

## **COUNCIL CORRESPONDENCE UPDATE TO AUGUST 14, 2020 (8:30 a.m.)**

### **Referred for Action**

No items.

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

No items.

### **Received for Information**

- (1) Committee and Board Meeting Minutes – Public Art Advisory Committee meeting March 11, 2020**
- (2) 9 submissions, July 17 to August 6, 2020, regarding Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5064, 2020; Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 5065, 2020; and Development Permit 19-047 for Gateway Residences Development at 707 & 723 Main Street (Received after the July 16, 2020 public hearing)**
- (3) Petition with 9 Signatures, August 2, 2020, regarding Preliminary Development Proposal for 5665 Westport Road**
- (4) August 5, 2020, regarding Bicycle Traffic Control Request**
- (5) August 7, 2020, regarding “Horseshoe Bay - concerns”**
- (6) August 10, 2020, regarding “Housing project /Eagle Harbour Town House Development proposal, Daffodil Drive. Aquila proposed 67 unit townhouse plus 27 townhouse rental suits.”**
- (7) August 10, 2020, regarding “Tax penalties”**
- (8) Kiwanis North Shore Housing Society, August 12, 2020, regarding “2021 Permissive Tax Exemption - Kiwanis North Shore Housing Society”**
- (9) August 12, 2020, regarding “Five Year 2020-2024 Financial Plan August 6, 2020” (Transit Services)**
- (10) August 14, 2020, regarding “Idea to address isolation of seniors”**

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

- (11) Metro Vancouver, July 30, 2020, regarding “Approved Metro Vancouver Regional Industrial Lands Strategy” (Attachments available for viewing in Legislative Services or on Metro Vancouver’s [website](#))**
- (12) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), August 7, 2020, regarding Investing in Canada Infrastructure Program**
- (13) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), August 12, 2020, regarding “Reminder: Join MP Weiler & Minister Jordan for a Virtual Town Hall on Healthy Oceans & Fisheries” (August 13, 2020)**

### **Responses to Correspondence**

- (14) Senior Manager of Parks, August 11, 2020, response regarding “Horseshoe Bay Conditions”**
- (15) Director of Engineering & Transportation Services, August 13, 2020, response regarding “OVER CHLORINATED DRINKING WATER FROM TAPS...”**

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER (1)**  
**PUBLIC ART ADVISORY COMMITTEE (PAAC) MEETING MINUTES**  
**RAVEN ROOM, MUNICIPAL HALL**  
**WEDNESDAY, MARCH 11, 2020** 0116-20-PAAC

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Committee Members: J. Carruthers; C. Creed; E. Fiss; P. Kiss; S. Michener; D. Morton (Meeting Chair); P. Patkau; and Councillor S. Thompson. Absent: D. Vaughan.

Staff: D. Niedermayer, Senior Manager, Cultural Services; and L. de Jesus, Recording Clerk.

**1. CALL TO ORDER**

The meeting was called to order at 8:33 a.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the March 11, 2020, Public Art Advisory Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the February 12, 2020, Public Art Advisory Committee meeting minutes be adopted as circulated.

CARRIED

**REPORTS / ITEMS**

**4. Meeting with Arts & Culture Advisory Committee**

This matter was deferred at the last meeting. The Arts & Culture Advisory Committee (ACAC) is meeting with other committees of Council and community groups to discuss opportunities to work together on mutual goals. PAAC prefers to meet with the ACAC and other groups on specific topics e.g. planning discussion for new arts facility.

**Action:** Staff to include the PAAC if a joint meeting is coordinated for discussion on a new arts facility.

**5. WVCC Selection Panel Subcommittee Update**

The WVCC Selection Panel Subcommittee (Panel) shortlisted three artists who will now present a maquette of their concept and budget to the Panel at the end of April.

**Action:** Once a meeting date is set with the Panel and the artists, PAAC will be informed and members are welcome to attend.

Staff to confirm with Legislative Services the structure for this meeting in April.

## 6. Vancouver Biennale Proposal Update

C. Creed, P. Kiss and P. Patkau met with I. Haras, Parks Planning & Development Manager, to discuss potential sites that could accommodate the Vancouver Biennale project *Message in a Bottle* out of the water on the beach or park somewhere in Ambleside. One of the best locations identified was the paved lot next to Hollyburn Sailing Club. The Ambleside Waterfront Plan will be implemented in 2022 and will incorporate public art if the PAAC wants to wait and not use funds from the Reserve Fund for this project.

There are still outstanding questions for this proposed project including detailed budget and ways to safely access the inside of the Bottle for maintenance that will be approved by WCB.

**Action:** Staff to confirm unallocated funds available in the Public Art Reserve Fund not earmarked for the Municipal Hall and WV Community Centre projects.

## 7. Work Plan Review

On review of the 2020 Work Plan, no changes were noted.

Staff reported:

- The West Vancouver Community Arts Council is working on a temporary piece of public art relating to climate change throughout the summer beside the Silk Purse Arts Centre.
- Maintenance on the Jade Foundation on Marine Drive and 17th Street is almost completed and just waiting for new lights in the fountain.
- Maintenance budget will need to be increased in future years as additional public art pieces are added to the inventory. A maintenance schedule will also be developed.
- Planning staff met with Council to review plans for the Marine Drive/Taylor Way Gateway project. Council agreed with the PAAC's recommendation to locate new public art on the south and north sides of Marine Drive towards Lions Gate Bridge.

## 8. Temporary Public Art Installations - Discussion

E. Fiss suggested that the PAAC may want to allocate future funds for temporary art installations that are less costly and can provide opportunities for participation of more local artists and create community awareness. Concrete plinths could be placed in parks in Horseshoe Bay or Ambleside Parks to create space for temporary sculptures.

**Action:** Staff to:

- forward information on the mural opening reception at the skateboard park in Ambleside in April; and
- discuss with West Vancouver Art Museum the potential to facilitate temporary public art installations.

**9. Other Business**

E. Fiss provided an Arts Facilities Advisory Committee update. Council unanimously passed an amended resolution including accepting the Site Identification Analysis. There will be community consultation and the PAAC should stay aware of the arts facilities project as it progresses.

**10. Next Meeting – April 8**

The next meeting is on Wednesday, April 8 at 8:30 a.m. in the Raven Room at Municipal Hall.

**PUBLIC QUESTIONS**

**11. PUBLIC QUESTIONS**

There were no questions.

**12. ADJOURNMENT**

It was Moved and Seconded:

THAT the March 11, 2020, Public Art Advisory Committee meeting (open session) be adjourned.

**CARRIED**

The meeting adjourned at 9:40 a.m.

Certified Correct:

s. 22(1)

Co-Chair

s. 22(1)

Committee Clerk

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**From:** s. 22(1) 1010-20-19-047 /  
**Sent:** Friday, July 17, 2020 12:05 AM 1610-20-5064/5065/5066  
**To:** MayorandCouncil  
**Subject:** Park Royal Development re. re-zoning Public Meeting dated 16 July, 2020

- Re: Proposed: Official Community Plan Amendment Bylaw 5064; Zoning Amendment Bylaw 5065; and Housing Agreement Authorization Bylaw 5066 (707 & 723 Main Street - the Gateway Residences): Consideration of second and third reading.
- This letter is the spoken presentation by s. 22(1) regarding the Park Royal civic location of residential development Public Meeting, held on July 16, 2020, at West Vancouver District Hall. It is followed by the ADRA letter, referred to in the spoken presentation.

Mayor Mary-Ann Booth and Councilors

West Vancouver District

In the Province of British Columbia

" With respect, Mayor Booth and Councilors,

I appreciate the need to house people. What West Vancouver has to offer anyone who is looking for a place to call home, is plenty. We know that.

Most of us hold precious the reasons for living here, for similar, albeit not identical reasons. Who we are as a community is a collective process of on-going definition. We together determine too fast or too slow and voice the reasons for our opinions. Some citizens tend to participate more than others, whether it is because of courage, intensely felt opinion, the availability of time or the necessary lining up of the stars.

I trust you all have the utmost respect for the points clearly put forward by the Ambleside & Dundarave Residents' Association. I think your work is done for you here. I further endorse, and for the record put my name forward in agreement with the intentions of their letter, which accompanies this, my contribution to the Public Meeting.

In addition I would like to understand the issue as raised by ADRA regarding the Squamish First Nation Land, and request information from the District concerning that.

However, overall I do support residences to be built creatively and beautifully, close to such a mecca of human material need. Park Royal has achieved a status of sophistication and diversity they have worked at for decades and what better than to have the mutual support of an immediate walking distance cluster of housing. Not only are material needs met but I am aware of a growing social intention as well.

How great, for such a ratio of users of the mall to live within walking distance!

In order for West Vancouver to meet IPCC standards and who knows, even exceed in this case if examined singularly, I suggest that not every condominium be granted a parking space. By some means, an attractive financial incentive could be applied to 25% of the condominiums. With downtown Vancouver a quick bus ride away, if not a healthy walk away, and the Park Royal mall virtually at ground level of the residential towers, I believe there is every good reason, especially in that it is essential, for West Vancouver District to take a substantial and positive step forward and require this of the developer.

West Vancouver must stand by the IPCC Emergency benchmarks and achieve significant GHG emission standards at each and every development. "

Offered to the Public Meeting at West Vancouver District Hall, July 16, 2020

Re: Proposed: Official Community Plan Amendment Bylaw 5065; and

Housing Agreement Authorized Bylaw 5066 (707 & 723 Main Street – the Gateway Residences): Consideration of second and third reading.

s. 22(1)

West Vancouver, BC

s. 22(1)

July 16, 2020



## **Amleside and Dundarave Residents' Association**

[adrawestvan@gmail.com](mailto:adrawestvan@gmail.com)

<http://adrawestvan.ca>

### **2nd Public Hearing This Week - PARK ROYAL REZONING - JULY 16TH @ 6 PM**

Dear ADRA Member,

If you have not already written to Mayor and Council, **THIS IS YOUR LAST OPPORTUNITY!** Your input is extremely important as this is a major decision by Council: whether to abide by the Local Area Plan created specifically for this site OR to set aside their own governing document in favour of the developer's request for additional height and density (10 stories in total).

#### **Principal Concerns:**

- Marine Drive Local Area Plan (LAP) to be set aside in favour of the developer wanting more height and density (10 stories). The DWV staff and resources were directed to create the Marine Drive Context Study and The Marine Drive LAP, a process which took approximately two years. The LAPs are SPECIFIC LAND-USE PLANS for areas where growth and change can be anticipated. LAPs form part of the Official Community Plan.
- Developer seeks additional 10 stories within six months of initial project approval of 11 and 14 storeys (as per the Marine Drive LAP) Developer has a history of "going back for more" as evidenced with the Arbutus Village project in July 2018.
- DWV allowed the developer to include Squamish Nations Land in their development proposal in order to build more density on the West Vancouver portion. This land is not under the jurisdiction of West Vancouver. The Squamish Nation has every right to develop on that portion of the development site. The buildings under construction are all located on the developer's land parcel.
- Traffic congestion with the addition of 600 new residents plus cars. Combine this traffic with the added congestion from Lions Gate Village (approximately 2250 residences) located at Capilano and Marine Drive and the former Earl's site development. BC

Ferries has plans for redevelopment of the Horseshoe Bay Terminal which also has the potential to add more commuter traffic to the Taylor Way and Marine Drive intersection.

- Mass and height at this intersection, blocking views of the iconic Lions Gate Bridge.

ADRA directors are strongly opposed to overturning the development guidelines specified in the Marine Drive Local Area Plan as approved for this site on May 15, 2018 (split Council). Is it worth eroding residents' trust in the planning processes any further?

Will you have any faith in the Local Area Plan that is yet to developed for the Ambleside Town Centre? Why can't the DWV go forward with the approved plan and the attached Community Amenity Contributions?

Yours truly,

Heather Mersey  
President, ADRA

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You are receiving this email because you opted in via our website.

**Our mailing address is:**

Ambleside & Dundarave Ratepayers' Association  
2336 Marine Drive  
West Vancouver, Bc V7V 1K8  
Canada



(2)(b)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, July 18, 2020 5:37 PM  
**To:** MayorandCouncil  
**Subject:** Naming rights money now looks horrible on Council

1010-20-19-047 /  
1610-20-5064/5065/5066

Dear Council,



## Tweet



Tyler Blair 🍁🍁🍁

@thx1979

Is it time to revisit the 700k the Lalji's gave WVCCS - the org that runs the rec centre facilities for [@WestVanDistrict](#) - for the naming rights to an Atrium? In light of the Gateway vote and absolute disrespect for process in [#westvan](#) muni Council?



<https://mobile.twitter.com/thx1979/status/1284645532158156805>

No wonder Councillor Thompson was never swayed, she's a 1%'er.

The 700k "donation" now looks ridiculous on West Van district and Council given the vote that went in the face of the majority of the residents of West Van's wishes for permanent and predictable planning with real consultation and process. Why ask if you ignore?

Didn't Rick Amantea also present Blue Sky to Council in summer 2018 on behalf of WVCCS? So there's also that... Councillor Cameron now and Gambioli the liaisons to WVCCS for Council?

Isn't that the site directly below 2195 Gordon where you exhausted all options and didn't go down a predetermined path despite a survey with no option for anything but subsidized housing and Kiwanis changing their charter to allow for this project... it all seems way too connected to be just a random decision made by 6 Councillors and a Mayor on July 14th 2020... via a virtual public hearing with what amounted to light public input..: especially when you consider [REDACTED] s. 22(1) [REDACTED] and others all calling in as advocates and allies of the Mayor's divisive program that ignores the reality of all the baked in development.

Enjoy the weekend.

[REDACTED] s. 22(1)

Part of the missing middle who's not coming back for Gateway extra floors.

[REDACTED] s. 22(1)

Maple Ridge BC

Sent from my iPhone

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**From:** [REDACTED] s. 22(1) 1010-20-19-047 /  
**Sent:** Monday, July 20, 2020 11:42 AM 1610-20-5064/5065/5066  
**To:** MayorandCouncil  
**Subject:** Results of the Motion to Allow Park Royal Gateway Residences to Add 5 More Stories

*Dear Mayor and Council,*

*We are extremely disappointed in the results of the vote last Thursday evening to allow 5 more stories for each building of the Gateway Residences.*

*Thank you councillors Peter Lambur, Bill Soprovich and Marcus Wong for voting to reject the 5 story addition. We greatly appreciate your efforts to look after the interests of our community and not those specifically of developers.*

*To those voting in favour of the addition of the 5 stories, please do not expect our support in the next election. We have been voting in West Vancouver for over 60 years and despite our age we have excellent memories.*

*Respectfully,*

[REDACTED] s. 22(1)

[REDACTED]  
*West Vancouver, BC*

[REDACTED] s. 22(1)

(2)(d)

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**From:** [REDACTED] s. 22(1) 1010-20-19-047 /  
**Sent:** Tuesday, July 21, 2020 11:46 AM 1610-20-5064/5065/5066  
**To:** MayorandCouncil; Marcus Wong; Sharon Thompson  
**Subject:** 3 decisions!

One correct, two disappointing.

The decision to stop the Navy Jack project is greatly appreciated. Now let's get the area cleaned up with a park similar to the one at the foot of 19th street.

The two disappointing decisions are the Park Royal addition and the Ferry building.

Park Royal is nothing more and a payment of graft which the municipality has gratefully accepted. Others will see this in the future and follow suit.

To spend money on the Ferry building when the world is burning is insane. The chances of that building having a problem in the next number of years is ridiculous.

What's next on the waterfront? Those two other crappy looking buildings to the west?

I'm sorry but one out of three is only good in baseball.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

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**From:** [REDACTED] s. 22(1) 1010-20-19-047 /  
**Sent:** Wednesday, July 22, 2020 1:39 PM 1610-20-5064/5065/5066  
**To:** MayorandCouncil  
**Subject:** Changing Our Mind

Madame Mayor

Today I read in the North Shore News about your recent vote in favour of the Gateway Residences additional floors at Park Royal on July 16.

You are quoted as saying, “ We have the right to change our mind, and we should change our mind.”

On your website [maryannbooth.com](http://maryannbooth.com) you reply to the following question under FAQ.

“ Q: Do you support further high rise development in Ambleside and Dundarave?

A: No. These "villages" should be just that - charming seaside places where people can live, shop, walk, and dine. They should be closely connected to the ocean and full of sunlight. Ambleside does need redevelopment, but I am not inclined to support any new high rises in this area. Many attractive European villages thrive with low level development, and we could do the same. “

At the June 22 Preliminary Development Application for 2190 Bellevue Ave you voted ‘ Yes ‘ to potentially see a 21 or 17 storey high rise replace the current Shoreland rental building.

This leaves me somehow confused as to who you really are about... a promoter of “ charming seaside places” or a forest of concrete towers?

So my question to you is;

“ Prior to a municipal election or any other election for that matter should a person vote for someone who proclaims certain positions or should that person make sure they vote for a candidate who will change their mind?

I would appreciate your comments.

Regards

[REDACTED] s. 22(1)

[REDACTED]  
West Vancouver B.C.

[REDACTED] s. 22(1)

Sent from my iPad

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**From:** [REDACTED] s. 22(1) 1010-20-19-047 /  
**Sent:** Friday, July 24, 2020 9:24 AM 1610-20-5064/5065/5066  
**To:** MayorandCouncil  
**Subject:** Re: Park Royal Towers

> On Jul 24, 2020, at 8:55 AM, [REDACTED] s. 22(1) wrote:  
>  
> Thank you Councillors Wong, Soprovich and Lambur for your vote on the Park Royal Tower issue. We are  
> distressed that the rules are being changed.  
>  
> yours truly  
>  
>  
> [REDACTED] s. 22(1)  
> [REDACTED]

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**From:** M Slater <melroy1058@gmail.com> 1010-20-19-047 /  
**Sent:** Monday, July 27, 2020 1:04 PM 1610-20-5064/5065/5066  
**To:** MayorandCouncil  
**Cc:** Mary-Ann Booth; Craig Cameron; Nora Gambioli; Peter Lambur; Bill Soprovich; Sharon Thompson; Marcus Wong  
**Subject:** Erosion of Freedom of speech / Democracy takes another blow in West Vancouver.  
**Attachments:** Erosion of Freedom of speech democracy.docx

Mayor & Council,

It is with much dismay that I witnessed a shocking degree of bias and restriction of fair comment at the July 16 Public Hearing to amend the Marine Drive LAP to allow additional height for the Gateway Residences at Park Royal.

I have outlined my concerns in more detail in the attached letter. It is my sincere wish that you will see fit to address this matter and not simply file this correspondence as "Received for information".

Thank you for your consideration,

Melinda Slater  
1058 Keith Road  
West Vancouver

Please do not redact my name, home or e-mail address from this correspondence.

Erosion of Freedom of speech / Democracy takes another blow in West Vancouver.  
Re: July 16, 2020 Public Hearing re: amending the Marine Drive LAP to allow additional height.

Open Letter to Mayor & Council:

I am writing to express my extreme dissatisfaction relating to the July 16, 2020 Public Hearing to amend the Marine Drive Local Area Plan to allow additional building heights for the Gateway Residences at Park Royal.

The first two speakers made a point of disparaging opponents of the proposal. Rick Amatea, the developer's representative, referred to *"groups and individuals who are passing on misinformation, untruths, name-calling"*, although without identifying said groups and individuals or specifying what the misinformation or untruths were. The next speaker, Ms. Holly Kemp, representing the West Vancouver Chamber of Commerce no less, accused the West Vancouver Community Stakeholders group of being *"controversial for the sake of controversy"*, *"vocal"* (god forbid!), *"violent"*, and *"against any and all development proposed by city Council"*.

I am a proponent of free speech and the right to express oneself, no matter how crazy the idea. And make no mistake, Ms. Kemp's comments, including her outrage that a community stakeholder group made statements that conflicted with, as she puts it, *"the actual truth as presented by the developers"*, is about as crack-pot as they come. However, she is entitled to her opinions and the right to express them. And while it is disappointing and rather stunning that West Van's Chamber of Commerce would support such a vile attack on a community group, not to mention such asinine logic that only developers are conveyers of "actual truth", they have every right to do so. (Although one would think the Chamber of Commerce might question the wisdom of vilifying a group of local residents who surely patronize some of the very businesses they represent.)

Where my extreme dissatisfaction lies is with Mayor Booth, who allowed this character assassination and one-sided version of "facts" to play out, yet immediately reprimanded two other speakers whose comments were not the least disrespectful or out of order.

One speaker, Mr. Claus Jensen, was interrupted by Councillor Cameron, who accused Mr. Jensen of being abusive and uncivil. Mayor Booth immediately reprimanded Mr. Jensen, asking him to *keep his comments to the facts and not comment on the motivations, personality or character of anyone, including a Council member*. But had she waited for Mr. Jensen to finish his sentence the Mayor would have realized Councillor Cameron was the one who was out of order.

What did Mr. Jensen say that was so offensive? He mentioned that *"after reading one of Councillor Cameron's twitter rants about what Public Hearings represent, it was actually a pretty concise description by Councillor Cameron that included the statement that Public Hearings are not a referendum of the voters of West Van"*. But as soon as Councillor Cameron heard his name and the word "rant", he jumped to the erroneous conclusion that he was being abused.

Another speaker was taken to task after the following remark: *"How the city can trust that some people who talk in favour of this project have not been hired to do so? Saying the community will benefit, or traffic will be improved by this project is a joke!"*

Yet even when Ms. Kemp's comments and open contempt of a community stakeholder group were called into question by Councillor Soprovich, Mayor Booth defended them, saying that she was *"paying close attention to Ms. Kemp's remark(s) and they did not cross the line of disrespectful!"*

Mayor Booth showed a shocking degree of bias, further evidenced by the fact that she did not call to have the timer reset after Mr. Jensen was unfairly interrupted. When the timer rang, rather than allow Mr. Jensen to finish his remarks, she immediately cut him off.

The Mayor demonstrated a blatant double-standard by allowing comments from supporters that she would never allow from opponents. Worse still, the Mayor unfairly prevented reasonable comment. Mayor Booth contributed to a hostile environment, demonstrated inappropriate bias and restricted fair and moderate comment.

Constrictions on freedom of expression started innocuously enough when the Mayor forbade booing OR clapping at Council meetings. While booing and jeering may never be perceived as respectful, clapping is another matter entirely and one of the few means citizens (particularly those who are averse to public speaking) have to respectfully express themselves.

I am all for encouraging people to be respectful and to stick to the merits of a project and the reasons they support or oppose, rather than attack those who think differently than they do. But that is all that Council should do – encourage such behaviour, particularly by demonstrating respectful behaviour themselves towards the public and to their fellow Council members. Ultimately free speech must prevail, warts and all. These heavy-handed attempts to selectively curtail freedom of expression must stop.

A distinct lack of neutrality is further evidenced when obvious preference to a proposal is displayed through the use of “Fact Checks”, whereby the District takes a selection of “inaccurate statements” from unknown sources, then disproves them. While this may seem an unlikely cause for alarm, the problem is the inherent one-sidedness – the “facts” always support the project at hand. There is never any mention of possible drawbacks or examples of statements that raise valid concerns.

Overt attempts to influence public opinion reached an appalling level of undue interference during the initial rezoning request for 752 Marine when the District’s former CAO, Nina Leemhuis, e-mailed select citizens in an apparent effort to discredit opposing view-points under the guise of “setting the record straight”.

Transparency is further eroded by no longer requiring speakers at Public Hearings to state their address and by redacting Council correspondence unless the writer specifically requests otherwise. The District defends this pro-active practice as complying with privacy legislation, yet refuses to acknowledge that their former, passive approach of only redacting if the writer requests so, meets these obligations. The District also ignores the fact that other municipalities, such as the City of Burnaby, publish correspondence including the author’s name and address, considering it a relevant part of public record.

In spite of repeated and long-standing pleas from the public to put an end to spot-zoning and provide some degree of consistency and predictability, and in spite of numerous concerns about the precedence this would set, a slim majority of Council voted to amend the recently implemented (although flawed) Marine Drive Local Area Plan and allow rezoning for additional height. After dragging the community through yet another exhausting and acrimonious process, public sentiment was, once again, ignored. (Thank you, Councillors Lambur, Soprovich and Wong for voting against this amendment.)

Mayor Booth concluded the July 16 Public Hearing with a number of galling statements, including “*developers can come back as many times as they want – it’s up to Council to make the decision*”; and, “*This is a democracy and we do listen and pay attention. But this isn’t a referendum.*” In other words, Mayor Booth will listen to the public, then proceed to do what she thinks best *regardless* of popular opinion. This self-serving interpretation of democracy is completely at odds with the commonly understood principles of government by the people and rule of the majority.

The United Nations describes “good governance” as having eight major characteristics: It is participatory, consensus oriented, accountable, transparent, responsive, effective and efficient, equitable and inclusive, and follows the rule of law. Our municipal government is not bound by these principles, but would do well to consider them and how abysmally we’re failing to meet such sound standards.

Regardless of Mayor Booth’s earnest concern for doing what’s best for the community, the process is tainted and cannot reasonably be regarded as fair. Based on these and other examples, it’s apparent our entire system needs an overhaul.

We need a transparent process that builds consensus, rather than cultivates dissent, a process that seeks without bias, to clearly establish community sentiment, and a Council that is willing to defer to that sentiment regardless of personal opinion.

Ultimately, good municipal governance is best achieved by informed residents demanding better, and a Mayor and Council that is willing to acknowledge and address valid concerns, not deflect them.

Sincerely,

Melinda Slater  
1058 Keith Road  
West Vancouver

Please do not redact any portion of this letter.

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**From:** judy c [REDACTED] s. 22(1) 1010-20-19-047 /  
**Sent:** Wednesday, July 29, 2020 5:41 PM 1610-20-5064/5065/5066  
**To:** MayorandCouncil; Mary-Ann Booth  
**Cc:** Bill Soprovich; Peter Lambur; Marcus Wong; Sharon Thompson; Craig Cameron; Nora Gambioli  
**Subject:** Speaking in a Council Meeting

Dear Mayor Booth,

I have been hesitant to write this letter to you, feeling quite intimidated by what was said at the Public Hearing on July 16. But after much reflection, I have put my anger frustrations, and disappointment aside and decided I must speak up.

When Mr. Amantea , representing Park Royal, was making his presentation for the Gateway proposal, I was shocked that you allowed him speak off topic to criticize individuals and groups who may have not been supportive, without any indication of what that may have been, or even who they were.

How often have you told the public we must be respectful and to talk about the topic being presented? To not have stopped his criticism gives the appearance that you tacitly agreed with what he was saying. He was there to make his presentation, and should not have commented on anything else.

Then the first speaker, Holly Kemp, from the West Vancouver Chamber of Commerce, made disrespectful and accusatory remarks about the West Vancouver Community Stakeholders, stating:

...the role and actions of the WVCS group appears to be just that, controversial for the sake of being controversial

...this community stakeholders group was vocal , violent, and adamant against the B-line transit group

...it appears that the WVCS is against any and all of the development proposals by city Council

...the Not in My Backyard syndrome is the leading force of this group

I was again shocked that this speaker was allowed to continue speaking off topic, making these derogatory statements and accusing this group of being violent.

While I was waiting for my turn to speak ( by phone ) during the Public Hearing, I felt intimidated to the point that I was actually not going to speak.

But I did speak, and I gave my views about the Gateway proposal, but at the end stated “ I had one additional comment with regards to the first speaker, who made derogatory remarks and accusations of violence about the WVCS group. It was very disrespectful and I’m very disappointed that this Council allowed it to continue. I feel strongly that she owes an apology to this resident group.”

I am at a loss to know why she was allowed to speak so off topic and not respect the fact that people may have different views than hers. By condoning these abusive comments you appear to support them.

We should never feel uncomfortable speaking our views in Council.

No one should ever openly criticize any individual or group in Council because they have different views.

At a Council meeting (during the B-line discussions) on March 11, 2019 (7:24pm ) you stated, “....what bothers me the most is the attacks and intimidation and criticism of other residents....”

The WVCS group are residents of this community and like any member of this community are entitled to speak for or against any proposal before Council. A verbal attack against this group is an attack against multitudes of individuals who live here, work here, shop here, care about West Vancouver, and consider West Vancouver to be a safe and welcoming community.

I sincerely hope that at future Council meetings or Public Hearings that as our Mayor, you will not allow this disrespectful behaviour to continue. People do have an absolute right to express what-ever opinions they like about another individual or group , but it is inappropriate to do so in a Council meeting. At that meeting you even stated that....”council meetings are intended to provide a respectful and safe environment for members of the public to listen to and speak about issues in our community.” The key word here is ‘issues’. The issue or topic at the Public Hearing was the Gateway Proposal, not any individual or group or the WVCS group.

When members of the public come to speak at Council, we must be made to feel welcome, not subject to ridicule or criticisms or feeling intimidated based on another speakers comments made openly in a public meeting.

Thank you for your time.  
Respectfully,

Judy Chalmers (do not redact my name )

s. 22(1)  
West Vancouver s. 22(1)  
s. 22(1)

Sent from my iPhone

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**From:** [REDACTED] s. 22(1) 1010-20-19-047 /  
1610-20-5064/5065/5066  
**Sent:** Thursday, August 6, 2020 10:19 AM  
**To:** MayorandCouncil; Marcus Wong; Mary-Ann Booth; Craig Cameron;  
ngambioli@weastvancouver.ca; Peter Lambur; Bill Soprovich; Sharon Thompson;  
[REDACTED] s. 22(1) publisher@nsnews.com  
**Subject:** 707&723 Marine DR. W. Vanc. development  
**Attachments:** [REDACTED] s. 22(1)

Please find attached the letter relative to the development of 707&723 Marine Dr. W.Vanc.

s. 22(1)

West Vancouver, BC, s. 22(1)

July 23, 2020

MAYOR AND COUNCIL

750 17<sup>th</sup> Street West Vancouver, BC, V7V 3T3

Subject: Public Hearing – Park Royal Development

Dear Madame/Sir:

Everything in the world has its price, including your integrity. I understand that it was difficult to refuse the offer of \$ 10,000,000.00, but there is one thing that I can not understand. You received 635 written submissions of which 70% were against the additional floors. At the same time you had 40 speakers of which 33 were in favour and 7 against. My questions is why did your judgement value the speakers opinion more than the authors of the written submissions? Furthermore, why was there such a big difference in percentage for and against between the speakers and the written submissions? Perhaps the speakers that supported the proposal for additional floors were on the developer's payroll as well? Regardless of the reason, I will very clearly remember the councillor's names: Cameron, Gambioli, Thompson and the Mayor Booth, who protected the developer's interest rather than the tax payers interests, and I hope that the other voters who were against this development will also remember during the next election.

And finally, I hope that the \$10,000,000.00 bribe that you received will be used for traffic improvements at the intersection of Taylor Way and Marine Drive, as improvements will desperately be needed following the completion of this development.

Sincerely yours,

s. 22(1)

(3)

Aug. 2, 2020

1010-01

To Mayor and Council

District of West Vancouver

I am opposed to the proposed rezoning of 5665 Westport Road for the following reasons :

#### 1 Tree Protection

This council has enacted legislation to limit property owners from cutting trees and is on record as protecting trees in West Vancouver while at the same time within the past year has allowed the clear cutting of 5649 Westport Road (Approx ½ acre) 5644A Westport Road (½ Acre ) and now entertains the clear cutting of 5665 Westport Road (1 Acre) – All this within a one block radius. Approximately 2 Acres of clear cutting of Fir Cedar and Hemlock of over 60 feet in height.

#### 2 Maintaining Neighbourhoods

This council is on record as a council that will endeavor to maintain existing neighbourhoods but has waived the existing height restrictions, Setback restrictions, and lot size restrictions in the case of 5649 Westport Road and are now being asked to waive these and more existing building bylaws in the case of 5665 Westport Road

### 3 Planning (Definition)

A method thought out for doing or achieving something

In the case of 5649 Westport Road and 5665 Westport Road the planning, if there is any, is being done by Developers not the West Vancouver Planning Department who simply rubber stamp any effort by developers to increase housing density in Eagle Harbour

### 4 Infrastructure

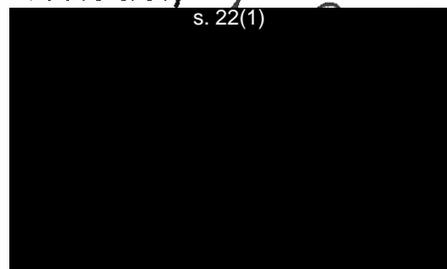
Council is considering adding approx. 75 additional housing units along Westport Road which is already a very busy and somewhat dangerous connector to the Upper levels highway. This will add another 100 cars per day on this road.

The existing neighbourhood schools are already at capacity and transit is only available along Marine Drive.

In summary it would be reassuring if some thought were given to these issues instead of just the usual platitudes that we have become used to hearing from this Council.

Yours truly

s. 22(1)



West Vancouver B.C.

Enclosed please find a petition opposing the rezoning of 5665 Westport Road



PETITION TO OPPOSE THE REZONING OF LOT 5665 WESTPORT ROAD

WE THE UNDERSIGNED OPPOSE THE REZONING OF 5665 WESTPORT ROAD WEST VANCOUVER FROM SINGLE FAMILY DWELLING TO MULTIFAMILY USE

NAME

ADDRESS

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s. 22(1)

s. 22(1)

s. 22(1)

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X

2

PETITION TO OPPOSE THE REZONING OF LOT 5665 WESTPORT ROAD

WE THE UNDERSIGNED OPPOSE THE REZONING OF 5665 WESTPORT ROAD WEST VANCOUVER FROM SINGLE FAMILY DWELLING TO MULTIFAMILY USE

NAME ADDRESS

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16		
17		
18	s. 22(1)	
19		
20		
21		
22	SUBJECT PROPERTY	5665 WESTPORT RD s. 22(1)
23		
24		
25		
26	UNDER CONSTRUCTION!	
27	s. 22(1)	
28		



(4)

s. 22(1)

West Vancouver B.C.

s. 22(1)

August 5, 2020..

To: the Mayor & Council  
of West Vancouver,  
at Municipal Hall ..

1785-02

Dear Madame Mayor,

I've enclosed the letter<sup>in</sup> which I wrote to the Engineering Dept., plus a copy to your by-law officials, about the terrible way cyclists are conducting themselves at the end of Curling Road (beside Klahanie Park), where it joins up with 'the Spirit Trail'.

There are speed bumps, a 'shared pathway' sign, but no 'please yield to pedestrians' sign. Lines need to be repainted and more signs put up. Within the last two years, one of our seniors in Klahanie Park Lodge was knocked down; he recovered, but how much longer can

2.  
we successfully jump out of the way of speeding cyclists, without somebody being seriously injured?!

In Vancouver cyclists are asked to ride next to the road, while pedestrians are instructed to walk beside the parklands. I realize that in places, there may not be the space for so many lanes, but if more effort was made by the engineering staff, and if your by-law officers looked into the violations being committed by speeding cyclists, some nasty accidents could be prevented.

Thanking you, in advance, for any attention you are able to give towards this matter.

Yours truly,

s. 22(1)

West Vancouver B.C.

July 28, 2022.

To the  
'Engineering Dispatch'  
West Vancouver - 3755 Cypress Bowl Rd,  
Attention: John Calamante

To John & whomever else is concerned.

We spoke last month about signage  
on the 'Spirit Trail' beside Klahanie  
Park;

I should have also mentioned that  
I know at the 'Spirit Trail' coming  
up from Capilano Road to Upper  
Levels, and beside the lower British  
Properties there is a sign: obviously  
addressed to cyclists.

'Please yield to pedestrians', as well  
as the 'Shared Pathway' sign.

Beside [redacted] s. 22(1)  
there is also a 'Shared Pathway' sign,  
but no 'Please Yield to Pedestrians'  
sign, which there should be; lines should

21/

be repainted as well, and more signage cautioning cyclists that this 'Shared Pathway' is not a racetrack just for them, without regard for the resident seniors and young families who also share that cul-de-sac & Klahanie Park there at the end of Curling Road: where the resident population have a right to walk in peace without fearing for life and limb.

Yours truly

s. 22(1)

P.S.:

my phone number is:

s. 22(1)

**From:** s. 22(1)  
**Sent:** Friday, August 7, 2020 3:06 PM  
**To:** MayorandCouncil  
**Subject:** Horseshoe Bay - concerns

Hello,

I am a resident and homeowner in Horseshoe Bay writing to express my concern about the state of the village. I grew up in the area and moved back s. 22(1) and because we love the neighbourhood; however, we have been upset to see the negligence when it comes to garbage, public washrooms and general cleanliness/maintenance. I understand that this may have been made worse by the Covid 19 situation, but it was a problem before that and if anything shouldn't have gotten any worse with the reduced ferry traffic this summer.

I'm not sure whether the municipality or BC Ferries are primarily responsible, but either way something needs to change. We have worked hard to be able to move our family here and certainly pay enough in property taxes to expect a clean and safe community. I don't want to exaggerate the problem - it is a beautiful and safe place to live - but the garbage cans are overflowing, the park and sidewalks often littered with garbage, and we have seen more than one syringe while out biking s. 22(1). This is not an exaggeration and I'm sure you have received many other emails with photo evidence from other residents (there is a community Facebook page where photos and concerns are being shared almost daily).

I used to roll my eyes when I heard people complain about Horseshoe Bay being neglected or the "ghetto" of West Vancouver, but I am starting to understand where this frustration is coming from. I have never seen this anywhere else in West Van. I know Horseshoe Bay is a transit hub, but the garbage bins are not overflowing at Park Royal and there is obviously adequate security and facilities to keep people from urinating and shooting up in the bushes.

I have heard from other residents that these issues are being escalated, so I hope we see some positive changes in the coming months. It seems like people are really fed up (myself included) and I would love to see the situation diffused.

Thank you,

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

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**From:** s. 22(1)  
**Sent:** Monday, August 10, 2020 9:11 AM  
**To:** MayorandCouncil  
**Subject:** Housing project /Eagle Harbour Town House Development proposal, Daffodil Drive.  
Aquila proposed 67 unit townhouse plus 27 townhouse rental suits.

 [Aquila.pdf](#)

s. 22(1)

s. 22(1) West Vancouver, BC s. 22(1), Canada

## **Eagle Harbour Town House Development proposal, Daffodil Drive. Aquila proposed 67 unit townhouse plus 27 townhouse rental suits.**

**Dear Eagle Harbour neighbor.**

This proposed project will find its way to approval if those of us that object do not write to the mayor and Council or communicated through a petition. Silence will be interpreted as approval.

### **Address**

**Mayor and Council,**

**District of West Vancouver, 750 17<sup>th</sup> Street,**

**West Vancouver, BC, V7V 3T3**

**Alternatively or additionally you may add your voice to the petition**

<https://www.ipetitions.com/petition/saynotoaquila>

*In reviewing the official community plan (OCP) I have provided my interpretation and some key quotes from the plan for your consideration. The document is available online if you wish to review in detail.*

*It is clear that, other than some sporadic lane houses some expected single lot transformation into duplex use, that the plan expects all expansion of affordable none single family housing to occur in our 4 current commercial nodes or the proposed commercial node called Cypress Village.*

*No support within the document would be found for the proposed Eagle harbour project including Townhouses..*

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

*Following are a number of quotes from the plan and an odd comment of mine.*

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

*“The District adopted GHG reduction strategies in 2016 to mitigate West Vancouver’s contribution to Climate change. The land use, transportation and infrastructure policies of this OCP are aligned with this plan.” This high density project which is not located in one of the five centres noted in the plan contradicts the districts adopted strategies.*

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

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

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

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

*“HOW THESE HOUSING ACTIONS SUPPORT OVERALL COMMUNITY OBJECTIVES”*

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

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

*“Strengthening our centres and corridors.”*

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

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

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

*Marine drive (between 3<sup>rd</sup> street and 11<sup>th</sup> street).*

*Ambleside.*

*Taylor way corridor.*

*Horseshoe bay.*

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

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

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**From:** [REDACTED] s. 22(1) 0955-05  
**Sent:** Monday, August 10, 2020 1:12 PM  
**To:** MayorandCouncil  
**Subject:** Tax penalties

Dear Mayor and council,

We received a late penalty on our home taxes because the online form I submitted to defer our taxes did not go through

to the correct department. The form was rather confusing and did not accept my request to defer our taxes again. We have been deterring them for years

so it came as a shock to receive a penalty for not paying this year's taxes.

I understand this has been a problem for many people as the government online form was not very clear and did not allow many people to use it to defer the taxes.

The city of Vancouver has extended the tax deadline for this very reason. Perhaps West Vancouver should do the same and use a better system for tax deferral.

Thank you for your attention ,

[REDACTED] s. 22(1)

[REDACTED]  
West Vancouver

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**From:** Patrick McLaughlin <patrick@kiwanisnorthshorehousing.org>  
**Sent:** Wednesday, August 12, 2020 11:48 AM  
**To:** MayorandCouncil  
**Subject:** 2021 Permissive Tax Exemption - Kiwanis North Shore Housing Society

1610-20-5080

Good Morning Mayor and Council

I am writing to thank you for approving our application for 2021 Permissive Tax Exemption. These are very difficult financial times for many organizations including the District of West Vancouver and Kiwanis North Shore Housing Society, which makes your approval even more meaningful. Your ongoing support for Kiwanis and our mission to provide below market rental accommodation for low income residents in our community is very much appreciated.

Kind regards,  
Patrick McLaughlin  
President, Kiwanis North Shore Housing Society

100-975 21st Street,  
West Vancouver V7V 0B5

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, August 12, 2020 10:52 PM  
**To:** MayorandCouncil; Wvcs2019; Bluebus Info; [REDACTED] s. 22(1) Brent Richter; Black Press; Glacier Media; bowinnma.mla@leg.bc.ca; [REDACTED] s. 22(1)  
**Subject:** Five Year 2020-2024 Financial Plan August 6, 2020

Dear Mayor and Councillors

I have some comments on various pages 18,38,42,59,60,61,117,118,119,120 where there are reports on Mobility, Engineering and Transportation and WV Transit

1. I assume that TransLink forgot to notify WV that they Re Branded the B-Line to RapidBus as the Financial Plan still talks about the B-Line.
2. The cost of Rebranding was around \$1 M which included lots of unnecessary media advertising.
3. We now have 10 different colour schemes instead of one simple colour which most other cities have.
4. The NEW R2 RapidBus took over from #239 and the basic service is the same. It takes 3 to 4 mins faster but route #255 was changed and it takes 4 to 7 mins more to get to LGH. The main reason for introduction of route #255 was to connect WV to LGH and Lonsdale and 15th St.. Now students at Capilano U need to transfer while before they did not or take the milk run on #255 .Students need a special bus like the #258 UBC to Capilano U. Students account for 15% to 20 % of the ridership
5. What is needed is a super express bus from Park Royal to Lonsdale Quay via Welch/1st Street. Such a fast service will attract more passengers.
6. The change to #255 was not approved by DWV Council and it is another reason why WV should get out of the Transit Business, unless a different model and governance is implemented. The Regional District of Nanaimo has had a good model since 1969.
7. A proper Annual Operating Agreements should be signed by WV and other cities. The \$18 M transit budget for 2020 will be less by about \$1M. or more.
8. WV needs more articulated/doubledecker buses and more thru buses to Vancouver during the rush hours like it used to be so there is less transferring at Park Royal.
9. WV has the least number of accessible bus stops, least number of sidewalks/street lights/bus shelters/benches compared to Vancouver and CNV.
10. With cancelations of hundreds of trips and COVID-19 the ridership in 2020 will be only about 2M instead of 6M in 2019. The Transit mode split is way down unless we improve the service substantially, but TransLink is cutting service on Sept. 7, 2020.
11. WV should produce a new transportation plan similar to Burnaby <https://www.burnaby.ca/City-Services/Planning/Transportation-Planning/Transportation-Plan-Update.html>

Yours Truly

[REDACTED] s. 22(1)

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

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**From:** s. 22(1) >  
**Sent:** Friday, August 14, 2020 6:03 AM  
**To:** MayorandCouncil  
**Subject:** Idea to address isolation of seniors

2620-13

Dear Mayor and Council

My name is s. 22(1) and I have lived on the North Shore my entire life. Full disclosure, I am not a voter in West Van as our home is in North Vancouver.

s. 22(1) walks on your beautiful sea wall several times per week. He tells me stories of the active seniors enjoying the fresh air and exercise.

Recently, s. 22(1) passed away and s. 22(1) lost several of his walking buddies to illness. It occurred to me that there are likely many of your residents in similar circumstances.

In elementary schools, they have been experimenting with a "Buddy Bench". It is a place for children to go if they have no one to play with at recess and lunch. The idea is that anyone on the bench would be encouraged to play by other children.

Would it make sense to do something similar on the Sea Wall? A bench on either end with a sign explaining that not every has a walking partner every day and that if you sit there perhaps someone will come along and Have a "socially distant" walk with you. I understand that in the times of COVID it may have to just be a meeting "spot" or chair rather than a bench.

You have some very active seniors in West Van however the recent isolation has had to have had an impact on their mental and physical health. Maybe this will help.

I will leave this idea with you in case one of you decides it is worth exploring one day.

Please free to share this with your Seniors Centre staff as they may have other ideas to encourage activities and social interaction.

Thank you for your time,

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

July 30, 2020

Office of the Chair  
Tel. 604 432-6215 Fax 604 451-6614

File: CR-12-01  
Ref: RD 2020 Jul 3

0185-01

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

Dear Mayor Booth and Council:

**Approved Metro Vancouver Regional Industrial Lands Strategy**

In response to the challenges facing industrial lands and the interests of stakeholders in the region, Metro Vancouver, with the support of the Industrial Lands Strategy Task Force, prepared the *Regional Industrial Lands Strategy*. Over the past two years, this work has been informed by significant research and engagement.

At its July 3, 2020 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

*That the MVRD Board:*

- a) *approve the Metro Vancouver Regional Industrial Lands Strategy as presented in the report dated May 22, 2020, titled "Metro Vancouver Regional Industrial Lands Strategy – Revised for Approval", and as revised by the Industrial Lands Strategy Task Force at its June 11, 2020 meeting;*
- b) *forward the Regional Industrial Lands Strategy to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting endorsement and implementation of actions attributed to each specific organization; and*
- c) *forward the Regional Industrial Lands Strategy to the Squamish-Lillooet Regional District, Fraser Valley Regional District, Vancouver Airport Authority, and Commercial Real Estate Development Association requesting endorsement, and seeking implementation collaboration opportunities.*

*The Regional Industrial Lands Strategy seeks to ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050. This vision speaks to both the timeframe for the Strategy and acknowledges the changing nature of work within and beyond our region. The approved Strategy identifies 34 recommendations with 10 priority actions for early implementation (enclosed). Taken together, these actions will help ensure that Metro Vancouver's industrial lands*

39890469

continue to provide attractive and viable locations for industrial businesses to locate, grow, and prosper.

As stated in the Strategy, “successfully achieving the vision of the *Regional Industrial Lands Strategy* will require a collaborative approach and sustained effort on the part of various governing bodies and stakeholders with overlapping, yet distinct areas of business and jurisdictions in the region.” No single interest can achieve the strategy’s vision alone. As a result, the Metro Vancouver Board requests that your organization endorse the *Regional Industrial Lands Strategy*, and work collaboratively to implement the actions attributed to your specific mandate and jurisdiction. Metro Vancouver will monitor endorsements and implementation, and the Strategy will be periodically reviewed for effectiveness.

As a separate motion, at its July 3, 2020, regular meeting the Metro Vancouver Board of Directors also adopted the following resolution:

*That staff be directed to continue to explore the feasibility of an Industrial Land Reserve, and other potential policy measures and initiatives, and report back the findings to a future Board meeting.*

Further work on the above resolution and the recommendations of the Strategy is forthcoming. Staff look forward to collaborating and would be pleased to meet with you and your organization as we move forward in supporting industrial opportunities within our region. More information about the *Regional Industrial Lands Strategy* and associated background materials can be found on the Metro Vancouver website: [www.metrovancouver.org](http://www.metrovancouver.org) (search “Industrial Lands”).

If you have any questions, please contact Eric Aderneck, Senior Planner, Regional Planning and Housing Services, by phone at 604-436-6991 or by email at [Eric.Aderneck@metrovancouver.org](mailto:Eric.Aderneck@metrovancouver.org).

Yours sincerely,

s. 22(1)



Sav Dhaliwal  
Chair, Metro Vancouver Board

SD/JWD/HM/ea

cc: Jim Bailey, Director of Planning and Development Services, District of West Vancouver

Encl: Plan dated June 2020, titled “Metro Vancouver Regional Industrial Lands Strategy” (Doc #39834697)



## EXECUTIVE SUMMARY

# Regional Industrial Lands Strategy

## KEY STATS

- Industrial lands comprise **4%** of the region's land base, and accommodate **27%** of the region's jobs.
- Industrial land prices in Metro Vancouver are amongst the **highest** in North America.
- Industrial jobs pay **10% higher** than the regional average.
- Business activity on industrial lands generate **30%** of the region's total Gross Domestic Product (GDP).

## THE CHALLENGE

The Metro Vancouver region is experiencing a critical shortage of industrial land. Continued population and employment growth in a constrained geography have contributed to the challenges facing Metro Vancouver's industrial land supply. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable space to operate in this region.

The main challenges facing Metro Vancouver's industrial lands are:

1. A Constrained Land Supply
2. Pressures on Industrial Lands
3. Site and Adjacency Issues
4. A Complex Jurisdictional Environment

## VISION

The Regional Industrial Lands Strategy, approved by the Metro Vancouver Board on July 3, 2020, seeks to:

*Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.*



## THE RESPONSE

In response to the challenges facing industrial lands and the interests of stakeholders in the region, Metro Vancouver, with the support of the Industrial Lands Strategy Task Force, prepared the Regional Industrial Lands Strategy. The Strategy includes **34 recommendations** with **10 priority actions**, organized around **4 Big Moves**:

### **Big Move 1 - Protect Remaining Industrial Lands**

Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities.

### **Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues**

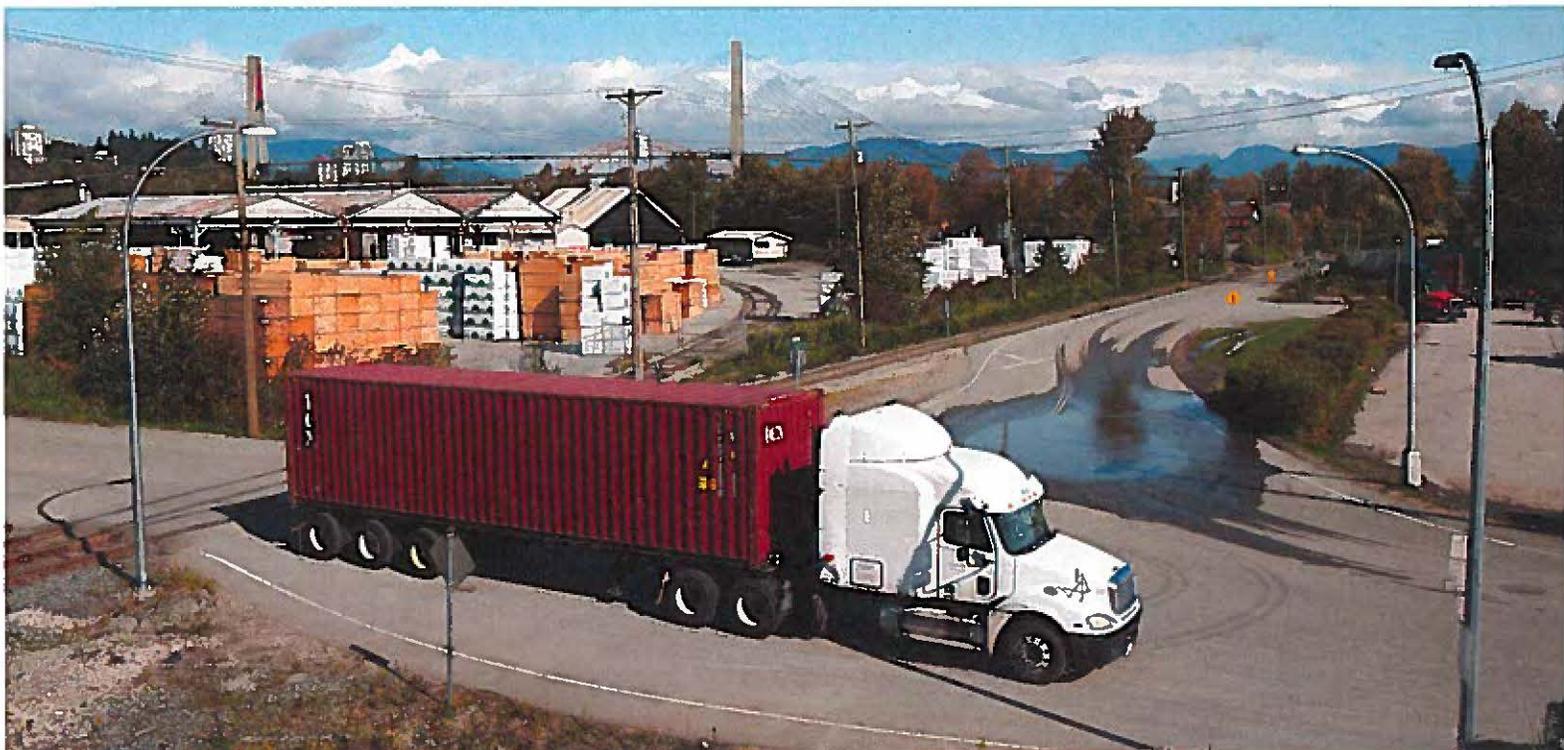
Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented the development of the undeveloped or under-developed industrial land, while providing a roadmap to achieve the municipality's economic goals for its remaining industrial lands.

### **Big Move 2 - Intensify and Optimize Industrial Lands**

Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time.

### **Big Move 4 - Ensure a Coordinated Approach**

Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia.

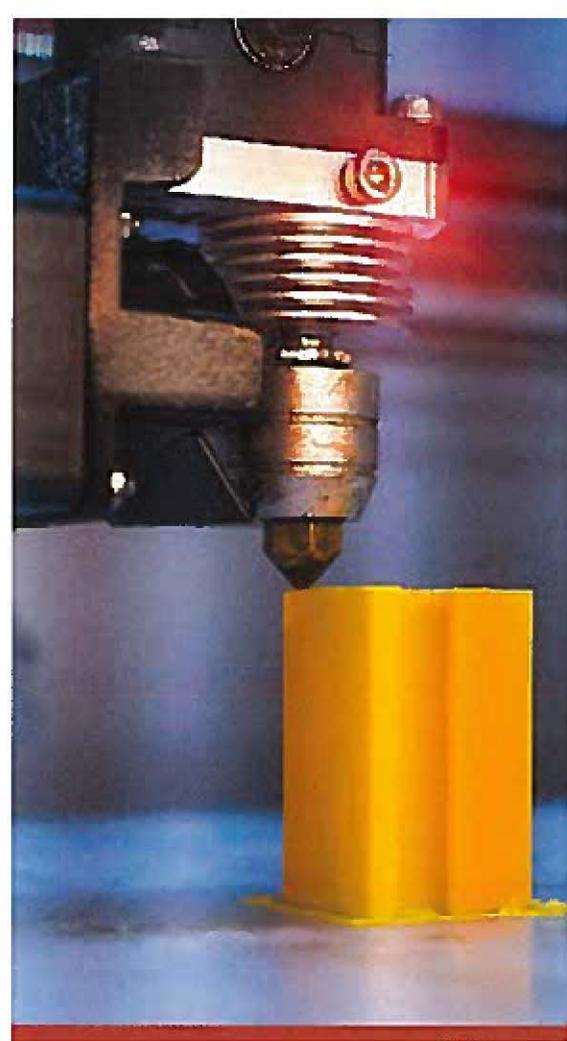


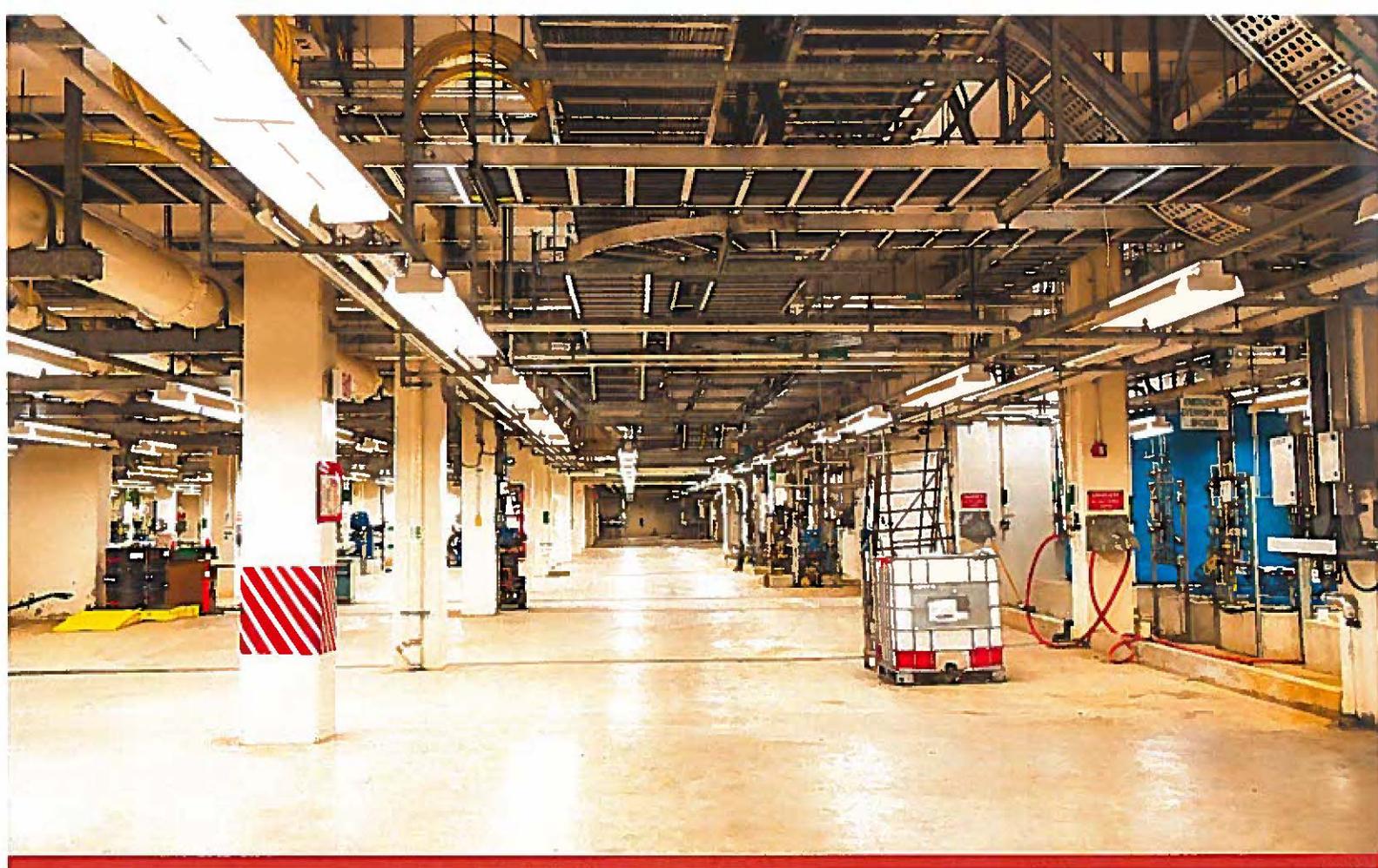
## PRIORITY ACTIONS

The Strategy's 10 priority actions for early implementation are:

- 1. Define 'Trade-Oriented' Lands** – These large sites associated with the transportation of goods to and through the region serve a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.
- 2. Undertake a Regional Land Use Assessment** – Proactively, in collaboration with municipalities, identify the 'best' locations for different types of land uses based on a set of criteria.
- 3. Strengthen Regional Policy** – In *Metro 2040*, the regional growth strategy, explore stronger policy measures such as higher voting thresholds to amend the regional Industrial land use designation.
- 4. Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses** – Collectively develop consistent definitions for permitted industrial uses on Industrial lands and seek implementation through municipal plans and bylaws.
- 5. Facilitate the Intensification / Densification of Industrial Forms Where Possible** – Promote multi-level industrial buildings or other development forms, by removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply; also consider mixed-use on Mixed Employment lands near rapid transit stations.
- 6. Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands** – Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.
- 7. Ensure Transportation Connectivity** – Critical for industrial businesses, work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, and promote efficient container drayage and transit for industrial workers.
- 8. Coordinate Strategies for Economic Growth and Investment** – Profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region.
- 9. Improve Data and Monitoring** – Update the Metro Vancouver Regional Industrial Lands Inventory to have a better shared understanding of the current land uses and supply, and conduct a Regional Employment Survey.
- 10. Develop a Framework for Coordination** – For cross-boundary economic and land use planning matters, work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development.

Taken together, the actions in the Regional Industrial Lands Strategy will help to ensure Metro Vancouver's industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader economy and community.





## INDUSTRIAL LANDS - FUNCTION AND DEFINITION

Industrial lands are crucial to supporting a prosperous and sustainable economy, and have important linkages with employment, transportation, and taxation matters in this region. Many activities on industrial lands provide for the day-to-day needs of Metro Vancouver's residents and businesses, and contribute to a diversified regional economy.

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, as well as new, emerging technology-driven businesses with integrated work spaces, which all need different types of accommodations and locations to support their operations. Many regional jobs and businesses are also connected to national / international trade through the port and airport, which require industrial lands for the handling of goods.

## ACKNOWLEDGEMENTS

Metro Vancouver would like to thank all participants who contributed to the development of the Regional Industrial Lands Strategy.

The Industrial Lands Strategy Task Force provided core input, direction and guidance. Representatives included:

**Appointed elected officials from Metro Vancouver**  
**BC Ministry of Jobs, Trade and Technology**  
**Port of Vancouver**  
**TransLink**  
**BC Chamber of Commerce**  
**Agricultural Land Commission**  
**Urban Development Institute**  
**Beedie Group**  
**Value Property Group**

FOR MORE INFORMATION

[metrovancover.org](http://metrovancover.org)

(search 'Regional Industrial Lands Strategy')



# Metro Vancouver Regional Industrial Lands Strategy

June 2020



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

(12)

0160-01

August 7, 2020

Dear Friends & Neighbours,

Canada's communities are on the frontlines of the COVID-19 pandemic and we recognize that they need immediate assistance to make their public infrastructure safe for use now and in the months to come. That is why we have announced new steps to help provinces and territories deal with the pressures brought on by the COVID-19 health and economic crisis.

The [Investing in Canada Infrastructure Program](#) is being adjusted so that provinces and territories can use federal funding to act quickly on a wider range of pandemic-resilient infrastructure projects. Under a new COVID-19 Resilience funding stream worth up to \$3.3 billion, projects will be eligible for a significantly larger federal cost share – up to 80 per cent for provinces, municipalities and not-for-profit organizations in provinces, and raising it to 100 per cent for remote, northern and territorial projects designated under the new stream. A simplified funding application process will ensure that projects can get underway as soon as possible, and accelerated approvals will ensure that provinces and territories can address pressing needs in a timely manner.

For projects that can start in the near-term, eligibility criteria in the Investing in Canada Infrastructure Program's other existing streams have also been expanded. For example, mobile phone and cellular projects are now eligible under the Rural and Northern Infrastructure stream, and inter-city transit projects are now eligible.

These changes are designed as short-term measures to address the current situation while we continue to work towards long-term infrastructure objectives, including better public transit, more high-speed broadband, wastewater infrastructure and clean energy projects.

**For more information on the COVID-19 Resilience Stream and changes to the Investing in Canada Infrastructure Program, [please visit this web page](#) and see the attached backgrounder.**

Our office stands ready to support your application, so please do not hesitate to reach out with any questions or concerns.

Sincerely,

Patrick Weiler, MP  
*West Vancouver-Sunshine Coast-Sea to Sky Country*

## Backgrounder

### Infrastructure program expands to support COVID-19 community resilience

To address the challenges faced by communities as a result of the COVID-19 pandemic, the over \$33 billion Investing in Canada Infrastructure Program now includes a new stream designed to deliver more infrastructure projects during the pandemic by increasing the types of eligible projects and accelerating project approvals. The expanded Program takes steps to address the current health crisis and support economic stability with existing funds and programs.

The new COVID-19 Resilience stream will help communities respond to the immediate pressures and concerns as a result of the current pandemic as well as build resiliency for the future. The new time-limited stream will have an increased federal cost-share for a broadened range of infrastructure projects and a simplified approval process to allow work to get underway quickly while respecting public health measures.

#### COVID-19 Resilience Stream

Provinces and territories have the option to transfer up to 10 per cent of their initial allocation under the Investing in Canada Infrastructure Program integrated bilateral agreements to the COVID-19 Resilience stream to benefit from up to an 80 per cent federal cost share or 100 per cent federal cost share for Indigenous projects and projects in the territories.

All jurisdictions have at least 10 per cent of their total initial allocation remaining, positioning them to move forward with infrastructure projects in the near term under the new COVID-19 Resilience stream. It is important to note that the flexibility to transfer to the new stream is an opt-in approach, meaning that provinces and territories can voluntarily transfer up to 10 per cent to this new stream.

JURISDICTION	COVID-19 STREAM MAXIMUM ALLOCATION (10 per cent of initial allocation)
Newfoundland and Labrador	\$55,584,285
Prince Edward Island	\$36,697,732
Nova Scotia	\$82,849,316
New Brunswick	\$67,321,757
Quebec	\$753,593,792
Ontario	\$1,184,648,346
Manitoba	\$117,207,615
Saskatchewan	\$89,632,301
Alberta	\$339,785,704
British Columbia	\$412,968,016
Yukon	\$44,561,730
Northwest Territories	\$57,077,683
Nunavut	\$56,676,162
<b>TOTAL</b>	<b>\$3,298,604,439</b>



Stream funding transfers are subject to certain conditions, such as requiring concurrence by the municipal authorities affected by transfers out of the Public Transit stream, and meeting the Climate Change Mitigation sub-stream 45 per cent allocation target under the Green Infrastructure stream.

To be eligible for funding under the COVID-19 Resilience stream, the project's eligible costs must be under \$10 million, construction must be started no later than September 30, 2021, and it must be completed by the end of 2021 (or by the end of 2022 in the territories and in remote communities).

The COVID-19 Resilience stream will fund the following types of infrastructure projects:

- Retrofits, repairs and upgrades for provincial, territorial, municipal and Indigenous buildings; health infrastructure; and schools;
- COVID-19 response infrastructure, including measures to support physical distancing;
- Active transportation infrastructure, including parks, trails, foot bridges, bike lanes and multi-use paths; and
- Disaster mitigation and adaptation projects, including natural infrastructure, flood and fire mitigation, and tree planting and related infrastructure.

### **Expanded Project Eligibility**

Eligibility criteria in the Program's existing streams has also been expanded. For projects that can start before September 30, 2021, the following additional flexibilities are available:

- *Public Transit stream*: now allows standalone pathways and active transportation projects; as well as public sector inter-community commuter transit services; and public sector commuter ferry infrastructure that are not part of an existing transit system.
- *Green Infrastructure stream*: also allows standalone pathways and active transportation projects.
- *Rural and Northern Infrastructure stream*: mobile and cellular projects under the broadband category; and energy efficiency or reliability projects for communities on established electricity grids under the Arctic Energy Fund.

### **Faster Approvals**

Under the new COVID-19 Resilience stream, Infrastructure Canada will provide accelerated approvals to ensure that provinces and territories can address pressing needs in a timely manner. Provinces and Territories will be able to submit lists of quick-start, short-term projects to Infrastructure Canada for consideration rather than project-by-project proposals. The application process will also focus on the essential elements required for Infrastructure Canada's review and approval like asset class, location, description, dates, and financial information.

Amendments to the integrated bilateral agreements will be negotiated with Provinces and Territories in the coming weeks in order to take advantage of the new flexibilities.

**From:** Patrick Weiler <patrick.weiler@parl.gc.ca>  
**Sent:** Wednesday, August 12, 2020 1:58 PM  
**To:** MayorandCouncil  
**Subject:** Reminder: Join MP Weiler & Minister Jordan for a Virtual Town Hall on Healthy Oceans & Fisheries

[View this email in your browser](#)



The banner features a red background with white text and two portrait photos. On the left, the text reads: 'VIRTUAL TOWN HALL WITH THE HON. BERNADETTE JORDAN, MINISTER OF FISHERIES, OCEANS AND THE CANADIAN COAST GUARD'. Below this, it says 'THURSDAY, AUGUST 13TH 4:00 PM PDT JOIN US LIVE ON FACEBOOK'. At the bottom left are social media icons for Facebook, Twitter, and Instagram, with the handle '@PatrickBWeiler'. On the right, there are two portrait photos: Minister Bernadette Jordan and MP Patrick Weiler, with their names written below them.

Dear Mayor and Council,

**Please join MP Patrick Weiler for a virtual town hall discussion with the Honourable Bernadette Jordan, Minister of Fisheries, Oceans, and the Canadian Coast Guard, on our Government's plan for healthy oceans and fisheries on Thursday, August 13, 2020, 4:00pm PDT.**

Please feel free to share [this event](#) with your friends and networks!

**Event Details:**

**Topic:** Town Hall with Minister Jordan and MP Patrick Weiler

**Time:** Thursday, August 13, 2020, 4:00pm PDT

**Facebook Live:** <https://www.facebook.com/PatrickBWeiler/>

**Facebook Event Page:** <https://bit.ly/31KweFw>

**OFFICE OF MP PATRICK WEILER  
CONSTITUENCY OFFICE: 6367 BRUCE ST., WEST VANCOUVER**

**OFFICE HOURS: WEEKDAYS  
9AM - 5PM**



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**From:** Andrew Banks 1775-02  
**Sent:** Tuesday, August 11, 2020 3:17 PM  
**To:** s. 22(1)  
**Cc:** Sarah Almas; Jennifer Notte; Linda Windibank; Doti Niedermayer; Dan Henegar  
**Subject:** Horseshoe Bay  
**Attachments:** s. 22(1); garbage/recycling bins on Bay Street

Dear s. 22(1),

Thank you for your email dated August 6, 2020 regarding litter and garbage in Horseshoe Bay Village. Your email has been referred to me for response.

With respect to the litter in the Impark parking lots, District Bylaw staff is following up with the respective property management company for litter to be removed from these lots.

The servicing of the three-stream recycling / garbage container that you referred to in your email was temporarily disrupted last week but regular servicing of this receptacle has now resumed.

With the additional usage that the village is now experiencing with the resumption of ferry traffic, the District has increased the frequency of litter pick up in the village.

I hope that this information is helpful and if you would like further information, please contact me at 604.925.7139.

Regards,

Andrew

Andrew Banks  
Senior Manager of Parks | District of West Vancouver  
t: 604-925-7139 | c: 604-617-9483 | westvancouver.ca

**From:** s. 22(1)  
**Sent:** Thursday, August 6, 2020 10:04 PM  
**To:** MayorandCouncil  
**Subject:** Horseshoe Bay Conditions

Dear Mayor and Council,

As a Horseshoe Bay resident, I am increasingly embarrassed by the lack of care demonstrated for this community by our District. Looking at Facebook this evening, my embarrassment has only increased when I read the following posts about Horseshoe Bay from other residents (posted Tuesday, 2 days ago):

*This weekend was disgusting .... I took multiple photos of garbage masks gloves and cigarette butts in the Impark lot last night. I have never lived anywhere with this much garbage in the streets. I have lived in Toronto , New York and Montreal ..... how pathetic is it to say that HB is the worst in 2020.*

And:

*I thought I would also share this picture. Taken today just before noon on Bay st outside Starbucks 😞☐😞. We also found lots of garbage around the Impark lot on the corner of Bruce and Keith.*

I will attach a screenshot of the posted picture By Starbucks (the center of the village) for your reference. Unfortunately there are other negative posts online which are, sadly, true.

This reflects very negatively on West Vancouver as a whole, and on your stewardship as council for this municipality.

My questions for you are:

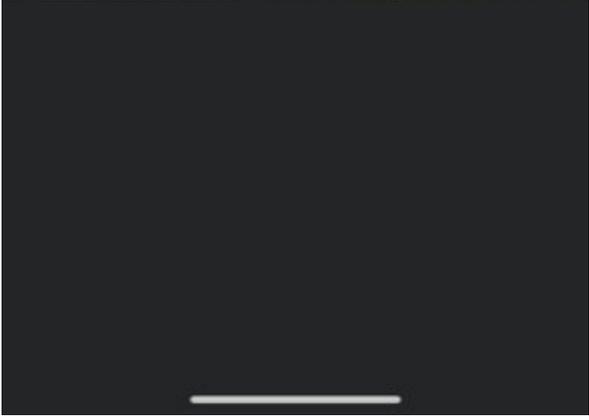
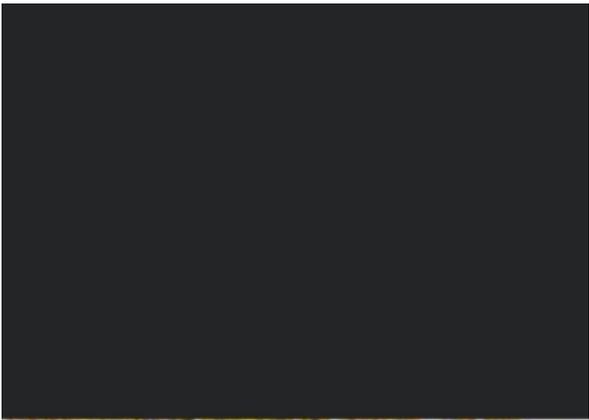
- 1) Are you as individual councillors, and as municipal council as a whole, happy with this representation of West Vancouver?
- 2) Assuming the answer to the first question is “no”, what concrete and immediate steps are you taking to address this black eye on the District’s reputation?

Thank you in advance for your thoughtful responses.

Regards,

s. 22(1)

s. 22(1)



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**From:** Jenn Moller 1815-02  
**Sent:** Thursday, August 13, 2020 12:05 PM  
**To:** s. 22(1)  
**Cc:** patrick.weiler@parl.gc.ca; MayorandCouncil; Robert Bartlett  
**Subject:** Water Quality Inquiry: Email to DWV M&C RE: chlorination \_ DISTRICT RESPONSE 20200813  
**Attachments:** s. 22(1)

Dear s. 22(1)

I am confirming receipt of your enclosed correspondence to Mayor & Council.

In background, the potable water source provided to your property is treated and supplied by Metro Vancouver Regional District. The District of West Vancouver, as the service provider and purveyor of the water distribution system within its jurisdictional boundary, is obligated to testing and sampling programs established through the local health authority; the foundation of water quality standards are set forth in the Guidelines for Canadian Drinking and Water Quality.

In reviewing the testing results for chlorine parameter within West Vancouver's bi-weekly sampling program, it is typically in the range of 0.8 mg/L where water enters the West Vancouver distribution system (i.e.: from Metro Vancouver system), with the residual level subject to dissipation as it is circulated within the system; the recommended range for chlorine levels within distributions systems is 0.04 – 2.0 mg/L – suggesting the chlorine residual level within the potable system servicing your property is well within recommended acceptable levels.

Kind regards,

Jenn

**Jenn Moller, P.Eng**

Director, Engineering & Transportation | District of West Vancouver  
604-925-7171 | westvancouver.ca

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**From:** [REDACTED] s. 22(1) 1815-02  
**Sent:** Tuesday, June 23, 2020 3:15 PM  
**To:** MayorandCouncil; patrick.weiler@parl.gc.ca  
**Subject:** OVER CHLORINATED DRINKING WATER FROM TAPS...

June 23, 2020

I have noticed a STRONG odour of bleach in the water coming out of my taps in Ambleside in the past 2 weeks.

Can you please check that the levels are safe to drink?

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

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