

COUNCIL CORRESPONDENCE UPDATE TO OCTOBER 27, 2021 (8:30 a.m.)

Correspondence

- (1) October 14, 2021, regarding Non-Medical Cannabis Retail
- (2) October 21, 2021, regarding “North Shore Connects - Our regional transit ills.”
- (3) 2 submissions, October 24 and 25, 2021, regarding Proposed Arts & Culture Facility
- (4) Strata Council LMS532, October 25, 2021, regarding “Sinking Sidewalk Ambleside”
- (5) October 25, 2021, regarding “Synchronized traffic lights”
- (6) October 27, 2021, regarding “Traffic and Parking Bylaw”
- (7) Committee and Board Meeting Minutes – Lower Caulfeild Advisory Committee meeting April 22, 2021; Public Art Advisory Committee meeting July 21, 2021; Community Engagement Committee meeting September 9, 2021; Art Museum Advisory Committee meeting September 14, 2021; and Design Review Committee meeting September 16 and 21, 2021

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (8) Director of Engineering & Transportation Services, October 25, 2021, response regarding “FW: Please, a traffic light at 18th and Bellevue”
- (9) Director of Engineering & Transportation Services, October 25, 2021, response regarding “Marine Drive 5900 Block”
- (10) Director of Engineering & Transportation Services, October 25, 2021, response to Esker Lane Strata Council regarding “FW: Traffic matters - TransCanada Highway #1, at 3rd Street, West Van.”
- (11) Director of Planning & Development Services, October 26, 2021, response regarding “Taylor Way Local Area Plan Draft Boundary and the Preliminary Development Proposal for 671, 685, 693 Clyde Avenue and 694 Duchess Avenue”

From: [REDACTED] s. 22(1)
Sent: Thursday, October 14, 2021 2:34 PM
To: correspondence
Subject: Disagreement of the cannabis retail application in central West Vancouver

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Hello,

This is [REDACTED] s. 22(1) who is the resident in North Vancouver. [REDACTED] s.22(1) are studying in central West Vancouver almost everyday.

I just realized there is a petition regarding the cannabis retail applications in the website.
Please refer to the link below.

<https://chng.it/4DLMFPsQBm>

Not sure whether you are receiving the result, but it will be great if you could take it in your consideration.

Thanks and best regards

s. 22(1)

[REDACTED] North Vancouver

From: Megan A. Roberts <maroberts@westvancouver.ca>
Sent: October 14, 2021 10:08 AM
To: [REDACTED] s. 22(1)
Subject: RE: Disagreement of the cannabis retail application in central West Vancouver

Hi [REDACTED] s. 22(1)

Please email your concerns and the petition to Council directly at correspondence@westvancouver.ca

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

Best regards,

Megan Roberts
Planning Technician | District of West Vancouver
t: 604-921-3453 | westvancouver.ca

From: [REDACTED] s. 22(1)

Sent: Wednesday, October 13, 2021 6:29 PM

To: Megan A. Roberts <maroberts@westvancouver.ca>

Subject: Disagreement of the cannabis retail application in central West Vancouver

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) [REDACTED]. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Hi Megan,

Just realized there is a petition for this matter.

<https://chng.it/4DLMFPsQBm>

It will be great if you could take it in your record as well.

Thanks and best regards

[REDACTED]
s. 22(1)

Get [Outlook for Android](#)

From: Megan A. Roberts <maroberts@westvancouver.ca>

Sent: Wednesday, October 13, 2021 9:20:04 AM

To: [REDACTED] s. 22(1)

Subject: RE: Disagreement of the cannabis retail application

Hi [REDACTED],

Thank you for your feedback. It will be recorded in each of the files.

Best regards,

Megan Roberts

Planning Technician | District of West Vancouver

t: 604-921-3453 | westvancouver.ca

From: [REDACTED] s. 22(1)

Sent: Thursday, October 7, 2021 5:26 PM

To: Megan A. Roberts <maroberts@westvancouver.ca>

Subject: Disagreement of the cannabis retail application

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) [REDACTED]. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Hi Megan,

I am [REDACTED] s. 22(1) who is living in North Vancouver.

Although I am not a resident in West Vancouver in this moment, I am still hanging in West Vancouver for most of my weekdays and weekend for lots of learning and amusement activities s.22(1) . I am really shocked to see there are 10 cannabis retail application in West Vancouver website waiting for approval! As a family, especial s.22(1) and me, who are very sensitive to the cannabis smell, etc. (we will get sick and hard to breath), I somehow feel desperate for such situation growing in our lovely neighborhood, which means I can't go any of them anymore. Also, it's really hard for me to understand how people can send this application in school area, residential area, community centre area, public library area, and even just near the Ambleside Park, sea walk etc. There are so many children and senior hanging around! Cannabis is far harmful to them!

Please kindly record our strong disagreement to the following application which are too close to the residential/community center/library/park. 200 meter is definitely not enough!

[1437 Clyde Avenue \(Cannabis Retail\)](#)
[1480 Marine Drive \(Cannabis Retail\)](#)
[1519 Clyde Avenue \(Cannabis Retail\)](#)
[1443 Clyde Avenue \(Cannabis Retail\)](#)
[1528 Marine Drive \(Cannabis Retail\)](#)
[2433 Bellevue Avenue \(Cannabis Retail\)](#)
[1453 Bellevue Avenue \(Cannabis Retail\)](#)

I wish West Vancouver can take the safety for children and senior in deep consideration.

Thanks & best regards,
s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, October 21, 2021 7:46 AM
To: info@northshoreconnects.ca; Info <info@westvancouver.ca>; infoweb@dnv.org; info@cnv.org; reception@tnnation.ca; council@squamish.net
Cc: Council@squamish.ca; belcarra@belcarra.ca; jcrompton@whistler.ca
Subject: North Shore Connects - Our regional transit ills.

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

PLEASE DELIVER TO MAYOR AND COUNCIL AND FIRST NATION COUNCILS

From: [REDACTED] s.22(1)
[REDACTED] Delta BC, [REDACTED] s.22(1)



My name is [REDACTED] s. 22(1) and I have been involved in regional transit issues since [REDACTED] s.22(1) I have been a [REDACTED] s.22(1) member of the [REDACTED] s.22(1), a semi-professional group, which today promotes not just modern Light Rail, but modern public transit application, across the transportation spectrum.

I have for [REDACTED] s.22(1) years, advocated the "return of the interurban" for the former Vancouver to Chilliwack BC Electric interurban line that still connects Vancouver to Chilliwack, via Surrey/Cloverdale; Langley; Abbotsford and Vedder/Sardis. With my knowledge of local transit, I was able to secure [Leewood Projects \(UK\)](#) to do a study on the viability of such a service, with the result, the [Leewood Study](#) done for [Rail for the Valley](#), released in 2010.

The Leewood Study is unique, in that it is a fully independent study, free of political and bureaucratic meddling.

[REDACTED] s.22(1) the [Rail for the Valley blog](#) and by doing so, I am advised by real transportation experts and engineers who have "hands on experience" with transit projects not only in Canada, but the USA, the UK and Europe. Having professionals who live outside the Metro Vancouver bubble advising on transit issues, gives a more realistic look at Metro Vancouver's transit and transportation issues.

In 2010, the Leewood Study concluded that a full build, 138 km electric rail service, using modern articulated railcars, from Vancouver to Chilliwack would cost \$998,519,424.00 or \$7,235,648.00 per km. Accounting for inflation and updated to 2021 dollars, this would amount to \$1.221 billion or \$8.85 million/km to install.

In comparison, the current cost of the proposed Expo Line extension to Langley is now over \$250 million per km. and the Broadway Subway is now said to surpass \$500 million/km. The cost of the combined Expo Line extension and the Broadway subway is now over \$7 billion for a mere 21.8 km of light metro and does not include a further \$5 billion to complete the Broadway Subway to UBC, nor the much needed \$3 billion rehab of the Expo and Millennium Lines, nor the yet unsourced \$1 billion still needed to fund the Expo Line extension to Langley

VICTORIA, WE HAVE A PROBLEM

A short recap.

Metro Vancouver's SkyTrain light-metro system operates two very different railways: the Canada Line which is a conventional railway, built as a light metro and the Expo and Millennium Lines which operate the proprietary and now called Movia Automatic Light Metro (MALM) system, the sixth rebranding of this obsolete mini-metro. Only seven MALM systems have been built in over 40 years, with Alstom now being the fourth owner of the proprietary railway. Previous owners were Bombardier, Lavalin and the Urban Transportation Development Corporation.

Canada Line operation is incompatible with the Expo and Millennium Lines and vice versa.

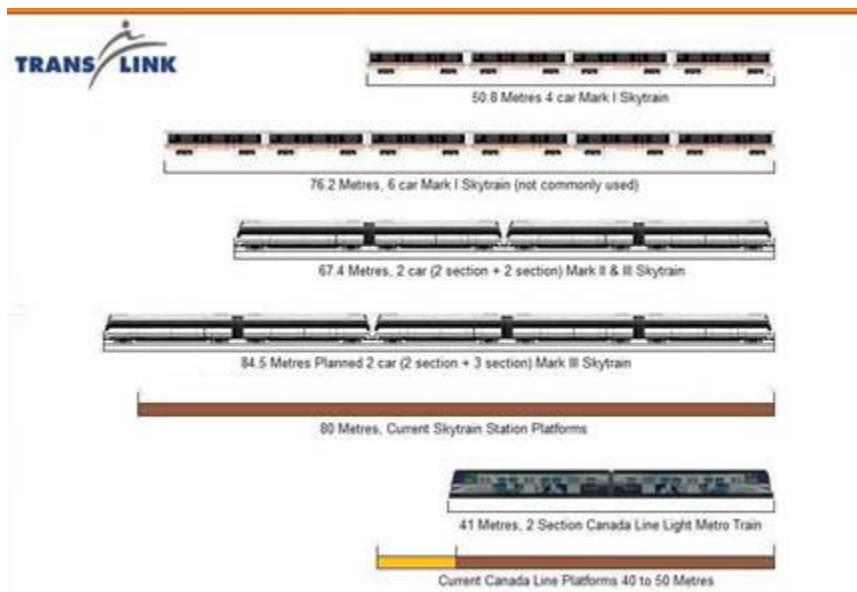
Only Vancouver continues to build with MALM.

Today, MALM is considered obsolete as it lacks capacity, costs more to operate and maintain than comparative light rail systems and lacks flexibility which is very important in the 21st century.

The \$2.4 billion Canada line was the BC Liberals foray into transportation Private Public Partnership or P-3. The Canada Line a capacity-constrained heavy rail metro, built as a light-metro, costing much more to build than a modern tram, with less capacity. Internationally, the Canada line is considered a classic transit "White Elephant".

The cost to have the Canada Line rehabbed to match the present maximum legal capacity of 15,000 persons per hour per direction (as stated in Transport Canada's Operating Certificate) for the Expo and Millennium Lines, is now between \$1.5 to \$2 billion dollars.

This must be done before any extension to the Canada Line can be considered.



A big problem for TransLink is rumblings from Alstom indicate that production of MALM cars may cease when the last production orders have been filled in 2025, which also marks the end of service for the Detroit and Toronto MALM systems. No sales for the past 15 years may speed up the decision to abandon the proprietary railway, which would both drive up the cost of new vehicles as no other company makes MALM compatible cars and increase the cost of replacement parts.

The cost for light metro, especially MALM extensions, is rapidly increasing, quickly making such extensions not cost effective.

There may be no further extension to the MALM Lines after the completed Broadway subway to Arbutus! Talk of extending rapid transit to the North Shore is nothing more than political posturing, for photo-ops and sound bytes at election time.

"The problem with TransLink is that you can never believe what it says; TransLink never produces a report based on the same set of assumptions."

Former West Vancouver Clr. Victor Durman, Chair of the GVRD (now METRO) Finance Committee.

DARK CLOUDS

There has been a change in scope for the Expo Line Extension Project to Langley, from 2 stages into a single stage project due to escalating costs.

The cost to go 7 km to Fleetwood was around \$1.69 Billion to \$1.72 Billion, exceeding the \$1.63 Billion budget and why it is now combined into a single stage project. According to the second stage of Translink's 10 year funding plan and the Rapid Transit Funding Agreement for the Surrey LRT Line, roughly \$165 Million of that \$1.63 Billion was coming from some past but mostly future tax and fee revenues (2018-2028 period).

TransLink's local fuel taxes, development charges, parking fees, property tax increases as well as targeted amounts of Translink's own passenger revenues were to help fund roughly 8.6% of the \$7.3 Billion Second Stage of the 10 year funding plan, roughly \$627.8 Million in total. This plan included the Broadway Millennium Line Extension to Arbutus, the Surrey LRT Line and many, many other smaller capital programs. So far, the TransLink funding for the Broadway extension is unaffected. However, because of the pandemic, TransLnk is short \$78.8 Million in planned revenues from 2019 and 2020 (their figures not mine), 2021 is not done yet and it may take years for TransLink revenues to return to pre-pandemic levels. So it's not \$1.63 Billion in existing rapid transit funding, it's actually around \$1.55 Billion and dropping.

A new business case and a new funding plan is needed for the Expo Line extension and it will take 2 to 3 years to redo this process: No business case, no funding plan. TransLink isn't even involved in the project management anymore, as it is now a provincially run project. TransLink may not be capable of being a full financial partner in this project or any other large capital project for some time, due to its current budget issues. This is not good news for the Surrey Extension and **even worse news for the North Shore.**

A dark financial cloud on the horizon is beginning to appear larger. TransLink had to begin serious final planning and engineering on the second stage of the Broadway Millennium Line extension from Arbutus to UBC by 2024, if construction is to begin in 2026.

They estimate this extension project to cost between \$4.98 to \$5.12 Billion for the planned 7.3 km long tunnel and above grade structure into UBC, that's right now, 2021.

The actual date of final bidding and procurement will determine its actual final cost, when that is complete the final total will be known. The cost of the Broadway Millennium Line extension from Arbutus to UBC is predicted to be between \$4.98 and \$5.12 Billion and the cost is growing between \$158 to \$164 Million every year due to the current estimate of inflation. August's inflation rate was 4.1% and recent news reports have this figure climbing higher.

This does not include inflationary costs of construction materials, which is usually considerably higher than the basic inflation rate. Structural concrete prices increases alone, could add anywhere from \$36 Million to \$55 Million per year on top of just the basic inflation.

The question for TransLink and the province is whether they pay \$2.65 Billion for the Langley project or wait and fund \$3.77 Billion for UBC extension, **both will not be funded at the same time.**

Unless something drastically changes soon, the current Langley Skytrain extension project in its present form is dying and may be put off, well into the next decade.

This bodes ill for any SkyTrain light metro connection to the North Shore.

RAIL FOR THE VALLEY'S SOLUTION

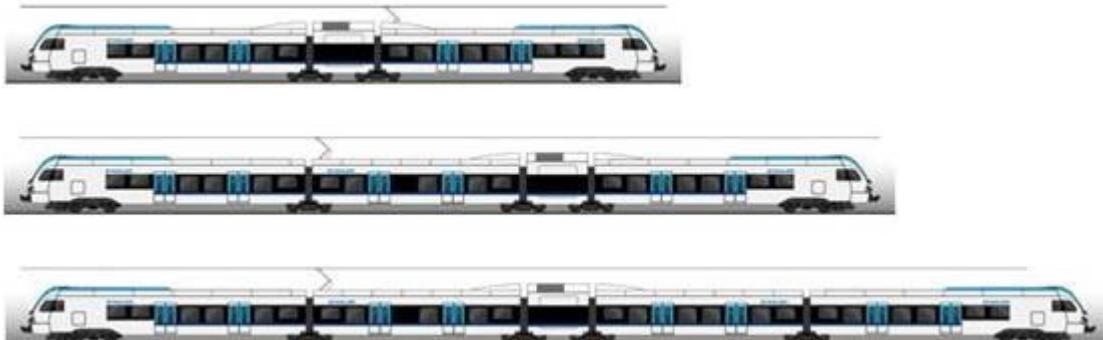
It is widely accepted that only a rail solution will attract the motorist from the car; buses have proven disappointing in operation, as they get stuck in traffic and true Bus Rapid Transit costs only a little less to build than LRT with none of the operating or capacity benefits. Only politicians think buses can be rapid transit, yet sadly for the transit customer, a bus is a bus, is a bus.

Rail for the Valley's Leewood Study provides an affordable alternative, operating a regional passenger service using existing railways. As there is a railway connection from Vancouver to the North Shore, Squamish and beyond to Whistler, a passenger rail service must be considered.

Modern articulated rail cars can travel at higher speeds on curving track, giving realistic travel times and properly signalled with passing loops (double track), trains could operate up to three times an hour per direction.

This is not fanciful thinking, rather it's what is currently happening in Europe where the huge cost of new metro and highway construction has forced planners to use existing railways for a regional rail service that people will use! In Europe and now even in the USA, disused railways are being refurbished and abandoned railways are being rebuilt as a much cheaper alternative than stand alone metro lines or new highways.

The modern articulated railcar, powered by clean diesel or electricity from by fuel cell or by overhead wires, can obtain commercial speeds acceptable by customers on even the most difficult routes. The modern articulated railcar can contain amenities such as a WC and or a 'bistro' offering light refreshments for the longer trips. The modern articulated railcar can also operate in multiple units, thus capacity can be increased when needed.

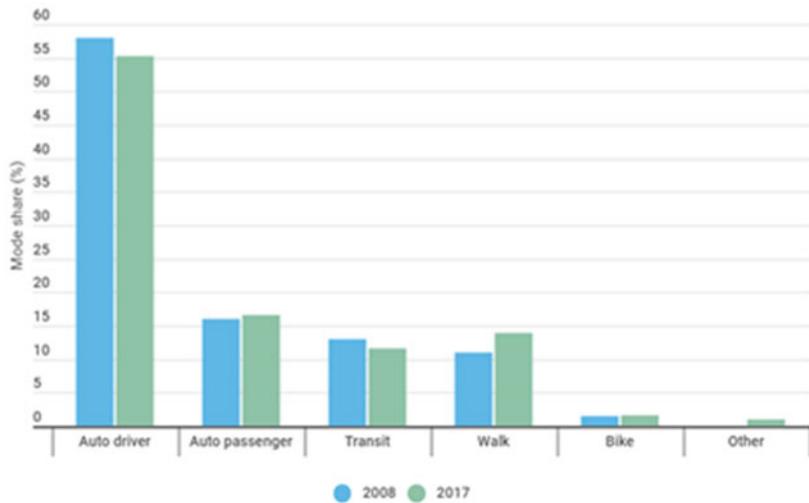


The modern articulated railcar can also increase vehicle capacity by adding additional modules at a much cheaper cost than buying a new vehicle.

Based on the Leewood Study and taking into consideration that the track is in excellent condition, the cost for the approximately 80km Vancouver to Squamish regional passenger railway, using the Canadian National Railway and the former BC Railway right-of-way, with a maximum of three trains per hour per direction would be in the neighbourhood of \$1 billion.

The new regional railway would have stations at the Squamish, Britannia Beach, Lions Bay, Horseshoe Bay, Caulfield, West Bay, Ambleside, Capilano, Lonsdale, Lynn Creek, and Vancouver, Pacific Central Station.

The province and region are now in a climate emergency, combined with worsening regional traffic congestion. The current transit planning based on light metro and the hub and spoke philosophy of transit (where buses bring customers to transit hubs) is failing as pre covid, regional mode share for transit is dropping. Planning and building more SkyTrain light metro lines is akin to doing the same thing over and over again ever hoping for different results.



Metro Vancouver must plan cheaper, user-friendly transit options in order to attract the motorist from the car, as the present light metro system has failed to do so and despite an over \$15 billion taxpayer investment.

For less than the cost of a now \$3 billion, 5.8 km Broadway subway or just over half the cost of the over \$4 billion, 16 km Expo Line extension to Langley, we could build two regional railways, connecting Vancouver to Chilliwack and Vancouver to Squamish, with a possibility of a 210 km regional rail service, with through service from Squamish through the Fraser Valley to Chilliwack, via Vancouver.

There are many obstacles to overcome and all levels of government must be on board but..... the time has come to stop transit planning for politically prestigious projects and plan realistically for the region's future and the future is an affordable and user friendly transportation network, which the present transit system is definitely not, nor will be.

North Shore Connects faces a "Hobson's Choice" for transit planning, either advocate for what could be affordably built or advocate for '*pie in the sky*' rapid transit solutions that will not be built.

From: ♠Letter to Mayor Booth <cjensen@civixwestvan.ca>
Sent: Sunday, October 24, 2021 7:50 AM
To: correspondence
Subject: ♠Councillor Cameron::: CONFLICT OF INTEREST ? ?

Unsubscribe

It appears that you have subscribed to commercial messages from this sender. To stop receiving such messages from this sender, please [unsubscribe](#)

CAUTION: This email originated from outside the organization from email address bounce+9A9sNaAdTDuxa1svc6ybeA@dme3ds1.com. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

WARNING: Your email security system has determined the message below may be a potential threat.

It may pose as a legitimate company, tricking victims into revealing personal information.

If you do not know the sender or cannot verify the integrity of the message, please do not respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

[View email in browser](#)



[CiviXwestvan.ca](#) advocates for West Vancouver Residents eVoting on Significant Community Decisions

24 October 2021

Mayor Mary-Ann Booth
District of West Vancouver
By-Email to: mbooth@westvancouver.ca

Open Letter to Mayor Booth and to West Vancouver residents regarding the **possible conflict of interest** of Councillor Cameron with respect to all matters relating to the proposed Arts Centre tentatively to be located at Ambleside Park (at least that is your chosen location).

I am writing in my role as President of CiviX (a BC incorporated society) concerning the **possible conflict of interest of Councillor Cameron with respect to the proposed Arts Centre**.

It will be recalled that I previously wrote on October 5th concerning data irregularities in the recent District of West Vancouver survey regarding the proposed location of the Arts Center, a letter to which I have not had the pleasure of your response. I look forward to hearing from you.

Ever optimistic about receiving a response, I now write with respect to what CiviX perceives are conflicts of interest evidenced by Councillor Cameron with respect to Arts Center issues. A summary of our position is as follows;

Conflict of Interest

Conflict of Interest is both an ethical and legal concept.

The **ethical concept** of Conflict of Interest can be summarized by the duck test: "If it looks like a duck, swims like a duck, and quacks like a duck, then it probably is a duck". We believe it is clear from the facts outlined below that many West Vancouver residents would conclude that Councillor Cameron has an ethical Conflict of Interest with respect to his involvement, as a Councillor, with anything to do with the proposed Arts Centre.

The **legal concept** of Conflict of Interest (or lack of impartiality) arises, in our view, as a breach by Councillor Cameron of the Community Charter which provides that locally elected officials who have a financial (pecuniary) interest in a matter that will be discussed or voted on at their municipal council or regional district board meetings must declare that interest in the matter. Following their declaration, they may not participate in discussions, vote or exercise influence on the matter. ([Gov BC publication](#)). Section 100(2)(a) of the Community Charter reads as follows:

If a council member attending a meeting considers that he or she is not entitled to participate in the discussion of a matter, or to vote on a question in respect of a matter, because the member has

(a) a direct or indirect pecuniary interest in the matter;

Councillor Cameron is in a unique situation compared to other council members, on the basis that [REDACTED] s.22(1) [REDACTED] is a professional artist [REDACTED] s.22(1) [REDACTED]. And who has exhibited her paintings at, inter alia, West Vancouver's 'Silk Purse' and 'Ferry Building Gallery'.

s.22(1) [REDACTED] [paintings listed for sale at two commercial art galleries](#); the total asking price for these paintings is \$401,225 or an average price of \$11,145 per painting. She is apparently a very successful artist indeed!

We submit that a new proposed Arts Centre would offer s.22(1) [REDACTED] the opportunity to exhibit her art to a large new potential audience (otherwise why build a new Arts Centre) which in turn would lead to sales, or at the least, potential sales of her paintings with resultant significant earnings. Sales by s.22(1) [REDACTED] are obviously a direct pecuniary interest to her, and hence, in our view an indirect pecuniary benefit to s.22(1) [REDACTED], Councillor Cameron.

We request, therefore, that you take the following action immediately:

1. Declare that Councillor Cameron has a Conflict of Interest in all matters relating to the Proposed Arts Centre and that Councillor Cameron recuse himself from any voting or debate thereon.
2. Remove Councillor Cameron as the Council Liaison to the Arts Facilities Advisory Committee immediately and permanently.

Once again, we are looking forward to your responses to the matters raised in this letter and our previous of October 5th.

Yours Truly,
CIVIX WEST VANCOUVER ELECTOR SOCIETY

Per: Claus Jensen, President

The below section is for CiviX supporters who have been copied on this email

[Forward this email to a West Vancouver resident](#) 

Click here and give your opinion

[Does Councillor Cameron have a Conflict of Interest in all matters relating to the proposed Arts Centre? Take the CiviX 45 second survey right now. This survey also gives you an opportunity to write a short message to Mayor Booth \(she has told the community that she values qualitative input more than quantitative data\).](#)

We will compile and submit the survey results to Mayor Booth (and copy West Vancouver residents).



Click to Donate

09.1D

[CiviX Mission:](#) To identify, endorse, support and elect CiviX's candidates for West Vancouver council in the next municipal election (15 Oct 2022)



[CiviX Core Value:](#) West Vancouver Residents eVote on Significant Community Decisions

HOUSEKEEPING - We protect and respect your information
..... do we have your email, name and surname correct?

- Your email address: correspondence@westvancouver.ca
- Your first name:
- Your surname:

If you want to subscribe or change your email address, name or surname. [PLEASE CLICK HERE TO UPDATE OR MODIFY YOUR INFORMATION.](#)

OR you can click here to [Unsubscribe](#)

At CiviX We Listen Loudly



This email is powered by Direct Mail for Mac. [Learn More](#) • [Report Spam](#)

From: [REDACTED] s. 22(1)
Sent: Monday, October 25, 2021 10:22 AM
To: correspondence
Subject: Art Gallery

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Mayor and Council

Let's cut out this nonsense before any further time and money is wasted.
We have a wonderful art gallery in downtown Vancouver, only a short bus ride away!

There are so many wasteful West Vancouver projects, but this beats them all!

[REDACTED]
s. 22(1)

From: [REDACTED] s.22(1)
Sent: Monday, October 25, 2021 8:09 AM
To: correspondence
Cc: Andy Kwan
Subject: Sinking Sidewalk Ambleside

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor Booth and Councillors,

We are writing to bring to your attention the sinking sidewalk at the south west section of Marine Drive at 14th Street, specifically outside of Vancity Credit Union all the way to and beyond the BC Liquor Store.

The sidewalk is now so sloped that it poses a real danger to pedestrians, especially those dependant on walkers and scooters as is one of our residents.

We would like to replace the tiles outside of our building entrances but are unable to do so until the sidewalk is repaired and stabilized otherwise the tiles will crack again as has happened any time we have replaced them in the past. The tiles also create a tripping hazard as the surface is not level.

We are currently working on cleaning, inspection and remediation of our building but were informed last week that the scissor lift that was necessary to perform some of this work could not be used due to the severe slope of the sidewalk.

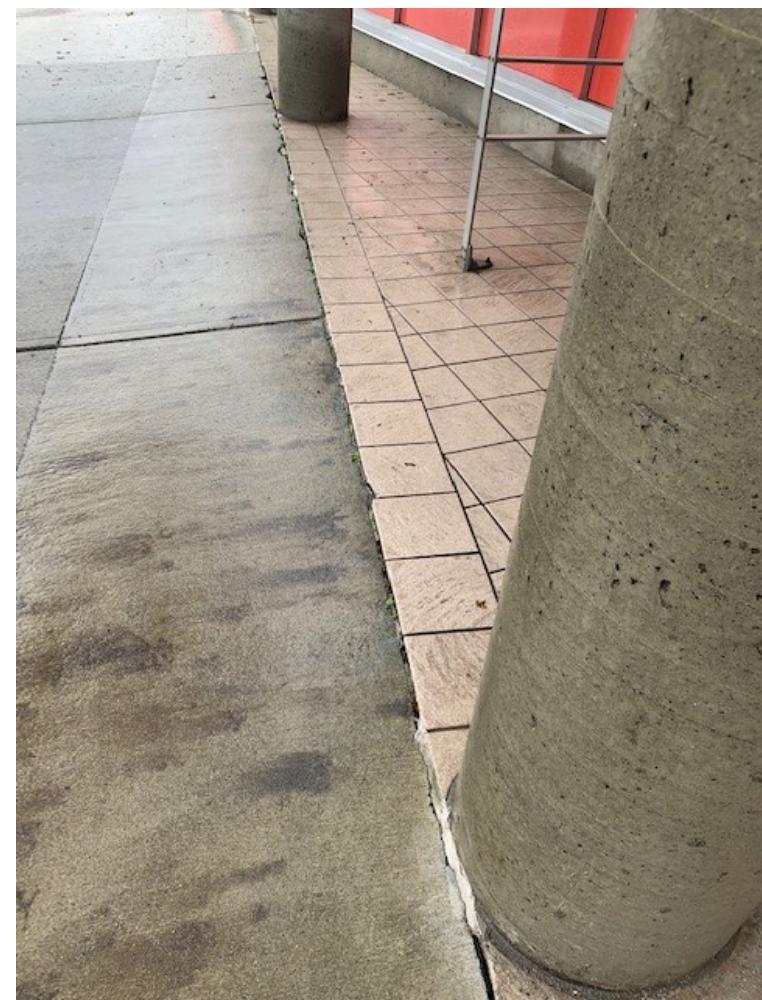
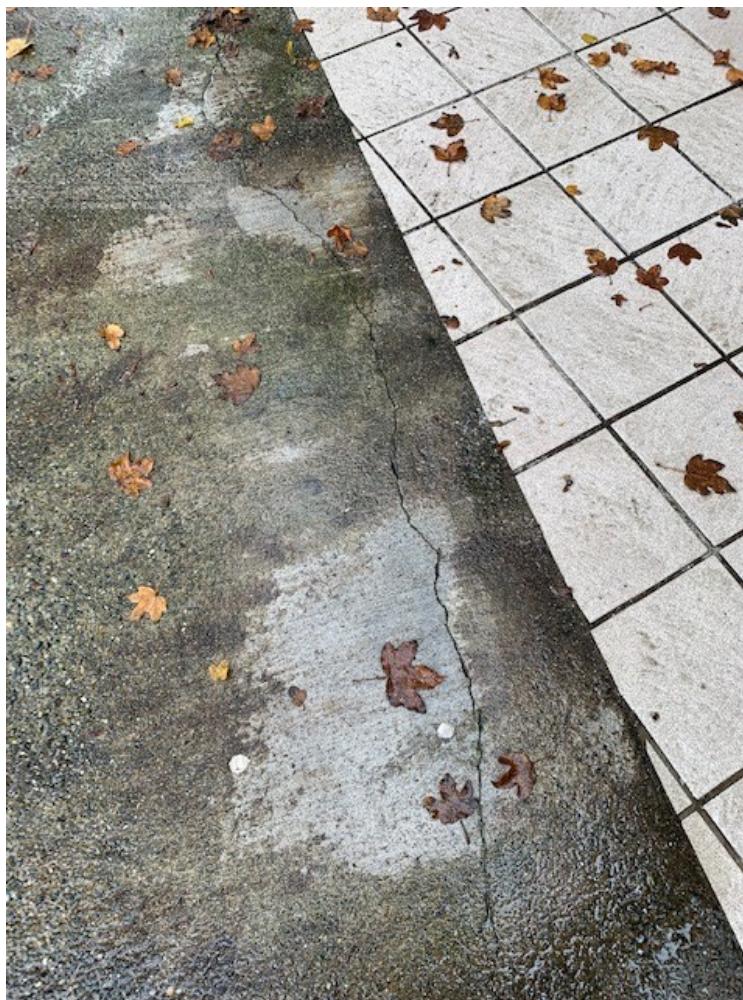
It is our understanding that the District has been contacted regarding this matter on several occasions over the past three years and that one of our Strata Council members had actually arranged to meet with a representative from the District a few weeks ago but that person did not show up. The Strata Council member followed up and left a phone message but her call was not returned.

Our hope had been that since the sidewalk across the street was replaced recently that the same would be done on the south side but this does not seem to be the case.

Please advise as to what the District plans to do to remediate this dangerous and unsightly situation.

Respectfully submitted,

Susan Minchin
Strata Council President LMS532
1406 Marine Drive
West Vancouver BC V7T 1B7





From: [REDACTED] s. 22(1)
Sent: Monday, October 25, 2021 1:01 PM
To: correspondence
Subject: Synchronized traffic lights

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor and Council, engineering department or who may be concerned,

As many of us are trying to find ways to save energy and lessen our footprint on the eco system, it makes me remember the traffic lights on Marine

Drive used to be synchronized in the "old days".

There may be better times of day for different patterns but I have noticed in the evening, when it is not the busiest times on the roads,

when i drive along Marine from Park Royal to Caulfield where I live, the amount of start and stop and start and stop is not only frustrating

but a down right waste of energy. Accelerating over and over and sitting idling over and over.

Sometimes I just feel like going up Taylor Way and taking the highway, which would be faster rather than all the start and stop but i suspect

that is going to be using even more gas.

Add to that the wear and tear on vehicle brakes, gears etc and it just seem like if the lights were synchronized better we could be

lowering frustration, saving gas and have a lower overall footprint.

Thanks for reading my e mail.

[REDACTED] s. 22(1)

WV

From: [REDACTED] s. 22(1)
Sent: Wednesday, October 27, 2021 1:50 AM
To: correspondence
Subject: Traffic and Parking Bylaw
Attachments: IMG_6184.JPG; IMG_6188.JPG; IMG_6185.JPG; IMG_6186.JPG; IMG_6187.JPG; IMG_6189.JPG

CAUTION: This email originated from outside the organization from email address [REDACTED] s.22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Oct 27, 2021

Dear Mayor and Council

With regards to District of West Vancouver Traffic and Parking Bylaw No. 4370, 2004 there seems to be an omission that allows for damage to boulevard improvements, notably turf grass.

Amendment Bylaw, Bylaw 4516, 2007

7 Standing, Stopping and Parking Vehicles

No person may stand, stop or park a vehicle:

7.1.33 on or across a curb;

7.1.34 on any grass or turf area in a park;

So on the street [REDACTED] s.22(1), most homes have owner maintained turf grass abutting up to the "roll-down" style concrete curb. Two houses have a compacted surface of crushed rock capable of supporting the weight of a motor vehicle.

But when a vehicle parks on the grass on the boulevard [REDACTED] s.22(1) the Bylaw department has pointed out that, in order to ticket the car, the cars parked on the compacted surface [REDACTED] s. 22(1) would also have to be ticketed, or that only vehicles parking on the grass of a District park would be guilty of an offence under the Traffic and Parking Bylaw.

What I am asking here is for a common sense solution.

On streets where there are boulevard improvements like turf grass, that abuts the roll-down style curb, that Parking on the grass be added to Section 7.1.34, and clarity given that if the boulevard area abutting the roll-down curb is that of a compacted surface, such as crushed gravel etc., that is capable of supporting a motor vehicle, that parking on such a boulevard surface is permitted.

It is clear that homeowners take great pride in maintaining their boulevards, and keeping the grass mowed and healthy. A healthy lawn intercepts rain water that would otherwise be diverted into the storm sewer system. Turf grass takes in CO₂ and releases oxygen. But allowing vehicles to park and drive over it on residential boulevards decreases the appearance of a homeowner's property and adds to maintenance costs.

I have attached pictures I took [REDACTED] s. 22(1) that show [REDACTED] s. 22(1) cars parked on the road side of the roll-down curb where the boulevard is turf grass, and where cars are parked on the boulevard side of the roll-down curb where the boulevard is a compacted gravel surface capable of supporting motor vehicles. I also have attached pictures of recent and unsightly damage to a [REDACTED] s.22(1) grass boulevard, where a vehicle has parked and driven away after our wet fall weather.

Please amend the Traffic and Parking Bylaw to protect grass boulevards, while allowing for parking on those boulevards that are a compacted surface.

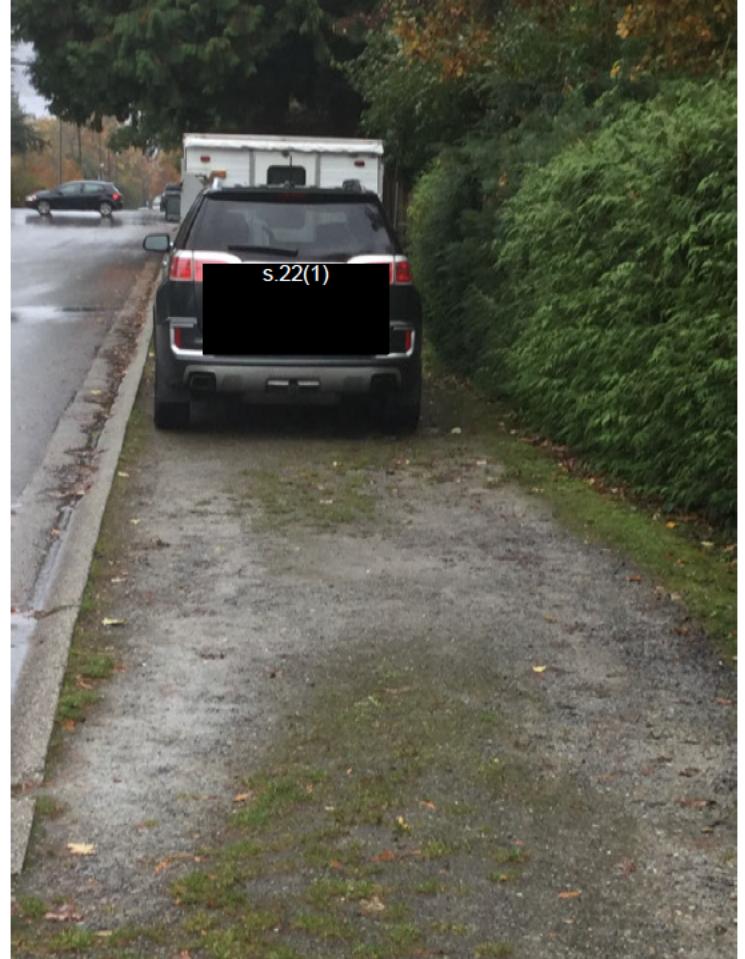
Thank you.

Sincerely,

s. 22(1)

West Vancouver, BC

s. 22(1)







**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
LOWER CAULFEILD ADVISORY COMMITTEE MEETING MINUTES
MUNICIPAL HALL ORCA ROOM
THURSDAY, APRIL 22, 2021**

Committee Members: B. Helliwell (Chair), R. Amenyobe, S. Nichols, J. Mahoney; and Councillor Lambur attended the meeting via electronic communication facilities. Absent: None.

Staff: E. Wilhelm, Senior Community Planner; and L. Berg, Senior Community Planner (Committee Clerk), attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:36 p.m.

It was Moved and Seconded:

WHEREAS the March 24, 2021 Order of the Provincial Health Officer on Gatherings and Events ("order") prohibits members of the public from attending committee meetings in-person until the order is rescinded or replaced;

WHEREAS the District of West Vancouver is required to prohibit in-person attendance at committee meetings pursuant to the order; and

WHEREAS the District of West Vancouver has enabled public participation at committee meetings via electronic means to ensure openness, transparency, accessibility and accountability, including via the use of live streaming (video and audio) for public viewing, and electronic communication facilities (videoconferencing software) for public participation;

THEREFORE BE IT RESOLVED THAT the April 22, 2021 meeting be held without in-person public attendance.

CARRIED

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the April 22, 2021 Lower Caulfeild Advisory Committee meeting agenda be approved as circulated.

CARRIED

3. ELECTIONS

The Committee called for volunteers to the positions of Chair and Vice-Chair.

It was Moved and Seconded:

THAT B. Helliwell be elected as Chair of the Lower Caulfeild Advisory Committee.

CARRIED

It was Moved and Seconded:

THAT S. Nichols be elected as Vice-Chair of the Lower Caulfeild Advisory Committee.

CARRIED

4. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the June 20, 2018 Lower Caulfeild Advisory Committee meeting minutes be adopted as circulated.

CARRIED

REFERRALS

5. 4841 THE DALE (FILE NO. 19-097) (first appearance)

E. Wilhelm (Senior Community Planner) outlined the procedure for Lower Caulfeild Advisory Committee consideration of the referral application and the purpose of the Lower Caulfeild Advisory Committee. He went on to explain that the applicant will present the proposal including background of the Heritage Alteration Permit (HAP) referral process and guidelines. An outline of the site location and context, existing site conditions, and the proposed new single family dwelling and landscaping was given. A variance to the front yard setback is proposed, as well as required rock breaking and removal.

E. Wilhelm described that the applicant completed the preliminary public consultation process prior to making a formal application.

Applicant Presentation:

A. Voth (Architect), provided an overview of the existing non-conforming dwelling on the site. The house is set back in the rear yard and has challenging access. He described the rationale for the front yard variance request, including aligning the dwelling with similar yard conditions on the street and reduce blasting requirements. The committee began a discussion of the grades and how the floor plans respond. The applicant noted they are proposing natural materials in compliance with the guidelines.

The committee asked where the entrance is in relationship to the elevations. Discussion held on the existing community character and surrounding streets, the two floors are 3000 sq ft plus basement and garage (exempted), but seems to be coming out of the rock. Further discussion on extent of rock removal, applicant

comments that removal will comply with District requirements. Committee questioned how the proposed house compares with surrounding house heights, looking at what the potential impacts are, how does the floor level compare with the next door neighbour? Applicant responded that the existing house is much higher, could be about the same but there is so much tree cover it was difficult to determine. Committee member notes that the new house will give greater privacy. Discussion on primary views. Displays precedent images of materials, colours, stains, rock, etc.

B. Harrison (Landscape Architect), confirms that the landscape fits in nicely and discussed options for plantings for play areas. Looking to retain slopes, not recreate anything. A lot of vegetation around the sides. Very difficult site, but all fits. It is a very private area, this is like a lane and will likely be an improvement to the street.

Comments/Questions from the Committee:

1. What is the advantage with the front yard setback? If complied, it would be higher up. What is influencing this on blasting and window placement? There is a fair amount of elevation buried into the topography. Blasting from sides for windows, etc.? *Applicant: Complying would make a very steep driveway and there would be no connection to the back yard in order to make building heights. Goal to make the house fit on the site and work for the family. Avoiding steep driveway and lots of stairs, and that fits within the community.*
2. Distance from the street is 31.5 ft from the property line and the house staggers as it steps up. *Applicant: The main face of the building starts 30 feet back. Have faced the house with stone to blend into the topography.*
3. Will the large cedar be removed and a plum tree? Will trees along neighbours property – it's bare rock in front of existing house. The garage siting is back than the existing garage? *Applicant: Yes. By how many feet? Applicant: 20 feet, this is 16.72. So it is about 3 to 4 feet further back.*
4. What is the slope of the driveway? *25 feet with a difference of 3, about 12%, on the south corner, the top is better.* Noted that the applicant will need to review elevations to comply with District requirements and improve transitions.
5. Questions were raised from the neighbour regarding the big garage facing the street, does not look like this will be resolved – how can you address this? The guidelines discourage this, even though all the other houses do this. Perhaps the guidelines need to be revised. *Applicant: A side entry garage would not work on this property. Other streets in the area have wider lots or streets, so have enough room to go up and curve in and have landscaping, or garages are sited away from the street. But The Dale is different and quite steeper. The landscaping is character-driving so intent was to avoid a street of garage doors.*
6. Is the requirement to English gardens, why not just good landscaping. Starts with English but becomes naturalized over time. English garden is likely a carry over from the start of the area. Looking for not totally naturalized or formal. Emphasis should be on the natural landscaping, English is one principle should explore other opportunities. *Applicant: The guidelines discuss English, but do call for a naturalistic landscape.*

7. The garage door has various materials used to make it not as conspicuous as a garage door? *Applicant: Faced a garage door with same materials as house (not shingles) but could do siding-like so it blends the door. Attempted with charcoal colour but that is a good idea. Could design driveway to narrow entry to garage and fan out to garage door.*
8. East elevation, have a rock material from garage level up, but main level up it is what? *Applicant: Local basalt from quarry in Squamish. On Upper floor looks like wood or shingle? Applicant: Cedar shaped shingle. Shingles right down to grade will not be effective. There will be an 8-inch concrete line between grade and material. Do not want to excessively blast, trying to work with existing grades. There is existing rock outcrop in the rear, trying to remove as little as possible. Concrete forms will follow natural grade then fall back down.*
9. How are you addressing drainage in this condition? *Applicant: The concrete walls are higher than existing, there is a stormwater management plan (SWMP) for the entire site. Discussion on effective ways to bring water down and away from building. The SWMP at BP will be designed to address these issues.*
10. Cedar on side, sometimes show cedar void, is there a difference? One or the other? *Applicant: It is cedar shake. Called "Blue Label". It is to help blend in.*
11. Great to achieve tiers of landscape at rear, following topography of land and curves, when you get the front (southeast corner) it gets formal, can you consider loosening this up a bit since you will have access to rock, good opportunity to re-introduce it. Could be a good tie in.
12. Roof is tar and gravel? *Applicant: Metal is preferred by owner, so will change to standing seam metal in charcoal gray 16 gauge.*

It was Moved and Seconded:

THAT the Lower Caulfeild Advisory Committee support the application as presented with the following to be further considered by staff:

- Naturalize landscape on the southeast corner.
- Explore options to improve grades from street level to garage level.
- Consider a standing seam metal roof.

CARRIED

PUBLIC QUESTIONS

6. PUBLIC QUESTIONS

There were no questions provided at the meeting. However, due to technical difficulties, the following comments submitted prior to the meeting regarding 4841 The Dale shall form part of the public feedback and incorporated into the April 22, 2021 LCAC meeting minutes:

Hi Erik I see we have a meeting on this permit today. I'm not sure if you received my concerns in that regard when I submitted the comments below to the applicants website so I'll just copy you in on it today. I hope I can get into the

meeting as Webex is new to me. The comments below reference to their architectural drawings.

My response was as follows:

Totally understand trying to make a more accessible home that suits the topography of our unique area and is built according to the heritage conservation guidelines.

There are a number of issues we have regarding this particular plan. I will address them referencing applicable pages of the architectural plans. L-2 Landscape Plan -overall there seems to be allot of cement involved to tame the natural rock landscape which goes against the heritage guidelines and may dramatically alter the rainwater drainage patterns from the lot. No larger trees are left on the lot and pavers on the south/street side will promote street parking. What look to be retaining walls on south east side are a big issue (more noticeable on: Site plan A2.0 and Lower floor plan A3.0 and Elevation A4.0) and will endanger the root system supporting the two cherished large heritage trees on neighbours property the South west corner of 4839 The Dale's. Context Images page A1.0 - street side images of 4839 The Dale should be east of 4814 and 4851 should be west(are reversed). Site Plan A2.0, Lower Floor Plan A3.0 and particularly Elevation A4.1 - the foundation wall on the east side is climbing a very steep rock outcrop and looks like a very large, high and exposed cement wall that is not at all a soft edge as proposed in the heritage guidelines. We request a better rendering of the east side of the plan in 3d format be provided (without non existent trees obscuring the view) to better understand that part of the plan. Proposed Floor Plans A3.1-3.2 no issues. Roof Plan A3.3 - looks like a very large north-draining roof that will divert an enormous amount of rainwater so drainage must be designed to not harm the neighbouring properties. Elevation A4.0 This image is deceiving and this very high massing of the front of the home might be too modern and hard edged to suit the heritage element of the area. Some softening would be desirable. The east side retaining walls have already been noted above as a major issue regarding the safety of large heritage trees. Elevation A4.1 East Elevation and Section A5.0(an x-ray version of A4.1) - unclear whether any blasting of the granite rock face will be involved in this foundation which would likely have major repercussions for all neighbouring homes as well as drainage. Elevation A4.2 and A4.3 no issue other than address drainage of roof surfaces. #d Perspectives A4.5 please create renderings without trees and with topographical rock faces present if possible. Section A5.0 please superimpose the foundation wall line from A4.1 onto this diagram for greater understanding. Section A5.0 the front side of the building is very high in relation to how close it is to the street - perhaps have the architect superimpose a normal human person standing at the street edge to give some perspective.

I am not trying to be overly critical here just noting my concerns. Note also that most of the other alteration applications in the conservation area faced strong push back when the design didn't match the country cottage English garden if you will vision of Caufield's original dream, and in the end resulted in better and more appropriate design elements to the joy of both owners and neighbours.

NEXT MEETING

7. NEXT MEETING

Staff confirmed that the next Lower Caulfeild Advisory Committee meeting will be scheduled when an item for the Committee requires review.

8. ADJOURNMENT

It was Moved and Seconded:

THAT the April 22, 2021 Lower Caulfeild Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 5:48 p.m.

Certified Correct:

s. 22(1)



Chair

s. 22(1)



Committee Clerk

(7)(b)

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
PUBLIC ART ADVISORY COMMITTEE MEETING MINUTES
MUSIC BOX
WEDNESDAY, JULY 21, 2021

Committee Members: E. Fiss (Chair), P. Azarm Motamedi, B. Kaiser, P. Patkau, N. Von Meyenfeldt; and Councillor S. Thompson attended the meeting via electronic communication facilities.

Staff: D. Niedermayer, Senior Manager, Cultural Services; and D. Godfrey, Committee Clerk, attended the meeting via electronic communication facilities.

1. CALL TO ORDER

E. Fiss acknowledged that the committee is meeting on the traditional, ancestral and unceded territory of the Squamish Nation, Tsleil-Waututh Nation and Musqueam Nation.

The meeting was called to order at 2:03 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the July 21, 2021 Public Art Advisory Committee meeting agenda be approved as circulated.

CARRIED

P. Azarm Motamedi was absent for the vote

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the June 16, 2021 Public Art Advisory Committee meeting minutes be adopted as circulated.

CARRIED

P. Azarm Motamedi was absent for the vote

REPORTS / ITEMS

4. Council Liaison Update

Councillor S. Thompson noted that Council will consider the Art Facilities Site Analysis results of the public consultation at their upcoming meeting on July 26 and encouraged members to view the discussion.

It was Moved and Seconded:

THAT Councillor S. Thompson's report be received with thanks.

CARRIED

P. Azarm Motamedi was absent for the vote

5. Public Art Long Term Strategy Discussion

E. Fiss requested this item be tabled to the September meeting.

It was Moved and Seconded:

THAT the Public Art Long Term Strategy discussion be tabled to the September 15, 2021 meeting. CARRIED

P. Azarm Motamed absent for the vote

6. Ambleside Seawalk Public Art Discussion

Members discussed the draft memo prepared by N. Von Meyenfeldt which included a recommendation to Council to approve the completion of a strategy for public art for the Ambleside Seawalk. A strategy would take considerable time to complete. Another option is to identify one or more locations for public art, meet with Parks Department to determine what the long-term plans are for the identified locations and then prepare a recommendation to Council for the specific site(s) and funds required to move forward.

P. Azarm Motamed joined the meeting at 2:31 p.m.

It was Moved and Seconded:

THAT the Public Art Advisory Committee meet with Parks staff to identify one or more locations for public art between 22nd Street and the Ferry Building and discuss results at the September 15 committee meeting.

CARRIED

7. Public Art Reserve Fund Discussion

Staff confirmed the Public Art Reserve fund contains over \$600,000.

It was Moved and Seconded:

THAT the Public Art Reserve fund information be received for information.

CARRIED

8. Art Mural At Ambleside Peter Sullivan Skatepark

D. Niedermayer reported that the mural developed by the Ferry Building Gallery and the Capture Photography Festival has been damaged through vandalism. The Capture Festival is able to repair the mural extending its life another 1-3 years.

The mural was not a project of the Public Art Advisory Committee but is the responsibility of the District to maintain. Once this mural reaches its end of life, staff will return to the committee to discuss the potential of a new mural that reflects the spirit and diversity of the skate park.

It was Moved and Seconded:

THAT the staff verbal report regarding the art mural at Ambleside Peter Sullivan Skatepark be received for information with thanks.

CARRIED

PUBLIC QUESTIONS

9. PUBLIC QUESTIONS

There were no questions.

10. ADJOURNMENT

It was Moved and Seconded:

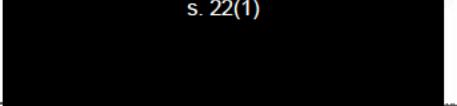
THAT the July 21, 2021 Public Art Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 2:59 p.m.

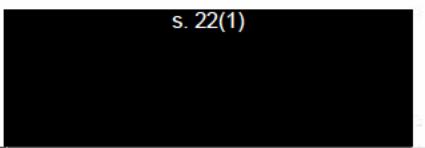
Certified Correct:

s. 22(1)



Chair

s. 22(1)



Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
COMMUNITY ENGAGEMENT COMMITTEE MEETING MINUTES
MUNICIPAL HALL
THURSDAY, SEPTEMBER 9, 2021**

Committee Members: L. Carver, E. McHarg (Vice-Chair) J. Roote, and J. Webbe; and Councillors B. Soprovich, S. Thompson, and M. Wong (Chair) attended the meeting via electronic communication facilities. Absent: L. Cameron.

Staff: D. Powers, Director of Community Relations & Communications; A. Mafi, Communications & Engagement Manager; and K. Andrzejczuk, Committee Clerk, attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 3:03 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the September 9, 2021 Community Engagement Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the July 8, 2021 Community Engagement Committee meeting minutes be adopted as circulated.

CARRIED

REPORTS / ITEMS

4. Foreshore Development Permit Area Public Engagement Plan

A. Mafi (Manager, Communications & Engagement Manager) spoke relative to the document regarding “Communications & Engagement Overview: Foreshore DPA – additional engagement | fall 2021” and informed that:

- The District first consulted with the community regarding the Foreshore Development Permit Area (DPA) in April 2021;
- In June 2021, Council directed staff to conduct further public consultation; and
- Additional public consultation will launch in October 2021.

H. Keith (Manager, Environmental Protection) informed that based on Council's direction, a letter has been sent to all households in the impacted area, and additional public engagement will include three virtual discussion cafés in a breakout room format, which will provide opportunities for discussion and for staff to answer questions and address concerns.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- Clarify whether the level of engagement is inform or consult; D. Hawkins (Senior Manager, Community Planning & Sustainability) informed that Council directed staff to introduced a Foreshore DPA and thus it is mainly inform, but also includes consultation because a draft will be presented and modifications can be made based on public comments;
- Use clear, consistent, and simplified language;
- Clarify what areas and building forms are included in the Foreshore DPA;
- Explain the need for a Foreshore DPA and that technical regulations have been determined by professionals;
- Include commercial properties and realtors in communication to stakeholders;
- Discussion cafés: use flip charts; record the sessions; group like-groups together (such as residential properties or commercial properties);
- Highlight the key message that one of the purposes of the Foreshore DPA is to protect property; and
- Encourage the community to get involved.

It was Moved and Seconded:

THAT the Foreshore Development Permit Area Public Engagement Plan be received for information.

CARRIED

5. Budget 2022 Public Engagement Plan

D. Powers (Director, Community Relations & Communications) spoke relative to the document regarding "Communications & Engagement Overview: Budget 2022" and informed that the District usually engages on the budget in January, but at the request of the Community Engagement Committee, engagement on the 2022 budget will begin in fall 2021 with an educational campaign, followed by regular engagement in the early 2022.

Discussion ensued and the Community Engagement Committee provided the following comments:

- Consider that for many residents, it is not an issue of misunderstanding but rather disagreement;
- Consider using the NextDoor app to communicate to residents;
- Create a video; play the video in public spaces such as the library and request community groups play it at their meetings;
- A new approach to budget engagement is needed;
- Explain how capital costs are decided and include information regarding property assessments;
- Contact residents who have participated in budget engagements in the past;
- A quiz is not an appropriate tool for the audience;
- Provide answers to frequently asked questions; and
- Consider using the "ideas" tool on westvancouverITE.

It was Moved and Seconded:

THAT the Budget 2022 Public Engagement Plan be received for information.

CARRIED

6. Upper Lands Phase 2 Survey and Engagement Plan

D. Powers (Director, Community Relations & Communications) spoke relative to the document regarding “Communications & Engagement Overview: Creating a sustainable urban community in Cypress Village and protecting lands in Eagleridge: Phase 2: Cypress Village” and informed that Phase 2 will be launching soon; and the Community Engagement Committee has the opportunity to provide feedback on the draft survey and engagement plan.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- The information is organized and thorough;
- Survey: include a visual in question 1 and clarify the following:
 - Estimated population;
 - Funding for community facilities;
 - Where the access road to Cypress Village will be located;
 - What is involved in Phase 3;
- Post a traffic management plan; N. Olenick (Coriolis Consulting Corp.) informed that the traffic management plan and detailed transportation analysis will be posted on the project page;
- Communicate that the project has a long-term timeline;
- Use plain language;
- Consider a physical model of the project that the public can view or a time-lapse; and
- Ensure that impacted residents are captured in the letter mailout, including those who live on nearby arterial routes.

It was Moved and Seconded:

THAT the Upper Lands Phase 2 Survey and Engagement Plan be received for information.

CARRIED

7. Lawson Creek Restoration Public Engagement Plan

D. Powers (Director, Community Relations & Communications) spoke relative to the document regarding “Communications & Engagement Overview: Lawson Creek Restoration by the West Vancouver Streamkeeper Society” and informed that:

- As the project is on a tight timeline, information was sent to the Community Engagement Committee via email and members provided great feedback;
- The project page has been launched online;
- The level of engagement is inform; and
- The first site meeting will be held on Saturday, September 11 in John Lawson Park to engage and raise awareness of the project.

Councillor Thompson and Councillor Soprovich left the meeting at 3:54 p.m.

E. McHarg (Vice-Chair) queried regarding the reason for engaging on this project; D. Powers informed that Council directed staff to engage on the project; and while the level of engagement is inform, questions have been raised by the public for consideration and staff will report back to Council with the results of engagement before the Streamkeepers invest in design drawings.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- The project is an opportunity for education and to highlight positive work;
- Explain that the Streamkeepers are responsible for planning and funding; and
- Include details about the positive impacts of the creek restoration.

It was Moved and Seconded:

THAT the Lawson Creek Restoration Public Engagement Plan be received for information.

CARRIED

8. Westvancouver.ca user experience survey

D. Powers (Director, Community Relations & Communications) spoke relative to the memo regarding “westvancouver.ca User Experience Survey” and informed that:

- The District website has reached the end of its useful life;
- Council has approved a small capital budget to rebuild it; and
- There is a staff team working on planning the new website.

Councillor Soprovich re-entered the meeting at 4:06 p.m.

A. Mafi (Communications & Engagement Manager) informed that the purpose of the survey is to learn what residents like and for what purposes they use the website.

Discussion ensued and the Community Engagement Committee provided the following feedback:

- Set up the survey to include incomplete surveys in the results;
- Eliminate unnecessary words, use plain language, and explain technical terms;
- Question 1 regarding how often they visit the website: add an option for “as needed”;
- Add a question regarding other sources used to get District information;
- Question 4: break down the list of common website tasks; consider using menu headings from the website as a way to break down the different tasks; add “to get the facts” as a task;
- Add demographic questions (where they live, work, etc.);
- Consider surveying in different languages;
- Encourage people to visit the website as much as possible to get reliable information; and
- Add a question that asks if there is something that would make it easier to use westvancouver.ca.

It was Moved and Seconded:

THAT the westvancouver.ca user experience survey be received for information.

CARRIED

9. Staff Update: Review of Engagement Underway

A. Mafi (Communications & Engagement Manager) spoke relative to the document regarding "Staff update to CEC – September 9, 2021" and informed that the Lawson Creek Restoration Project is the current engagement and will conclude October 8; and provided the following timelines for upcoming engagements, some of which have been delayed due to the high number of projects:

- Planning the Upper Lands – Phase 2: September 13 to October 15, 2021;
- Foreshore Development Permit Area: October 2021;
- Replacement Youth Centre: November 2021;
- Klee Wyck future use; To be confirmed, likely spring 2022;
- Updating the Strategic Transportation Plan: To be confirmed, likely early 2022;
- Residential Street Parking Plan: Undetermined, dependant on Engineering & Transportation staff capacity;
- Budget 2022: September 2021 to January 2022; and
- Arts & Culture Awareness: January 2022.

D. Powers (Director, Community Relations & Communications) provided an update regarding the Arts & Culture Centre and informed that:

- On July 26, Council directed staff to move forward with additional engagement;
- Staff have prepared a plan and the first steps are to develop a funding strategy and governance model;
- Terms of Reference have been developed and will be going to Council for approval to commence a committee to work on the project; and
- Engagement is scheduled for January 2022 to increase awareness of arts and culture needs, involving inviting the public into existing facilities to walk through the facilities and meet the people taking programs there.

It was Moved and Seconded:

THAT the Staff Update: Review of Engagement Underway be received for information.

CARRIED

PUBLIC QUESTIONS

10. PUBLIC QUESTIONS

C. Reynolds (member of the public) commented regarding the following:

- Suggested that draft minutes and agenda with attachments be posted on the website;
- Suggested that members of the public be allowed to speak after each item;

- Suggested that the area of Cypress Village and Eagleridge be posted and that the number of units and population information be provided;
- Navvy Jack House;
- The Community Engagement Committee's Terms of Reference;
- Correspondence to Mayor and Council;
- Finance Committee; and
- The upcoming Youth Centre engagement.

Councillor Wong (Chair) responded to C. Reynolds comments.

R. Bartlett (Chief Administrative Officer) recognized Community Relations & Communications staff for their quality work, particularly over the summer and during the pandemic.

NEXT MEETING

11. NEXT MEETING

Staff confirmed that the next Community Engagement Committee meeting is scheduled for October 14, 2021 at 3 p.m.

12. ADJOURNMENT

It was Moved and Seconded:

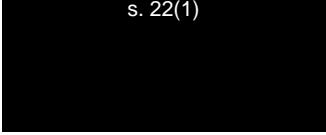
THAT the September 9, 2021, Community Engagement Committee meeting be adjourned.

CARRIED

The meeting adjourned at 4:26 p.m.

Certified Correct:

s. 22(1)



Chair

s. 22(1)



Committee Clerk

(7)(d)

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
ART MUSEUM ADVISORY COMMITTEE MEETING MINUTES
WEST VANCOUVER ART MUSEUM
TUESDAY, SEPTEMBER 14, 2021

Committee Members: F. Patterson (Chair), D. Becker, S. Donaher, K. Duffek, C. Gotay, B. Helliwell, D. LaCas; and Councillor N. Gamboli attended the meeting via electronic communication facilities. Absent: H. Greenwood and M. Price.

Staff: C. Rosta, Cultural Services Manager; and H. Letwin, Administrator/Curator attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 10:02 a.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the September 14, 2021 Art Museum Advisory Committee meeting agenda be approved as circulated.

CARRIED

B. Helliwell absent at the vote

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the June 8, 2021 Art Museum Advisory Committee meeting minutes be adopted as circulated.

CARRIED

B. Helliwell absent at the vote

REPORTS / ITEMS

4. Administrator/Curator's Report

H. Letwin reported that:

- Interviews for the Assistant Curator are currently underway.
- The photography for the Rabbit Lane: Douglas Coupland project is underway. Sponsorship for the project is provided by OmniVita Private Wealth Management.
- The current exhibition, *Balanced Forms: Xwalacktun, James, and Austin Harry*, which opened on July 28 has been well received. There have been a number of related events, with more details on the website.
- Work is continuing on the upcoming exhibition with Bobbie Burgers. This exhibition, *The Hard Work of Spring*, will open on October 13, 2021.

- Work is continuing with the Squamish Nation to present the Enduring Traditions Virtual School Kit.

It was Moved and Seconded:

THAT the Administrator/Curator's Report be received for information with thanks.

CARRIED

B. Helliwell absent at the vote

B. Helliwell entered the meeting at 10:15 a.m.

5. Arts Facilities Advisory Committee Update

C. Rosta updated the Art Museum Advisory Committee about the council meeting on July 26, 2021, during which Council passed motions concerning continued public consultation and staff work on governance and funding.

It was Moved and Seconded:

THAT the Arts Facilities Advisory Committee Update be received for information with thanks.

CARRIED

6. Fundraising Report

On Thursday, September 9, the Art Museum Advisory Committee welcomed 20 guests to their second annual Dine for Art garden dinner with wine from La Stella and Le Vieux Pin, and catering provided by Hawksworth. The evening marked the launch of the Art Museum's 9th Artist Edition Print, sponsored by Simons, a lithograph by West Vancouver artist, Pierre Coupey, called *Rainy River*, available for purchase for \$750. Print sales and donations from the event exceed \$5,000 and permit the Art Museum to offer their school programs this year at no cost to schools.

It was Moved and Seconded:

THAT a Fundraising Subcommittee comprised of D. Becker, F. Patterson and D. LaCas, should meet at a date to be confirmed and that the Fundraising Report be received for information with thanks.

CARRIED

7. Strategic Planning Report

F. Patterson noted that the 2021 Art Museum Advisory Committee work plan calls for a Strategic Planning session and asked staff to arrange a session at a date to be confirmed in October.

It was Moved and Seconded:

THAT the Strategic Planning Report be received for information with thanks.

CARRIED

8. Committee Member Introduction

It was Moved and Seconded:

THAT the Committee Member Introduction be received for information with thanks.

CARRIED

NEXT MEETING

9. NEXT MEETING

The next Art Museum Advisory Committee meeting is scheduled for October 12, 2021 at 10 a.m.

PUBLIC QUESTIONS

10. PUBLIC QUESTIONS

There were no questions.

11. ADJOURNMENT

It was Moved and Seconded:

THAT the September 14, 2021 Art Museum Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 11:09 a.m.

Certified Correct:

s. 22(1)



s. 22(1)



Staff Liaison

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
DESIGN REVIEW COMMITTEE MEETING MINUTES
RAVEN ROOM
THURSDAY, SEPTEMBER 16, 2021**

Committee Members: D. Harrison (Chair), R. Amenyogbe, R. Ellaway, E. Fiss, H. Nesbitt, and B. Phillips attended the meeting via electronic communication facilities.

Absent: J. Mahoney, A. Matis, J. McDougall; and Councillors P. Lambur and M. Wong.

Staff: J. Allan, Upper Lands Senior Development Planner; L. Berg, Senior Community Planner; and N. Allard, Committee Clerk, attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:33 p.m.

CARRIED

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the September 16, 2021 Design Review Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the July 15, 2021 Design Review Committee meeting minutes be adopted as circulated.

CARRIED

4. INTRODUCTION

- a. Introductory presentation by staff.
- b. Applicant presentation.
- c. Clarification questions to applicant by the Design Review Committee.
- d. Roundtable discussion and comments.
- e. Recommendations and vote.

5. APPLICATIONS FOR CONSIDERATION

Applications Referred to the Design Review Committee for Consideration:

5.1 Site: Cypress Village Pop Up (McGavin Field)

Background: J. Allan, Upper Lands Development Senior Community Planner introduced the proposal and spoke relative to site context:

- Design Review Committee first saw this application proposal at the September 17, 2020 meeting; Committee supported application, providing two recommendations; subsequent to this the application was approved and construction commenced on the site.
- The western portion of site to McGavin Field is in use with “pop up” park; café, and bike facilities.
- Applicant proposes revisions, mainly for the eastern portion of site next to the office, real estate showroom, discovery centre and parking area.
- Site is operated by British Pacific Properties for a 10 year tenure.

Project Presentation: J. Wexler (British Pacific Properties) provided an introduction to the proposal, including:

- Proposal is a work in progress; main concept is to activate the site for long-term future.
- Idea to develop a community hub that can be used by neighbourhood in Roger's Creek as well as provide amenities for those visiting mountain.
- Phased: park, boardwalk, washrooms, café, bike and dog wash, discovery centre, and British Pacific Properties presentation centre.
- Due to short-term licence, have shifted focus to modular structures rather than permanent structures.
- Previous proposal included a large cumbersome building; this was taken into consideration and team has responded to comments.

Project Presentation: D. Lee (Architect) provided a presentation, including:

- Location of pop up village displayed in site plan; community hub that will serve future Upland Village Area 6.
- Connection through a series of pathways that serve public, bikers and people using Cypress Mountain; all-year use.
- Plan has developed significantly since the first proposal; previous plan was for a large building with presentation centre and feeling was heavy handed approach as the lifespan of village is 10 years.
- Key moves contemplating:
 - moving from a series of large plate buildings to a constellation of smaller buildings (sea-can structures for shed, café and discovery centre);
 - grass area becomes a community park for McGavin Field;
 - flexible zone with high visibility that accommodates food and beverage operation; frontage comprised of deck for dining; view deck at south; bike wash station and site service shed, storage sheds and discovery centre in middle; interim presentation would be planned to east;
 - other amenities include: sand play area, strong connections to Eagle Lake Road, and mountain through foot-bridge from the northwest;

- extension of parking area;
- management of storm water system would be entered into detention area to the east;
- material contemplating: timber decking, granular paving to maximize permeability, river rock for drainage elements, unit pavers around presentation centre to the east;
- timber post fencing would surround site;
- Presentation Centre would be longer term but there would be an interim centre; materials would be native to area; high quality planters; richly layered landscape; section that moves towards open timber deck; and
- parking and integration of swales; perimeter borders that are curb-less to allow drainage into swale.
- Staff building yet to be designed on east portion.
- Elements installed already: aggregate pathway, some decking, sea-cans soon to be installed along with presentation centre.
- Entry boardwalk over drainage swale; the use of reeds, rushes and natural plants have already been planted.
- Café proved to be success during the Harmony Arts Festival.

Presentation: S. Bartok, Architect, added:

- Have incorporated recommendations provided in last meeting: sustainable elements with structure-craft, lumber already being shipped; idea is that building can be used elsewhere after serving short-term purpose; creating a frame view; massing creating an edge condition and visual with open glazing and accent colors; overall effect is welcoming with ocean view.
- Seating area incorporated at rear of Cypress Village Presentation Centre.
- Materiality is same as was initially presented: timber from structure-craft, trying to stick with local materials and those that would blend into scenery; corrugated metal will match other materials used.
- Sustainability goals: reviewing glazing (comment from last meeting), use of low carbon design (further research needed); solar panels, use of rain barrels and rain run off; working with Landscape Architect to achieve these goals.

Committee Questions:

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

- This is second review of this project? Yes, *there was an initial review in September of 2020*. My concern is on Cypress Road, did you consider snow pile up on the roof and ice on presentation centre? *For overhang looking at thermal bridging but will look at how the gutter system works on roof*.
- What are the sustainability requirements and targets, and how will this be monitored (what metrics used)? *Due to temporary nature of this proposal, this was not being directed by any specific guidelines, allowing for more modular and buildings re-use*.
- It appears all buildings are accessible. Is that correct? Yes. *The plan is level and at grade. An accessible washroom is located in the presentation centre*.

- What are discovery centres? *The discovery centre is a building run by British Pacific Properties to house different events, meetings; all to do with Cypress Village and the mountain side, recreation groups that are stakeholders in the area.*
- Will there be ongoing programming of music and events? *That is the hope. The Shed (the proposed restaurant) is in progress but the plan is that the site will be kept active. They are quite keen on capturing traffic from Cypress Mountain.*
- Was the chain link fence there already next to the affinity pool (concern for kids climbing on this)? *There is access to this area through walkway path.*
- What will happen after the 10 year period? *We do not 100 percent know; partially up to District; perhaps core village will be developed further to the east and commercial operations can move into that zone; could become park zone; hope to keep board-walks, pathways.*
- Will this village be open for private rentals? *I do not believe so. Idea is that it functions as public park that British Pacific Properties will maintain.*

Committee Comments:

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

- The boardwalk is very linear and I think it should be looked at to have a node so that people can sit down; makes it more interesting by breaking the linear form.
- The parking lot needs more trees; especially the second area given that the building will be only operational for 10 years it would be great to see a view; perhaps floor can be converted to a skating rink after 10 years so that the parking lot is not left abandoned and is put to use.
- The responses to the new scheme have been discussed in last meeting; appreciate the way the responses have been handled; I like the permanent approach to the park and the clearing of park space; storm water handled around parking area; design aesthetic are appealing. Satisfied with the resolution.
- No issues with the proposal; agree with recommendation to plant more trees to provide shade, even if just around parking area. Overall is a well programmed project; architecture appealing.
- Strongly support revised plan; for consideration: 1) interpretive program to celebrate landscape of the site and throughout Cypress Village, in particular the local timber used; 2) Architecture looks a bit corporate, perhaps incorporate some art wraps on corrugated metal; and 3) future re-use of building is great, this will potentially be redeveloped and trees may be removed in future; something to consider.
- Unfamiliar with original proposal but this is a great project that I support. Support idea of art wraps on utility boxes or on building.
- Quite spectacular the presentation centre, like the scaled-down temporary buildings and re-use of materials.

SUPPORT

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

It was Moved and Seconded:

THAT the Design Review Committee support the application subject to the following considerations:

- Explore potential of planting more trees in parking lot area with the caveat that they will have to be moved in 10 year period.
- Consider breaking the linearity of the boardwalk by providing resting nodes or benches.
- Consider interpretive signage to highlight sustainability aspects of the site including the re-use of materials and local materials.
- Consider using art wraps on some of the corrugated metal surfaces to animate the building façade.

POLL VOTE CALLED FOR THE VOTE = 5
ALL IN FAVOUR

CARRIED

5.2 Address: 1552 Esquimalt Avenue (Rental Infill)

Background: L. Berg, Senior Community Planner introduced the proposal and spoke relative to site context:

- Site context and existing conditions, including existing 20-storey rental apartment building.
- Majority of site is landscaped with landscaping on top of parkade structure.
- Vehicle access from lane and Duchess Avenue.
- To the west is a 17-storey condo apartment building.
- Gave summary of applicable Official Community Plan policies applicable to the review of this site
- Site is within an existing development permit area – Ambleside Apartment Area.
- Existing Official Community Plan guidelines apply; proposal is for rezoning and development permit.
- This is a revised proposal for two seven-storey buildings that combined with the existing rental building would provide for 324 units total; applicant offering to secure all rental units on site through a housing agreement, at present the existing building is unsecured.
- The existing parkade would be expanded to accommodate 324 parking units, bike storage.
- Proposed Floor Area Ratio 3.15 (inclusive of the existing tower).

Project Presentation: D. Buttjes(Architect) provided a presentation, including:

- Project was initially proposed three years ago; realized not viable; propose alternative of two concrete buildings: one fronting on Esquimalt Avenue and one on Duchess Avenue; three story elevation drop across the site.
- Central landscaped courtyard in between buildings.
- Proposal to consolidate vehicular to a single access point at the lane; residential and garbage pick up will be accessed from lane. Vehicle access from Esquimalt Avenue, near 15th Street.
- 139 new units proposed; residential parking with 1 stall per unit.
- 15 adaptable units. Unit mix is studio to 3 bedroom units.

- Creation of a mini park on northeast corner, consolidation of existing street crossings.
- Through-site access route starts at park and runs through site to play area then to Duchess Avenue.
- Two buildings have entrances off Duchess Avenue, patios and front door entries; third story entrance that goes to landscape area; other entrance accessed through Esquimalt Avenue.
- Existing swimming pool and amenity area which fronts onto common area space.
- Key to site is the parking planning as it unlocks the grade change. Displayed overview of parking area showing surface parking, car share spaces, visitor parking and security gate.
- Displayed waste and recycling area which picks up waste from all three buildings, to be collected from the lane.
- Through lobbies on Building 1 with access to courtyard.
- Separation between buildings:
 - Westshore Place (to the west) and Building 1 = 90 feet; and
 - Westshore Place and Building 2 = 61 feet
- Both buildings have green roof and solar collection.
- Materials used: primarily off-white coloring with dark gray Aluca bond panel featured on stair panels; using natural stone basalt; some of which will be reused from site.
- Displayed elevations to illustrate shape and architecture; stair towers and amenity space leading to pools.
- Street-scape renderings displayed height which fits into neighbourhood; shadows are not significant in reference to previous scheme.
- Accessibility walk way and play area displayed showing elevations of building and materials used.

Project Presentation: M. Vaughan (Landscape Architect) provided a presentation, including:

- Entrance to buildings are quite distinct; especially main entrance with accessible ramps off Duchess Avenue and Esquimalt Avenue.
- Walk up units are accessible access from Esquimalt Avenue at ground level. On Duchess Avenue accessible access to building, but not units.
- Lane is well planted (existing) will try to restore buffer between buildings.
- Outdoor amenity space; one issue is large grass terraces that are underutilized in south corner; we developed raised space that came out of original plan to put this underutilized space to use. Can be used for gatherings, kids playing, outdoor kitchen space will be incorporated, community garden area on west side of site, east side has meditative reading area, all sites are mobility device accessible.
- Large elevator in centre of site comes from parking up to ground level.
- Accessible path has been incorporated; slope is quite significant; creation of accessible pathway that is 5% accessible grade though Esquimalt to Duchess; allows for pool to become accessible (presently it is not accessible).
- Park corner: 15th Street corner is presently a large hedge which we propose to replace with a visible feature of a grass waterfall with a view, birch/poplar will be panted in groupings; morning and afternoon plazas will be incorporated in park area as amenity areas, seating area, eating area.

Committee Questions:

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

- What will happen with parking during two years of construction as there are a lot of cars presently using this space and not a lot of street parking? *We will have to vacate the existing parking area during construction phase. A construction management plan will have to be created and parking will have to be arranged for tenants.*
- This is a concrete structure building? Yes.
- What is the background on the unit mix and is the District requesting anything particular? *Based on demand we are seeing from existing apartment building, variety of sizes with large open decks. No specific unit mix requirement in development permit guidelines, however there are Official Community Plan policies regarding the encouragement of providing rental housing.*
- A lot of talk about accessible routes but am I right in that there are no accessible units? *15 adaptable units, accessible with a wheel chair. Referenced District of North Vancouver guidelines on adaptability.*
- This is 7-story building? Yes.
- Was there a planting species plan submitted for this proposal? Rendering did not match species being stated in plan. Yes, *species plan based on areas. A number of perennials with geometric pattern, it does capture shape and tone. Native with majority native planting (grasses, etc.) and beside lane will have tree species.*
- Are there any other indoor amenities other than the pool? *One space which faces courtyard area that is 1,000 sq. ft. space that could be used as multi-purpose space for all residents. Pool will now be accessible to all residents.*
- Can you describe the retaining wall construction? *Still working on this with Owner; was a request for a gravity wall; rendering showed stone faced wall; these are under discussion and consideration.*
- Were there any other construction types that were considered from a sustainability perspective? *We Own a number of rental buildings; sustainability of concrete buildings is better from sustainability perspective; we did consider timber however as a long term sustainable building we chose concrete.*
- Was the landscaping on the corner of Duchess and 15th left out? *The trees here are impressive and we wanted to leave them as is.*
- Did you consider having some sort of water feature in courtyard area? *We chose not to have a water feature for a number of reasons: use of space, maintenance, etc.*
- Would it be possible to differentiate building expression by incorporation of different elements at entrance ways? *It would be possible but the two entrance ways are different, access by Duchess and Esquimalt are quite different so that they will appear different from sidewalk.*
- What do you anticipate to be the pattern of traffic flow? *Once you are in parkade entire parkade is interconnected so you can move from Esquimalt to Laneway. Tenants will have choice of entrance they use.*
- Are you encouraging public access in garden space for the public? Yes, *the public can utilize pathway however the gardens are for residents.*

Committee Comments:

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

- Endorse this project and think it has been well thought out; particularly midrise apartment building which is a lower context; great to see this building and think it will encourage use elsewhere in District. Because it is concrete and will last, I believe it was well thought out to go to seven storeys. Would be nice to see additional 3-bedroom units on ground level or lower floors for families.
- Consider tying in water feature to the rain garden on Esquimalt Avenue; will help supply water feature.
- Support roof top solar but because people will be looking down on roof can it be done in such a way so as not to provide glare for surrounding towers.
- Consideration of public art encouraged.
- Good presentation and support project; think shade for children's play area would be great; think that more family housing is needed in all areas suggest considering more 3-bedroom units.
- Landscape plan is achieving a lot; community gardens could be expanded; species planned are great; architecture fits in fine with neighbour hood – perhaps a bit more west coast and a unique identity would be appreciated.
- Impressed with rhythm of high-rise vs mid-rises in neighbourhood; parking and garbage pick up are well thought out; like the pathways and accessibility incorporated into outdoor spaces.
- Prominence of retaining walls are important aspect that Planning should work on with applicant so as to keep high quality materials.
- Appreciate the park area and community spaces set aside; encourage people to bike with the 1-stall per unit proposal.
- Natural and rich materials used however, handrails re: metal; could be resolved with a sleek railing to limit the number of metal linear hand railings from Duchess Avenue to the courtyard.
- Consider moving the exterior stairs down in order to create light in the corridor.
- Think this compliments the Westshore building and fits into neighbourhood character.

SUPPORT

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

It was Moved and Seconded:

THAT the Design Review Committee support the application subject to the following considerations by staff:

- Consider adding more 3-bedroom family units, especially on lower floors.
- Work to ensure roof top solar panels do not produce glare to other buildings.
- Consider adding more shade trees for the play area.
- Consider including public art both on the internal courtyard and in the public realm on the street.
- Consider adding more community garden space.
- Ensure high quality materials are used in exposed retaining walls.

- Consider using less metal in the railings leading to the play area.
- Consider realignment of East stairway in Building 1 to increase opportunity for natural light in corridor.

**POLL VOTE CALLED FOR THE VOTE = 5
ALL IN FAVOUR**

CARRIED

6. PUBLIC QUESTIONS

There were no questions.

7. NEXT MEETING

Staff confirmed that the next Design Review Committee meeting is scheduled for Tuesday, September 21, 2021 at 4:30 p.m.

8. ADJOURNMENT

It was Moved and Seconded:

THAT the September 16, 2021 Design Review Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:49 p.m.

Certified Correct:

s. 22(1)

s. 22(1)

Chair, Don Harrison

Staff Liaison, Lisa Berg

(7)(f)

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
DESIGN REVIEW COMMITTEE MEETING MINUTES
RAVEN ROOM
TUESDAY, SEPTEMBER 21, 2021**

Committee Members: J. McDougall (Vice-Chair), R. Amenyogbe, E. Fiss, J. Mahoney, A. Matis, and H. Nesbitt attended the meeting via electronic communication facilities.

Absent: R. Ellaway, D. Harrison, B. Phillips; and Councillors P. Lambur and M. Wong.

Staff: M. McGuire, Senior Manager of Current Planning and Urban Design; L. Berg, Senior Community Planner; and N. Allard, Committee Clerk, attended the meeting via electronic communication facilities.

1. CALL TO ORDER

The meeting was called to order at 4:37 p.m.

CARRIED

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the September 21, 2021 Design Review Committee meeting agenda be approved as circulated.

CARRIED

3. INTRODUCTION

- a. Introductory presentation by staff.
- b. Applicant presentation.
- c. Clarification questions to applicant by the Design Review Committee.
- d. Roundtable discussion and comments.
- e. Recommendations and vote.

4. APPLICATIONS FOR CONSIDERATION

Applications Referred to the Design Review Committee for Consideration:

4.1 Site: Tantalus Gardens (Missing Middle)

Background: M. McGuire, Senior Manager of Current Planning & Urban Design introduced the proposal and spoke relative to site context:

- This proposal is for rezoning and development permit application.
- Site is made up of 4 lots: 2 lots located on Wellington Avenue are zoned for public assembly use, specifically as places of worship and are outside the Horseshoe Bay Local Area Plan (LAP); and 2 lots on Nelson Avenue are zoned for single family, which are included in the LAP.
- Displayed site context map: site across from Tantalus Park, Marine Drive Transit Corridor identified which is shown in Official Community Plan in consideration for “missing middle” housing.
- Proposal for 10 two-storey single family dwellings with basements and attached garages.
- Proposal includes driveway access, parking garages and parking perpendicular to street.
- Context of the LAP:
 - Displayed map showing excerpt from Horseshoe Bay LAP.
 - Council has directed staff to develop site-specific zones for the three different land use areas:
 - Row house Area
 - Multiplex Area
 - Infill Areas
- The two parcels located inside the LAP Boundary on Nelson Avenue are designated for infill housing to encourage smaller detached houses up to density of 0.6 Floor Area Ratio and 2 storeys in height. As well, the LAP includes direction District wide policies provided direction to develop portions off for sites that are outside the Local Area Plan LAP boundary; looking at housing forms that are compatible with housing on the inside of Local Area Plan.
- The LAP includes a number of specific design guidelines related to site design, building form and material that have been proposed.
- The two parcels outside of the LAP boundary on Wellington Avenue are considered in relation to community wide directions on:
 - allowing for increased “missing middle” housing options on Marine Drive Corridor;
 - policy for institutional site; priority for community uses; and
 - policy supporting sensitive infill housing options.

Project Presentation: A. Keller (Presenter) and P. Nilsson (Owner) provided a presentation, including:

- Resubmission proposal for a 4-lot land assembly; submitted an Official Community Plan amendment, rezoning, and development permit application.

- Provided site context including adjacency to the Marine Drive Transit Corridor and that it is split between the Official Community Plan and Horseshoe Bay LAP.
- Two assembled properties are covered by the policies outline in the LAP.
- Applicant provides overview of how the proposal meets the requirements of the Official Community Plan and LAP.
- Although first application received denial, guidelines are now defined in LAP.
- Revisions displayed in response from community and District input, who guided this application to achieve a new density plan; zoning changes between the existing site, the original submission and the current application remain as follows:
 - Total number of housing units is reduced from 14 to 10 infill homes;
 - Parking is no longer underground, positioned at grade with single-car garages per unit;
 - Total site area remains unchanged at 28,229 square feet; total buildable floor area is reduced from 18,995 square feet to 17,775 square feet;
 - Site coverage slightly increased from 33% to 38% due to parking at grade; and
 - Total Floor Area Ratio is reduced from 0.67 to 0.59.
- In order to achieve Floor Area Ratio of 0.59, the proposed setbacks take into consideration the historic cottages of this area; fosters socialization and wellbeing; delivers Floor Area Ratio below requirement; landscaping supports and encourages green communal outdoor spaces that promote socialization.
- Neighbouring sites will not be impacted by setbacks and elevations; no impacts to Tantalus Park.
- Infill homes step up the hill; set into natural topography in response to 40 degree grade change.
- 10 onsite parking spaces for residents and visitors.
- New sidewalks proposed on Rosebery Avenue and Wellington Avenue with 11 offsite (street) parking stalls defined.
- Landscape design focuses on livability and community connection; communal green space area; to be maintained by strata.
- Attention paid to screening property to adjacent homes at the rear property line by cedar fencing and planting of Red Twig Dogwood.
- Planting of native, sustainable, drought resistant species which will be supported by storm water retention and harvesting.
- Prior to formal adoption of LAP, it was acknowledged that the hillside on Nelson Avenue, Chatham and Raleigh Streets provided opportunity to create a distinct infill area of small homes with terraced detached homes that transitioned to neighbourhood.
- Hillside can provide for 2 – 3 detached homes on a single lot.
- Displayed rendition of housing reminiscent of Horseshoe Bay's historic cottages achieved through colour choice and material, glazing variations, asphalt shingles, cladding, metal roof and stonework.
- Elevations show large overhangs that reduce appearance of height; design came about from working group feedback

- All units are 1,700 square feet above grade and 1,100 square feet below grade; units area accessible; flush thresholds between rooms and front patios, 5 foot turning radius in front entrance and washrooms on main level; ceiling heights are 9 foot on main floor and doors to patio are eclipse style models.
- Environmental considerations: EV charging units, bike and scooter parking storage, complies with Step 4 of BC Energy Code.
- Achieves character of neighbourhood and unique character of individual units.
- Tantalus Gardens fosters community character and Bay Cottages, delivers a new green gateway; aligns with Official Community Plan and LAP for density; responds to “missing middle”.

Committee Questions:

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

- The parking configuration, does it follow the plan or is it departing from guidelines? *Provides offside parking and is a current plan. Accommodates two driveways facing Rosebery Avenue.*
- Is the proposed Official Community Plan Amendment to include the two lots in the Horseshoe Bay LAP? *This is coming ahead zones to be created, therefore this will be a separate Comprehensive Development (CD) Zone, but will match the site area for the zone.* Would it be an advantage for applicant to wait until these guidelines have been approved so they don't have to apply for changes beforehand? *Staff team is working on the proposed zones for Horseshoe Bay and anticipate them to go to Council this year; the reality is that for Wellington Avenue they would have to go through rezoning regardless; felt that this process is appropriate to move project ahead; the fact that it straddles the boundary of the LAP is something that has been taken into consideration. Official Community Plan directions are community-wide and we do have transition direction for sites that straddle area boundaries.*
- For proposed secondary suite units, would council want to see some sort of housing agreement? *A Housing Agreement could be used, however, typically secondary suites in single family dwellings are permitted and not required to have a Housing Agreement.*
- The street parking is left over from when there was a church, will this be resident only or public parking spaces? *No it is public parking.*
- Are there any drawings that show the context in relation to the adjacent sites so we can see how it fits into the context? *No.*
- How is grading being dealt with and is there a grading plan; how is the 40-ft. slope being dealt with as this seems like a lot and there are no retaining walls; are they accessible? *Yes, it should be in application package, this can be provided. Retaining walls are between units displayed on the landscape plan.*
- What is the material accessible to the park on the landscape drawings? *Permeable pavers.*
- Drop in elevations seems to be a steep access road, can you confirm that slope? *Will check.*
- How is the driveway accessed? *Siamese access.*
- What is the building separation between the building at the north end and the adjacent property? *5 feet which matches the existing separation.*

- Do you need all the street parking? *This is a result of community input; public requested off site parking. Community will now benefit from sidewalks that will be built for pedestrian safety.*
- Basements in bedrooms – do they have windows? *Yes, there will be windows*

Committee Comments:

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

- Respect to contextual fit at LAP, think the form and coverage meets most requirements of Official Community Plan and LAP; in terms of architecture and materiality I think the proposal variations and choices seem to be of a high quality consistent of neighbourhood; speaking to landscaping the drawings seem to be schematic and need more detail showing elevations and retaining of planting to get a better idea of how grading relates to the building. Suggest more detail in landscaping be provided.
- I think this can be understood separate to Official Community Plan and LAP requirements but hard to understand in terms of these guidelines; concerned with setbacks particularly along north side; seems to close to adjacent site. Internal site planning, large strata requires communal space which should be incorporated and added to this project.
- In terms of driveways there are two paired driveways that are incredibly wide; seems like too much asphalt along the street; lack of integration with public realm. I think the treatment of parking could be improved in terms of neighbourhood green-boulevard and character. The setback to the front yard is extremely narrow; could benefit from more green space at the front.
- Support secondary suites but think that they should be accounted for; size of units perhaps too big and luxurious to meet guidelines.
- Think that there needs to be more context plans displayed; renderings need to include adjacent properties and landscaping; landscape plans do not display types of species; suggest adding species and details of site.
- Further work on sections showing grading would be useful; heights, labels, street names, relationship to area; overall I support look of project but landscaping and parking requires a lot of work at this point.
- Architectural styles are a plus to project; aspect of entrance should be emphasized from the street side. 3 bedroom units at lower level could have an additional washroom added and windows for light for better livability.
- Parking is not advantageous in this proposal; should be looked into. Materials should be identified on plans so that they can be referenced.
- It is unfortunate there is an extra level of information missing from this application that could fill in blanks for example grading and landscaping. Support overall but reservations due to missing information.

MOTION FOR RESUBMISSION

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

It was Moved and Seconded:

THAT the Design Review Committee require resubmission of the application subject to the following:

- Project requires additional context for site plans and grading plans in order to hone in on the details of the application.
- Identify proposed setbacks from adjacent properties and property lines.
- Consider a more sensitive approach to driveway connections to the existing streets.
- Consider alternate layouts for offsite parking.
- Public realm should be considered more thoughtfully in regards to pedestrian circulation and typical city detailing.
- Consider the development of expanded outdoor amenity space.
- Submission of a landscape plan or site plan that clearly indicates grading information, adjacent property grading, materials and retaining wall elevation.
- Identify any proposed secondary suites and review for livability.
- Clearly illustrate how these units are accessible with the grading plan.

POLL VOTE CALLED FOR THE VOTE = 5
Require resubmission

CARRIED

4.2 Address: 2452 to 2496 Marine Drive (Mixed Use)

Background: L. Berg, Senior Community Planner introduced the proposal and spoke relative to site context:

- Proposal is for a development permit which is the half of the south commercial block of Dundarave along Marine Drive and is a six-property assembly.
- Policies that guide the proposal under the Dundarave Development Permit Area; 4 subsections in guidelines to which projects are evaluated:
 - Context and site design
 - Building design
 - Landscaping design
 - Circulation and parking
- Existing Commercial 2 (C2) zoning limits height to a maximum of 2 storeys; this proposal is for a 3-storey building. Official Community Plan policies give consideration of a third storey; intent to achieve lower profile along Marine Drive.
- Three storey mixed use building; 2,700 square feet of commercial retail and office use space on ground floor; 55 residential units on upper floors; 145 parking spaces; office space at rear; bike parking 113 stalls; access to parkade from rear east side of lane.
- Parking is shared between residents, visitors and commercial tenants. Biking spaces are also included in proposal.

Project Presentation: T. Gill (Architect) provided a presentation, including:

- Applicant reached out to community to try to understand Dundarave area; spent a lot of time with Planning Department to understand zoning.
- Objective of trying to maintain gateway which is a key element of the location of this proposal.

- Looked at all circulation paths and pedestrian movement; pathway between developments: one existing path will be maintained and improved, also have laneway which will be improved along 25th Street and Marine Drive.
- Parking was looked at as well as garbage deliveries; cut out laneway at rear to allow for more space.
- Along Marine Drive have set building back an additional 6 feet to increase depth and allow for additional seating and public realm opportunities. East corner seating has also been allowed for, pathway on east side allows for movement.
- Broke the proposal up into east and west blocks and at centre is housing component; entry on both sides. As continue west side, angle has been cut to allow for open corner so view is seen towards ocean; seating area incorporated.
- Commercial office area along 25th Street on lane side; another entry off Dundarave side includes elevator.
- Angled units on south side so as to provide variation and allow for views.
- Range unit sizes provided.
- Office stacks up on rear access of laneway; building setback along 25th; diversity in parapets heights and elevations.
- Cool and warm west coast colors incorporate which ties in the variety of material and design throughout building.
- Displayed walkway elevation on east side: framing of main entry with traditional canopies; railing textured; wood and concrete used; changes as you move along towards west; fabric and trellis type canopies used.
- Displayed rendering images of before and after; stepping and seating along sidewalk area.
- Looked at opportunity to bring in other elements: plantings, canopies, banners; provides texturing; stepping on corner side.

Project Presentation: K. Simpson (Landscape Architect) provided a presentation, including:

- Wanted to open up to public realm through step stone walls along plaza side that incorporate planters and seating area. Step down to navigate grading in area.
- Soft grasses and perennials to provide beachy vibe and public gathering area along open corner.
- The grade of 25th Street is approximately 11% is fairly steep, wanted to create a gentle slope; down 25th hit smaller plaza with opportunity for a bit of planting in this area.
- Providing a sidewalk in parking space along lane.
- Displayed elevation of stepping along Dundarave Lane.
- On rooftops have private patios separated by planting to provide privacy and shade; in middle is amenity communal space; trellis incorporated here.

Committee Questions:

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

- Will you be looking at facade articulation at entrance later as it seems to be lost? *Material is all glazing so it will stand out quite a bit; art incorporates which will stand out.*
- The patios on the roof top, there are trees; will these affect the elevation? *These are low level species and they should not be visible from street, Japanese Maple and similar species will be used. The building is setback so they should not affect view.*
- Am I reading correct that the majority of facade is hardy-panel and if not, what material is being used? *A cementitious board which is a clean and durable material; wood, brick and glazing also used.*
- C2 zone has no Floor Area Ratio is that correct, type of density has been approved in this area? *Density in the C1 zone is a function of building envelope. Difficult to compare with other buildings, have to keep in mind that this site takes up a lot of block; have reviewed how much floor area can be achieved to ensure proposing matched what was permitted by zoning.*
- Noticed retail area is almost three stories tall, do you have renderings of adjacent retail units in neighbouring buildings to compare? Yes, *the neighbouring buildings are approximately 18 - 25 feet tall; this proposal (retail) is 18 feet.*
- Do the guidelines in the Official Community Plan or Bylaw provide guidance in regard to the massing along the lane, street way expression along Marine Drive? Seems like when you get to lane this becomes a 4 – 5 story building; seems a considerable departure from guidelines. *Much more general guidelines in terms of massing and guidelines.*
- Are there any requirements for interior amenity space? Yes, *there is a multi-purpose room and access through the lane side for elevator; is for residents.*
- Other than art at central, is there any other art at public plaza space? Yes, *discussions around piece incorporated but there is the opportunity for this.*
- Which step code are you using? Step code 2.

Committee Comments:

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

- Entry will have a vestibule if over 100 square feet this should be looked into especially if adhering to Step Code 2; articulation of façade looks like it sticks out too much; rooftop spaces will have to be screened.
- The street wall along Marine Drive is too imposing and needs to be set back; I think the frontage along 25th Street is too high; I am not against overall height just the façade at 25th Street. The gateway element is not working as there is prominence on one unit; feel that the units at this end facing the public which is not appropriate. Don't feel the concrete modern concept is warm and welcoming as is neighbourhood of Dundarave. Think material palette needs to be looked into. As there are so many white and grey colors, the character of Dundarave is lost in this project. Not convinced of its seaside character.
- A bold initiative; contemporary modern architecture can be done however, the third storey has to be set back both at Marine Drive and the lane as the third storey must be earned; the balconies are small and open space outdoors are valued; guidelines ask for a variety of roof forms. These should be investigated.

- Architectural expression is disappointing. Huge site so break should be mid-building to allow for movement mid-block; 3 metre setback at eastern end is not sufficient. The mid-building area should be open to the public as a substantial mid-block connection is needed. Public realm is not successful as it looks privatized, however the plaza is okay.
- Retail frontages seems excessive; appreciate stepping in and stepping out however, find there are too many elements. Overall the building is too much.
- Think the public realm is reasonably well handled however, the mid-block connection to laneway would be better than proposed left over edge plaza.
- The big architectural downfalls are where this project falls short; shoulder line at third floor must occur at Marine Drive and lane. Must break the height to scale to neighbourhood. Presently is long and horizontal building form. Massing and elevations should be re-thought to break up frontages; finer grain of building expression will keep in line with scale. Completely rethink the elevations with the breaking of the frontages, then introduce details. The small adjustments presented do not have a meaningful human scale. Get the massing right and then relook at the materials and textures. Needs big moves to resolve.
- There is quite a bit of work needed to fit into Dundarave context; address the street and public realm, 25th Street is interesting; the existing connection (to the east) is tight.

MOTION FOR RESUBMISSION

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

It was Moved and Seconded:

THAT the Design Review Committee require resubmission of the application in response to the Development Permit Guidelines subject to the following:

- Building massing and scale:
 - Further consideration of the Dundarave Village context in the choice of building materials.
 - Consider third story setback on the Marine Drive and Laneway frontages.
 - Consider the massing expression in keeping with existing streetscape context. Provide streetscape context drawings and elevations.
- Public Realm:
 - Consider alternate location and rational for pedestrian mid-block crossing.
 - Consider the addition of public art in the plaza element.
 - Ensure the 25th Street and Marine Drive plaza design allows for easy and open access to the public.
- Building Materials:
 - Facade treatment to reflect the village character.
 - Provide elevation drawings that reflect the planted roof areas and how they interact with the street.
- Gateway:
 - Special consideration to the gateway at 25th Street and Marine Drive.

- Consider neighbourhood context and provide a response to the corner treatment to ensure that the building expression performs as a 'gateway feature'.
- Consider the creation of the architectural expression in relation to the public realm.
- Provide design rational narrative and sketches on future application.

POLL VOTE CALLED FOR THE VOTE = 5

CARRIED

5. PUBLIC QUESTIONS

There were no questions.

6. NEXT MEETING

Staff confirmed that the next Design Review Committee meeting is scheduled for Thursday, October 21, 2021 at 4:30 p.m.

7. ADJOURNMENT

It was Moved and Seconded:

THAT the September 21, 2021 Design Review Committee meeting be adjourned.

CARRIED

The meeting adjourned at 7:14 p.m.

Certified Correct:

s. 22(1)

s. 22(1)

Acting Chair, Jason McDougall

Staff Liaison, Lisa Berg

From: Shelley Weal
Sent: Monday, October 25, 2021 12:04 PM
To: [REDACTED]
Cc: correspondence; Jenn Moller
Subject: Council Correspondence Dated Oct 11, 2021 - Bellevue Avenue & 18th Street intersection safety

Hello [REDACTED] s.22(1),

Thank you for your correspondence dated October 11, 2021 regarding the intersection at Bellevue Avenue and 18th Street.

The Engineering & Transportation department has logged this location, per your request, as part of a larger review of traffic calming across the District.

Sincerely,

Shelley Weal on behalf of

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

From: [REDACTED] s. 22(1)
Sent: Monday, October 11, 2021 8:44 PM
To: correspondence
Subject: FW: Please, a traffic light at 18th and Bellevue
Attachments: E4F34750-7A5B-4FB9-A8EA-BE76323B7247_1_105_c.jpeg; E03E79E6-5DBB-4649-A273-06894F823CD5_1_105_c.jpeg

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

From: [REDACTED] s. 22(1)
Date: Monday, October 11, 2021 at 8:41 PM
To: <MayorandCouncil@westvancouver.ca>
Subject: Please, a traffic light at 18th and Bellevue

Please consider this.
Every day there are close calls, and often disasters.
[REDACTED]
s. 22(1)



From: Jenn Moller
Sent: Monday, October 25, 2021 2:19 PM
To: [REDACTED]
Cc: correspondence; Shelley Weal; Andy Kwan
Subject: [REDACTED] s.22(1) October 10, 2021, regarding "Marine Drive 5900 Block" _ ENGINEERING 20211025 RESPONSE

[REDACTED] s. 22(1)

In response to your enclosed correspondence letter, I offer the following comments:

In 2018 engineering staff commissioned a feasibility study to consider upgrading Marine Drive between West Vancouver Yacht Club and Gleneagles Drive, this was not only to include pavement condition and rehab, but also adequate pavement widths to safely accommodate two way vehicular traffic including transit buses, cycling and pedestrian facilities. Unfortunately the findings of the investigation yielded that it wasn't practical to provide road widening along the 5900 block Marine corridor for the defined preferred road cross section identified at the time for reasons due: to cost; risk/danger associated with blasting of uphill rock slopes; difficulty in matching a widened road width with existing driveways and downslope structures. While not part of our immediate divisional work plan, it is envisioned that staff will revisit the file to explore alternative preferred road cross section solutions to improve the existing condition for all modes as part of the upcoming short term work plan programming (2-3 years).

Regarding widening of Taylor Way at the Upper Levels Highway intersection and specifically, laning associated with the westbound turning movement, as you suggest this is a control access highway under Provincial jurisdiction, staff can certainly pass this feedback on to the Ministry don't have the ability to directly influence the agencies priorities in this regard.

Thank you,

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

(WMA)

From: [REDACTED] s. 22(1)
Sent: Sunday, October 10, 2021 11:54 AM
To: correspondence
Subject: Marine Drive 5900 Block

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor and Council, As an Eagle Harbour resident, I am in wonder why the widening 5900 block of Marine Drive is not a priority for this District. No sidewalks, no, bike lanes and, at one point, the lane is less than 8 feet wide. If two buses or two trucks meet on the corner, one has to back up! Rock face on one side and a good drop on the other, it is the most unsafe road in West Vancouver and has been for years. Local residents got excited when Marine Drive was widened in the 6100 block, near the golf course, however, the project stopped at Marine Drive.

Bicycles crawl up the corner, blocking traffic while they do, and the same bicycles literally fly down and around the corner about a half hour later.

This is dangerous corner! May I ask if any of you has ever been to the 5900 block of Marine. If not, bring your tape measure with you. And after you measure the lane width, go measure the width of a blue bus. Yes, 2" on each side! And yet, West Vancouver has only two complete east-west corridors, the Upper Levels Hwy and Marine Drive. Why isn't this a priority?

And while I have your attention...A few years ago I called Engineering to widen the Taylor way left turn lanes that go on the westbound on ramp in front of St Davids Church. These two lanes become a La Mans race circuit in heavy traffic. Left lane backed up to Inglewood and folks go the right lane to skip the line and enter the short second lane turning left. Lots of lane zipping. My thought is that if the median was removed thereby lengthening the two lanes, it would ameliorate an unsafe situation to a safer one.

The Engineering Dept told me to communicate with the Highways Dept. So I called them and they said that they were well aware of the problem and yes, it was a concern, however a very low priority in comparison to what else was going on with BC highways. I am wondering if someone can get the Engineering Dept. and the Highways Dept. together for an on-site inspection during one late rush hour observation.

Thanks for listening...I mean reading this.

[REDACTED] s. 22(1)

West Vancouver

From: Jenn Moller
Sent: Monday, October 25, 2021 3:01 PM
To: [REDACTED]
Cc: s. 22(1)
Subject: Andy Kwan; Shelley Weal; correspondence
Esker Lane Strata Council Corrispondance 20211007: RE "FW: Traffic matters - TransCanada Highway #1, at 3rd Street, West Van." _ ENGINEERING RESPONSE 20211025

Ms. Lakhani:

In response to your submitted correspondence regarding traffic matters in and around 3rd Street and the Trans Canada Highway within West Vancouver, I provide the following to address your comments specific to the District of West Vancouver:

The Hugo Ray Multi Use Pathway is intended for cyclists and pedestrians and links the north side of Highway 1 between Capilano River in North Vancouver to the entrance of Hugo Ray Park on Third Street in West Vancouver, and was constructed and commissioned in November 2019 and is located for the most part, within the Ministry of Highways right of way.

The project included multi agency coordination and funding and involved more than a year worth of planning prior to construction; the scope of the project at the time did not include the installation of sound barriers, nor is does it form part of the District's existing work planning or capital programming. Furthermore, in reviewing the footprint of the delivered project, the vegetation removal was limited to that which was necessary to install the multi use pathway alignment as it crosses through the vegetation line which runs adjacent the travelled lanes of the highway corridor and in turn, it does not appear that revegetation in this impacted location would be feasible without removing the path or infringing on the view corridor of the travelled highway.

Kind regards,

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

From: Nazlin A. Lakhani [REDACTED] s. 22(1)
Sent: Thursday, October 7, 2021 1:39 PM
To: correspondence
Subject: FW: Traffic matters - TransCanada Highway #1, at 3rd Street, West Van.
Attachments: 20210809141057774.pdf; Ltr.trafficfollow-up.Aug16.2021.pdf; Ltr.EskertoMoT.Aug18.2020.pdf

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Sirs/Mesdames:

I re-send below my correspondence of August 16, 2021 together with its original attachments.

I have received a response from your fellow addressee the Ministry of Transport, which is addressing the issues raised, but we have yet to receive a response from your office.

May I hear from you please. In your response, can you also address (in addition to re-planting) the alternative of your putting in a sound barrier wall to ameliorate the traffic noise increase created by the District's cutting down of trees to accommodate the bike path in question.

I look forward to hearing from you shortly.

Sincerely,

Nazlin A. Lakhani
[REDACTED] s. 22(1)

From: Nazlin A. Lakhani [REDACTED] s. 22(1)
Sent: Monday, August 16, 2021 5:28 PM
To: 'correspondence@westvancouver.ca'
Subject: FW: Traffic matters - TransCanada Highway #1, at 3rd Street, West Van.

Nazlin A. Lakhani
[REDACTED] s. 22(1)

From: Nazlin A. Lakhani [REDACTED] s. 22(1)
Sent: Monday, August 16, 2021 5:19 PM
To: Minister.Transportation@gov.bc.ca; 'MayorandCouncil@westvancouver.ca'
Subject: Re: Traffic matters - TransCanada Highway #1, at 3rd Street, West Van.

Dear Sirs/Mesdames,

Please see the attached correspondence of today's date in respect of the above-noted matter, together with an accompanying map.

Also enclosed for your ease of reference is my earlier letter regarding said matter, dated August 18, 2020.

The full package follows by mail.

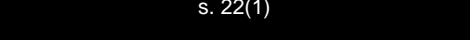
I look forward to your respective offices' early replies.

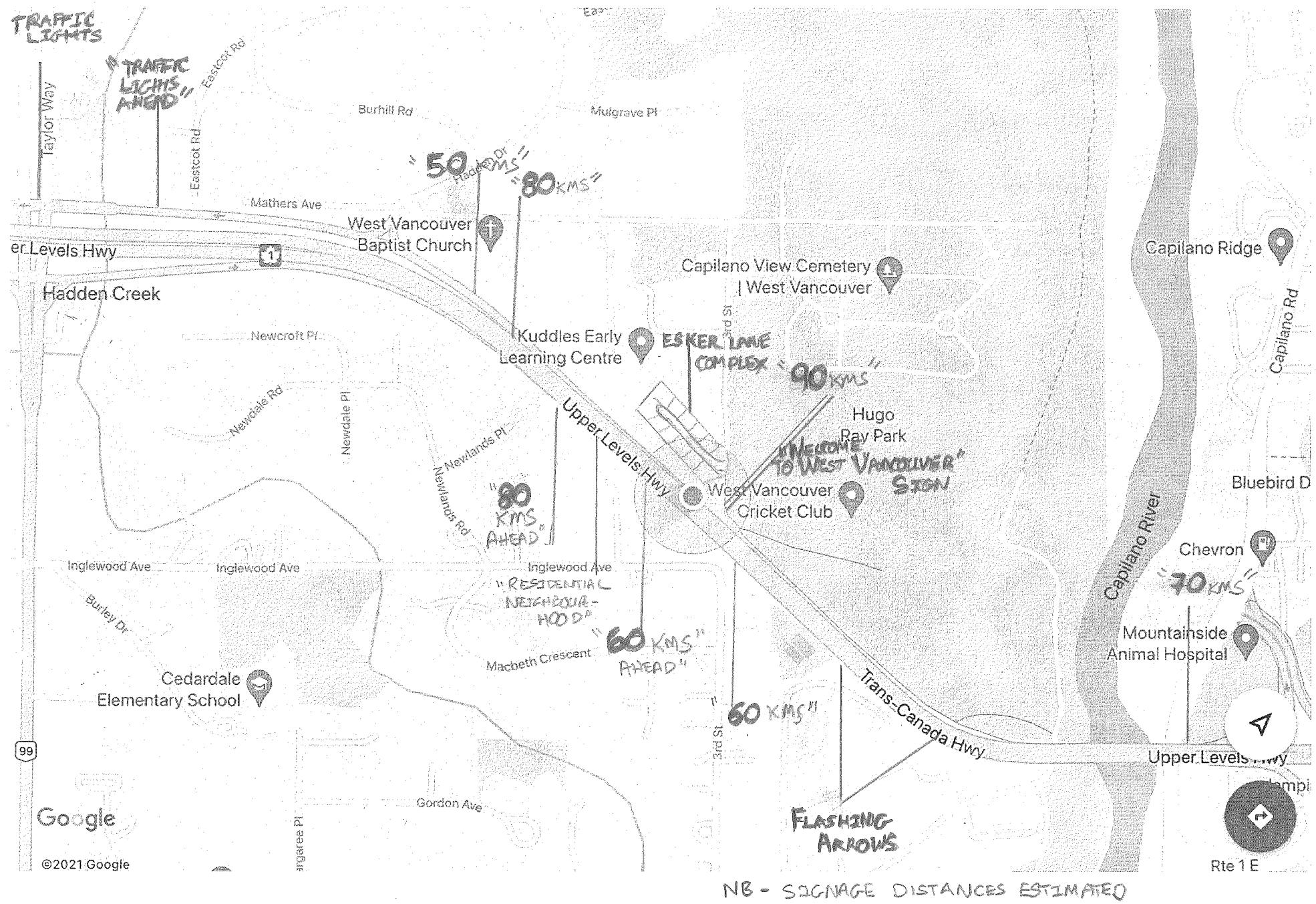
Sincerely,

Nazlin A. Lakhani

Nazlin A. Lakhani

s. 22(1)





*Ms. Nazlin A. Lakhani
“Esker Lane”
1253 3rd Street,
West Vancouver.
B.C. V7S 1H8*

Honorable Claire Trevena,
Ministry of Transportation & Infrastructure
PO Box 9055,
Prov Stn Govt
Victoria B.C.
V8W 9E2

AND
Mayor and Council,
District of West Vancouver
Municipal Hall
750 - 17th Street
West Vancouver, B.C.
V7V-3T3

Minister.Transportation@gov.bc.ca

MayorandCouncil@westvancouver.ca

August 16, 2021

Dear Sirs/Mesdames:

Re: Traffic Signage changes - TransCanada Highway #1, at 3rd Street, West Vancouver.

I write on behalf of the Strata Council and residents of Esker Lane (“the Complex”), a residential development located at 3rd Street, adjacent to the TransCanada Highway in West Vancouver and directly above the “Welcome to West Vancouver” sign.

I wrote one year ago to the Ministry of Transportation and Infrastructure regarding the impact on safety and traffic of the situation created by the speed and infrastructure changes in the area. I now write again as unfortunately, the residents of the Complex and its neighbors have been subjected to another summer of revving, roaring, reverberating noise as a result of traffic hurtling by this residential neighborhood at inappropriate speeds, exacerbated by the extensive and still-unremediated de-vegetation consequent to the installation by the District of its recent bike path.

My letter of August 18, 2020 is attached hereto for your ease of reference, and reproduced below are the suggested changes from it to address the traffic issue:

Accordingly, we ask that the Ministry consider implementing the following three changes:

- 1. Re-locating the 90km sign currently posted adjacent to the front of the Complex to a point instead along the Highway a few hundred feet west of the Exit 13 lane, and perhaps parallel with the traffic lights at Taylor Way;*

2. Additionally, the exit speed sign of 50km for Exit 13 be moved a few hundred feet east, to a point at which it can be easily sighted by cars driving past the bicycle lane and the Complex after having crossed the Bridge, and perhaps to where the 90 km sign is currently located;
3. Conduct infrastructure maintenance on the Bridge and Highway surface heading west, such that the road and Bridge surfaces more closely resemble the smoother and safer ones heading east.

We believe these three changes are necessary and will bring greater safety and calm to this often hazardous portion of the Highway, and consequently to the users of the bicycle path and to the residents of the Complex.

We have been given no specific reasons for why these changes have not been implemented. Moreover, along the same stretch of highway heading east, there are consistently lower speed limits posted, as well as a “Residential Neighborhood” sign requesting no use of engine brakes. We are at a loss to square this with the lack of responsiveness shown by the Ministry to our request that the west side of the Highway, being residential, be similarly speed-posted.

We note that in the space of just the few hundred feet between the end of the Capilano River Bridge and before the traffic lights on Taylor Way, there are speed limit signs on the west side of the highway that range from 70 to 90 to 80 to 50 to traffic light warnings. To assist in more clearly illustrating the randomness of the speed signage in that stretch, we include a map of the area with the current signage noted thereon. We ask that the Ministry reconsider our requests. Additionally, we ask that a “Residential Neighbourhood” sign be posted well east of the Complex to address both safety and noise in the area.

In respect of the de-vegetation undertaken to install the bike path, we ask that the District kindly confirm the type and timing of a plan to re-vegetate along the bike path area to replace the trees removed and to aid in cutting down the sound transfer to the Complex and neighborhood, both of which long pre-existed the bike path.

We look forward to hearing from each of you at your early convenience.

Sincerely,

Nazlin A. Lakhani

Encls.
cc – Esker Lane Strata Council, under separate cover

Ms. Nazlin A. Lakhani
Esker Lane
1253 3rd Street,
West Vancouver.
B.C. V7S 1H8

Honorable Claire Trevena,
Ministry of Transportation & Infrastructure
PO Box 9055,
Prov Stn Govt
Victoria B.C.
V8W 9E2

Via email: Minister.Transportation@gov.bc.ca

August 18th, 2020

Dear Minister Trevena:

Re: Safety at TransCanada Highway / 3rd Street, West Vancouver

I write on behalf of the Strata Council of Esker Lane (“the Complex”), a residential development located at 3rd Street, adjacent to the TransCanada Highway in West Vancouver.

Recently, an extension of the North Shore bicycle path was completed along the Highway, between the Upper Capilano River Bridge (“the Bridge”) and just east of the Complex. Following that completion, there were some changes made to the roadway and to traffic signage in the immediate vicinity - which is a high-crash area - especially along the curved Bridge. These changes included:

Heading east on the Highway;

- the installation of a flashing lights board indicating an upcoming speed reduction to 60km;
- the posting of a high-visibility yellow 60km sign for the Highway and Bridge area;
- flashing arrows posted along the Bridge curve;
- the resurfacing of the Highway in the area (eastward only).

Heading West on the Highway;

- the retaining of the 70km speed limit over the Bridge (a reduction from the 80km applicable along the Highway up to that point);
- no resurfacing of the Highway and no repair of the badly-rutted Bridge surface westward;
- the posting of a 90km sign directly after the length of the bicycle path, at approximately level with the Complex entrance and with the newly-installed 60kms/flashing lights board on the east side of the Highway.

It has taken some months to evaluate the effect of these changes, but it has now become apparent that the posting of the 90km sign adjacent to the Complex boundary heading west has had the effect of causing vehicles to accelerate to that speed (and indeed, seemingly beyond it) as soon as they come off the Bridge and sight the sign. This, despite the very uneven Bridge deck and the un-resurfaced Highway in this direction, and the 80km limit leading up to the Bridge.

As a member of the Strata Council of the Complex, I have canvassed residents and there is a consensus that the noise level (and presumably the fumes) resulting from vehicular acceleration and reaching residents has increased markedly. In contrast, traffic headed east at approximately the same point is being slowed to 60km – on a smoother and safer surface.

Additionally, nearly parallel with the 90km sign at the Complex entrance is the commencement of the lane for Exit 13 of the Highway (to Hadden Drive and Taylor Way) - with an exit speed sign of 50km posted just a few hundred feet down from the 90km sign.

Further, the lane that becomes the Highway proper curves fairly significantly as it continues immediately westward.

Of course, there is also now more foot and bicycle traffic in the area a result of the bicycle path completion.

Based on these facts and on the individual and independent observations of many of our residents, it is our considered opinion that there has been an overall reduction in safety due to the higher speed permitted along the un-resurfaced subject section of the Highway, headed west.

We submit that safety would be enhanced generally if a lower speed were to be maintained in a more equivalent manner on both the east and west sides of the Highway to accommodate the area's various conditions. Such would be more consistent with the efforts generally to slow traffic in the vicinity with a view to reducing the high accident rate it is subject to. It would also enhance safety to conduct infrastructure maintenance more equivalently along the Bridge and Highway in both directions.

Accordingly, we ask that the Ministry consider implementing the following three changes:

1. Re-locating the 90km sign currently posted adjacent to the front of the Complex to a point instead along the Highway a few hundred feet west of the Exit 13 lane, and perhaps parallel with the traffic lights at Taylor Way;
2. Additionally, the exit speed sign of 50km for Exit 13 be moved a few hundred feet east, to a point at which it can be easily sighted by cars driving past the bicycle lane and the Complex after having crossed the Bridge, and perhaps to where the 90 km sign is currently located;
3. Conduct infrastructure maintenance on the Bridge and Highway surface heading west, such that the road and Bridge surfaces more closely resemble the smoother and safer ones heading east.

We believe these three changes are necessary and will bring greater safety and calm to this often hazardous portion of the Highway, and consequently to the users of the bicycle path and to the residents of the Complex.

Thank you in advance for your consideration of these three proposals. We look forward to hearing from you on these requests at your early convenience.

Sincerely,

Esker Lane Strata Council

Per:

(Ms) Nazlin A. Lakhani

From: Cindy L. Mayne
Sent: Tuesday, October 26, 2021 10:08 AM
To: [REDACTED]
Cc: correspondence; Erik Wilhelm
Subject: RE: Taylor Way Local Area Plan Draft and the Preliminary Development Proposal for 671, 685, 693 Clyde Avenue and 694 Duchess Avenue

Attachments: Appendix B - Clyde Ave Preliminary Proposal.pdf; Preliminary Development Proposal for 671, 685, 693 Clyde Avenue and 694 Duchess Avenue TO Bailey 2021 10 09 0910-[REDACTED].pdf

Dear [REDACTED] s. 22(1)

Thank you for your email to Mayor & Council it has been forwarded to the Planning & Development Services department for response.

The feedback and concerns that you raised within your email has been forwarded to Erik Wilhelm, Senior Community Planner who is the file manager for the project. Your comments along with all public comments received on the proposal will aid staff in their review.

To answer your questions:

1. As confirmed in the attached map, the Capilano Long Term Care Home, located at 525 Clyde Avenue, is not situated within the Taylor Way Local Area Plan Boundary. The care home is located within the Marine Drive Local Area Plan boundary. See link here for information on the Marine Drive Local Area Plan:
<https://westvancouver.ca/home-building-property/major-projects/marine-drive-local-area-plan-and-design-guidelines>

2. The concrete on-ramp to Taylor Way (northbound) is located on the development site along with a portion of the existing sidewalks (see excerpt from the District's mapping system with property lines shown below) yet is secured over the private lands through registration of an easement. Please note that staff is aware of the pedestrian and vehicle constraints with this on-ramp and will be looking at potential improvements that could be realized through the development review process.

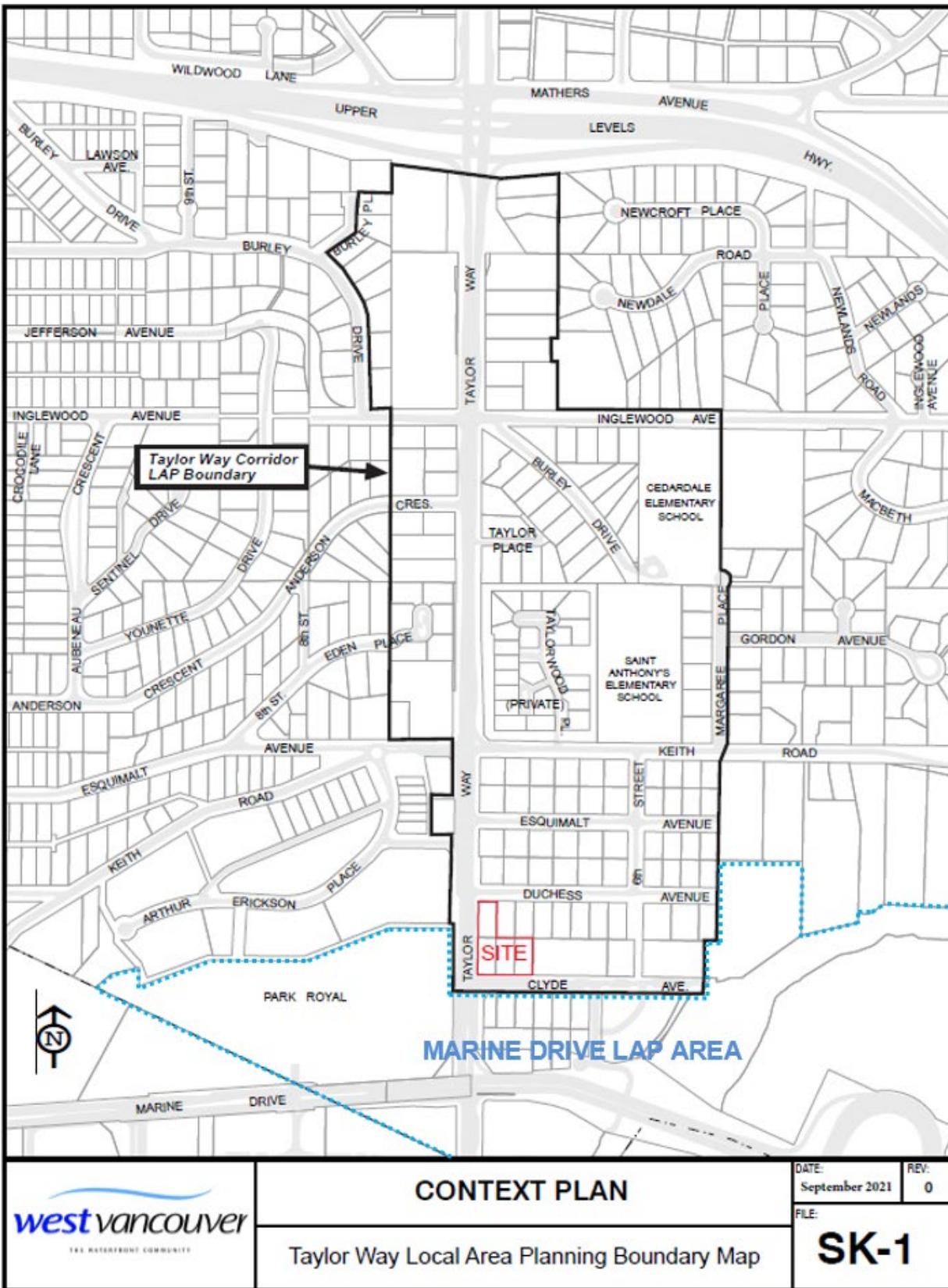
Regards,

Cindy Mayne on behalf of Jim Bailey, Director of Planning & Development Services

Executive Assistant to the Director of Planning & Development Services | District of West Vancouver
t: 604-925-7178 | westvancouver.ca



Appendix B



From: [REDACTED] s. 22(1)
Sent: Saturday, October 9, 2021 9:10 AM
To: correspondence
Subject: Taylor Way Local Area Plan Draft Boundary and the Preliminary Development Proposal for 671, 685, 693 Clyde Avenue and 694 Duchess Avenue
Attachments: DSC04855.JPG; DSC04858.JPG

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Mayor and Council:

As a resident of Cedardale for ^{s. 22(1)} years I write to ask first for confirmation/clarification of two matters/issues (highlighted below) related to the Taylor Way Local Area Plan Draft Boundary and the subject Project's property line on Taylor Way and second to provide comments on the Preliminary Development Proposal which the Council approved by majority vote at the Regular Council Meeting of October 4th, 2021 to move the Proposal to public consultation.

I should advise that I write following my viewing of the above-mentioned Regular Council Meeting and to clearly state that given the current situation in this most important and vehicle congested area of the District, your approval of this proposal should have been delayed pending development of the Taylor Way Corridor Local Area Plan.

The following are 2 related questions to ensure my clear understanding of the logistics of the area and the site which will have a direct or indirect bearing on approval of the Proposal going forward:

Based on the mentioned Report to Council and debate and presentation by and related discussion with Larco, I learned that apparently I have been mistaken in thinking that the southern Draft Boundary of the Taylor Way Corridor is the rear yard property lines of homes on Dutchess Avenue. I was also surprised to learn that the Larco property (unlike others facing the north side of Clyde Avenue) apparently extends north to touch Dutchess Avenue and that the LAP Boundary includes all properties on the north side of Clyde Avenue. Kindly confirm and/or provide your comments on the following:

- a) The "Draft" Boundary of the Taylor Way Corridor includes all properties on the north side of Clyde Avenue from Taylor Way east to and including the Capilano Care Home. The latter complex which is on the north side of Clyde Avenue, just east of Brothers Creek, does not appear depicted within the LAP boundary shown in Appendix B of Planning's Report - I have heard it is scheduled to close in the near future (2022) and be redeveloped?
- b) For context consider the LAP boundary shown in Appendix B of Planning's Report to Council for the subject project and the Aerial View of the Project also shown in the same Report on Page #64 and please advise if the pedestrian sidewalk shown on the attached Photo #4855 is located on MoTI land and not as shown belonging to Larco - i.e. Does MoTI own all or any portion of the very unsafe and very

narrow public sidewalk on the east side of Taylor Way from just south of Duchess Avenue south to that location? FYI the District has permitted this situation to exist for many years only making repairs, as may be seen, to the concrete as needed????

Here now are some comments which came to mind during and after my viewing of the presentation to Council:

It was in the following context and with one Councillor objecting but with notably various concerns clearly being expressed by most Councillors that Council approved the subject Preliminary Development Proposal of Larco prior to the development of the Taylor Way Corridor Local Area Plan. In my view it is regrettable that the fundamental entree to a future "spot zoning" decision was in essence again to move yet another project in the District forward in the process was taken with the knowledge that real estate speculation continues within the Draft Taylor Way Corridor Area, after two projects presented to the District over recent times have been deferred pending development/approval of a LAP, while the very significant Inglewood Care Center Expansion project is still under review by the District and the Amica Lions Gate Expansion is being constructed on Keith Road. In addition to the still incomplete Evelyn Project on the west side of Taylor Way, there are a few other large developments under construction in the Marine Drive and Taylor Way Gateway to the District of West Vancouver, namely 752 Marine Drive and The Sentinel, and the proposed Executive Group's project. The latter having only recently

received Council's approval to move to public consultation which would clearly increase at least vehicle traffic on Clyde Avenue.

Council may recall I have previously written to the District on the Gateway to West Vancouver, specifically the subject property and generally the Taylor Way Corridor covering a variety of concerns including the dangerous intersection of Taylor Way and Clyde Avenue which will no doubt figure importantly in considering the subject development proposal. Consideration will have to be given to how well it would safely function given its location and makeup and projected growing volumes of vehicles, pedestrians and cyclists should both the Executive Group and the subject Larco development be approved and be added to the current volumes from both the Seniors' Homes, and other businesses and residences on Clyde Avenue as well as those resident's vehicles exiting the West Royal Towers which has its garage exiting under the Capilano River Bridge on Marine Drive to enter Clyde Avenue. As you may be aware the intersection already includes some limiting aspects such as the "No Left Turn Except For Buses" during rush hours from Clyde Avenue onto Taylor Way but there is no such restriction for vehicles travelling southbound crossing/obstructing the left turning lane onto Marine Drive and also dangerously turning left to cross in front of the northbound traffic on Taylor Way to enter Clyde Avenue. As for vehicles wishing to exit Clyde Avenue and travel south on Taylor Way planning to either turn left or right onto Marine Drive or proceed directly south they find it difficult to get into line on Taylor Way without obstructing northbound traffic and to then

maneuver to the lane needed to proceed. Then there are the unusual pedestrian-railed sidewalk configurations beneath the Park Royal Mall overpass with restricted sight lines because of the crossing being set back from the corner and the pillars supporting the overpass (**Refer Photo #4858**). Incidentally I believe the issue of safety of the intersection of Taylor Way and Clyde Avenue is confirmed by the reported District encouraged proposed financial assistance of ICBC, presumably under its "Safe Roads" Policy to upgrade the intersection. Engineering has advised that the work has been delayed, we are told, for more than two years, pending finalization of the future plans of Park Royal for the subject site and that of its multi-storey garage's entrance and exit onto Clyde Avenue. It will also be necessary to consider the safety of the narrow width of the pedestrian sidewalk on the east side of the proposed development property north from the overpass from Park Royal Mall and multi-story parking garage (**Refer Photo #4855**).

The 2 attached photos will assist the reader in visualizing my concerns as follows:

The intersection from the exit of the Park Royal North multi-story parking garage shows its dangerously poor site lines for vehicles with pedestrians exiting the garage at the exit also as well as the longtime worn off normal pedestrian painted lines for the crossing and non-existent pedestrian signage at it's set back location.

The very unusual, narrow and dangerous public pedestrian sidewalk on Taylor Way east which extends south from

Duchess Avenue to the vehicle exit from the elevated Park Royal North Mall vehicle exit to merge with Taylor Way North.

While again writing only to provide comments on the proposal and not agreeing with Council's majority decision, I must say I was impressed with the research and comments and questions of individual Councillors and the debate on this Preliminary Development Proposal. I note for example the expressed need for an upgrade of neighbouring mobility issues both on Clyde Avenue and Taylor Way for vehicles, cyclists and pedestrians and Mr. Bailey's reply/remarks relative to coordination with the Gateway project. In that regard Larco's comments agreeing to work with the District in providing some needed improvements to some mobility issues along Taylor Way were certainly positive. However, as I have reported previously to the District, Michael Braun, Operations Manager of the Ministry of Transportation and Infrastructure for Howe Sound has recently advised that as the right of way width varies all along Taylor Way between Marine Drive and the Upper Levels Highway, the ability to accommodate changes is restricted and there are no changes to Taylor Way currently in the works. Therefore it may well prove difficult to widen existing pedestrian sidewalks or the Provincial roadway for say a cycling path or even wider sidewalks. The research on proposed unit size and the appropriateness of location for this particular type of small rental units was interesting. The continued congestion on Taylor Way was appropriately raised. In that connection it was disappointing to learn from one

Councillor that relief in this important District wide issue would not be remedied any time soon by a new road crossing of the Burrard Inlet. What is perceived is that growing congestion is more or less taken by Council as a fait-accomplis as new developments and growth in the District and beyond incrementally add to the problem. In this connection no mention was made of the growth of all types of traffic to flow in the general LAP area from the still uncompleted Evelyn Project, the Executive Group proposal, the Amica Lions Gate Expansion, the Inglewood Care Centre Expansion not to mention the two other proposals which were deferred and other land speculation packages currently negotiated. It was also very surprising that no mention of how all of these projects would jive with the only 500 - 600 additional residences planned in the current OCP for the Taylor Way Local Area Plan? Another thing I did not hear was a concern for the neighbouring property owners on Duchess Avenue which will have to contend with the proposed new 7 storey building with potential for not only reduction in view corridors but noise from mechanicals proposed for the top floor. In that connection you may recall these issues needed to be dealt with when the neighbouring Amica buildings were constructed on Clyde Avenue.

I will await your response to my two questions and look forward/await the robust and wide area encompassing consultation process promised by Larco during discussion of their Preliminary Project Proposal.

Regards,

s. 22(1)

BC

s. 22(1)

West Vancouver,

