

COUNCIL CORRESPONDENCE UPDATE TO JUNE 19, 2020 (8:30 a.m.)

Referred for Action

- (1) **June 13, 2020, regarding “Taylor Way and Marine Drive development”**
(Proposed: 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) (Referred to the June 23, 2020 public hearing) (Referred for consideration and response)
- (2) **June 13, 2020, regarding “Parking along Nelson Ave Horseshoe Bay”**
(Referred for consideration and response)
- (3) **June 13, 2020, regarding “Cypress Falls Park Damage”** (Referred for consideration and response)
- (4) **June 15, 2020, regarding “Re: Property Tax Hike”** (Referred for consideration and response)
- (5) **June 16, 2020, regarding “Re Gateway Development Park Royal”**
(Proposed: 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) (Referred to the June 23, 2020 public hearing) (Referred for consideration and response)

Referred for Action from Other Governments and Government Agencies

No items.

Received for Information

- (6) **Undated, regarding “June 8 Council Meeting”** (Proposed Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5057, 2020 and proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 5068, 2020 for 2195 Gordon Avenue; and Update on Economic Development Plan and Local Economic Recovery) (Referred to the July 14, 2020 public hearing)
- (7) **85 submissions, undated and June 11-18, 2020, regarding Proposed: 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** (Referred to the June 23, 2020 public hearing)
To view submissions (7)(1) to (7)(40) please click [here](#)
To view submissions (7)(41) to (7)(85) please click [here](#)
- (8) **Rise Communications, June 13, 2020, regarding “BC Craft Farmers Co-Op: Economic Development & Job Creation Proposal”**
- (9) **2 submissions, June 15 and 17, 2020, regarding Proposed Development at 660 Clyde Avenue and 657 & 675 Marine Drive (Executive Group)**
- (10) **June 16, 2020, regarding “Lawson Park” (Homeless Individual in John Lawson Park)**

- (11) HUB Cycling, June 16, 2020, regarding Access to Stanley Park**
- (12) June 18, 2020, regarding “FW: 5G ~ What you Need to Know”** (Attachments available for viewing in Legislative Services)

Received for Information from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (13) Environmental Manager, June 17, 2020, response regarding “Cypress Falls Park Damage”**
- (14) Senior Community Planner, June 17, 2020, response regarding “Re Gateway Development Park Royal”** (Proposed: 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) (Referred to the June 23, 2020 public hearing)
- (15) Director of Legislative Services/Corporate Officer, June 19, 2020, response regarding “Taylor Way and Marine Drive development”** (Proposed: 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) (Referred to the June 23, 2020 public hearing)

From: s. 22(1) 1010-20-19-047 /
Sent: Saturday, June 13, 2020 12:00 AM 1610-20-5064/5065/5066
To: MayorandCouncil
Subject: Taylor Way and Marine Drive development

I write to express my view that the development at Taylor Way and Marine Drive should not be permitted to exceed the number of floors previously approved by council.

The developer chose to install infrastructure in excess of requirements and now seeks permission to add additional floors to both towers. If granted, this would give legs to the adage "better to seek forgiveness than to ask for permission " and would set a very poor example of how our council and mayor should conduct themselves. The District should not condone such presumptuous business practices.

There will be plenty of traffic issues caused by the development as is. It would be unconscionable for mayor and council to open the door to even more congestion after the fact.

Also, how is the June 23rd meeting scheduled for this agenda item going to proceed in the current pandemic with social distancing in place? I look forward to your response.

Regards,

s. 22(1)
West Vancouver

Sent from my iPad

From: [REDACTED] s. 22(1) 1800-02
Sent: Saturday, June 13, 2020 10:10 AM
To: MayorandCouncil
Cc: [REDACTED] s. 22(1)
Subject: Parking along Nelson Ave Horseshoe Bay

Hello Mayor & Council. As a resident of Horseshoe Bay living on [REDACTED] s. 22(1), I received a letter regarding road construction related to the Sewell development. Construction is expected to last 6 weeks. During this time there will be limited parking on Bruce Street and no parking on Nelson Ave south of Bruce Street. This lack of available parking coupled with construction related parking from Sewells and visitors to our area will put additional stress on parking along [REDACTED] s. 22(1) for residents.

I am requesting that the city make parking along Nelson and Bruce Street (when parking is reintroduced 2-3 weeks after construction begins) be available for residents only. I think this is a reasonable request given the inconvenience we have to endure with this significant development project. Please note construction is scheduled to start today.

Thank you for considering and executing this request.

[REDACTED] s. 22(1)

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

From: s. 22(1) 2100-05
Sent: Saturday, June 13, 2020 3:18 PM
To: West Vancouver Parks (westvanparks); Matthew MacKinnon; MayorandCouncil
Subject: Cypress Falls Park Damage
Attachments: cypress.PNG

Last summer I contacted West Vancouver Park's regarding an unsanctioned mountain bike park being constructed in the southern part of Cypress Falls Park, I believe by individuals living in s. 22(1). I expressed concern for biodiversity, habitat loss and soil erosion by this construction as well as hazards posed by the digging of large, deep unmarked holes to supply material to build ramps and jumps.

I was pleased with the emailed responses I received indicating that my concerns were valid and that action would be taken including but not limited to: postage of signs and increased foot patrols by parks staff.

To my knowledge there have been no patrols in this part of the park as evidenced by my daily visits and by increased park damage, and no signs have been posted. Construction of this bike park has not diminished but instead has increased. More trees, shrubs and other undergrowth have been removed, more roots have been cut, and more holes have been dug. I would estimate there is now close to an acre area that has been altered and damaged by these individuals. I have attached a screen shot of one of your maps with the area of damage roughly indicated by a hashed circle. Today I walked through this area to find large new area's of destruction, with shovels and a wheel barrel left in the forest for what I suspect is further planned destructive activity in this ancient and precious forest.

I believe West Vancouver's government and Parks department have a responsibility to protect these natural places for future generations, as our predecessors did for us, and I believe that collectively, at least in this park you are failing to live up to that responsibility.

Your urgent and sincere attention to this matter is requested.

Thank-you

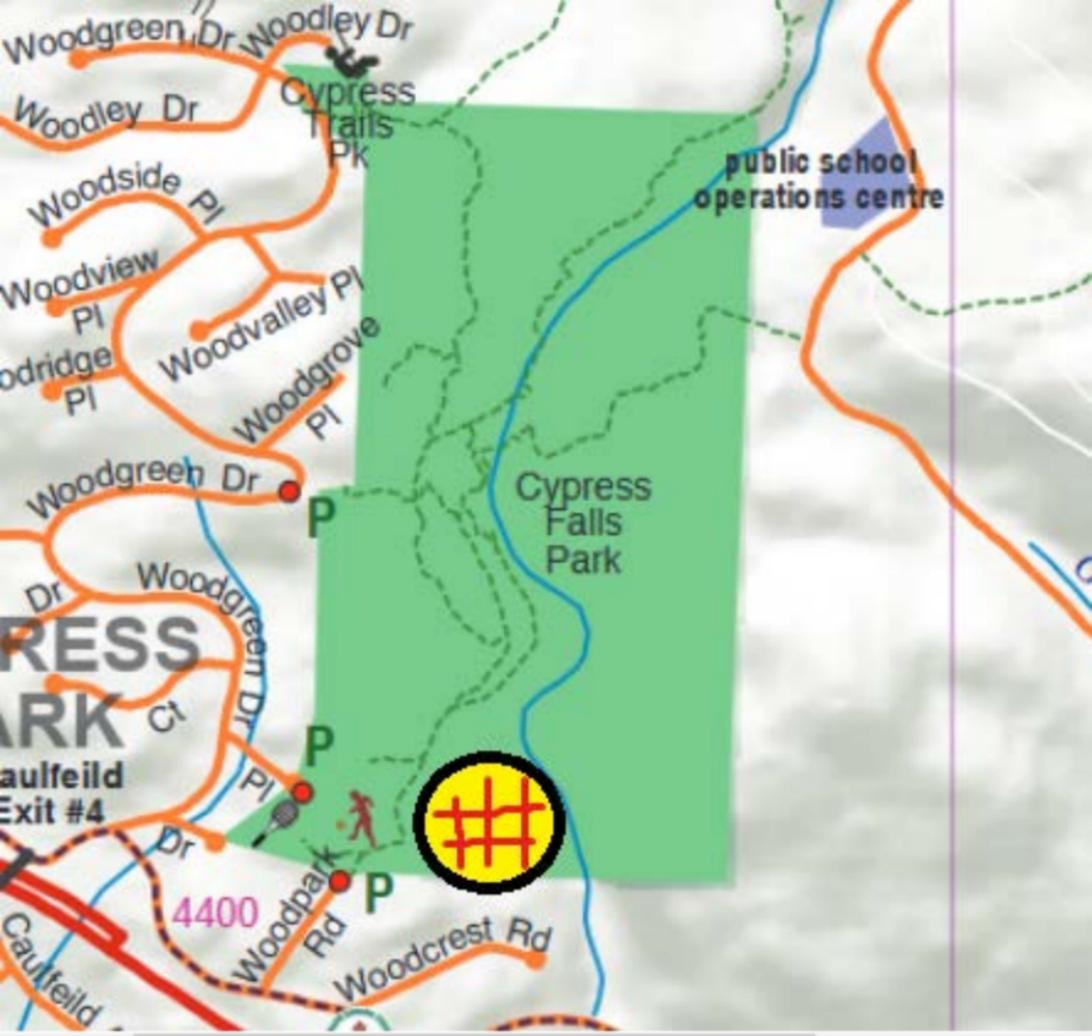
Respectfully,

s. 22(1)

West Vancouver, BC

s. 22(1)

--
Securely sent with Tutanota. Get your own encrypted, ad-free mailbox:
<https://tutanota.com>



Woodgreen Dr Woodley Dr

Woodley Dr

Cypress Trails Pk

public school operations centre

Woodside Pl

Woodview Pl

Woodvalley Pl

Woodbridge Pl

Woodgrove Pl

Woodgreen Dr

Cypress Falls Park

Woodgreen Dr

CYPRESS PARK

Caulfeild Exit #4

4400

Caulfeild

Woodpark Rd

Woodcrest Rd

From: s. 22(1)
Sent: Monday, June 15, 2020 11:18 PM
To: MayorandCouncil
Subject: Re: Property Tax Hike

0955-16

Dear Mayor and Council Members,

Your silence is deafening on this. I'm upset and you ignore me.

Please explain why I am subject to a 21.2% increase in my tax contribution to WV Municipality this year. My home is valued at 25% less than the "average" \$2.8m and \$98 tax increase quoted in your propaganda attached to my tax demand. So it appears homes of less value and less depreciation pay substantially more. This is legalized theft.

You know it, but someone has to pay. I want to remind you, that you are all elected representatives of WV district but you choose to ignore my genuine concerns.

Shame on all of you.

Enjoy your time at the trough.

Thanks,

s.
22(1)

WV

Get [Outlook for iOS](#)

From: s. 22(1)
Sent: Thursday, May 28, 2020 6:19:32 PM
To: MayorandCouncil@westvancouver.ca <MayorandCouncil@westvancouver.ca>
Subject: Property Tax Hike

Dear Mayor and Council Members,

Today I received my 2020 Property Tax Bill and I was astounded to find that it is 16.7% higher than last year s. 22(1) s. 22(1). The WV Municipal portion has increased by 21.2% s. 22(1). Its absolutely disgraceful.

I spent ~30 mins, earlier today talking to the WV District Financial Controller who, to be fair, did a great job explaining the rationale for why this was.

The bottom line is even though my property value is substantially lower than the \$2.844,000 "average" value with an "average" \$96 increase in tax I'm paying for the decrease in value of more expensive properties.

My property value is essentially comparable this year to last year.

The accompanying "flyer" with my bill, stating a 2% increase in operating budget may be true but totally misleading. Services in WV have been pared back over the last few months, parks, libraries, community centres etc for obvious reasons.

In my case, I find this extortionate tax increase unacceptable and abhorrent and as an elected group I hold you totally accountable for this shocking and very upsetting outcome. Please explain and defend your decisions, you should all be ashamed. What are you going to do about it???

Regards,

s. 22(1)

WV.

Sent from [Mail](#) for Windows 10

From: [REDACTED] s. 22(1) 1010-20-19-047 /
Sent: Tuesday, June 16, 2020 10:34 AM 1610-20-5064/5065/5066
To: MayorandCouncil
Subject: Re Gateway Development Park Royal

Hello West Vancouver Council,

I am writing in regards to the proposed addition of 5 floors to the two Gateway towers currently under construction in Park Royal.

I have read a number of articles/advertisements both by the city and the developer promoting the additional floor as addressing the needs of the City. While, I generally am apposed to the additional density given the number of units under construction or proposed in West Vancouver, this email is specific to a recommendation that will address the main concern most West Vancouver residents have with the additional units (traffic) and is in line with the stated objectives of council's consideration of allowing them.

My recommendation is this. The main concern of residents is increased traffic and parking challenges around the site. The city's stated objective behind considering these additional units is providing additional rental units to West Vancouver residents, especially those servicing the community. Both council and the developer point to the fact that no additional parking spots are being proposed with this variance as support of how it will not create additional traffic. The understanding being that council sees this as a means of encouraging the residents of the tower to use public transport, rather than cars. Council's desire to see this trend is further supported by the lower number of parking spots most developments are being approved with.

With this in mind, I propose a simple bylaw/covenant that I would recommend the city place on, at a minimum, the proposed additional 95 units. I propose that the bylaw/covenant forbid any person residing in the units from owning a motor vehicle. That the building must provide any prospective buyer/renter details of this bylaw/covenant, and that the resident must sign a consent form allowing the City of West Vancouver to request ICBC/DMV for confirmation that there are no motor vehicles licensed by person with the receptive unit as their address. (there are clearly way people could try to work around this, but doing this would also allow ICBC to void their insurance, which should be a sufficient deterrent to keep people from cheating).

I believe a bylaw/covenant like this would go a long way in addressing residents biggest concerns around this and any other developments, and would show council's commitment to encouraging people to use public over personal transit. This would also show that both council and developers, that have stated that this is their objective, really mean it and are not saying it simply as a way to influence people to allow the developer to make more money.

In my opinion, this bylaw/covenant can only be applied going forward (new development approvals), and is something the city should consider for all future applications, and possibly share with other municipalities.

I am aware this is an idea that would need to be thoroughly reviewed and structured by lawyers to ensure it holds in court. I also am aware that developers may not like it, at first, as it could effect their ability / pricing for the sale of the units. But no one could argue that developers haven't used societies & council's desire to see this trend as a means to get variances on long standing bylaws.

I hope you as council receive this email as a constructive suggestion on how to address this requested variance in a way that allows you to support your stated desire for additional rental housing options, to encourage a transition from cars to public transport, to show the community that council is working in the best interest of the community, not the developers, and address the #1 concern of most residents around this and other developments in West Vancouver.

Please include this communication in the official records.

I would enjoy the opportunity to assist in brainstorming this concept in more detail, should council be interested.

Regards,

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

P.S. while I didn't address this in this email. I would like to understand what the bylaw/covenants are proposed on these additional units with respect to their status as rental units. Is there a bylaw/covenant that requires them to not be owner occupied for a period of time (25 years or something like that?), to ensure that the developer doesn't simply sell to another entity under the guise of them being long term rental units, only to sell them within a few years to owner occupied units.

Mayor & Council

District of West Vancouver

Re: June 8 Council Meeting

1010-20-19-112 /
1610-20-5068/5057

I wish to comment on two agenda items for tonight's meeting:

#5. Proposed Official Community Plan Amendment and Rezoning- 2195 Gordon Avenue.

I fully support the recommendations in the Report of the Community Planner, (May 22, 2020) being considered at First Reading tonight. They are designed to meet identified shortfalls in housing in West Vancouver: a lack of affordable rental stock, a shortage of affordable housing for WV's workforce, and a shortage of appropriate housing for supportive housing for the elderly and disabled.

These shortfalls are based on solid data and require addressing so that WV can meet its vision as a vital and 'resilient community' where there is diversity of age and cultural populations and dynamic economic growth rather than continuing to be an elderly, wealthy, slowly dwindling 'bedroom suburb'.

Adequate safe, affordable (and energy efficient) housing is essential for the health of all WV residents, including those that work here in important support roles. And given that we have declared a Climate EMERGENCY all new buildings should now require the highest building code which should require they be exclusively powered with renewable energy (i.e. no fossil fuel energy – not coal, oil or gas).

#6 Update on Economic Development Plan and Local Economic Recovery (File:2580-10-2020)

This is a good report and I am supportive of its findings. However, I suggest that the appointment of an Economic Recovery Task Forces described in Appendix 'A' is deficient in that it appears to exclusively draw on the expertise of the business community for its membership. I recommend that consideration be given to expanding the membership of the Task Force to include expertise in the health and well-being of the population especially in light of the declared climate emergency.

Thank you for your consideration.

Sincerely yours

s. 22(1)

West Vancouver, s. 22(1)

From: Dudley Coulter <hello@risecommunications.ca> 2580-01
Sent: Saturday, June 13, 2020 9:32 AM
To: MayorandCouncil
Subject: BC Craft Farmers Co-Op: Economic Development & Job Creation Proposal

To her Worship, Mary-Ann Booth, and Council:

I hope your community is doing well and staying healthy.

I am contacting you on behalf of the BC Craft Farmers Co-Op (BCCFC), further to previous information sent by my colleague, Megan, last summer.

As you may know, since incorporation on 04.20.20, BCCFC has been busy working on a proposal that has been submitted to the provincial and federal governments that will help with B.C.'s economic recovery post-COVID-19.

The proposal, *Creating Opportunity for BC's Craft Cannabis Sector and Supporting the Economic Recovery*, was distributed to the Prime Minister and Premier last week. In addition to responding to the economic crisis created by COVID-19, this proposal strives to achieve the original public interest goals of Canada's Cannabis Act, particularly related to the diversion of profit from the illicit market and the creation of a diverse sector where small farmers can succeed.

Unfortunately, these goals are not being achieved. Of the 1,200,000 million+ square meters of legal indoor and outdoor cannabis cultivation space approved by Health Canada across the country over the past two years, craft cannabis farmers account for less than 1%. Nowhere in Canada is this more important than in B.C. With a well-established international cannabis brand and thousands of craft farmers already established in the medical cannabis system, B.C. has the most to lose if these small enterprises continue to be excluded.

Transitioning just 30% of the 6,000+ B.C. micro-farmers already approved to produce medical cannabis into the legal market, as proposed, will create thousands of B.C. jobs this summer, divert millions from the illicit market and generate hundreds of millions of dollars in new revenue for all levels of government.

In short, the attached proposal has two parts. Part One is focused exclusively on regulatory innovation within Health Canada starting this summer. Part Two proposes a federal/provincial partnership based on existing models that will support craft farmers through the transition with a series of modest, strategic investments over the next two years. In addition to providing a significant return on investment for taxpayers, the project will help keep B.C. an international cannabis headquarters.

As part of the proposal, the Project Advisory Committee will include a representative from the Union of BC Municipalities and dedicate resources to rapidly engage local governments. A micro-credit program will also be implemented to help transition craft farmers and respond to municipal requests.

We have been meeting with B.C. MPs, MLAs and relevant Ministers over the past two weeks to review this made-in-B.C. opportunity. We have been well-received by all parties so far.

We hope you will have a moment to review the proposal [here](#).

Please share with your team as needed. We welcome your feedback and an opportunity to answer any questions you may have. We would be happy to schedule a phone call to discuss our work further with you, please let me know if you would like to meet in the coming weeks.

Learn more about BCCFC [here](#).

Best regards,

--

Dudley Coulter

Communications Consultant

s. 22(1)

<https://www.risecommunications.ca/>

--



s. 22(1)

Vernon, B.C.

s. 22(1)

From: s. 22(1) 1010-01
Sent: Monday, June 15, 2020 11:11 AM
To: MayorandCouncil
Subject: 660 Clyde Avenue, 657 Marine Drive and 675 Marine Drive (Executive Group)

Dear Mayor and Council,

The Applicant's proposal for the above-noted development, as set out in the Applicant's Presentation, available on the District's website, has a serious flaw, namely the location of the entry/exit to the underground parking, which is shown as being at the southeast corner of the property. This flaw could be eliminated by having the entry/exit to the underground parking on the north side of the property with vehicles entering from and leaving on to Clyde Avenue. Also, if garbage and recycling are to be collected outside the underground parking that would be another serious flaw in this proposal. I was unable to find any information about garbage and recycling collection in the proposal.

With respect to movement of vehicles into and out of the proposed southeast corner location of the underground parking all such movement would mean that vehicles would pass by or through the following:

- the entry and exit to the Amica Retirement Residence and most of the frontage of that building;
- the entry/exit of the office building at 650 Clyde Avenue;
- the entry/exit of the office building at 636 Clyde Avenue;
- the crosswalk on Clyde Avenue at 6th Street;
- the crosswalk on 6th Street at Clyde Avenue
- the entry/exit at Water's Edge Crescent
- the entry/exit of the underground parking of the Water's Edge condominiums
- the intersection of 6th Street and the roads heading east to go under Marine Drive to West Royal Towers and west toward the entry/exit to the underground parking of 425 6th Street (NB: this intersection is also where garbage and recycling from the Water's Edge condominium buildings and from 425 6th Street are loaded into garbage trucks)
- the entry/exit of the underground parking of 425 6th Street itself;
- the principal entry to the proposed development

Vehicles would also be in conflict with pedestrians travelling on the routes promoted in the District's Official Community Plan and by the developer in his proposal. It should be noted that "vehicles" comprises:

- the cars and trucks owned by residents and visitors;
- trucks and vans delivering and removing residents' furniture and personal effects;
- trucks and vans operated by tradespersons doing repairs and maintenance on the building;
- trucks and vans delivering parcels, take-out food, flowers and mail;
- garbage/recycling trucks

All of the points of conflict listed above would be eliminated if the underground parking entry/exit were located on the north side of the development and garbage/recycling collection carried out in the underground parking.

As stated above, I could not find information on garbage and recycling collection. The disruption to traffic and the noise generated by collecting garbage and recycling on the street is a serious public nuisance. The Water's Edge condominium buildings' garbage and recycling is collected on the street but I am aware that internal collection is possible as I have lived in a condominium building of similar size where such collection was done

in the underground parking, close to the entrance. The garbage was compacted at that location in an onsite compactor. This method reduces the loading operation by a considerable degree, possibly by a factor of four or five, with a concomitant reduction in noise. There is no doubt in my mind that the District should require this Applicant, **and all future applicants for the development of buildings in excess of, say, 30 units**, to have a garbage compactor and internal collection as part of his proposal.

s. 22(1)

West Vancouver

s. 22(1)

From: [REDACTED] s. 22(1) 1010-01
Sent: Wednesday, June 17, 2020 3:24 PM
To: MayorandCouncil
Subject: 660 Clyde Avenue, 657 Marine Drive and 675 Marine Drive (Executive Group),
Supplementary No. 1

Dear Mayor and Council,

Please add to my previous email on the above-noted subject the following supplementary material:

To the bulleted list of "Vehicles":

- Ambulances
- Taxis

The following text:

The proposed arrangement with the entry/exit from the underground parking would presumably carry with it an address on Marine Drive, even though there would be no vehicular access from Marine Drive. All vehicles would have to reach the main entrance to the development by travelling up Taylor Way, right on to Clyde Avenue (not Clyde *Street* as referenced in one part of the proposal), right on to 6th Street and right at the bottom of 6th Street. From my experience [REDACTED] s. 22(1) people have difficulty finding this building. Couriers (UPS, Canada Parcel), general delivery people, care aides, tradespeople and even the Ambulance Service have expressed difficulty in finding us. [REDACTED] s. 22(1) last summer the ambulance was taking longer than expected to arrive. When I went out to look for them they were half way up the street trying to decide where to go. This problem would apply to the proposed development but would not apply if the entry/exit to the underground parking was on Clyde Avenue.

Yours truly

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1) 1603-08
Sent: Tuesday, June 16, 2020 4:34 PM
To: MayorandCouncil
Subject: Lawson Park

Are there ANY plans to deal with the homeless situation at Lawson Park...This is disgusting and getting worse by the day...Obviously being near the playground, picnic area and washrooms is of major concern to most...It's Summer, the park is busy..This is not an acceptable situation...Lately there have been many outburst from this gentleman not suitable to this area..it's hard for families to overlook it.

If this person is in need of help, let's help him, otherwise this needs cleaned up NOW..

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

Sent from my Samsung Galaxy smartphone.

From: HUB Cycling <vancouver@bikehub.ca>
Sent: Tuesday, June 16, 2020 8:49 PM
To: MayorandCouncil
Subject: 📣 Urgent Action: Help Ensure Equitable Access to Stanley Park

0055-01

[View this email in your browser](#)



A week ago five out of seven Park Board Commissioners voted in favour of sustainable and equitable access to Stanley Park by:

- exploring the long term feasibility of reducing (not eliminating) motor vehicle traffic in Stanley Park, including but not restricted to, reducing roadways to single lanes while maintaining access to the park.
- consulting with park partners, stakeholders, and the community at large, including the Stanley Park Intergovernmental Working Group.
- exploring green transportation options, to and throughout the park, to support equitable access for all park users, including those with mobility challenges.
- noting that Park Board staff are currently preparing a temporary traffic management plan (in coordination with the City of Vancouver and provincial health authorities) for the summer of 2020 in response to the COVID-19 pandemic.

Two commissioners who voted no to the motion - John Coupar and Tricia Barker – are trying to upset the process and ignore that staff plan by getting cars fully back on those roads before this coming weekend.

This new motion will push people on bikes back on to the seawall paths, possibly revert the city's Beach Avenue changes, and reduce needed space for physical distancing for people walking and people on bikes.

Email our Park Board Commissioners

Earlier today, Provincial Health Officer Dr. Bonnie Henry warned British Columbians that “This pandemic is far from over, there continues to be no effective treatment, and the virus will continue in our communities for many months to come.”

 **CBC British Columbia**  @cbcnewsbc · 58m

Dr. Henry says the Stanley Park road closure is a really good thing and encourages active transit.

"I would be in favour of keeping it that way and reducing the number of cars on our roads."

[Show this thread](#)

This [motion](#) is coming to Park Board commissioners at their Thursday, June 18th meeting.

Please add your voice by sending an email to our Park Board commissioners and your local MLA to let them know that this is unacceptable!

Thank you for your support,
Lisa Slakov
HUB Cycling, Vancouver Park Board Liaison

[PS: Please ensure you email our Park Board Commissioners by 10 am on Thursday, June 18.](#)



Copyright © 2020 HUB Cycling, All rights reserved.

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

Our mailing address is:

HUB Cycling

312 Main (2nd Floor)

Vancouver, BC V6A 2T2

Canada

[Add us to your address book](#)

This email was sent to mayorandcouncil@westvancouver.ca. Want to change how you receive these emails?

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

From: Penny Walter on behalf of Info 0633-03
Sent: Thursday, June 18, 2020 11:08 AM
To: MayorandCouncil
Subject: FW: 5G ~ What you Need to Know
Attachments: Getting it wrong in Getting it right_Preparing for 5G deployment in your municipality.pdf; Creating a Proactive Antenna Siting Protocol_& Small Cell licensing Agreement.pdf

From: [REDACTED] s. 22(1)
Sent: Thursday, June 18, 2020 10:54 AM
To: Mary-Ann Booth <mbooth@westvancouver.ca>
Cc: Info <info@westvancouver.ca>
Subject: FW: 5G ~ What you Need to Know

**Attachments available for
viewing in Legislative Services**

Dear Mayor Booth & Councillors,

Parliament has been remote. School has been virtual. Work has been online. Recent events have shown us how important safe and affordable high-speed broadband is.

In response, telecommunication providers are racing to install 5G. Is this the best connectivity option? What rights do local governments have when it comes to 5G? And why are the limited rights municipalities *do* have now under threat?

5G and You

The Federation of Canadian Municipalities (FCM) recently published *Getting it right: Preparing for 5G deployment in your municipality*. Although the FCM guide accurately answers the regulatory questions linked to 5G, including the potential loss of local input, it does not offer municipal governments the critical big picture information needed to understand the practical, policy and logistical implications of 5G.

To support you in making well-informed telecommunication decisions, we have prepared [Getting it Wrong in Getting it Right](#), a preamble and supplement to the FCM guide.

Action Item:

- Please take a moment to read the guide by clicking [Here](#). It is also attached.

Untying Your Hands

Perhaps you would like to create local 5G and small cell siting policies that reflect and protect community interests, but believe your hands are tied.

The second document we have prepared and attached, [Creating a Proactive Antenna Siting Protocol and Small Cell Licensing Agreement](#), shows you how to create the most protective policies possible given our regulatory landscape. It also covers critical liability issues which every local government should know about.

Action Item:

- Please read the document's *Overview* and share the document with your legal team. It is found [Here](#) and is also attached.

A Better Way

The infrastructure investments we make today will shape how the Internet will be provided and how it will impact our security, well-being, resilience, and sustainability for generations to come. **We encourage you to choose the fastest, safest, most energy-efficient and cyber-secure data delivery system for your community - fiber optics** connected directly to each premise.

Action Item:

- Visit this site to learn more:

[Connected Communities ~ Wired fiber for Sustainable Last-Mile Solutions](#)

Who are We?

We represent an umbrella group of organizations and individuals advocating for safe and responsible technology.

For more information, you may reach us at cst.citizensforsafetechnology@gmail.com,

With Warm Regards,

s. 22(1)

Victoria, B.C. s. 22(1)

On Behalf of Citizens for Safe Technology

From: Matthew MacKinnon
Sent: Wednesday, June 17, 2020 11:13 AM
To: s. 22(1)
Cc: Linda Windibank; Anne Mooi; Andrew Banks; Jennifer Notte; West Vancouver Parks (westvanparks); MayorandCouncil
Subject: RE: Cypress Falls Park Damage

Dear s. 22(1)

Thank you for your recent email regarding unauthorized trail construction in Cypress Falls Park. It is disappointing further trail building activity is occurring in the park again.

Following your email alerting the District to this issue in August 2019, District staff responded by decommissioning several trail structures and increasing Park Ranger patrols in the area last year.

We appreciate you informing us of the more recent trail building activity in the park. Staff will dismantle and remove the trail structures and accompanying trail and we are looking at what additional measures we can take to prevent further trail building activities from continuing in the park.

Please do not hesitate to contact me at my direct number 604.925.7131 if I can be of any further assistance.

Regards,

Matthew

Matthew MacKinnon M.Sc., RP Bio.
Environmental Manager | District of West Vancouver
t: 604-925-7131 | c: 604-785-2751 | westvancouver.ca



From: s. 22(1) 2100-05
Sent: Saturday, June 13, 2020 3:18 PM
To: West Vancouver Parks (westvanparks); Matthew MacKinnon; MayorandCouncil
Subject: Cypress Falls Park Damage
Attachments: cypress.PNG

Last summer I contacted West Vancouver Park's regarding an unsanctioned mountain bike park being constructed in the southern part of Cypress Falls Park, I believe by individuals living in s. 22(1). I expressed concern for biodiversity, habitat loss and soil erosion by this construction as well as hazards posed by the digging of large, deep unmarked holes to supply material to build ramps and jumps.

I was pleased with the emailed responses I received indicating that my concerns were valid and that action would be taken including but not limited to: postage of signs and increased foot patrols by parks staff.

To my knowledge there have been no patrols in this part of the park as evidenced by my daily visits and by increased park damage, and no signs have been posted. Construction of this bike park has not diminished but instead has increased. More trees, shrubs and other undergrowth have been removed, more roots have been cut, and more holes have been dug. I would estimate there is now close to an acre area that has been altered and damaged by these individuals. I have attached a screen shot of one of your maps with the area of damage roughly indicated by a hashed circle. Today I walked through this area to find large new area's of destruction, with shovels and a wheel barrel left in the forest for what I suspect is further planned destructive activity in this ancient and precious forest.

I believe West Vancouver's government and Parks department have a responsibility to protect these natural places for future generations, as our predecessors did for us, and I believe that collectively, at least in this park you are failing to live up to that responsibility.

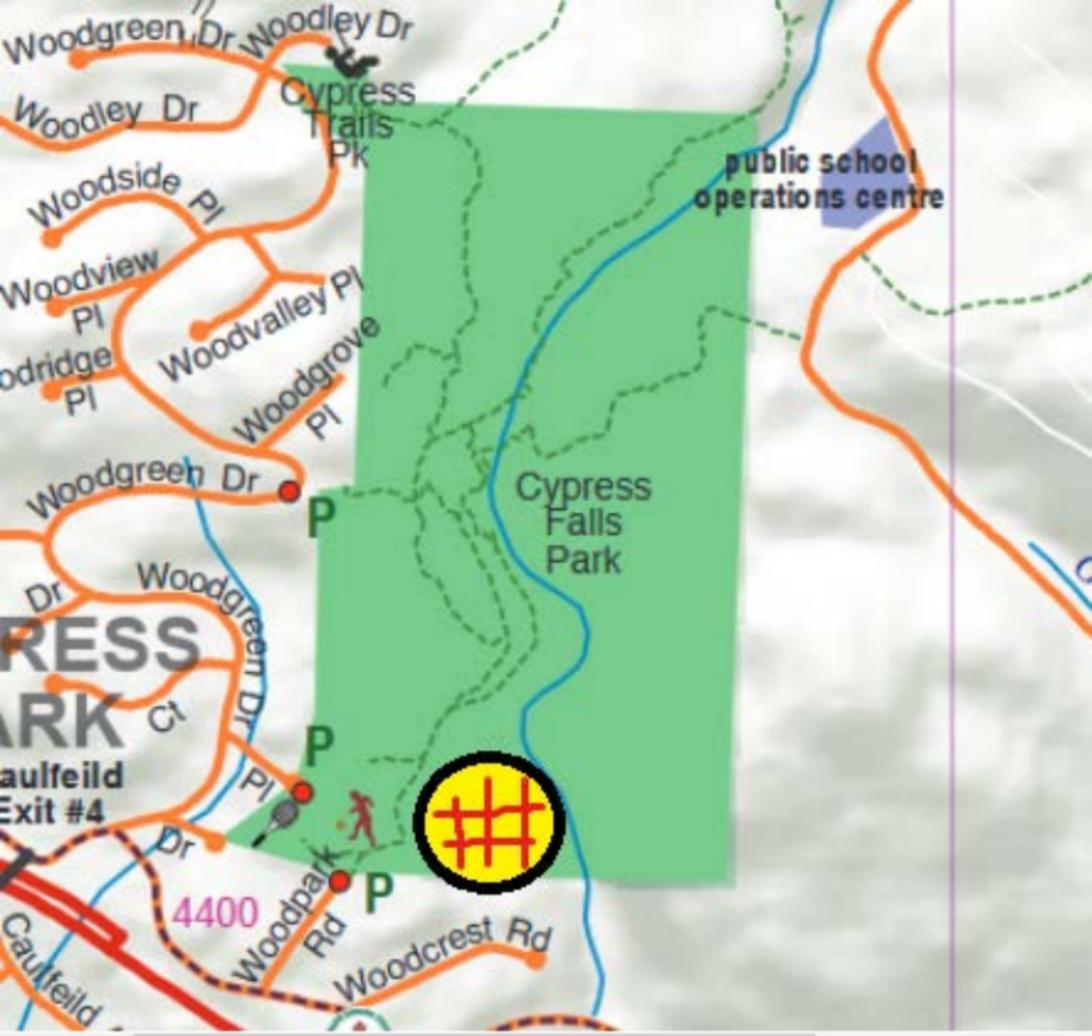
Your urgent and sincere attention to this matter is requested.

Thank-you

Respectfully,

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

--
Securely sent with Tutanota. Get your own encrypted, ad-free mailbox:
<https://tutanota.com>



Woodgreen Dr
Woodley Dr
Cypress Trails Pk

public school operations centre

Woodside Pl
Woodview Pl
Woodbridge Pl
Woodvalley Pl
Woodgrove Pl

Cypress Falls Park

CYPRESS
PARK

Caulfeild
Exit #4

4400

Woodpark Rd
Woodcrest Rd

From: Lisa Berg
Sent: Wednesday, June 17, 2020 3:27 PM
To: [REDACTED] s. 22(1)
Cc: MayorandCouncil; Jim Bailey; Michelle McGuire
Subject: Council Correspondence re: Gateway Development Park Royal
Attachments: Action-Gateway [REDACTED] s. 22(1)

Dear [REDACTED] s. 22(1)

Thank you to writing to Mayor and Council regarding the proposed rezoning for the Gateway project at Park Royal. Your correspondence has been forwarded to me for reply.

The proposed 95 units would be secured as rental housing by an amendment to the existing Housing Agreement. This is a legal agreement registered against the land. Of the 95 new units, 89 would be secured as permanent rental and 6 are secured as rental for a 20-year period. The agreement contains language that prohibits the occupancy of the rental units by the owner as well as a no-separate sale clause, meaning the owner is not allowed to individually sell off any of the permanent rental units. The units secured for 20 years could be individually sold after that time.

Please let me know if you had any other questions.

Warm regards,
Lisa

Lisa Berg **MCIP RPP**
Senior Community Planner | District of West Vancouver
604-925-7237 | westvancouver.ca
Please consider the environment before printing this email.

From: [REDACTED] s. 22(1) 1010-20-19-047 /
Sent: Tuesday, June 16, 2020 10:34 AM 1610-20-5064/5065/5066
To: MayorandCouncil
Subject: Re Gateway Development Park Royal

Hello West Vancouver Council,

I am writing in regards to the proposed addition of 5 floors to the two Gateway towers currently under construction in Park Royal.

I have read a number of articles/advertisements both by the city and the developer promoting the additional floor as addressing the needs of the City. While, I generally am apposed to the additional density given the number of units under construction or proposed in West Vancouver, this email is specific to a recommendation that will address the main concern most West Vancouver residents have with the additional units (traffic) and is in line with the stated objectives of council's consideration of allowing them.

My recommendation is this. The main concern of residents is increased traffic and parking challenges around the site. The city's stated objective behind considering these additional units is providing additional rental units to West Vancouver residents, especially those servicing the community. Both council and the developer point to the fact that no additional parking spots are being proposed with this variance as support of how it will not create additional traffic. The understanding being that council sees this as a means of encouraging the residents of the tower to use public transport, rather than cars. Council's desire to see this trend is further supported by the lower number of parking spots most developments are being approved with.

With this in mind, I propose a simple bylaw/covenant that I would recommend the city place on, at a minimum, the proposed additional 95 units. I propose that the bylaw/covenant forbid any person residing in the units from owning a motor vehicle. That the building must provide any prospective buyer/renter details of this bylaw/covenant, and that the resident must sign a consent form allowing the City of West Vancouver to request ICBC/DMV for confirmation that there are no motor vehicles licensed by person with the receptive unit as their address. (there are clearly way people could try to work around this, but doing this would also allow ICBC to void their insurance, which should be a sufficient deterrent to keep people from cheating).

I believe a bylaw/covenant like this would go a long way in addressing residents biggest concerns around this and any other developments, and would show council's commitment to encouraging people to use public over personal transit. This would also show that both council and developers, that have stated that this is their objective, really mean it and are not saying it simply as a way to influence people to allow the developer to make more money.

In my opinion, this bylaw/covenant can only be applied going forward (new development approvals), and is something the city should consider for all future applications, and possibly share with other municipalities.

I am aware this is an idea that would need to be thoroughly reviewed and structured by lawyers to ensure it holds in court. I also am aware that developers may not like it, at first, as it could effect their ability / pricing for the sale of the units. But no one could argue that developers haven't used societies & council's desire to see this trend as a means to get variances on long standing bylaws.

I hope you as council receive this email as a constructive suggestion on how to address this requested variance in a way that allows you to support your stated desire for additional rental housing options, to encourage a transition from cars to public transport, to show the community that council is working in the best interest of the community, not the developers, and address the #1 concern of most residents around this and other developments in West Vancouver.

Please include this communication in the official records.

I would enjoy the opportunity to assist in brainstorming this concept in more detail, should council be interested.

Regards,

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

P.S. while I didn't address this in this email. I would like to understand what the bylaw/covenants are proposed on these additional units with respect to their status as rental units. Is there a bylaw/covenant that requires them to not be owner occupied for a period of time (25 years or something like that?), to ensure that the developer doesn't simply sell to another entity under the guise of them being long term rental units, only to sell them within a few years to owner occupied units.

From: Mark Panneton 1010-20-19-047 /
Sent: Friday, June 19, 2020 8:25 AM 1610-20-5064/5065/5066
To: s. 22(1)
Cc: MayorandCouncil
Subject: RE: Taylor Way and Marine Drive Development

Good morning s. 22(1)

Thank you for your email to Mayor and Council, which has been delegated to me for response.

With regard to your query about how the June 23, 2020 public hearing will proceed given the current COVID-19 pandemic, staff have implemented a variety of measures to protect the health and safety of the public. Seating has been restricted in the Council Chamber and an overflow area has been established in the atrium in order to allow for physical distancing amongst those who choose to attend in person. An increased staffing complement will be on hand to remind those in attendance of the need for physical distancing, and staff will be adhering to the Chief Medical Health Officer's guidance on crowd size for mass gatherings. Hand sanitizer and hand washing facilities will be available, and staff at municipal hall have implemented both enhanced cleaning of high-touch surfaces as well as measures to minimize public contact with such surfaces. In addition, and to mitigate potential exposure to COVID-19, members of the public are encouraged participate in the public hearing via telephone rather than attending in-person. For more information on how to participate in the public hearing via telephone, please visit

www.westvancouver.ca/publichearings.

Please contact me should you have any questions regarding the additional measures that the District is taking to protect public health and safety during the COVID-19 pandemic.

Sincerely,

-Mark

Mark Panneton
Director, Legislative Services/Corporate Officer | District of West Vancouver
t: 604-925-7045 | westvancouver.ca



From: s. 22(1) 1010-20-19-047 /
Sent: Saturday, June 13, 2020 12:00 AM 1610-20-5064/5065/5066
To: MayorandCouncil
Subject: Taylor Way and Marine Drive development

I write to express my view that the development at Taylor Way and Marine Drive should not be permitted to exceed the number of floors previously approved by council.

The developer chose to install infrastructure in excess of requirements and now seeks permission to add additional floors to both towers. If granted, this would give legs to the adage "better to seek forgiveness than to ask for permission " and would set a very poor example of how our council and mayor should conduct themselves. The District should not condone such presumptuous business practices.

There will be plenty of traffic issues caused by the development as is. It would be unconscionable for mayor and council to open the door to even more congestion after the fact.

Also, how is the June 23rd meeting scheduled for this agenda item going to proceed in the current pandemic with social distancing in place? I look forward to your response.

Regards,

s. 22(1)

West Vancouver

Sent from my iPad