HSB-Phase-4-Postcard-FINAL.pdf

Dear Mayor and Council,

It was a pleasure to present to you on Monday, September 16th regarding the Horseshoe Bay terminal development and our engagement efforts on this project. We thank you for your time, and we look forward to hearing from the community about our proposed terminal concepts in the coming weeks. Engagement will be active until October 13. I have attached reference materials for you including the display boards for our upcoming open house, our recent news release on the project, and the postcard that was sent to all Horseshoe Bay residents. Postcards will be arriving in residents' mailboxes this week.

We would also like to reiterate our thanks to District staff who continue to work with us to ensure our plans are integrating with the District's transportation, streetscape, Spirit Trail, and parks plans as well as the ongoing Local Area Planning process. We have been encouraged by the alignment between the working principles being explored through the LAP process and the community-built design drivers we have used to help us design our draft concepts. We think you will find many of the themes that are being explored through the LAP working principles are reflected in the draft concepts for the terminal, including enhancing commercial opportunities, providing gathering space for the community, reflecting the unique character of the village, and improving the welcome experience for visitors.

As mentioned above, broad community engagement for the Horseshoe Bay terminal project will remain active until October 13, including:

- **Online engagement**, available at www.bcferrries.com/about/hsbterminal
- **Community open house on October 7th at Gleneagles Golf Course from 5 to 8pm** (*Please note that media coverage reported the open house time as 4 to 8pm due to an error in our press release. Doors will be open at 4pm to match this published time.*)

Council can also expect to receive an invitation to a stakeholder workshop in the coming days.

Should you have any questions, please don't hesitate to reach out to me directly at any time.

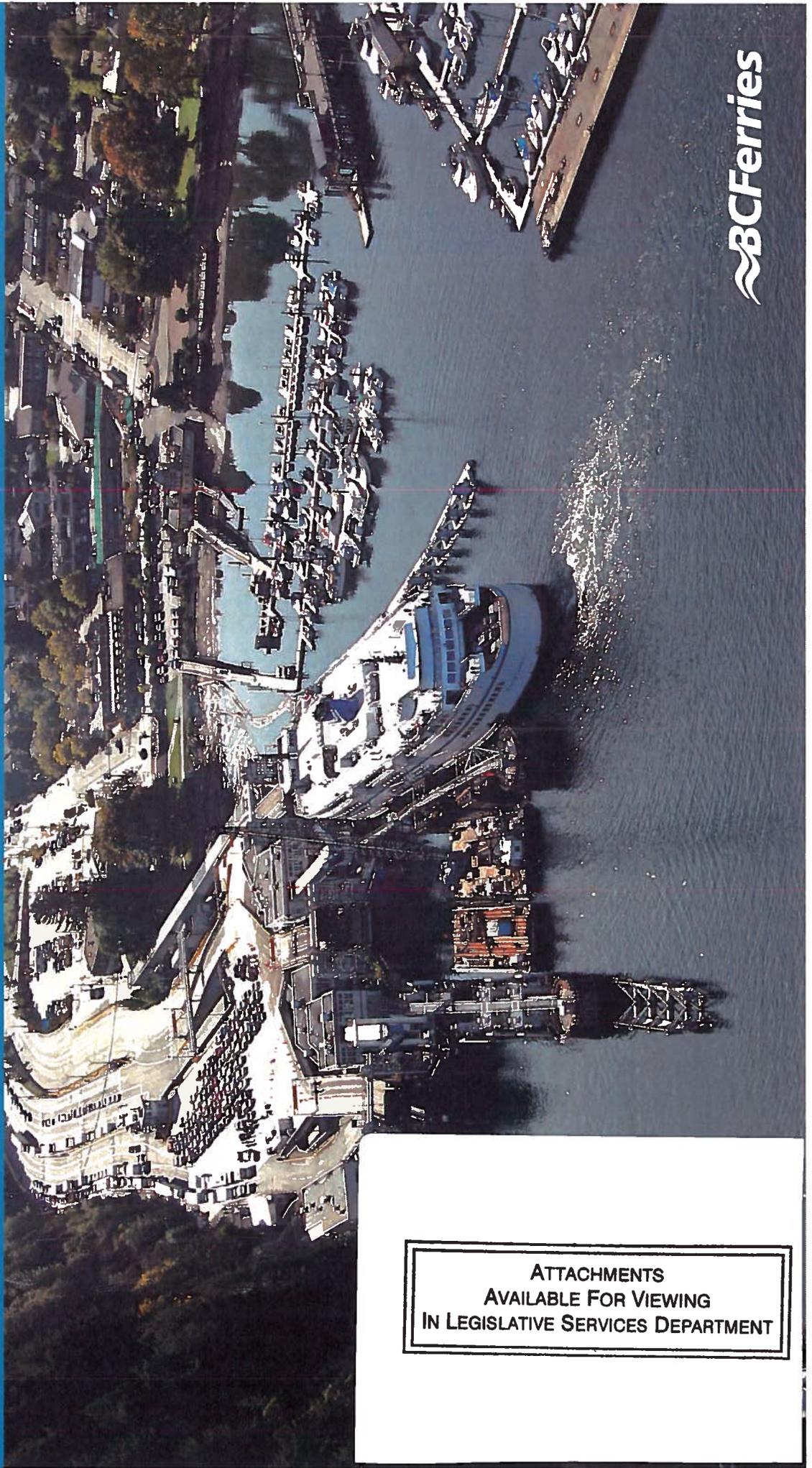
Warm Regards,
Carrie

Carrie McIntosh
 Manager, Engagement
 Strategy & Community Engagement
British Columbia Ferry Services Inc.
 500-1321 Blanshard Street, Victoria, B.C. V8W 0B7
 T: 250-978-1720 C: 250-886-1397
 carrie.mcintosh@bcferries.com
 bcferries.com | Facebook | Twitter

Notice:

Welcome

Horseshoe Bay Terminal Development Plan



 BC Ferries

ATTACHMENTS
AVAILABLE FOR VIEWING
IN LEGISLATIVE SERVICES DEPARTMENT

For Immediate Release
19-050

September 17, 2019

**BC FERRIES WANTS YOUR INPUT ON DRAFT HORSESHOE BAY TERMINAL
CONCEPTS**

Online engagement from now until Oct. 13; community event on Oct. 7

VICTORIA – BC Ferries is continuing engagement on the future of Horseshoe Bay terminal and wants customers and communities to share their feedback on draft terminal concepts. The company is launching online engagement from now until Oct. 13 and is holding a community engagement event from 4 to 8 p.m. on Oct. 7 at the Gleneagles Golf Course in West Vancouver.

Last year, BC Ferries completed the third phase of the engagement program. The company heard from more than 1,500 people about what is important to them when they think about the future of the terminal at Horseshoe Bay. The major themes that emerged during this phase related to efficiency, ensuring accessibility for all modes of transportation and creating benefit for and integration with the village of Horseshoe Bay. A full report summarizing the feedback received is available online at bcferries.com/about/hsbterminal.

BC Ferries developed the draft terminal concepts using this feedback. Now, the company wants to explore these concepts with customers and communities. The input BC Ferries collects will be used to help further refine the concepts. Examples of where BC Ferries incorporated previous input into the draft concepts include paying particular attention to efficiency upgrades that help create better traffic flow for loading and unloading vehicles, and the need to keep fares affordable. In later phases of the plan, BC Ferries will be exploring the creation of a community and transportation hub at the terminal – something the company heard is important for community and customers alike.

“We’ve developed these draft concepts with what we heard, and now we want to further define them with more input from the community,” said Mark Wilson, BC Ferries’ Vice President, Strategy & Community Engagement. “The Horseshoe Bay terminal plays a significant role in connecting communities and customers. This makes it a good time to get more detailed input on how we improve the terminal to meet the community’s future growth and emerging needs.”

BC Ferries will put together a summary report and post it online following collection of feedback on the draft concepts. The company will take the feedback and, where possible, incorporate it to refine the design. BC Ferries expects to come back out in the community and present the preferred design next year.

The Horseshoe Bay Terminal Development Plan (TDP) is a 25-year plan for the future of the terminal. The current terminal is at capacity, making it difficult and sometimes challenging for

customers to travel. In addition, some of the terminal's infrastructure will soon be in need of replacement, making this a good time to explore how BC Ferries can improve the terminal. Redeveloping the terminal will improve the connection with communities and support growth in the region. BC Ferries expects construction to begin on the first phase in the mid-2020s. For more information, please visit bcferries.com/about/hsbterminal.

– 30 –

Media Contact:
BC Ferries, Media Relations
Victoria: (250) 978-1267

Customer Contact:
Victoria: (250) 386-3431
Toll-free: 1-888-BCFERRY (1-888-223-3779)



You spoke. We listened.
Explore ideas for creating a community
and transportation hub at

Horseshoe Bay Terminal

at our open house on
October 7, 2019

5 p.m. – 8 p.m.

Gleaneagles Golf Course, Great Hall
6790 Marine Drive, West Vancouver



 **BC Ferries**

Horseshoe Bay Terminal Development Plan

Can't make the open house?
Engage with us online at

[**https://hsbterminal.ethelo.net**](https://hsbterminal.ethelo.net)

September 17 – October 13



10/0-20-16-059.

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 18, 2019 11:47 AM
To: MayorandCouncil
Cc: Jim Bailey; Lisa Berg
Subject: 1552 Esquimalt -- An Alternative Proposal
Attachments: Mayor&Council Letter 3.pdf; Project sheets 2019-09-18.pdf

Dear Mayor Booth and Council: It is my hope that you will review the attached with interest. Thank you.

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

September 18, 2019

Mayor Booth & Members of Council
District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver, BC
V7V 3T3

Sent Via Email: MayorandCouncil@westvancouver.ca

Re: 1552 Esquimalt

Dear Mayor Booth & Members of Council:

This letter represents my third to you as I and other residents surrounding the development site at 1552 Esquimalt contemplate the explosive, negative impacts to our quality of life, should the current Wall Proposal be approved by the DWV Mayor and Council.

Although I am [REDACTED] s. 22(1), this letter reflects my comments as a private citizen, resident in West Vancouver [REDACTED] s. 22(1). I make this statement as I suspect that many residents [REDACTED] s. 22(1) would prefer no development at all, and I'm attempting to forge an alternative middle ground between an "all-or-nothing" tug of war – in search of a resolution to this schism.

I have said in previous letters to DWV that I don't oppose Wall's right to pursue "sensitive, infill development", but once again I submit that it needs to be done with full consideration to "density, form and massing." Put another way, in an established community, new development needs to be a "good neighbour." And as I've said previously, the current proposal, grossly over-scaled, falls far short of the mark!

When developers routinely request more density from approving agencies, especially in Metro Vancouver, they cite the high cost of land as their rationale. This is decidedly not the case with 1552 Esquimalt. Wall developed the site to its maximum density of 1.75 FAR in 1970 – fifty years ago, so even if a single family residence were allowed to be built as an infill, its land cost would be "zero".

My middle ground suggestion to DWV and Wall, alike, would be for the construction of two five storey slab buildings running north/south, taking advantage of the slope from Esquimalt to Duchess to produce a terraced effect. Both streets would be fronted by townhouses, as per the current Wall Proposal. The two buildings would feature a two-story underground parking structure.

The net effect on the program, **Attachment 1**, would be as follows:

- Wall Proposal – existing units: 185; proposed units: 131; total units: 316
- Alternative Proposal – existing units: 185; proposed units: 64; total units: 249

Importantly, re: parking stalls:

- Wall Proposal – existing stalls: 183; proposed new stalls: 48; total: 231 parking stalls
 - o Ratio of parking stalls to residential units – 0.73 stalls per residential unit
- Alternative Proposal – existing stalls: 183; proposed new stalls: 67; total: 250 parking stalls
 - o Ratio of parking stalls to residential units – 1.0 stall per residential unit*

*DWV bylaw requires “1 parking stall per each residential unit”, thus a compliant option.

As you can see in review of **Attachment 2**, the overall “fit” of my Alternative Proposal is far easier on the eye, with regard to community acceptance. And while my middle ground approach represents approximately half of the total units that Wall is currently seeking, I might add this is still a windfall of major proportions for any developer ‘with his hand out’ for unearned density. The discretionary benefits sought by Wall are, in essence, a form of corporate welfare that has no place within West Vancouver Municipal Hall.

The two building approach has other advantages. Firstly, it can be easily phased, both from the standpoint of site construction and market consideration. And unlike the unimaginative architecture of the current high-rise proposal, this revised concept could take its cue from the exemplary design of the Grosvenor Development between Marine Drive and Bellevue, **Attachment 3**, which manages to tackle the issue of density vs. aesthetics. The West Vancouver Council should “demand” architectural design excellence, including ‘net zero’ construction techniques on the 1552 Esquimalt site. To require anything less is a missed opportunity.

Wall, if confronted with this Alternative Proposal will likely respond that “Grosvenor is a market condo development. Esquimalt, as rental housing, is a different story.” But Wall was the developer of the attractive, understated Shannon Mews on South Granville, **Attachment 4**, which was, curiously, a rental project of approximate scale and form to the Alternative Proposal, in the range of five storeys on average, and the developer was seemingly able to calculate a positive pro forma WITH the cost of land built into it. As I’ve stressed above, and in prior letters, Wall has no cost, whatsoever, for land on the Esquimalt site, so he should be willing and able to pursue a development that meets established measures of architectural excellence and neighborhood acceptance.

My fear is that the developer is hoping that Council will be swayed by the altruistic offer to provide rental housing – a laudable notion – but my guess is that it will not turn out to be that affordable, so I’m unsure that it will ultimately deliver the work force housing that Council seeks.

A recent article in the Globe & Mail, titled "Vancouver Developers Sour on Rental", by Kerry Gold (Friday, September 6, 2019), quotes Andy Yan, director of Simon Fraser University's City Program, who calculates that rents for new units between \$2,000 and \$3,200 a month exclude 75 per cent to 80 percent of renter households in the city. In other words, renting is not instantly synonymous with "affordable." Personally, I suspect that these rents will represent the baseline in the Wall development, given that to date I've seen no evidence of the provision of true "rent subsidization" as defined by BC Housing, within any literature regarding the Esquimalt proposal.

In summary, my middle ground Alternative Proposal would accomplish the following:

- Enable Wall to develop 64 new residential units in apartment and townhouse configurations (in the suggestion that even this reduced program represents a massive "win" for the developer, given that zoning for his proposal is currently non-existent and he has no land cost, whatsoever);
- Provide 100% off-site parking, or "one stall per residential unit", in the observation that our streets are currently "full-to-overflowing" with regard to curbside parking;
- Provide a development of proper "infill" design with regard to "density, scale and massing" – in other words, a development much more likely to gain community support and acceptance;
- Encourage the pursuit of architectural design excellence and enhanced urban amenity addressing the specialness of West Vancouver, as opposed to the "tired", recycled design of the current scheme.

In closing, I ask that the Mayor and Council exercise their responsibility to current and future residents, instructing Wall and its consultant team to go back to the drawing board and devise an alternative scheme befitting the beautiful and vibrant community in which we live.

Thank you for your consideration to the above.

Regards,

s. 22(1)



West Vancouver s. 22(1)

Cc

Jim Bailey, Director of Planning & Development
Lisa Berg, Senior Community Planner

1552 Esquimalt Avenue, West Vancouver
by Wall Group of Companies

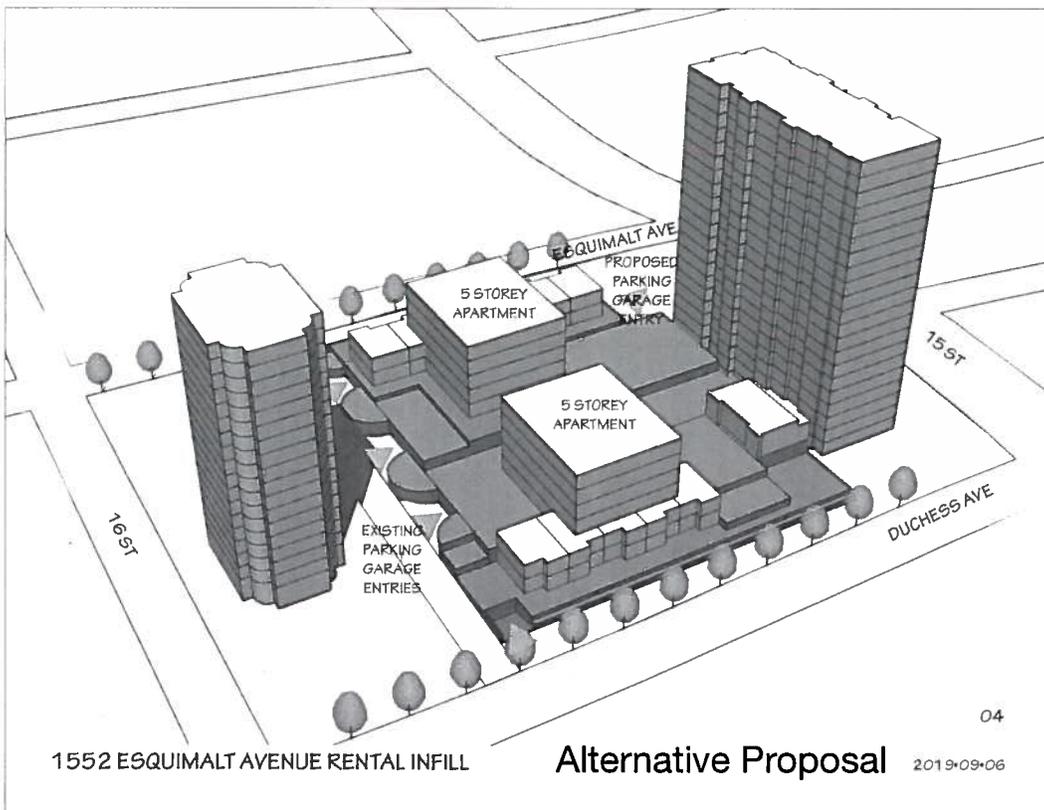
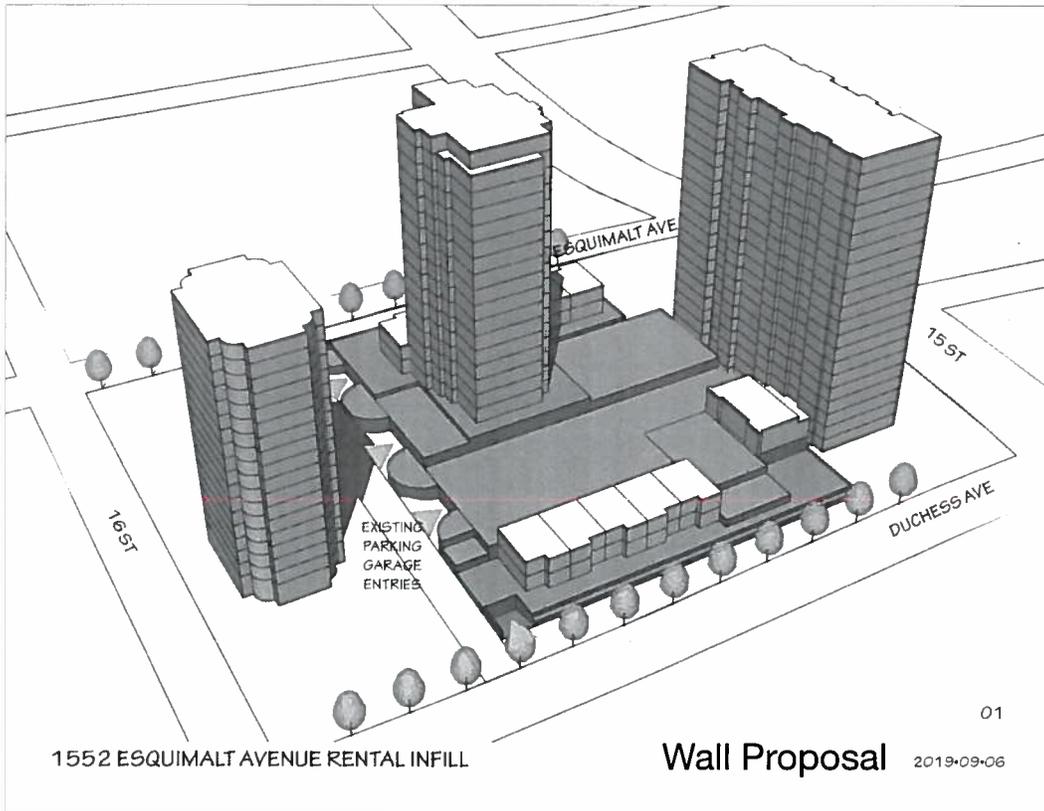
NORTH PHASE				
	Gross Area	Efficiency	Net Area	0.694 in
				734sf/Unit
Level 1	3,705	84%	3,112	4
Level 2	3,705	84%	3,112	4
Level 3	5,200	84%	4,368	6
Level 4	5,200	84%	4,368	6
Level 5	5,200	84%	4,368	6
				1560sf/Unit
2 Level TH	7,800	100%	7,800	5
TOTAL UNITS				31
	30,810			

SOUTH PHASE				
	Gross Area	Efficiency	Net Area	Units
				734sf/Unit
Level 1	3,705	84%	3,112	4
Level 2	5,200	84%	4,368	6
Level 3	5,200	84%	4,368	6
Level 4	5,200	84%	4,368	6
Level 5	5,200	84%	4,368	6
				1560sf/Unit
2 Level TH	7,800	100%	7,800	5
TOTAL UNITS				33
	32,305			

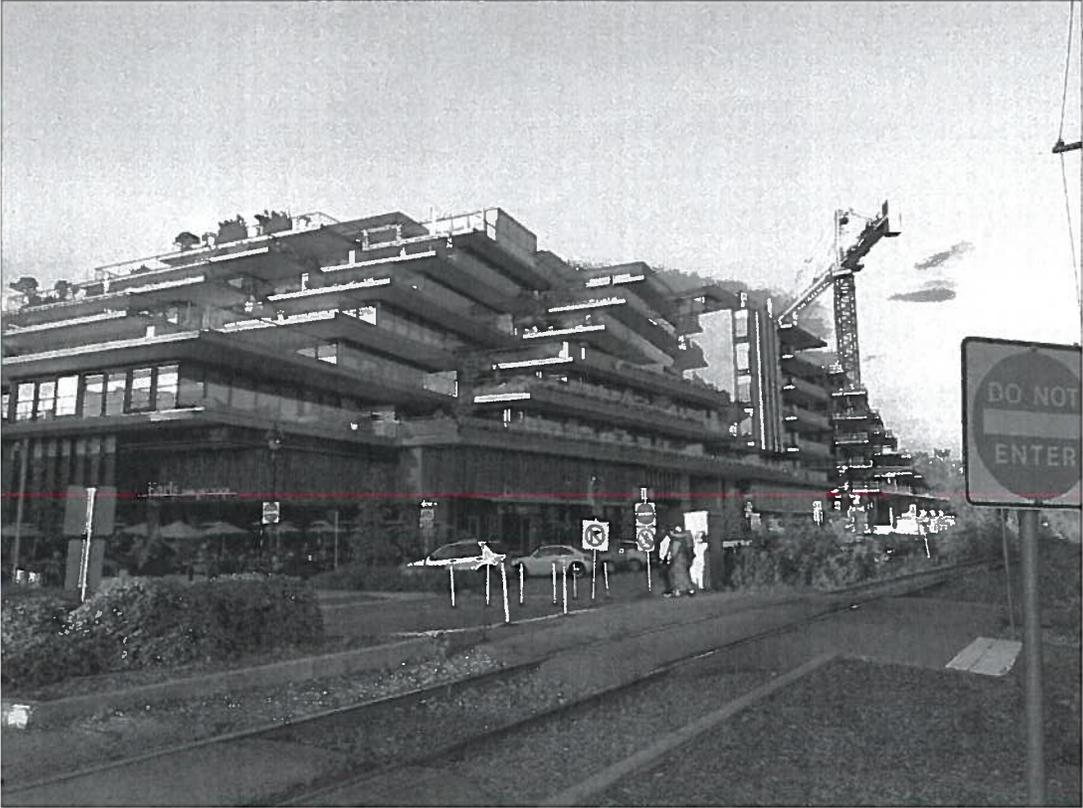
	Total Units
	64
	TOTAL GROSS AREA
	63,115

ESTIMATED PARKING				
	GROSS AREA	AREA / STALL		TOTAL
LEVEL 1	46,875	375		125
LEVEL 2	46,875	375		125
TOTAL STALLS	93,750			250
All areas and calculations are very rough estimates.				

1552 Esquimalt Avenue, West Vancouver by Wall Development



**Grosvenor Ambleside – 1355 Bellevue Avenue, West Vancouver
by Grosvenor**



**Shannon Wall Centre Kerrisdale – 1515 West 57th Avenue, Vancouver
by Wall Development**



From: MayorandCouncil
Subject: FW: Your Information Request re Funding for the Five Creeks Project

From: [REDACTED] s. 22(1)
Sent: September 13, 2019 4:41 PM
To: [REDACTED] s. 22(1)
Cc: Mark Panneton <mpanneton@westvancouver.ca>
Subject: Your Information Request re Funding for the Five Creeks Project

Dear Mr. Adams,

I am replying to your enquiry, below, which was originally sent to Planning, but has now been re-directed to Finance. I apologize for this mis-direction, which has caused the delay in replying to you.

The \$6.25 M, which is the District of West Vancouver's share for funding the Five Creeks project, is funded entirely through the District's Stormwater Utility Capital budget, over several years, along with Drainage DCC's, and the required funding is included in the 2019-2023 Financial Plan.

As the project is funded through the utility, provision of funding for this project has no relationship to the imbalance in the 2nd, 3rd, and 5th years of the District's current Financial Plan.

These shortfalls are the result of the deferred maintenance deficit related primarily to the District's facilities, and its roads, traffic, and parks infrastructure. Although the Asset Levy has now reached an amount sufficient to fund the required annual maintenance investment, the deficiency created by lack of maintenance in previous years still needs to be addressed. Finance will be proposing options to accomplish this in Fall of 2019, and as part of the 2020 budget discussions.

Thanks.

Isabel

Isabel Gordon, MBA, CPA, CA
Director | Financial Services | District of West Vancouver
604-921-2902 | westvancouver.ca

~~(5)~~

1745-03-01

From: [REDACTED] s. 22(1)
Sent: May-30-19 8:52 AM
To: MayorandCouncil
Subject: Comments on the Five Creeks Project

Dear Mayor and Council,

There are too many decisions made by this new council behind closed doors in ever increasing and longer meetings (Now regularly start at 3 pm to 6pm).

I do not understand the financing of this project since basically all your funding comes from the taxpayers. Utility fees are basically taxation that once again makes West Vancouver unaffordable to young families and seniors.

Please explain where the funding difference from \$4 million up to the maximum of \$6.25 million is coming from? I failed to see this expenditure in the 2019 Five Year Budget Plan that certainly the two new Councillors know has serious problems beyond 2019.

[REDACTED] s. 22(1)

West Vancouver

FIVE CREEKS STORMWATER FLOOD PROTECTION PROJECT

A MESSAGE FROM MAYOR AND COUNCIL

What is the project about?

It is a major project to protect the community from the impacts of climate change. The creek system below Highway 1 in West Vancouver has many sections that are unable to safely convey large amounts of water from storm events. These events, while infrequent, would overpower the existing creek systems and have the potential to cause significant damage to existing properties, public infrastructure and creek ecology.

The solution is a diversion system that redirects excessive runoff during extreme rainfall events, which are increasing in frequency due to climate change. Approximately 800 properties in the Westmount and Altamont neighbourhoods will be protected by this project.

Is new development above the highway what makes the project necessary?

No. This project would be necessary even if there was no additional development above the highway, according to hydraulic analysis. Existing properties below the highway need the protection provided by the diversion pipe because these properties were often built inside current creek setbacks and, in some cases, on top of creeks. Many existing culverts are undersized and sections of channel are compromised by previously permitted and unpermitted encroachments within creek setbacks. All this creates risk of overland flooding.

Why is British Pacific Properties involved in this project?

Council always searches for alternative sources of funding for infrastructure projects. Council entered into a partnership with British Pacific Properties (BPP) to build this important infrastructure that meets the needs of both parties to the benefit of District taxpayers. By working together and combining funds, we are able to build a better solution for all residents.

What is this costing District taxpayers?

The District's share has been capped, up to a maximum of \$6.25 million. BPP will assume all remaining costs, currently estimated at \$9.75 million, including overseeing the construction.

For the District's portion, \$4 million will come from Development Cost Charges related to growth and the remainder from the capital reserve, which is funded by utility fees, not property taxes. When construction is complete, the District will assume ownership of the infrastructure, having avoided any financial risk to taxpayers.

Will it harm the environment?

No. This project will not dam or damage any creeks. It will only allow for the diversion of excessive stormwater surges, which could overflow the creek banks. In doing so, the system will keep water levels in the creeks stable, protecting the ecology of the creeks from flood events and erosion. The benefit to the environment has always been a key consideration in the solution.

Has the District looked into other solutions?

Yes. The District has reviewed three potential solutions for this project and determined that a diversion is the optimal solution for this area. The project details were carefully considered and this plan is the least intrusive option.

In addition to the District's Professional Engineers on staff, the following third party professionals have been involved in reviewing the options and developing design solutions for this project: Dayton & Knight, Urban Systems, Kerr Wood Leidal, Northwest Hydraulics, Golder, InterCAD, Sartori Environmental and SLR Consulting.

Will construction be disruptive?

Construction can be disruptive and the stormwater diversion pipe will require removal of private landscaping that has been placed on public lands. We understand this is of concern to affected residents and we are continuously working to minimize disruption and impacts.

The diversion system is being installed in segments. This phased construction plan means that residents on a block will be directly inconvenienced for about two to four weeks, after which crews will move on to the next segment.

Streets will be open to local traffic at all times, as well as emergency responders, deliveries, and garbage and recycling pick-up. We anticipate that the entire portion of the project below the highway will be finished by early 2020. In the meantime, we will continue to do our best to work with residents and address their concerns.

Can the District pause the project?

This project has been public and under development for the past 10 years. The Integrated Stormwater Management Plan was passed in 2013. The construction contracts have been awarded and the crews are on site. Delays at this juncture would have significant cost consequences and result in an unsafe situation continuing.

The District is confident that this project is the appropriate solution. Council must always ensure the safety of the community above all else, especially in the face of threats caused by climate change.

Questions or concerns? Get the facts.

If you hear information about this project on social media or from sources other than the District, please contact the District to verify the information.

 **More information**
westvancouver.ca/fivecreeks

Contact

Kristi Merillees, *Manager of Community Relations & Communications*, at 604-925-7008 or kmerillees@westvancouver.ca



westvancouver.ca/fivecreeks

   WestVanDistrict



1010-20-19-001

From: MayorandCouncil
Subject: FW: Tantalus Gardens 6404 Wellington
Attachments: Council Correspondence.pdf

From: Lisa Berg
Sent: September 17, 2019 10:19 AM
To: [REDACTED] s. 22(1)
Cc: [REDACTED] s. 22(1) Jim Bailey
<jbailey@westvancouver.ca>
Subject: Tantalus Gardens 6404 Wellington

Dear [REDACTED] s. 22(1)

Thank you for writing to Mayor and Council regarding the "Tantalus Gardens" development proposal. Your email has been forwarded to me for a reply.

In the information that was provided to the District by the applicant, your property was noted as "No Contact." The District is bound by privacy laws and is unable to disclose the survey results provided by the applicant as it contains personal information (e.g. names, addresses and contact information). Council queried the applicant about how information was collected and recorded at the September 9, 2019 Council meeting, including how "support," "indifferent", and "opposed" comments were arrived at.

Council first considered the proposal at its May 27, 2019 meeting and passed the following resolution:

"THAT 1) Consideration of the proposed Tantalus Gardens development be deferred until at least the end of the Horseshoe Bay Local Area Plan visioning process; and 2) The Horseshoe Bay Local Area Plan boundaries be reviewed and confirmed through the local area planning process, including the consideration of extending the boundaries to include the Tantalus Gardens site."

Council did not defer consideration of the proposal until the end of the LAP process, but only to the end of the visioning process. Phase 1 (the visioning process) of the Local Area Plan is now complete and staff reported to Council on the findings of the visioning process at the July 22, 2019 Council meeting. During the visioning process, the LAP boundary was expanded and the site is now within the study area. Council instructed staff to proceed with Phase 2 of the LAP process at the July 22, 2019 meeting and that is now underway.

While I cannot speak to directly to statements made by the applicant at the Council meeting, staff finds that the proposal aligns with existing OCP policies. A key OCP action to address housing needs includes the expansion of the "missing middle" housing options in locations close to transit, shops and amenities. The proposal differs from the waterfront condo project that Westbank is constructing as it would deliver ground-oriented housing that transitions to the surrounding neighbourhood.

No other alternative development plans or options have been received by the District for the site.

Please let me know if you have any other questions.

Regards,

Lisa Berg **MCIP RPP**

1(B)

1010-20-19-001

From: [REDACTED] s. 22(1)
Sent: Sunday, September 15, 2019 11:28 PM
To: MayorandCouncil
Subject: Tantalus Gardens 6404 Wellington

To Mayor and Council

I have just watched your meeting of Monday September 9th regarding the controversial proposed development of Tantalus Gardens.

I was particularly interested in the applicants data regarding local support.

Someone did knock on [REDACTED] s. 22(1), but as my husband was on a conference call at the time he was unable to listen to or ask questions regarding the development. As we did not receive another visit I am interested to know if we came under for, against or indifferent? We are non of these, just under informed.

I am aware that the development was shelved earlier in the year until 'at least the end of the Horseshoe Bay LAP is complete'. Is this the case, is the LAP complete? If not surely the St Monica's development should be a part of this, especially as it has been an intricate part of Horseshoe Bay since 1951.

I was also interested when, during the meeting, the applicant mentioned that the development 'would bring much needed alternative housing to the community and will appeal to downsizers'. If I remember correctly the same was said of the Westbank development on Nelson Street, which at minimum cost of 1.5million for a 1bed apartment hasn't been the case. Will this development be any different?

I would also like to know why alternate plans have not been disclosed to the public. It has recently come to my attention that there are other people interested in the site who would like to 'revitalize the space as a non profit, multipurpose neighbour hood hub'. Is it fair to ask the public for their opinion without disclosing the options available?

Please accept this email, for the time being at least, as an AGAINST from a local who certainly was not canvassed as suggested.

Regards

[REDACTED] s. 22(1)

Sent from my iPad

West Vancouver