

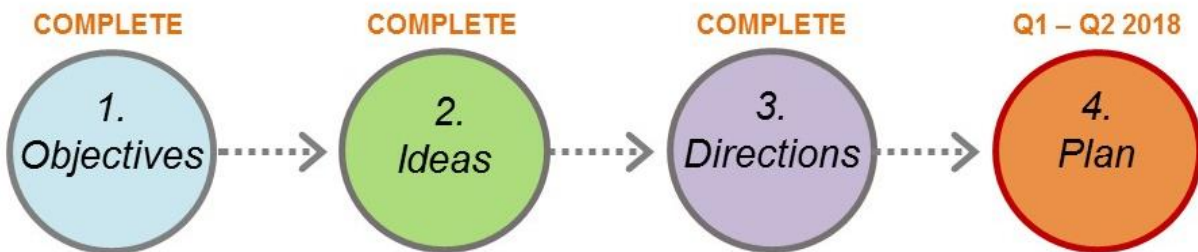
**Official Community Plan Review:
Policy Chapter Review Phase 4
Public Engagement Summary Report | May 2018**

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1. INTRODUCTION

The District of West Vancouver has been reviewing its Official Community Plan (OCP), the District's number one planning tool for the next decade or more. Given that the OCP touches citizens' lives in some way every day (from how housing needs can be met, to where shops, services and community facilities are located, to how we move around and to how we protect the environment and respond to climate change), public engagement has been an integral part of the OCP Review process.



The Draft Plan included policies and accompanying maps for each OCP topic area. The Draft Plan incorporated the values and objectives developed by the community in Phase 1. In Phase 2 the community developed “Ideas” to make their objectives happen. These became “Directions”, which the community evaluated and refined in Phase 3. From these refinements emerged the policies in the Draft Plan.

Phase 4 engagement opportunities were designed to provide citizens with a range of ways to learn about the Draft Plan and to provide their feedback, including stakeholder meetings, Information Booths, one-on-one sessions and youth events.

This report describes Phase 4 events and summarizes feedback received to provide a concise and factual record of citizen input contributed during this phase. A full transcript of comment forms (hard copy and digital), emails, letters and Information Booth feedback is also available as a separate document. Public engagement summary reports and transcripts from Phase 1, “Objectives”, Phase 2, “Ideas” and Phase 3, “Directions”, are similarly available.

2. PHASE 4 OVERVIEW

Communications and Outreach:

Communications Plan for Phase 4 included:

- Eight ads in the North Shore News and one ad in Paivand
- Seven District newsletters
- Listing on the District homepage, calendar and OCP webportal
- Posters in District Facilities and John Lawson Park
- 17 social media posts and over 10,000 impressions
- 3,300 unique OCP webpage views

In Phase 4 staff continued to be available to the community to answer questions and provide information both by phone, email, and at the Planning Department front counter.

During Phase 4 staff fielded over 20 calls, approximately 30 emails and 12 counter inquiries on the Draft Plan. All were encouraged to attend an event and provide their comments in writing, so feedback could be received in residents' own words. Many inquiries were questions regarding the process for Phase 4: where to find the Draft Plan online, the location and times of the information booths and how feedback could be submitted. Another set of questions, which were received across each engagement stream, were of clarification around particular policies or elements of the Draft Plan. The most frequent of these were:

- What do the different targets mean? What is the existing baseline data for these?
- Are the proposed local area planning boundaries fixed or can they change?
- Would mixed use development like live-work be considered in all commercial zones?
- Would missing middle housing types like townhouses be considered across the street as well as next door to hubs like schools and parks?
- Does density bonus also or often mean an increase in height?
- What is the context to the draft policies, what are they proposed to address?
- What would be the implementation process for coach houses and small lot subdivisions in neighbourhoods?
- How quickly can the draft OCP policies be implemented?

Phase 4 also allowed citizens to schedule one-on-one or small group meetings to talk to staff about the Draft Plan. This was provided as an alternative to all and any residents that could not attend an Information Booth. Approximately 25 individuals attended one of these sessions during Phase 4.

Stakeholder Engagement:

16 stakeholder meetings with 159 citizen attendees

At the launch of Phase 4 emails were sent to over 90 stakeholder groups to notify them of the Draft Plan and engagement opportunities, invite comments and offer to meet or discuss the Draft Plan. From this engagement 16 stakeholder meetings were held with the following groups (alphabetically):

- Ambleside & Dundarave Business Improvement Association Board
- Ambleside & Dundarave Ratepayers' Association Board
- British Properties Area Homeowners Association
- Community Housing Action Committee
- Gleneagles Community Centre Advisory Committee
- Medical Health Officer, Vancouver Coastal Health, North Shore & Sea to Sky
- North Shore Advisory Committee on Disability Issues
- Seniors' Activity Centre Advisory Board
- Working Group Chair Focus Group
- West Vancouver Community Centres Society Board
- West Vancouver Chamber of Commerce Board
- West Vancouver Foundation Board
- West Vancouver Community Grants Committee
- West Vancouver Memorial Library Board
- West Vancouver Seniors Action Table (via Lionsview Seniors Planning Society)
- Western Residents Association Board

The meetings responded to the mandates and interests of the various stakeholder groups. They were an opportunity to provide information on the Draft Plan, answer stakeholder questions and understand the different perspectives of each stakeholder group. Copies of the Draft Plan and comment forms were distributed to all meeting attendees and written feedback invited, so that comments on the Draft Plan could be received in stakeholders' own words.

Stakeholder outreach (including meetings and emails) generated 27 written submissions from the following (alphabetically):

- Ambleside & Dundarave Business Improvement Association
- Ambleside & Dundarave Ratepayers' Association
- BC Ferries
- British Pacific Properties Limited
- British Properties Area Homeowner Association
- Community Housing Action Committee
- DWV Community and Energy Emissions Plan Working Group
- DWV Strategic Transportation Plan Working Group
- DWV Upper Lands Working Group
- DWV Working Group Chair Focus Group
- Hollyburn Country Club
- HUB North Shore

- Lighthouse Park Preservation Society
- MyOwnSpace Housing Society
- North Shore Advisory Committee on Disability Issues
- North Shore Community Resources Society
- North Shore Disability Resource Centre
- North Shore Heritage Preservation Society
- Old Growth Conservancy
- St. Stephen's Anglican Church
- TransLink
- Vancouver Coastal Health
- West Vancouver Blue Dot Committee
- West Vancouver Chamber of Commerce
- West Vancouver Foundation
- West Vancouver Memorial Library Board
- West Vancouver Seniors' Action Table (via Lionsview Seniors Planning Society)

These submissions are attached to this report in Section 4 below.

Youth Engagement:

6 sessions with 56 youth stakeholders.

Phase 4 included 6 youth stakeholder meetings with the Youth Advisory Committee, the Whatever Youth Committee, the Student Work and Advisory Team, the Preteen Advisory Committee, the Library's Teen Advisory Group and a drop-in session at the Ambleside Youth Centre. The sessions included a presentation on the Draft Plan and how it relates to previous youth input, discussion, and a brainstorming session on the OCP and youth. Youth results are included in Section 3 below.



Information Booths:

13 “Information Booths” held across the District that engaged over 700 residents.



Phase 4 used an “Information Booth” format to provide the community with opportunities to learn about the Draft Plan. A series of 13 “Information Booths” were held across the District at various times of day to encourage participation from a broad cross-section of the community. They were scheduled for three-hour blocks, but each event began early (allowing those that were in already-open facilities to engage with the display and staff) and continued until there were no more residents looking at the material or engaged in conversations with staff. Typically each event lasted four hours.

continued until there were no more residents looking at the material or engaged in conversations with staff. Typically each event lasted four hours.

At the “Information Booths” residents were able to review a visual summary of the Draft Plan and its key policies organized around the five OCP topics. Hard copies of the Draft Plan and comment forms were available and feedback stations allowed residents to fill out comment forms at each event.



Citizens were able to discuss the Draft Plan with Planning staff and get answers to their questions about the Draft Plan. These one-on-one conversations were recorded by staff and many attendees took this opportunity to provide their feedback to staff directly. All comments recorded at the “Information Booths” have been analyzed and are presented in Section 3 below.

[Comment Forms, emails and other submissions:](#)

212 comment forms submitted, 71 emails received and 23 other pieces of correspondence received.

Phase 4 included a comment form where citizens could provide their input on the Draft Plan. The form was available online via the District’s website, or as a hard copy form available at all Information Booths, stakeholder meetings and Municipal Hall. It was open-ended and enabled residents to provide as much feedback as they wanted and address as many, or as few, sections of the plan as they were interested in. In addition to the comment form, residents could also provide feedback via email. Some residents also provided feedback in the form of correspondence directly with Council, or through comments following one-on-one meetings. Results of all comment forms, emails and other submissions are presented together in Section 3.

The comment form included optional demographic questions to obtain some information about respondents. The table below shows responses to the “Where do you live?” question:

	Total	Percentage
I live in West Vancouver	150	71%
I work or own a business in West Vancouver but live elsewhere	16	7%
Both live and work/own a business in West Vancouver	35	17%
I visit but don’t live or work in West Vancouver	11	5%

The overwhelming majority of those that submitted a comment form lived or worked (or both) in West Vancouver. Ambleside was the most frequent response to the “Select the West Vancouver Neighbourhood where you live” question (29%) followed by Sentinel Hill/Cedardale (17%) and Dundarave (17%). All neighbourhoods, with the exception of Glenmore were represented.

The ages of respondents were generally reflective of the overall demographics of West Vancouver: the majority of respondents (48%) were between 45 and 64, followed by those over 65 with 28%. 20% of respondents were between 24 and 44. Youth below 25 were the least represented at 1%. Recognizing this is a difficult group to reach, the dedicated youth engagement program was continued during this phase, so actual engagement with youth is higher.

3. PHASE 4 RESULTS

Youth Engagement:

Youth identified the Housing & Neighbourhoods chapter as the most important part of the Draft Plan, in particular the policies focused on increasing the types and tenures of housing units available across the District. Youth stakeholder sessions consisted of facilitated dialogues that asked youth for their priorities on all five OC topics. The results of these discussions are presented below as a series of word clouds that indicate the top youth priorities for each OCP topic (based on frequency):



Information Booths:

Over 700 residents attended an Information Booth during Phase 4. As a result of these conversations over 1,300 comments were recorded by staff, the results of which are presented below. Comments are organized according to support or opposition to the Draft Plan, its five topic areas and specific policies. Additional comments regarding clarification, suggestions and additions are also included and ranked according to frequency.

Draft Official Community Plan

162 comments were recorded on the Draft Official Community Plan: 56 in support, 28 against and 78 additional comments

Support



Against



General conversations on Draft OCP	Support	Concern
Overall Draft OCP	56	28

78 additional comments regarding the Draft Official Community Plan:
<ul style="list-style-type: none"> • Compliments on the Information Booth format and boards (25 comments) • Concern the Draft Plan has not adequately address traffic congestion (16 comments) • The Draft Plan is urgently required and should be even more bold (13 comments) • Against any type of change in West Vancouver and concern over potential impacts on views (11 comments) • Questions about specific development proposals and how they relate to the Draft Plan (7 comments) • Discussions on general scope of an OCP: what it needs to include, how it is implemented, what are its priorities, and what is the implementation timeline (6 comments)

Housing & Neighbourhoods

Sensitive Infill – 137 comments were recorded: 103 in support, 8 against and 26 additional comments.

Support

103

Against

8

Policies on sensitive infill in existing neighbourhoods	Support	Against
2.1.1 – Amend neighbourhood subdivision standards	36	2
2.1.2 – Increase the supply of coach houses	40	3
2.1.3 – Expand opportunities for duplexes	27	3
Total	103	8
26 additional comments on sensitive infill policies:		
<ul style="list-style-type: none"> • Prezone more areas for duplexes (e.g. by schools) (11 comments) • Support for an improved development permit process (6 comments) • Support for policies that address vacant homes (5 comments) • Support for infill options only along Marine Drive or in Ambleside (2 comments) • Support for more stratification options for existing homes (2 comments) 		

Missing Middle – 105 comments were recorded: 82 in support, zero against and 23 additional comments.

Support

82

Policies on expanding missing middle	Support	Against
2.1.4 – Expand “missing middle” housing options along Marine Dr.	49	0
2.1.5 – Increase mixed-use on existing commercial sites	16	0
2.1.6 – Prioritize community use & housing on Community Use sites	6	0
2.1.7 – Consider site-specific applications in limited circumstances	11	0
Total	82	0
23 additional comments on missing middle policies:		
<ul style="list-style-type: none"> • Desire for expanded areas for townhouses throughout the District (17 comments) • Priority locations for these forms should be by amenities and transit (5 comments) • Policies should allow for fourplexes as well as triplexes (1 comment) 		

Neighbourhood character and heritage policies – 36 comments were recorded: 28 in support, 1 against and 7 additional comments.

Support

Against



Policies on respecting character and protecting heritage	Support	Against
2.1.8 – New single-family homes respect neighbourhood character	17	0
2.1.9 – Protect heritage buildings, structures and landscapes	11	1
Total	28	1

7 additional comments on neighbourhood character and heritage policies:
<ul style="list-style-type: none"> • Suggestions on strengthening incentives for heritage protection (3 comments) • Clarification on how the OCP can help to save heritage buildings (2 comments) • Support for addressing the unintended incentives that encourage large homes (2 comments)

Centres and Corridors – 149 comments were recorded: 70 in support, 17 against and 62 additional comments.

Support

Against



Policies on strengthening our centres and corridors	Support	Against
2.1.12 – Implement the Marine Drive Local Area Plan	3	0
2.1.13 – Prepare Local Area Plans for Ambleside, Taylor Way and Horseshoe Bay Village	60	17
2.1.14 - Local Area Plan Process	6	0
2.1.15 – Consideration of proposals prior to LAP adoption	1	0
Total	70	17

62 additional comments on centres and corridors policies:
<ul style="list-style-type: none"> • Questions on the LAP process, unit estimates, boundaries, etc. (22 comments) • Support for increased unit estimates for the Local Area Plans (12 comments) • Support for increased housing diversity in centres and corridors (11 comments) • Support for reducing the unit estimates for the Local Area Plans (10 comments) • Concern about potential impacts of LAPs on neighbourhood character (7 comments)

Housing affordability, accessibility and sustainability – 158 comments were recorded: 107 in support, 2 against and 49 additional comments.

Support

Against



Policies on advancing affordability, accessibility & sustainability	Support	Against
2.1.16 – Support rental housing and renter households	19	1
2.1.17 – Promote new rental, seniors and supportive housing units	31	1
2.1.18 – Collaborate on rental seniors and supportive housing	10	0
2.1.19 – Ensure new multi-family housing meets community needs	28	0
2.1.20 – Use surplus District-owned lands to increase housing diversity	4	0
2.1.22 – Advance community energy efficiency and reduce GHGs	8	0
2.1.23 – Promote climate adaptation measures in new housing	7	0
Total	107	2

- 49 additional comments on housing affordability, accessibility and sustainability:**
- The District needs more affordable housing units **(22 comments)**
 - Housing units should support a range of demographics (from youth, to families, to seniors) **(15 comments)**
 - The creation of non-market and supportive housing units should be a priority **(12 comments)**

Future Neighbourhoods

Future Neighbourhoods – 104 comments were recorded: 73 in support, 17 against and 14 additional comments.

Support

Against

73

17

Policies on new development in the Upper Lands	Support	Against
2.2.1 – Manage new development in the Upper Lands	9	1
2.2.3 – Determine community benefits that warrant allowing development above the 1200' contour or an increase in density	3	4
2.2.4 – Ensure Area Development Plans incorporate numerous requirements	4	2
2.2.5 – Ensure the community benefits from new development	1	0
Policies on Cypress Village and Cypress West	Support	Against
2.2.7 – Prepare Area Development Plans for Cypress Village & Cypress West	3	2
2.2.8 – Cluster development around a mixed-use Cypress Village	12	2
2.2.9 – Seek to transfer residential development potential from all remaining lands below 1200' west of Eagle Creek	12	0
2.2.10 – Consider the transfer of residential development potential from lands west of Eagle Creek below 1200' to lands above 1200' in limited circumstances	3	4
2.2.11 – Acquire lands west of Eagle Creek & dedicate as public park	5	0
2.2.12 – Prioritize the acquisition of the most ecologically and recreationally significant private lands	10	0
2.2.13 – Establish Cypress Village as a unique mountain gateway	7	0
2.2.14 – Include a range of housing types, tenures and unit sizes	1	0
2.2.16 – Incorporate recreational & visitor considerations into design	3	2
Total	73	17
14 additional comments on Future Neighbourhoods:		
<ul style="list-style-type: none"> • Transportation requirements should be strengthened (7 comments) • Against any development above the 1200' contour (4 comments) • Support for allowing development above the 1200' contour if it allows additional environmental resources to be protected (2 comments) • Desire to see stronger policies to enhance recreational activity while also protecting sensitive ecological areas (i.e. mountain biking trails) (1 comment) 		

Local Economy

Local Economy – 160 comments were recorded: 142 in support, 2 against and 20 additional comments.

Support

Against



Policies on strengthening our commercial centres & nodes	Support	Against
2.3.1 – Emphasize Ambleside Municipal Town Centre as the heart of the District	23	0
2.3.2 – Recognize Park Royal as a Regional Shopping Centre	2	0
2.3.3 – Enhance Horseshoe Bay Village as a regional destination	12	0
2.3.4 – Regenerate Dundarave and Caulfeild Village Centres	9	0
2.3.5 – Plan for a range of commercial uses at Cypress Village	3	0
2.3.6 – Expand commercial and mixed-use zones	14	0
2.3.7 - Maintain existing marine commercial use zones	10	0
2.3.8 - Encourage economic activity District-wide	8	0
2.3.9 – Implement & update built-form guidelines for centres & nodes	1	0
Policies supporting tourism & visitors	Support	Against
2.3.10 – Support the development of visitor accommodations	3	1
2.3.11 – Incentivize hotel and other major business opportunities	1	1
2.3.12 – Encourage the creation of versatile spaces (e.g. live-work).	9	0
2.3.13 – Support placemaking through an attractive public realm	16	0
2.3.14 – Support the province’s operation of Cypress Provincial Park	1	0
2.3.15 – Collaborate on marketing West Van as a tourist destination	5	0
Policies promoting opportunities & innovation	Support	Against
2.3.16 – Support new and emerging economic opportunities	13	0
2.3.17 – Foster collaborations with the business community	1	0
2.3.18 – Support small business	11	0
Total	142	2
20 additional comments on the Local Economy:		
<ul style="list-style-type: none"> • Support for policies that support local businesses and revitalization (11 comments) • Support for expanding marine commercial use zones (8 comments) • Questions about commercial property ownership (1 comment) 		

Transportation & Infrastructure

Transportation – 197 comments were recorded: 127 in support, 23 against and 47 additional comments.

Support

127

Against

23

Policies encouraging walking and cycling	Support	Against
2.4.1 - Complete the pedestrian and cycling network	11	2
2.4.2 – Provide attractive alternatives to driving	21	2
2.4.3 – Use road rights of way to expand urban connector trails	5	0
2.4.4 – Develop pedestrian and cycling guidelines	5	0
2.4.5 – Use road space reallocation to expand pedestrian & cycling networks	8	0
Policies that support mobility and regional connections	Support	Against
2.4.7 – Work with TransLink to improve public transit service	19	1
2.4.8 – Expand bus priority transit service along Marine Drive	6	0
2.4.9 – Continue to develop and refine streetscape guidelines	6	0
2.4.10 – Support the continuation of existing rail and ferry service	3	0
2.4.11 – Partner to explore transportation alternatives	12	0
Policies enhancing road network	Support	Against
2.4.12 – Maintain and seek to expand the road network	3	18
2.4.13 – Deliver improvements through development opportunities	3	0
2.4.14 – Incorporate universal access design principles for all	5	0
2.4.15 – Optimize safety of arterial roads for all users	1	0
2.4.16 – Develop traffic calming guidelines	5	0
2.4.17 – Develop parking management strategies in centres	2	0
2.4.20 – Collaborate to facilitate movement across the North Shore	1	0
Policies promoting sustainability and innovation	Support	Against
2.4.21 – Support sustainable transit & reduced auto dependency	4	0
2.4.22 – Support bike, car and rise sharing in centres	3	0
2.4.23 – Provide infrastructure for electric & low-emission vehicles	4	0
Total	127	23
47 additional comments on Transportation and Infrastructure:		
<ul style="list-style-type: none"> The District should do more to address to traffic and traffic congestion (18 comments) 		

- Support working with TransLink to increase public transit service across the District **(16 comments)**
- The Plan should support the consideration of rail and ferry transportation options **(8 comments)**
- Consider support for traffic calming on Marine Drive **(5 comments)**

Parks and Environment

Environment policies – 19 comments were recorded: 7 in support, 7 against and 5 additional comments.

Support



Policies managing our urban environment	Support	Against
2.6.1 – Maintain existing environmental development controls and update as appropriate	1	0
2.6.3 – Facilitate on and off-site environmental enhancements	1	1
2.6.4 – Support environmentally-sensitive subdivision	1	0
2.6.5 – Take a balanced approach to tree protection	2	5
2.6.6 – Continue to collaborate on environmental initiatives	0	1
Policies protecting and enhancing ecological integrity	Support	Against
2.6.7 – Manage land uses to the protect ecological values of watercourses and riparian areas	1	0
2.6.17 – Review development requirements to address risks of natural hazards	1	
Total	7	7

5 additional comments on Environment policies:

- Support for strengthening tree protection and the tree bylaw **(5 comments)**

Parks policies – 28 comments were recorded: 17 in support, 4 against and 7 additional comments

Support

Against



Policies managing our valuable parks system	Support	Against
2.7.1 – Manage our parks and open spaces according to core values	1	0

2.7.2 – Provide for park improvements through planning processes	2	0
2.7.3 – Seek strategic dedication or acquisition of parkland	1	0
2.7.5 – Use greenbelts & boulevards to support neighbourhood character	1	0
2.7.6 – Support compatible activities in parks and open spaces	0	1
Policies protecting the Upper Lands natural assets	Support	Against
2.7.7 – Manage Limited Use and Recreation lands above 1200’	2	0
2.7.8 – Seek to acquire vacant private lands above 1200’	2	1
2.7.9 – Protect environmental values below 1200’	1	0
2.7.10 – Support the Hollyburn Cabin Community	2	0
2.7.11 – Maintain Upper Lands trails	1	0
2.7.12 – Allow recreational uses on authorized trails	0	1
Policies promoting trails and access to nature	Support	Against
2.7.15 Advance the Spirit Trail	4	0
2.7.17 Improve universal access to parks, open spaces and trails	0	1
Total	17	4
7 additional comments on Parks policies:		
<ul style="list-style-type: none"> • Support the completion of the Spirit Trail (4 comments) • Support for increased management of parks and trails (3 comments) 		

Social Well-being

Access and Inclusion – 46 comments were recorded: 34 in support, 1 against and 6 additional comments.



Policies supporting demographic diversity	Support	Against
2.8.1 – Anticipate and meet community needs	3	0
2.8.2 – Incorporate universal accessibility design in public spaces	1	0
2.8.3 – Improve access to services and resources	1	0
2.8.4 – Provide services for persons with disabilities and seniors	1	0
2.8.5 – Provide services and programs for children, youth & families	2	0
2.8.6 – Review programs to meet needs of new immigrants	1	0
2.8.7 – Support programs celebrating the Districts’ cultural diversity	5	0
2.8.8 – Collaborate on dementia friendly strategies and plans	1	0

Policies enhancing public facilities and spaces	Support	Against
2.8.9 – Maintain and optimize existing civic facilities	3	0
2.8.11 – Support community hubs (e.g Child and Family and Youth)	3	0
2.8.12 – Secure new community spaces through new development	5	1
2.8.14 – Create & maintain public spaces in Town & Village centres	2	0
2.8.15 – Support a variety of community activities and events	8	0
2.8.16 – Work with local schools to coordinate use of public space	1	0
Total	37	1
6 additional comments on access and inclusion:		
<ul style="list-style-type: none"> • Support for stronger policies on increasing community events (4 comments) • Support for policies that look at space sharing for all District and community facilities (2 comments) 		

Community Health:

Community Health – 15 comments were recorded: 12 in support, zero against and 3 additional comments.

Support



Policies enabling an active community	Support	Against
2.9.1 – Maintain and optimize the use of existing recreation facilities	1	0
2.9.2 – Explore opportunities for space sharing	1	0
Policies embracing arts, creativity and lifelong education		Support Against
2.9.7 – Recognize the role played by the creative sector	4	0
2.9.8 – Support the West Vancouver Memorial Library	1	0
Policies enhancing community health		Support Against
2.9.11 – Collaborate to address health & social service issues	3	0
2.9.12 – Support development of an integrated food system	1	0
2.9.13 – Increase community resiliency during emergencies	1	0
Total	12	0
3 additional comments on community health:		
<ul style="list-style-type: none"> • Support for expanded health services in the district (including increased support for the ambulance service) (2 comments) • Questions about public art and how it is secured as a community amenity (1 comments) 		

Comment Forms, Emails & Other Submissions:

A total of 306 submissions were received during Phase 4: 212 comment forms, 71 emails and 23 other submissions. The analysis section is grouped by OCP topic and the policy themes included in the Draft Plan. Comments have been analyzed according to support or opposition by OCP topic and policy. Additional comments related to specific policy sections are also included and ranked according to frequency. A selection of representative quotes is also included for some policy sections.

THE DRAFT OFFICIAL COMMUNITY PLAN

78 submissions included comments on the overall Draft Official Community Pla

This included 40 submissions in support, 20 against and 18 additional comments.



18 additional comments regarding the Draft Official Community Plan

- Concern regarding the timing of Phase 4 and requests for extending the comment period (10 comments)
- Compliments on the Phase 4 process and legibility of the Draft Plan (4 comments)
- Suggestions that the Draft Plan should be bolder and more innovative (4 comments)

““Love the proposed OCP, excited to see it implemented and hoping it happens well before the target date.”

““I've been a resident here for over 50 years and I saw no more! No more.”

“I have carefully read your master plan and want to congratulate you on a very complete survey of resources and what can be done to improve the lives of those living here. I agree 100% on your plans.”

““In general, I am in total support of the proposed OCP Draft. In fact, I would generally say the steps taken to improve both quality of life, affordability, and quantity of homes is less bold than I fear is necessary to stave off the immanent problems the District would face if we do nothing at all (i.e. reject the draft).

““Thank you for putting so much time and effort into the Community Draft Plan.”

“I welcome the new OCP and upcoming changes.”

““Concerns with public engagement on Draft OCP, including:
a. The time frame for public feedback (originally 4-weeks) is not nearly long enough;
b. 2-week extension to deadline (to March 29) is still not enough...”





Official Community Plan - Phase

HOUSING & NEIGHBOURHOODS

Out of 306 total submissions 260 made references to the Housing & Neighbourhoods chapter. Comments submitted ranged from general statements about the full suite of housing policies to suggestions for elements of specific policies. Submissions have been analyzed and grouped by policy, with general comments on all housing policies presented first

85%
of submissions
addressed housing

General comments on all Housing & Neighbourhood policies:

99 submissions included general comments on the Housing & Neighbourhoods chapter.

This included 40 comments in support, 20 against and 39 additional comments:



39 additional comments regarding additions or omissions to all Housing and Neighbourhoods policies:

- Policies need a sense of urgency and must be implemented quickly (14 comments)
- Transportation impacts have not been adequately considered (13 comments)
- Policies need to be more forward thinking (12 comments)

“ I hope the adopted OCP is even more forward thinking than currently drafted, i.e. even more proposed density possibilities, more units than currently projected allowed, bolder transportation solutions made. But great start”

“ What I also need to add is my real sense that we do not have time to waste.”

“We’re currently in a housing crisis.”

“I endorse the themes, directions and objectives detailed in the OCP draft. If we can plan, implement, manage and govern within the guidelines and “spirit” of the OCP, then we will ensure that the District of West Vancouver remains a viable, inclusive and healthy community into the future.”

“ I am not in favour of this OCP and increasing density in specific neighbourhoods. It will invariably change West Van for the worse to put more people in here.”

“ While the vision for increased density described in the OCP is bold and exciting, the zoning changes need to be enacted in the next 2 or 3 years to have an impact on my generation of WV residents.”

“ Before we add to our population and traffic gridlock through higher density we need to solve our transportation issue.”



SENSITIVE INFILL

127 submissions included comments on sensitive infill policies

This included 73 submissions in support, 25 against and 29 additional comments.



Policies	Support	Against
2.1.1 - Amend neighbourhood subdivision standards	21	9
2.1.2 - Increase the supply of coach houses	26	10
2.1.3 - Expand opportunities for duplexes	26	6
Total:	73	25

29 additional comments regarding additions or omissions to sensitive infill policies

- Support for rezoning more areas for duplexes (e.g. by schools) (11 comments)
- Support for policy 2.1.2 incentives that include both Floor Area Ratio exemptions and strata titling (8 comments)
- Support for considering application process improvements (6 comments)
- Request to remove unit estimates (4 comments)

“Options for housing diversification are imperative for W . Secondary suites, laneway homes, townhouses, row houses, condominium units and apartments...are a great options to address housing for local workers, down sizers and younger generations.”

“I like the idea of allowing coach houses and basement suites. In the past, one has had to choose between one or the other.”

“I support subdivision and gentle densification. e absolutely need to create housing diversity in West Vancouver; the life of the community is at risk if we don't.”

“I was so shocked at the changes being proposed which would allow for the subdivision of existing detached residential areas...it would completely change the character of West Vancouver, known for its low density, beautiful gardens, extensive green space and quiet, quaint neighbourhoods. As this would fundamentally change the municipality and I cannot believe this isn't being put to a referendum.”

“2.1 - I like the idea of permitting more housing flexibility through duplex housing in existing neighborhoods. You should blanket zone the areas to pave the way.”

“As West Vancouver residents for over 45 years, my parents would love to stay but are finding their current home to be more of a burden to maintain and live in over the past few years. There are limited options for families to age in place or have multiple generations living together in West Vancouver.”

“Help us - existing home-owners - to densify. Change the restrictive FAR rulings to allow more ground-level suites - particularly in areas near transit.”



EXPANDING THE MISSING MIDDLE

101 submissions included comments on missing middle housing policies.

This included 47 submissions in support, 16 against and 38 additional comments.

	Support	Against
	47	16
Policies	Support	Against
2.1.4 - Increase “missing middle” housing options along Marine Dr.	35	5
2.1.5 - Increase mixed-use on existing commercial sites	11	2
2.1.6 - Prioritize community use & housing on Community Use sites	1	2
2.1.7 - Consider site-specific applications in limited circumstance	0	7
Total:	47	16

38 additional comments regarding additions or omissions to missing middle policies:

- Support for identifying more townhouse & triplex locations (32 comments)
- Request to remove unit estimates (3 comments)
- Concerns with supporting any type of site-specific rezoning (3 comments)

“If there are townhouses, I will definitely move back closer to home.”

“I think you should significantly up the target % for creating townhouses and other forms of alternative housing.”

RESPECTING CHARACTER & PROTECTING HERITAGE

74 submissions included comments on neighbourhood character & heritage policies.

This included 53 submissions in support, 13 against and 8 additional comments.

	Support	Against
	53	13
Policies	Support	Against
2.1.8 - New single-family homes respect neighbourhood character	18	3
2.1.9 - Protect heritage buildings, structures and landscapes	7	4
2.1.10 - Support the Lower Caulfeild Heritage Conservation Area	2	0
2.1.11 - Prohibit secondary suites and coach houses on Eagle Island	26	6
Total:	53	13

8 additional comments regarding additions or omissions to neighbourhood character & heritage policies:

- Support for additional heritage incentives (including density transfer) (4 comments)
- Concern that neighbourhood character policies are too vague (3 comments)
- Suggestion for a new policy recognizing the character of Gleneagles (1 comment)

“I am living here because I love the quite neighborhood environment of West Vancouver. This is the most important thing we should protect.”

“No more Monster Houses!”



STRENGTHENING OUR CENTRES AND CORRIDORS

255 submissions included comments on centres and corridors policies.

This included 115 submissions in support, 43 against and 97 additional comments.

	Support	Against
	115	43
Policies	Support	Against
2.1.12 - Implement the Marine Drive Local Area Plan	9	4
2.1.13 - Prepare Local Area Plans for Ambleside, Taylor Way & Horseshoe Bay Village	101	33
2.1.14 - Local Area Plan process	5	3
2.1.15 - Consideration of proposals prior to LAP adoption	0	3
Total:	115	43

97 additional comments regarding additions or omissions to centres and corridors policies:

- Support for more units across all Local Area Plans (36 comments)
- Support for expanding the boundary of the Taylor Way Local Area Plan (27 comments)
- Concerns about impacts on neighbourhood character in Ambleside and that its unit estimates are too high (22 comments);
- Concerns that traffic impacts have not been adequately considered (8 comments)
- Concerns the unit estimates are too high for Horseshoe Bay (4 comments)

“Given the serious population problem in West Vancouver, I support the idea of increase the density in Taylor Way corridor. Instead of mid-density, it shall be high-density. Isolated by Sentinel Hill, the high-rise buildings won't affect the appearance of West Van in general. And Taylor Way (#99) itself can absorb the traffic caused by increased population in corrido .”

“To encourage development in the key areas (Ambleside Town Centre, Taylor Way, Marine Dr. H. Bay) you may want to consider allowing for pre-zoning and ease of land assemblies.”

“Perhaps it is time to say: Sorry, there is no more room in West Vancouver, go somewhere else.”

“The clear answer to the future of Ambleside is density, without it the business community will disappear. Allowing more building will answer many of the concerns of business owners...”

“Do we really desire more people from elsewhere coming to live and visit our town, causing more congestions on Marine Drive, Taylor Way, Lines Gate Bridge and Highway 1?”

“Please hear the support you have from residents & businesses to plan faster in order to fix the current housing issues in W.V. The Community needs you to be more ambitious now!”



ADVANCING HOUSING AFFORDABILITY ACCESSIBILITY AND SUSTAINABILITY

260 submissions included comments on affordability, accessibility and sustainability policies:

This included 124 submissions in support, 33 against and 103 additional comments.

	Support	Against
	124	33
Policies	Support	Against
2.1.16 - Support rental housing and renter households	6	3
2.1.17 - Promote new rental, seniors and supportive housing units	45	9
2.1.18 - Collaborate on rental, seniors and supportive housing	4	0
2.1.19 - Ensure new multi-family housing meets community needs	58	15
2.1.20 - Use surplus District-owned lands to increase housing diversity	4	3
2.1.22 - Advance community energy efficiency and reduce GHG	5	3
2.1.23 - Promote climate adaptation measures in new housing & site design	2	0
Total:	124	33

103 additional comments regarding additions or omissions to affordability, accessibility and sustainability policies:

- Support for more affordable housing units (43 comments)
- Support for more units that support demographic diversity (i.e. that are appropriate for seniors, families and young workers) (42 comments)
- Concerns about affordability and if it is possible in West Vancouver (12 comments)
- Against incentives that include bonuses for density or height (6 comments)

““ I support providing rental dwellings which will enable the local work force to not have to live far away due to lack of inventory and affordability and be able to live in the community which they are providing services in.”

““ West Vancouver is the only district that the population is decreasing. There’s not enough housing types, or more affordable housing in the area...”

“We’re not currently meeting the needs of existing West Vancouver residents and we need to significantly increase density in order to meet those needs. e should really be pre-zoning much of the area around Marine Drive in order to encourage development.”

““ We need residents of all age groups to live here...”

“With such high land prices is affordable housing in West Vancouver even achievable?”

“The district needs...more variety of housing for seniors like us but also for younger families and singles that may still wish to stay in district and that may work in West Vancouver. It may mean having more rentals and smaller condo’s both which are in short supply...”



FUTURE NEIGHBOURHOODS

76 submissions included comments on future neighbourhoods policies:

This included 34 submissions in support, 25 against and 17 additional comments.

Support

Against

34

25

Policies	Support	Against
2.2.2 Prepare Area Development Plans prior to the development of land	11	1
2.2.3 - Determine community benefits that warrant allowing development above the 1200' contour or an increase in density	2	6
2.2.4 - Ensure area Development Plans incorporate numerous requirements	2	2
2.2.5 - Ensure the community benefits from new developmen	0	1
2.2.7 - Prepare Area Development Plans for Cypress Village & Cypress West	6	4
2.2.8 - Cluster developments around a mixed-use Cypress Village	2	0
2.2.9 - Seek to transfer residential development potential from all remaining lands below 1200' west of Eagle Creek	1	1
2.2.10 - Consider the transfer of residential development potential from lands west of Eagle Creek below 1200' to lands above 1200' in limited circumstances	2	6
2.2.11 - Acquire lands west of Eagle Creek and dedicate them as public park	0	1
2.2.13 - Establish Cypress Village as a unique mountain gateway	1	1
2.2.14 - Include a range of housing types, tenures and unit sizes	5	1
2.2.16 - Incorporate recreational and visitor considerations into design	2	1
Total:	34	25

17 additional comments regarding additions or omissions to future neighbourhoods policies:

- Policies should include a stronger statement on transportation (e.g. public transit) (6 comments)
- Support for additional references to affordability (5 comments)
- Support for adding specific references to mountain biking (2 comments)
- Support for including a job target for Cypress Village (1 comment)
- Support for increasing funding for the maintenance of Cypress Park (1 comment)
- Support for strengthening references to stormwater management (1 comment)
- Process suggestions including decision making by referendum (1 comment)

“The new Cypress Village and Cypress West Neighbourhoods development do provide an opportunity for a denser housing development than has been traditionally available...”

“I would like to see a strong statement regarding the necessity of public transit for Cypress Village.”

“Item 2.2.3 - I disagree with development over 1200 feet. This is contrary to public sentiment as established through the Upper Lands Working Group.”



LOCAL ECONOMY

A total of 192 comments referenced the Local Economy: 17 general (10 in support, 7 against), 70 on commercial centres and nodes, 77 on tourism and visitors and 28 on opportunities and innovation

STRENGTHENING OUR COMMERCIAL CENTRES AND NODES

70 submissions included comments on commercial centres and nodes policies:

This included 35 submissions in support, 23 against and 12 additional comments.



Policies	Support	Against
2.3.1 - Emphasize Ambleside Municipal Town Centre as the heart of the District	16	11
2.3.2 - Recognize Park Royal as a Regional Shopping Centre	6	0
2.3.3 - Enhance Horseshoe Bay Village as a regional destination	4	0
2.3.4 - Regenerate Dundarave and Caulfield Village Centres	3	2
2.3.5 - Plan for a range of commercial uses in Cypress Village	2	1
2.3.6 - Expand commercial and mixed-use zones	1	3
2.3.7 - Maintain existing marine commercial use zones	3	5
2.3.9 - Implement and update built-form guidelines for centres and nodes	0	1
Total:	35	23

12 additional comments regarding additions or omissions to commercial centres and nodes policies:

- Additional details are required about economic policies (5 comments)
- Parking needs to be considered as part of these policies (4 comments)
- Support for reinstating the Ambleside boat launch (3 comments)

“Add more vibrancy to neighbourhood – Ambleside/Dundarave zoning – spot zoning on corner key locations on 15th/11th/12th commercial below multifamily above or on corner grocery store, coffee shop, wine bar, love to see this.”

“...part of making the Ambleside revitalization a reality is to recognize that Park Royal is a huge regional shopping draw. Ambleside should draw from this flow of visitors by...focus on niche “mom & pop” classy shops and restaurants to draw people from the Park Royal style shops.”

“A new OCP needs to be a catalyst for incentivizing and promoting a vibrant commercial sector...for the future.”

“Item 2.3.4 – Regenerate Dundarave and Caulfeild Village Centres with small-scale, street-level retail, service and restaurants, secondary office use, and mixed residential and commercial uses. Include Ambleside village.”

“2.3.1 People do not choose to live in West Vancouver for its “vibrancy”...”



SUPPORTING TOURISM AND VISITORS

77 submissions included comments on tourism and visitors policies:

This included 50 submissions in support, 15 against and 12 additional comments.

Support

Against

50

15

Policies	Support	Against
2.3.10 - Support the development of visitor accommodation	20	6
2.3.11 - Incentive hotel development and other major business opportunities	8	6
2.3.12 - Encourage the creation of versatile spaces (e.g. live-work)	4	0
2.3.13 - Support placemaking through an attractive public realm	4	1
2.3.14 - Support the province's operation of Cypress Provincial Park	1	0
2.3.15 - Collaborate on marketing West Vancouver as a tourist destination	13	2
Total:	50	15

12 comments regarding additions or omissions to tourism and visitor policies:

- Support for additional policies on attractions for visitors (9 comments)
- Expand B&Bs to properties not designated as heritage (1 comment)
- An additional tax should be placed on hotels (1 comment)
- Community art should be added to policy 2.3.12 (1 comment)

PROMOTING OPPORTUNITIES AND INNOVATION

28 submissions included comments on opportunities and innovation policies:

This included 15 submissions in support, 8 against and 5 additional comments.

Support

Against

15

8

Policies	Support	Against
2.3.16 - Support new and emerging economic opportunities	6	0
2.3.17 - Foster collaborations with the business community	1	0
2.3.18 - Support small business	3	4
2.3.19 - Consider opportunities to expand education & green business sectors	1	3
2.3.20 - Support economic development objectives on District-owned lands	1	0
2.3.21 - Encourage socially & environmentally responsible businesses	3	1
Total:	15	8

5 additional comments regarding additions or omissions to opportunities and innovation policies:

- Improving the urban environment should be prioritized over support to individual businesses (3 comments)
- Incentives should focus on local businesses and/or young entrepreneurs (2 comments)



TRANSPORTATION & INFRASTRUCTURE

A total of 290 comments referenced Transportation & Infrastructure: 25 general (12 in support, 13 against), 35 on walking & cycling, 79 on transit mobility and regional connections, 109 on the road network, 20 on sustainability and innovation and 22 on infrastructure.

ENCOURAGING WALKING & CYCLING

35 submissions included comments on walking & cycling policies:

This included 21 submissions in support, 7 against and 7 additional comments.

	Support	Against
	21	7
Policies	Support	Against
2.4.1 - Complete the pedestrian and cycling network	9	6
2.4.2 - Provide attractive alternatives to driving	5	1
2.4.3 - Use road rights of way to expand urban connector trails	2	0
2.4.5 - Use road space reallocation to expand pedestrian & cycling networks	2	0
2.4.6 - Expand wayfinding features in centres and key neighbourhood hub	3	0
Total:	21	7

7 additional comments regarding additions or omissions to walking & cycling policies:

- West Vancouver's topography makes cycling policies impractical (3 comments)
- Support for strengthening policies on protected bike lanes (2 comments)
- Support for policies that require cycling infrastructure in public facilities (2 comments)

Supporting transit mobility and regional connections:

79 submissions included comments on transit mobility and regional connections policies:

This included 45 submissions in support, 9 against and 25 additional comments.

	Support	Against
	45	9
Policies	Support	Against
2.4.7 - Work with TransLink to improve public transit service	27	1
2.4.8 - Expand bus priority transit service along Marine Drive	8	3
2.4.9 - Continue to develop and refine streetscape guidelines	4	2
2.4.10 - Support the continuation of existing ferry and rail service	1	3
2.4.11 - Partner to explore transportation alternatives	5	0
Total:	45	9

25 additional comments regarding additions or omissions to transit and regional connection policies:

- Support for enhanced public transit service (20 comments)
- Support for faster consideration of a daily commuter train (3 comments)
- The District should have policies to address street lighting (2 comments)



ENHANCING ROAD NETWORK ACCESSIBILITY, SAFETY AND EFFICIENCY

109 submissions included comments on road network policies:

This included 35 submissions in support, 34 against and 40 additional comments.

	Support	Against
	35	34
Policies	Support	Against
2.4.12 - Maintain and seek to expand the road network	8	33
2.4.14 - Incorporate universal access design principles for all ages & abilities	0	1
2.4.15 - Optimize safety of arterial roads for all road users	2	0
2.4.16 - Develop traffic calming guidelines for local and residential street	3	0
2.4.17 - Develop parking management strategies in Town and Village centres	20	0
2.4.19 - Reduce traffic impacts associated with constructio	2	0
Total:	35	34

40 additional comments regarding additions or omissions to road network policies:

- Policies should do more to address traffic congestion, including developing a more comprehensive transportation plan (27 comments)
- Policies should include additional parking in Town & Village Centres (8 comments)
- Policy 2.4.19 should limit vehicles allowed on construction sites (2 comments)
- Traffic calming should be considered along Marine Drive (2 comments)
- Additional detail is required for these policies (1 comment)

“Please consider a parking strategy - replace parking before removing & recognize the importance of increased parking in our commercial areas...”

“Transportation & parking is a huge issue that has to be addressed before development begins.”

“Please consider what you are proposing. So long as you remain in West Vancouver it is reasonably easy to shop, dine and enjoy life. But bear in mind that not everyone can stay in West Van and must commute. Don't make commuting more difficult...”

“The plan should recommend actions for resolving congestion and provide the factual basis for the effectiveness of each action...”

“...most important is that we should have a good plan to solve our current bad traffic issues first. So please add main traffic plan to the OC first.”

“Also, everywhere have traffic problem and we are not too bad. Unlike Vancouver point grey, we have better place but less people live in Ambleside. We have to change it...”

“Locating appropriate and adequate “park and ride” options need to be explored now”



PROMOTING SUSTAINABILITY & INNOVATION

20 submissions included comments on sustainability & innovation policies:

This included 11 submissions in support, 6 against and 3 additional comments.

	Support	Against
	11	6
Policies	Support	Against
2.4.21 - Support sustainable transit options and reduced auto dependency	1	2
2.4.22 - Support bike, car and ride sharing in centres	6	2
2.4.23 - Provide infrastructure for electric and low-emission vehicles	2	2
2.4.24 - Use health impact assessments in transportation planning decisions	2	0
Total:	11	6

3 comments regarding additions or omissions to sustainability & innovation policies:

- Support for adding specific references to autonomous vehicles (1 comment)
- Support for creating an electrified public vehicle fleet (1 comment)
- Support for adding consideration of air traffic impacts (1 comment)

INFRASTRUCTURE:

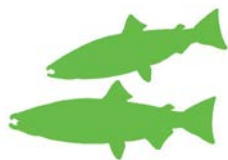
22 submissions included comments on Infrastructure policies:

This included 5 submissions in support, 7 against and 10 comments.

Policies	Support	Against
2.5.1 - Continue to address emerging needs of municipal utility systems	1	0
2.5.6 - Monitor water usage and revise rate structures as necessary	1	1
2.5.7 - Encourage systems that reduce water consumption	1	1
2.5.11 - Facilitate reductions in demolition waste	1	0
2.5.13 - Support sewage system enhancements that protect watershed health	0	1
2.5.14 - Consider 200 year storm events in design of drainage facilities	0	1
2.5.15 - Employ alternative stormwater management techniques	1	3
Total:	5	7

10 comments regarding additions or omissions to infrastructure policies:

- Support for strengthening policies on stormwater management and drainage (3 comments)
- Additional details on future water supply and consumption should be included (2 comments)
- Support for the strengthening of all infrastructure policies (2 comments)
- Support for adding measures on how policies will be enforced (1 comment)
- Support for phasing out treated sewage discharge in West Vancouver (1 comment)
- Support for banning plastic bags in West Vancouver (1 comment)



PARKS & ENVIRONMENT

A total of 58 comments referenced Parks & Environment: 10 general comments (9 in support, 1 against), 19 on the Natural Environment and 29 regarding Parks & Trails:

NATURAL ENVIRONMENT:

19 submissions included comments on natural environment policies:

This included 9 submissions in support, 4 against and 6 additional comments.

Policies	Support	Against
2.6.1 - Maintain existing environmental development controls and update as appropriate	1	0
2.6.2 - Mitigate construction impacts on the environment	3	0
2.6.5 - Take a balanced approach to tree protection	1	2
2.6.7 - Manage land uses to protect the ecological values of watercourses and riparian areas	1	1
2.6.10 - Protect the shorelines and its significant environmental and cultural feature	1	0
2.6.13 - Identify, protect and manage ecologically important assets	1	0
2.6.14 - Use conservation tools to conserve significant lands supporting biodiversity	0	1
2.6.17 - Review development requirements to address risks of natural hazards	1	0
Total:	9	4

6 additional comments regarding additions or omissions to natural environment policies:

- Support for adding “old-growth forests” to a number of policies (6 comments)

PARKS & TRAILS:

29 submissions included comments on parks & trails policies:

This included 22 submissions in support, 2 against and 5 additional comments.

Policies	Support	Against
2.7.1 - Manage our parks and open spaces according to core values	4	0
2.7.2 - Provide for park improvements through planning processes	2	1
2.7.3 - Seek the strategic dedication or acquisition of park land	3	0
2.7.4 - Incorporate park-like features into the design of open spaces	1	0
2.7.5 - Use greenbelts and boulevards to support neighbourhood character	1	0
2.7.6 - Support compatible activities in parks and open spaces	2	0
2.7.10 - Support the Hollyburn Cabin Community	1	0
2.7.12 - Allow recreational uses on authorized trails	1	0
2.7.13 - Improve the trail network	1	1
2.7.14 - Identify and establish new trails	1	0
2.7.15 - Advance the Spirit Trail	2	0
2.7.16 - Provide access to the beach and stream corridors	1	0
2.7.17 - Improve universal access to parks, open spaces and trails	2	0
Total:	22	2

5 additional comments regarding additions or omissions to parks & trails policies:

- Support for district initiatives including maintenance & improved operations (3 comments)
- Concerns regarding the implementation costs of these policies (2 comments)



SOCIAL WELL-BEING

A total of 41 comments were received on Social Well-being: 5 general comments (4 in support, 1 against), 21 on access and inclusion, and 15 on community health

ACCESS AND INCLUSION:

21 submissions included comments on access and inclusion policies:

This included 15 submissions in support, 1 against and 5 additional comments.

Policies	Support	Against
2.8.1 - Anticipate and meet community needs	1	0
2.8.2 - Incorporate universal accessibility design in public space and programs	1	0
2.8.5 - Provide services and programs for children, youth and families	1	0
2.8.6 - Review programs to meet needs of new immigrants	1	0
2.8.9 - Maintain and optimize civic facilities	2	0
2.8.10 - Incorporate community and social service uses into buildings in central locations	0	1
2.8.12 - Secure new community spaces through new development	1	0
2.8.13 - Use placemaking strategies to enhance public spaces	2	0
2.8.15 - Support a variety of community activities and events	1	0
2.1.16 - Work with local schools to coordinate use of public space	1	0
2.8.17 - Engage the community in planning and municipal decision-making	2	0
2.8.19 - Enhance information sharing and meaningful participation in civic affairs	2	0
Total:	15	1

5 additional comments regarding additions or omissions to access and inclusion policies:

- The “Social Well-being” objective needs clarification (2 comments)
- All policies should be accompanied by a cost-benefit analysis (2 comment)
- Support for increased decision-making by referendum (1 comments)

COMMUNITY HEALTH:

15 submissions included comments on community health policies:

This included 5 submissions in support, 0 against and 10 additional comments.

Policies	Support	Against
2.9.1 - Maintain and optimize the use of existing recreation facilities	1	0
2.9.2 - Explore opportunities for space sharing in private developments	1	0
2.9.4 - Support complementary uses, activities and events in parks	1	0
2.9.6 - Incorporate public art into public and private sector projects	1	0
2.9.12 - Support the development of an integrated food system for the District and North Shore	1	0
Total:	5	0

10 additional comments regarding additions or omissions to community health policies:

- Policies should include reference to any proposed art centre (3 comments)
- Support for additional health services and support of BC Ambulance (3 comments)
- Support for additional emergency services (including a fire boat) (2 comments)
- Support for additional community facilities in the western portion of the community (1 comment)
- Concerns that cost increases for emergency services are not included (1 comment)

4. WRITTEN STAKEHOLDER SUBMISSIONS

18 stakeholders in general support of the Draft Plan (or a specific policy section), with suggestions and comments about specific policies:

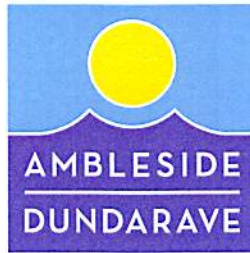
- Ambleside & Dundarave Business Improvement Association
- British Pacific Properties Limited
- Community Housing Action Committee
- DWV Community Energy and Emissions Plan Working Group
- DWV Working Group Chair Focus Group
- Hollyburn Country Club
- HUB North Shore
- Lighthouse Park Preservation Society
- MyOwnSpace Housing Society
- North Shore Advisory Committee on Disability Issues
- North Shore Community Resources Society
- North Shore Disability Resource Centre
- St. Stephen's Anglican Church
- TransLink
- Vancouver Coastal Health
- West Vancouver Chamber of Commerce
- West Vancouver Foundation
- West Vancouver Memorial Library Board

7 stakeholders with suggestions and comments about specific policies:

- BC Ferries
- DWV Strategic Transportation Plan Working Group
- DWV Upper Lands Working Group
- North Shore Heritage Preservation Society
- Old Growth Conservancy
- West Vancouver Blue Dot Committee
- West Vancouver Seniors' Action Table (via Lionsview Seniors Planning Society)

2 stakeholders generally against the Draft Plan:

- Ambleside & Dundarave Ratepayers' Association (2 submissions)
- British Properties Area Homeowners Association (2 submissions)



BUSINESS IMPROVEMENT ASSOCIATION

David Hawkins
Manager, Community Planning and Sustainability
District of West Vancouver

Sent via e-mail

March 29th, 2018

Dear Mr. Hawkins:

Subject: Draft Official Community Plan

I am writing to provide additional comments on the Draft Official Community Plan (OCP) on behalf of the Ambleside-Dundarave Business Improvement Association (ADBIA). The ADBIA represents more than 700 businesses and property owners within the BIA boundaries.

The Draft OCP is a good first step towards meeting the requirements to ensure that West Vancouver becomes a resilient community. It reflects the findings and recommendations of numerous community reports and surveys, and the key findings of the OCP specific engagement over the past 18 months. The changes are long overdue. ADBIA is concerned that the report lacks an urgent call to action. The only specific planning documents attached to the plan are outdated and need to be urgently updated.

To that end, the ADBIA initiated a study of the Ambleside Commercial area in the fall of 2017 to review what would be required to ensure the successful Revitalization of the Ambleside Town Centre. Site Economics Ltd. was engaged to complete an Ambleside Revitalization Study, which lays the groundwork for a review of the town centre and the economic and market realities that need to be considered for successful implementation of the OCP principles. The Site Economics Ltd. report is attached. Its key findings should be integrated into the OCP, and lay the groundwork for the Ambleside Local Area Plan development.

In addition to the Site Economics Ltd. report, the ADBIA provides the following specific comments on the Draft OCP:

- *Housing & Neighbourhoods*

While the numbers outlined in the Draft OCP may deliver on West Vancouver's commitments under the Metro Vancouver Regional Growth Strategy, it outlines some

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of the lowest housing growth projections in the region. The Draft OCP ignores the West Vancouver Community Foundation Vital Signs and Housing Research which concluded that one-third of West Vancouver residents expect to move from their home in the next five years – showing just over half of residents are pessimistic that they will be able to find the right housing in West Vancouver when they move, and therefore will exit the community. Almost 4-in-10 residents have family or friends that have had to leave West Vancouver because of lack of housing options¹. There is no plan to meet the needs of these residents within the Draft OCP document, while also planning for attracting new residents into the community.

The Ambleside Local Area Plan must move ahead urgently to fill the gaps in the OCP. To achieve progress - the economic realities of development, as outlined in the Site Economics Ltd. report, must be placed in the foreground, or there will be no implementation and a continued decline in the population and community.

- *Local Economy*

ADBIA supports the integration of the West Vancouver Economic Development Plan and its principles into the OCP. While planning for visitors and expanded commercial activity in West Vancouver, the OCP must also acknowledge that there is a current labour shortage for businesses providing key services to West Vancouver residents. Businesses are reliant on employees continuing to commute into the neighbourhood. This is a particular challenge for restaurant and retail businesses, who rely on youth and part-time employees. The Final OCP must signal a commitment to provide new, diverse housing in the commercial areas in order for new businesses to be attracted to the area.

- *Transportation & Infrastructure*

The final OCP must ensure that the parking strategy is integrated into planning processes. Not only must public parking in the commercial areas be a priority –there must be a commitment not to reduce public parking unless and until it is replaced. There must be recognition that public parking is an essential amenity in new development.

As the District of West Vancouver plans to launch the first ever visitor strategy, the impact of attracting new people into the neighbourhood must be measured and planned for. Public parking is a cornerstone of successful tourism, and must be recognized as such.

- *Parks & Environment*

The OCP must emphasize the need for waterfront parks to be activated to encourage social activity and well-being. Waterfront parks in particular are a draw for festivals, markets, and other high-energy gatherings. Evaluating the feasibility and requirements for expanded commercial activity at the waterfront should be a

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¹ *West Vancouver Community Foundation, Vital Signs and Housing Research, Mustel Group Market Research, June 2017*

priority under the OCP implementation. Best practices from around the world demand waterfront activation be achieved through planning in advance:

"parks should not serve as the raison d'être of the entire waterfront. Passive open space puts a damper on the inherent vibrancy of waterfronts, evident in cities such as New York, Vancouver, and Toronto that have relied too heavily on "greening" their waterfronts without, mixed uses that draw people for different reasons at different times. The world's best waterfronts use parks as connective tissue, using them to link major destinations together. Helsinki, Stockholm, Sydney and Baltimore have employed this strategy to fine effect"²

- *Social Well-being*

West Vancouver is currently a city where more than half of the population are evaluating not *whether* they can continue to call it home, but *when and where* to relocate. They already think it is too late. Unless urgent action is taken to correct this housing reality, the principles outlined in this area of the OCP will be unachievable.

The ADBIA supports the immediate adoption of a revised OCP as a framework document and the imposition of clear deadlines for the development of the Ambleside Local Area Plan. The Ambleside Local Area Plan is the basis on which the connective policies will be created to ensure that the Waterfront Plan and the OCP come together to realize not only a vision in principle, but that it is built and executed. The initial economic analysis has been started by Site Economics Ltd. It is time to act decisively.

Sincerely,



Stephanie Jones
Executive Director, ADBIA

CC: Mayor & Council
ADBIA Board
ADBIA Community Resilience Committee

² *"How to transform a Waterfront"*, The Project for Public Spaces, www.pps.org/reference/turnwaterfrontaround/



March 29, 2018

District of West Vancouver
750 – 17th Street
West Vancouver, B.C.
V7V 3T3

BRITISH PACIFIC
PROPERTIES LIMITED
SUITE 1001, 100 PARK ROYAL
WEST VANCOUVER, BC, V7T 1A2
T 604.925.9000
BRITISHPROPERTIES.COM

Attention: David Hawkins, M.Plan., LEED-AP
Manager, Community Planning and Sustainability

Dear Sir:

Re: Draft Official Community Plan Review

Thank you for the opportunity for British Pacific Properties Limited (BPP) to review and to provide comments on the Draft Official Community Plan (OCP) dated February 13, 2108.

The District has done a commendable job in seeking input on the review and update of a critical community document that is now over 14 years old and consulting with the community on the future direction of the municipality. We support the draft OCP's policies that build on the vision of the Rodgers Creek Working Group and the Upper Lands Study Review Working Group (ULWG) to establish Cypress Village as a mixed-use gateway to mountain recreation with a diverse range of housing types, commercial uses and amenities with Cypress West as a complementary supporting community.

We have several comments below that we would ask you to consider as the OCP is being finalized.

Maps

1. Map 8 – “Undeveloped Lands below 1200 ft” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
2. Map 9 –
 - a) “Cypress Village Planning Area Boundary” should include the District-owned “Lot F” (PID 009-406-921), the parcel immediately to the west of Stonecliff, between Cypress Bowl Road and Highway 1.
 - b) we request that the “Cypress West Planning Area Boundary” be extended to the Nelson Creek watershed boundary (as shown on Map 13) until such time as a robust, ground-truthed environmental inventory has been completed in the Inter-creek area.

3. Map 12 – The proposed Road connection between Cypress Bowl Road and Cypress Park Estates should be clear that it connects with the top of Northwood Drive, consistent with the 2004 OCP and previous planning and infrastructure work. For example, Northwood Drive was designed and constructed as a future collector road to service Cypress West and a section of the proposed Road connection (referred to as the “1000 foot connector” in the 2004 OCP) was constructed to sub-grade when the District constructed their cross-country watermain through these lands in the 1990’s.
4. Map 14 – to be consistent with the ULWG Recommendation 3.1.2.1(b), municipally-owned lands below 1200 feet and west of Eagle Creek should be shown in addition to municipally-owned lands above 1200 feet.

Policies

5. Sec 2.2.3 – “conservation of lands below 1200 feet west of Eagle creek” should be considered a demonstrable community benefit; therefore, consider adding this clause as an example of a demonstrable community benefit.
6. Sec 2.2.5 – in the second bullet, consider adding “below 1200 feet” after “public lands” for clarification and consistency with Sec 2.7.7.
7. Sec 2.2.11 – we note that ULWG Recommendation 3.1.2.1 states that the area west of Eagle Creek be re-designated for “Limited Use and Recreation” and public land west of Eagle Creek be protected as dedicated parkland. It did not mention public acquisition or park dedication of privately-owned lands. Furthermore, some Council members have recently expressed concern about the liabilities associated with acquiring additional parkland. Therefore, you should consider:
 - a) replacing “Acquire public ownership of” to “Permanently protect environmental values of” as is used in Sec 2.7.9 and ULWG Recommendation 3.1.2.1.
 - b) adding “privately-owned” before “lands west of Eagle Creek” for clarification.
 - c) replacing “dedicate them as public parkland” with “permanently protect the lands as publicly-accessible open space through the establishment of a non-profit conservancy, park dedication or other means to minimize impact on existing taxpayers.”
8. Sec 2.2.12 – consider replacing “public acquisition” with “permanent protection” as above.
9. Sec 2.7.3 – clarify what and where “Province-owned land at the Westport Road loop” is.
10. Sec 2.7.9 –
 - a) ULWG Recommendation 3.1.2.1(b) should be added to this section to make it consistent with the ULWG’s report recommendations.
 - b) consider adding “below 1200 feet” after “lands west of Eagle Creek” for clarification and consistency.

11. Sec 2.7.11 – consider adding “authorized District” before “trails.”

12. Sec 2.7.12 – consider adding “District” between “authorized” and “trails.”

Please call me at 604-925-9000 if you have questions or if you would like to meet to discuss the above in more detail.

We look forward to seeing the final draft of the new OCP.

Sincerely,

BRITISH PACIFIC PROPERTIES LIMITED

A handwritten signature in blue ink that reads "Groll". The signature is fluid and cursive, with the first letter 'G' being particularly large and stylized.

Geoff Croll, P.Eng.
President

Mayor and Council
District of West Vancouver

March 28th, 2018

Dear Mayor and Council:

Re: Community Housing Action Committee Support for the OCP Draft Plan

Community Housing Action Committee (CHAC), a program of North Shore Community Resources, congratulates the District of West Vancouver on bringing this Official Community Plan (OCP) forward: it is most timely and represents a courageous, significant accomplishment, which fulfills the promise and commitment Council made to the people of West Vancouver.

CHAC unanimously endorses the Draft OCP and looks forward to voicing our support at First Reading and Public Hearing.

As well, we make the following general observations about the Draft Plan and expect to speak in more detail at both First Reading and Public Hearing, when scheduled. These observations are based on CHAC's extensive participation in the twenty-month public engagement, which has been broad, deep, and varied--most recently its presentation to Council on February 15. Primarily, CHAC will comment on the Draft's responses to "the unaffordable and limited housing options" facing the municipality.

1. **The Plan is thorough.** It speaks to the importance of regenerating neighbourhoods, to infill options and new forms, to respecting the importance of neighbourhoods, the importance of local plans, and to the critical issues of affordability, accessibility and sustainability. It recognizes the serious housing situation in West Vancouver, especially rental, which is a crisis of both supply and demand.

2. We support the aims of subsections 2.1.12 through 2.1.23, with some suggestions for strengthening, such as: providing targets, and some tax relief to support upgrading, reducing parking requirements, the use of District-owned lands, the use of Housing Agreements, and increasing the minimum provision of accessible and adaptable units, to name a few examples.
3. CHAC recommends the OCP include the early development, through public consultation, of a **contemporary Housing Action Plan**, which would specify policies and incentives for the securing of below-market housing for low and moderate income families, including the use of CAC funds to support affordable housing, and policies that recognize the needs of disadvantaged renters, such as the disabled, young adults, and the aging population in West Vancouver.

This Housing Action Plan should be a very high priority for the District and the Draft OCP should state this priority.

4. CHAC also recommends the OCP include a **commitment to establishing a vision, policy and strategies of affordability**, again through public consultation, to guide the District, the public and developers, as the Plan becomes more specific over time. While there are many models of such policies of affordability, elsewhere in Metro Vancouver, this one must be **made in West Vancouver**, for people at different stages of their lives, of different incomes, who live and work here.

5. We approve of the directions in the “Future Neighbourhoods” section of the Plan, especially 2.2.5, which **requires** that the community **should benefit from (all) financial and/or in-kind contributions**, including the provision and protection of parkland, and of other amenities.

CHAC urges the Council to make as its highest priority the implementation of this OCP, adopting it before the expiration of its mandate.

Again, we congratulate the District of West Vancouver on this exciting accomplishment, and look forward to assisting, however we can, in the development of housing policies and strategies as the District moves to put the OCP into action.



Don Peters
Chair, Community Housing Action Committee

Cc: David Hawkins, Manager of Community Planning
Murray Mollard, Executive Director, North Shore Community Resources

The Community Housing Action Committee is a volunteer advocacy group dedicated to the security of appropriate and affordable housing on the North Shore.

March 23, 2018

Mayor and Council
District of West Vancouver
750 17th Street
West Vancouver BC V7V 3T3

RE: FEEDBACK ON THE DRAFT OCP, dated February 13, 2018

Dear Mayor and Council,

Congratulations on an excellent Draft OCP, Part One for West Vancouver – the extensive public engagement that supports this plan is unprecedented. The CEE Plan Working Group is very pleased to see climate change as a Key Trend, with numerous comments on energy and carbon emission reductions in each section. This focus puts a high level of emphasis on the very critical issue of reducing our carbon emissions, particularly as West Vancouver has the highest emissions per capita in the Lower Mainland.

The Working Group has reviewed the Draft OCP dated February 13, 2018 and are very excited with the ‘real action’ within this draft the majority of which coincides with the CEE Plan recommendations which were previously adopted by Council. However, we would like to suggest a few minor amendments (*see attached*).

With sincere thanks for a good and thorough public consultation process and in hopes that the Draft OCP will (with minor amendments) finally be approved by the present Council. We believe that even with the current wording, the OCP will significantly advance our community energy plan and we urge Council to approve it before the next municipal election. Let’s get it concluded and then move on with making West Vancouver the best community it can be for everyone - ***‘creating a better climate for our prosperity, our health and nature’***.

Community Energy and Emissions Plan Working Group including: Charlotte McLaughlin (Chair), Rick Amantea, Jennie Moore, Freda Pagani, Peter Scholefield, Maciej Sobczyk, Tarah Stafford, David Van Seters

Attachment

Dear Mayor & Council:

The undersigned were asked by the District of West Vancouver to serve as an OCP Focus Group advising the Manager of Community Planning & Sustainability and his team on the Official Community Plan process. As past Chairs and Co-Chairs of Working Groups whose mandates covered various land use issues, we brought forward a deep body of research, community engagement, findings and recommendations that has advised the past four Councils in the following areas important to West Vancouver's future, and for the last year has advised the OCP's progress on:

- **Housing & Neighbourhood Character**
- **Transportation**
- **Climate Change**
- **Parks**
- **Strategic Planning**
- **Heritage**
- **Energy**
- **Upper Lands**

We are agreed on West Vancouver's urgent need to implement a new OCP. While the Province recommends replacing an OCP every 5 years, we've been without a new one for 14 years. During that time, West Vancouver has seen a radical decline in housing stock suitable to maintain or attract a demographic diversity that sustains our future, a decline of transportation vitality and rapid climate change. Our population is simultaneously aging **and** declining; thus we fail to fulfill our commitments to the Regional Growth Strategy or support our challenged business community's desperate need for staff and sales. It has been so long since we've experienced the process of modernizing our OCP that we've forgotten the Province intended it as a policy guide not strictly constructed law. Thus our community dissolves into erroneous pitched legal battles whenever new housing is proposed. Council passed a little known housing moratorium last year, preventing from consideration existing and new housing applications with variance requests, other than those offering significant disability units. The cumulative result is: West Vancouver has delayed housing so long that need has become crisis, and crisis is now emergency. Status quo or dithering in an emergency sabotages our ability to survive as a community.

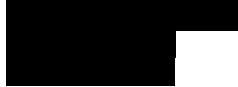
Our Draft OCP is in the final stages of community review and input, having sustained the most extensive, lengthy and thorough community engagement in West Vancouver's history—equal or superior to OCP engagement in our neighbouring, corridor or regional districts. At least 30 stakeholder groups have been visited individually, their suggestions added. A Town Hall and a Public Hearing have been scheduled for even more community review. Yet we are aware there a complaint has been lodged that this two year process is "moving too quickly," that West Vancouver needs even more than two years to advise and review this draft, that the OCP should be delayed until mid-2019 or later, even though Council recently considered and rejected this request, heard from the public on it, and unanimously passed a motion to keep the OCP on schedule.

We are writing to urge you to **focus on the facts** not the war cries of those who wish to see our OCP trampled and indefinitely delayed, thereby exacerbating our housing crisis and stalling the healthy benefits of the slow, modest housing growth the OCP recommends over decades. **The facts are** that OCP engagement has been lengthy, robust, thorough with historic engagement levels, well advertised and open to everyone in a process spanning more than 24 months. **The facts are** that the need for housing has never been greater, that adding housing moderately will ease alarming rises in costs and keep our tax bases healthy. **The facts are** that the leaders of delay were actively involved in every well-attended engagement roundtable, but their positions represented the slimmest minority of voices around those tables. By far, the vast majority of our citizens, evidenced by years of District engagement, are ready to address these critical issues. The facts are that those who demand delay are—by accident or design—supporters of soaring house prices, massive profits, opaque investment property ownership and the disappearance of our middle class family demographic and decline of our businesses desperate for staff. Our government must not allow a small group of naysayers to force on an entire community their idea of a future emptied of vision, families, shelter, mobility or fiscal responsibility.

We urge you to continue to stand firm on the resolution you passed last month not to delay the OCP timetable. We urge our Mayor, Council, CEO and Staff to maintain your courage to progress this policy document toward passage—on schedule, on time—for the good of West Vancouver and the vast majority of its citizens. If there was ever a need for leadership, keeping our OCP on schedule is that leadership issue and the time is now.

Respectfully,

Maggie Pappas



Joined by OCP Focus Group members:

Christine Banham
Alan Bardsley
Rebecca Buchanan
Jacqui Gijssen
Andy Krawczyk
Charlotte McLaughlin
Graham Nicholls
Freda Pagani



HOLLYBURN
COUNTRY CLUB

950 Cross Creek Road, West Vancouver, BC, Canada V7S 2S5
T 604-922-0161 F 604-922-9811 W HOLLYBURN.ORG

March 14, 2018

Mr. David Hawkins, M.Plan., LEED-AP
Manager, Community Planning & Sustainability
District of West Vancouver
750 17th Street,
West Vancouver, BC V7V 3T3

RECEIVED

MAR 15 2018

Planning & Development Services

Dear David:

**RE: OFFICIAL COMMUNITY PLAN REVIEW - DRAFT
POLICY REGARDING LAND USE CONTRACTS (LUC'S)**

On behalf of the Hollyburn Country Club (HCC), and further to our meetings with yourself and Lisa Berg, and related correspondence concerning the above, we write to provide comment on the Draft LUC policy wording for LUC's.

The existing HCC LUC was executed between the District and HCC on October 1, 1971, and amended September 8, 1983 and November 23, 1990, and provides specific rules for country club purposes, building development and site rules and temporary buildings. We are aware that on May 29, 2014 the Local Government Act and Community Charter was amended by Bill 17, which included early termination of Land Use Contracts (LUC) as applicable in all BC Municipalities, and that the affected LUC lands must be zoned by June 30, 2022, and the LUC terminated by June 30, 2024. A Zoning Amendment is necessary to replace a terminated LUC and to implement a revised OCP policy.

We believe that termination of the LUC and rezoning on the Hollyburn Country Club site offers an opportunity to review and establish new rules for continued evolution of the Club buildings and lands, including the vacant south portion of the site, while meeting future community needs.

On March 13, 2018 at its monthly meeting, the HCC Long Range Planning Committee met to review and consider the proposed Draft LUC Policy under Section 2.1.21 of the February 13, 2018 Draft OCP, which states: "*Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character.*"

The HCC's Executive Board Committee adopted the following motion:

"The Committee supports as drafted, the proposed Draft OCP Policy wording regarding LUC's under Section 2.1.21, which states "*Create new regulations prior to 2022 that replace expiring Land Use Contracts, meet community housing needs, and respond to neighbourhood context and character.*". This motion was duly moved, seconded and adopted by the Committee.

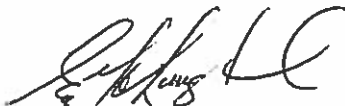
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Hollyburn Country Club
Letter to the District of West Vancouver
Re: Draft LUC Policy Wording
March 14, 2018

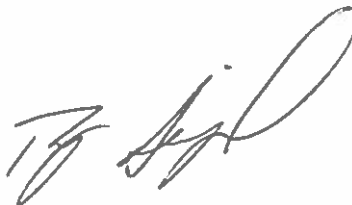
Page 2

We trust you will advise District staff and Council accordingly, and we look forward to working with you and the community over the coming years to explore and confirm a mutually beneficial process, vision and plan for our site.

Yours truly,



Ed McLaughlin
Chief Executive Officer
Hollyburn Country Club



Roz Seyednejad,
Chair,
Hollyburn Country Club Long Range Planning Committee



Your **Cycling** Connection

604.558.2002
info@bikehub.ca
bikehub.ca



March 10, 2018

Mayor and Council, District of West Vancouver

RE: Draft OCP Feedback

Dear Mayor and Council,

HUB Cycling is a charitable organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We have reviewed section **2.4 Mobility and Circulation** which covers pages 35 through 38 of the Draft OCP. We are pleased with the attention being given to measures to improve and encourage active transportation, especially cycling. Nonetheless, we would like to suggest some opportunities for improvement.

1. Encouraging walking & cycling

- HUB has identified a number of gaps in the West Vancouver cycling network through its UnGapTheMap project. To emphasize the need to address these gaps, it is suggested in sub-section 2.4.1 to add the wording “*address the gaps*” in addition to “*completing the network*”. To reduce traffic congestion around schools and encourage more active transportation among students, HUB has a Bike to School program that features bike education and events for community schools. For this reason, we suggest that “*including schools*” be added to the last line of sub-section 2.4.1.
- In sub-section 2.4.2, to emphasize safety for cyclists, we would prefer to see the term “*protected bike lanes*” rather than “*dedicated bike lanes*”. The Transportation Association of Canada (TAC) defines a protected bike lane as: “*an exclusive on-road bikeway delineated by a vertical barrier element or equivalent separation from motor vehicle travel lanes*”. We also suggest adding to this sub-section: “*cycle highways*” which, at 5-20+ kilometres in length, are a desirable and very safe type of protected bike lanes adjacent to major transportation corridors. An example of a shorter-distance cycle highway is HUB North Shore's vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge.
- It was good to see “*wayfinding features*” mentioned in sub-section 2.4.6, but they are also needed along the cycling and pedestrian networks in addition to: “*in and around centres and key neighbourhood hubs*”.
- We feel that currently there are not enough bike racks in the commercial districts of West Vancouver. Additionally, the installation of secure parking facilities, lockers and showers at business locations would help encourage more people to cycle. Therefore, we suggest adding the following sub-section: “*2.4.7 Expand parking and related destination infrastructure for cyclists*”.

2. Supporting transit mobility and regional connections

- There are some excellent points in this section. We feel that along with the improvements to transit, whether it be bus, ferry, train, rapid transit or gondola, these forms of mass transit need to be able to accommodate people and their bicycles.

3. Enhancing road network accessibility, safety and efficiency

- We feel that protected bike lanes are key to making cycling safer and encouraging more people to take up cycling for transportation. Therefore, we suggest adding the words “*with protected bike lanes*” to each of the three bullets in sub-section 2.4.12.

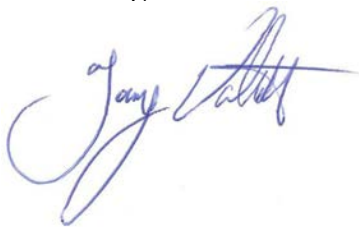
4. Promoting sustainability and innovation

- We feel that all new developments should include sufficient secure bicycle parking facilities, not just for occupants but also for visitors, so suggest adding this provision to sub-section 2.4.23.

5. MAP 11 ACTIVE TRANSPORTATION

- Highway 1/99 is a significant route for cyclists through West Vancouver, including Exit 0 at Horseshoe Bay. Cypress Bowl Road and the lower elevation section of the Capilano Pacific Trail are other popular bike routes. Even though they do not belong to the District, we feel that they should somehow be marked on the map. On the District's 2012 Cycling Network Map, green is used to mark other jurisdiction routes. We are also wondering about the approximate location of the future Spirit Trail between 18th and 25th Streets along or close to Marine Drive. Can this be clarified?
- We are very pleased to see numerous future bike routes on the map and would suggest adding our proposed vision for a protected two-way cycleway connecting Ambleside through Park Royal to the north end of the Lions Gate Bridge. To be consistent with our recommended addition to the first bullet of sub-section 2.4.12, we would like to see a future bike route along the bottom section of Cypress Bowl Road connecting the proposed location of Cypress Village to Highway 1. We would also like to see the existing improved multi-use path along the lower elevation section of the Capilano Pacific Trail extended up to Keith Road to connect to the 3rd Street bike route, so suggest adding this improvement as a future bike route.
- We noted that that there is no future pedestrian/cycling connection shown on the map associated with the location of the Low Level Road to bypass the Lions Gate Bridge that is mentioned in sub-section 2.4.12 and shown as a proposed road on Map 12 Transportation Network. We suggest that a future pedestrian/cycling connection at this location be added to Map 11.

Yours truly,



Tony Valente,
Chair, HUB North Shore
HUB: Your Cycling Connection
northshore@bikehub.ca



Peter Scholefield
Vice-Chair, HUB North Shore



From: [Lighthouse Park Preservation Society](#)
To: [OCP Review project](#)
Subject: Official Community Plan
Date: March-29-18 5:09:52 AM

The Lighthouse Park Preservation Society agrees one hundred percent with the response to the following

10 key points of the Official Community Plan so far received from the community.

1. Review construction regulations and development controls to minimize the impact of new houses and enhance protection of creeks, streams, riparian and foreshore habitats.
2. Use new development to restore the environment and enhance ecosystem services.
3. Identify and protect environmentally sensitive areas and actively manage natural assets in recognition of the ecosystem services they provide.
4. Maximize upper lands forest protection by creating compact neighbourhoods and restricting development above 1200 feet.
5. Seek to acquire new active parks and trails that meet community needs through new development.
6. Acquire strategic lands to enable active management of and access to the waterfront.
7. Apply best practices in managing parks.
8. Advance climate strategies on land use, buildings, transportation and waste.
9. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts.
10. Review policies and regulations to manage potential environmental hazards.

Our Society believes natural areas must be supported in a way to facilitate their ecological integrity.

Our Society recommends higher funding for Parks to retain well trained, qualified staff on a permanent basis

to actually ensure the OCP goals are authentically honoured, especially the goals of

2.7 Parks & Trails "Managing our valuable parks system"

Best regards,

Alexandra Mancini
President
Lighthouse Park Preservation Society

March 3, 2018

The revised OCP is a huge step forward. As a representative of MyOwnSpace Housing Society, I welcome the opportunities that may follow from this point forward for affordable housing, especially specialized affordable housing. The work that has been done towards the local area plan in the Park Royal area is progressive and much needed.

I am a former long time resident of West Vancouver, and continue to reside on the North Shore.

Constance McCormick
MyOwnSpace Housing Society

Development and Inclusion Subcommittee Report:
District of West Vancouver: OCP Review – Phase 4 “Draft Plan”

Report Date: March 29, 2018

Meeting Date: March 2, 2018

Meeting Time: 3:30 p.m.

Meeting Location: DNV – 355 West Queens Road, North Vancouver

ACDI members in attendance: Shayne DeWildt, Alexis Chicoine, Tom Crawford, Kamelia Abadi, Gardiner Dye

ACDI Staff in attendance: Stina Hanson, Planning Analyst, DWV

Author of Report: Alexis Chicoine

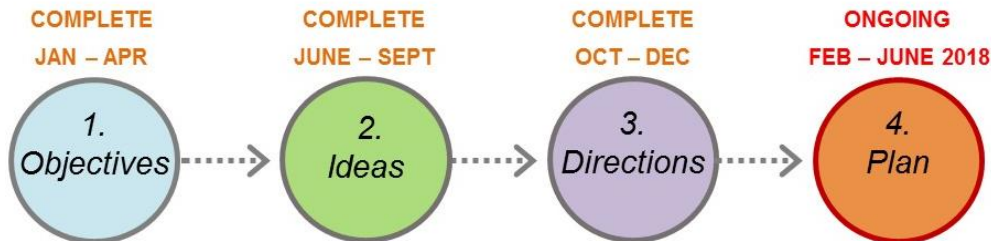
Discussion Topic: District of West Vancouver OCP Review – Phase 4 “Draft Plan”

Part 1: Summary and Background Information on Presented Project

Project Details:

The District of West Vancouver is currently reviewing its Official Community Plan. The OCP Review is proceeding through two main engagement streams: The first is a high-level review of policy chapters and the second is the preparation of more detailed local area plans for key centres and corridors including Marine Drive at Taylor Way, Ambleside Town Centre, Cypress Village, Horseshoe Bay Village and the Upper Taylor Way Corridor. Components of these two engagement streams will be referred to the ACDI separately.

The Policy Chapter Review process includes four phases:



The first three Phases are now complete. Each included a range of engagement opportunities: stakeholder meetings, surveys and workbooks, youth events, World Cafés, Ideas Forums, Directions Workshops and Pop-Up offices across West Vancouver. The ACDI has previously provided input in Phases 2 and 3.

Accessibility Components of the Draft OCP:

The OCP Review does not include a separate chapter or dedicated section regarding accessibility, rather accessibility is embedded into each OCP topic and therefore is referenced throughout the Draft OCP.

Part 2: Recommended Changes and Additions to the Draft Plan by the ACDI:

In Phase 4 a Draft OCP has been released for public review and comment. The Development and Inclusion subcommittee discussion focused on the draft policies of the three Draft Plan chapters with the most references to accessibility: Housing & Neighbourhoods, Transportation and Social Well-being.

Housing & Neighbourhoods:

Section A.1: Regenerating our neighbourhoods with an estimated 300 – 400 new sensitive infill units

- Need to make sure that any incentives offered to encourage these kinds of new unit types (coach houses, and duplexes) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;
- Continue to include information on adaptable design as part of the guidelines for coach houses;
- Consider variances if required to achieve better accessibility (e.g. to promote single-level coach houses).

Section A.2: Expanding missing middle (e.g. triplex townhouse, mixed-use) options with an estimated 300 – 350 new units

- Need to consider requiring a minimum percentage of accessible townhouses that are pre-built to DNV Level 2 and level 3 standards;
- This should include elevators to remove the burden on persons with disabilities to retrofit the units after purchase;
- Townhouse guidelines need to consider visitability (the ability of anyone to visit these units) and the impacts that front stairs and landings have on this. The District has an opportunity to set new standards for townhouse development and this should be a key component of any townhouse guidelines going forward.

Section A.3: Respecting character and protecting heritage:

- Review of regulations for single-family dwellings should be referred to the ACDI for review;
- Need to make sure that any incentives offered to encourage these kinds of new unit types (those encouraged or allowed through Heritage Revitalization Agreements) do not limit accessibility as given the demographics included in the Draft Plan West Vancouver will be in increasing need of accessible units provided in a range of housing types;

Section A.4: Strengthening our centres & corridors through local area plans:

- The ACIDI looks forward to being consulted on the remaining Local Area Plans for Ambleside, the Taylor Way Corridor and Horseshoe Bay.

Section A.5: Advancing housing affordability, accessibility and sustainability:

- Support for provisions that support current renters including the prohibition of stratification of rental buildings with more than four units and encouraging tenant assistance for renters when displaced through the redevelopment of rental apartments;
- Secured market and non-market rental housing units should also include accessible units for persons with disabilities;
- Support for provisions that support new market and non-market rental, seniors and supportive housing units, however;
 - Reducing off-street parking requirements should only apply to non-accessible parking stalls. Rental buildings should contain the number of accessible stalls that would be required had all parking been constructed
- Support for increasing the minimum provision of accessible and adaptable units;
- Housing developed on surplus District-owned land should include accessible units for persons with disabilities.

Transportation:

Section C1: Encouraging walking & cycling:

- Improvements to the pedestrian network must also consider accessibility;
- New Urban Connector Trails should be accessible for those using mobility aides and feature signage and wayfinding that is appropriate for those with low-vision or vision loss (including tactile walking surface indicators) where appropriate.

Section C2: Supporting transit mobility and regional connections:

- Support for partnerships with Translink to improve public transit service across the District of West Vancouver.

Section C3: Enhancing road network accessibility, safety and efficiency:

- Support for policy “2.4.14 – Incorporate universal access design principles in sidewalks, pathways, transit and road improvement projects for pedestrians and cyclists of all ages and abilities” this should include:
 - Translinks Universal Accessible Bus Stop Design;
 - Accessible Pedestrian Signals;
 - Tactile walking surface indicators;
 - the City of Vancouver standard for curb-cuts and letdowns
- Parking management strategies should not include any reduction in the number of accessible parking spaces.

Social Well-being:**Section E.1: Supporting Demographic Diversity:**

- Policy 2.8.2 should be changed to read “Incorporate universal accessibility design in public space, public facilities and programs to allow barrier-free access, inclusive of users of all ages and abilities”;
- Policy 2.8.4 should be changed to read “Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function in a barrier-free environment”;

Section E.2: Enhancing public facilities and spaces:

- Need to ensure new civic facilities or facilities where civic services are being provided are accessible, which includes having an adequate number of designated accessible parking spaces.
-

Motion:

ACDI appreciates the opportunity to provide input on the District of West Vancouver’s Draft Official Community Plan during Phase 4 of the OCP Policy Chapter Review. The above Development and Inclusion subcommittee report dated March 29, 2018 includes recommended changes and additions to the Draft Plan as part of Phase 4 consultation. The ACDI looks forward to seeing the Proposed Plan and participating in the final consultation on the Official Community Plan this spring.



March 23, 2018

Mayor and Councilors
District of West Vancouver

Dear Mayor and Councilors:

RE: NSCR Support for the District's Draft Official Community Plan

North Shore Community Resources (NSCR) is pleased to provide this submission in response to the District of West Vancouver's (the "District") Draft Official Community Plan (the "Draft Plan").

NSCR congratulates the District for bringing forward this important and critical blueprint for the District's future. We are strongly supportive of the Draft Plan. Our comments will focus on the Social Well-Being and Transportation aspects of the Draft Plan. Please note that NSCR's Community Housing Action Committee will provide a separate submission focused on Housing and Neighbourhoods.

Before we provide specific comments, we would like to emphasize the importance of the vision set out in the Draft Plan: "to build upon our extraordinary assets to become a more complete, connected and inclusive community with diverse housing, a vibrant economy, and outstanding amenities so that we can ensure our social, economic and environmental sustainability."

This vision is important to reflect upon when considered in the context of some of the District trends outlined in the Draft Plan. As with all municipalities in Metro Vancouver, the District is expected to experience population growth in the coming years though at a slower rate compared to other Metro Vancouver municipalities. That said, as you know, the District's population decreased by 0.05% from 2011 to 2016, a strong cautionary note for the future.

Capilano Mall - Suite 201- 935 Marine Drive, North Vancouver, BC V7P 1S3
Tel: (604) 985-7138 Fax: (604) 985-0645 www.nscr.bc.ca

As noted in the Draft Plan, this loss of population is due in part to an aging population. Current trends suggest that over half the population of the District will be over 55 by 2041.

Concomitant with an increasingly older population, the District is shrinking in a critical age category: younger adults and families. According to 2016 Census data, the District lost 455 people aged 30-44, a reduction of 8.3%. This is a key demographic that is required to sustain the community's vitality. In the view of NSCR, this trend will result in an unsustainable community that will not achieve the vision as stated above. The loss of younger generations will have a profoundly negative impact on the economic and social sustainability of the District.

To address the District's future and advance the District's vision, the Draft Plan *must* address and respond to these trends. We believe that the Draft Plan includes important strategies to address these negative trends.

NSCR would also like to recognize the robust and thorough community engagement process that has been undertaken by the District in the development of the Draft Plan. NSCR has participated in the process and can speak to the strength of the process. Whatever one's views of the Draft Plan, it is clear that the community has had ample opportunity to provide meaningful input into the Draft Plan. In NSCR's own experience of the process, we have personally witnessed, with some limited exceptions, there has been overwhelming support for strategies and actions that address the urgent needs with respect to housing diversity and "attainability", local economy, transportation, the environment and social well-being so that younger families can remain in or move to the District while allowing older residents to continue to live in the municipality they call home.

Comments Regarding Social Well-Being

We support the strategies outlined in the Draft Plan. We reiterate though that a critical social determinant of health and well-being is housing. Thus, if the District is seeking to maintain and enhance social and community well-being, a key driver will be the Draft Plan successfully achieving enhancements in housing diversity across the housing spectrum including "affordability".

We have several recommendations. First, we recommend including specific reference to increasing "child care spaces". Accessible and affordable child care is very important to young families. The District can play an important role in ensuring new development includes adequate and appropriate child care space.

Second, taking into account the demographic shift to an aging community, there is an incredible opportunity to develop more intergenerational social programming and housing that would move toward the District's vision in the Plan. Bringing together younger and older generations in social

and living space, when done appropriately, provides real community benefits by building social cohesion, trust and reciprocity while diminishing seniors' social isolation. For example, NSCR organizes intergenerational Mother Goose events where parents with young infants come together to sing and play in the context of seniors' residences such that seniors can participate in the workshop. Through observation and participant feedback, these sessions are very valuable for enhancing social connections, reducing seniors' isolation and improving general social well-being while providing young families with tangible connections to older generations.

An intergenerational approach will enhance the Draft Plan's vision of creating a "complete, connected and inclusive" community.

Third, we note the District is unique in being neighbours in such close proximity with the Squamish Nation. This presents an incredible opportunity for the District and its residents both in terms of learning from and developing positive relationships with the Squamish Nation and its members. This relationship is an important opportunity to develop the cultural assets of the community as well as potentially positively impact housing diversity and affordability. Forging stronger relationships with the Squamish Nation merits inclusion in the Draft Plan.

Finally, as with CHAC's comments on the Housing section of the Draft Plan, we recommend that Draft Plan specify that the District develop a Social Well-Being Action Plan to identify specific strategies and actions to implement the higher level goals of the Draft Plan in a timely manner.

Comments Regarding Transportation

NSCR also supports the Draft Plan with respect to strategies related to Transportation. The growing challenge of the District in the context of the current reality is that the people who work (and increasingly go to school) in West Vancouver typically do not live in District. And the people who live in the District do not typically work in the District. This provides growing pressure on the District's transportation infrastructure and systems. The solutions to this challenge are of course as much to do with importance of local economic development and housing diversity and affordability (or "attainability") as they have to do with transportation infrastructure and systems. As such, NSCR supports the Draft Plan's emphasis on the importance of transportation strategies that build meaningful and efficient modes of transportation that reduce reliance on automobiles while recognizing that cars will of course remain part of the transportation system. This emphasis should also influence decision making on areas of the Draft Plan including housing (e.g. reducing requirements for parking spacing in residential development), Local Economy (moving people and goods efficiently) and Parks and Environment (how to access nature using a mode of transportation other than an automobile).

We have one recommendation. The Draft Plan should include and prioritize the creation of a District wide Transportation Action Plan, subsequent to the approval of the Draft Plan, which would include specific actions and targets to achieve the Draft Plan's overarching strategies.

In conclusion, we again congratulate the District of West Vancouver on its Draft Official Community Plan. It will be an important framework for District Council and staff to make decisions regarding community development in the future. It represents a long and thoughtful conversation with the community about how best the District will positively evolve into the future. We commend you for demonstrating the leadership required to present this Draft Plan to the community.

We look forward to your continued leadership by approving this new Official Community Plan during your current term in elected office.

Yours sincerely,



Murray Mollard,
Executive Director

Cc: David Hawkins, Manager of Community Planning
Don Peters, Chair, Community Housing Action Committee

North Shore Community Resources' (NSCR) mission is to design and deliver programs and services that enhance well-being, social connections, empowerment and community participation. Our vision is a thriving North Shore community. For more information about our organization, please see our Annual Report: http://www.nscr.bc.ca/pdf/NSCR_annual%20report_2017.pdf

Contact: Murray Mollard, Executive Director
604-982-3305 / murray.mollard@nscr.bc.ca



NORTH
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DISABILITY
RESOURCE
CENTRE

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E-mail: nsdrc@nsdrc.org
Web Site: www.nsdrc.org

Stina Hanson MUP, MFA
Planning Analyst | District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver BC V7V 3T3

February 27, 2018

Dear Stina:

NSDRC Response to District of West Vancouver Draft Official Community Plan

The North Shore Disability Resource Centre (NSDRC) Association was established in 1976 by parents, professionals and advocates to ensure that people with disabilities could live comfortably in their communities. Since that time, the NSDRC has continued to expand both its mandate and services. We continue to work to ensure that people with disabilities have the opportunity to participate actively as contributing members of a community that is free of physical, financial, and attitudinal barriers.

The NSDRC serves almost 2,000 infants, children, youth, adults and seniors with disabilities each year, as well as their families. We make every effort to ensure that their voices are heard, and that they are supported to participate in their community as fully and independently as possible.

Our general response to the draft report is very positive as we support many of the ideas documented in the plan. Our main areas of interest in the draft OCP report include housing, accessibility and diversity.

We have owned and operated a fully accessible group home on Gordon Avenue in West Vancouver since 1982. The house is home to 4 residents living with various disabilities. They pay rent geared to income levels in order to make the home affordable to them. This rent is well below market rents which creates financial challenges for us.

Vancouver Coastal Health provides funding to cover the costs of employees who provide minimal supports to the residents. Residents are otherwise independent in the community.

BC Housing has provided facility costs, including property taxes, rent subsidies, replacement reserves and other capital costs. This agreement expires in September of 2018 after which no facility costs or rent subsidies will be paid. With the expiration of the BC Housing Operating Agreement and without the exemption of the property taxes, the home becomes less and less financially sustainable.

NSDRC Response to District of West Vancouver Draft Official Community Plan

We are therefore very supportive of the idea in **Section 2.9.10** of the report which suggests "...permissive tax exemptions to encourage long-term sustainable operation of community organizations that support West Vancouver residents." We believe that tax exemptions recognize the unique contributions of community resources such as Gordon House and provide the financial flexibility that is crucial for sustained operations.

Section 2.1 Existing Neighbourhoods, touches on many areas important to us including enhancing affordability, accessibility and sustainability. In general, we support efforts to develop affordable housing across the North Shore. People with disabilities and their families are faced with a housing crisis, as there are few places to live. We also employ over 200 people and face the challenges of many employers of retaining employees due to the high cost of living especially in West Vancouver.

Allowing coach houses and suites on the same property makes sense to us.

Section 2.1.18 and 19 on maintaining existing supportive housing and increasing affordable and adaptable units is an idea we fully support.

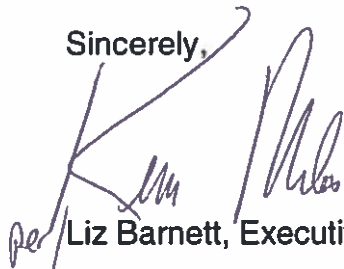
Promoting employment initiatives and efforts to improve the safety and accessibility of transportation networks is also important to us.

Section 2.8 Access and Inclusion touches on our core mission and values of working for a community for all and valuing inclusion.

Overall we are quite pleased with the report and applaud the District for taking the initiative to update the OCP; a significant undertaking.

We would be very happy to discuss the draft OCP in more detail if you would like more direct feedback on our agency and the impact of the proposed OCP on us.

Sincerely,



per/ Liz Barnett, Executive Director,

CC: NSDRC Board of Directors

From: [Jonathan LLOYD](#)
To: [OCP Review project](#)
Subject: Feedback to OCP
Date: March-16-18 2:57:16 PM

From: Canon Jonathan LLoyd, Rector of St Stephen Anglican Church (and resident of West Vancouver)

The Anglican Church of St Stephen started in 1913 and we therefore have over 100 years of history as a community of people and as a community-hub building (in two different buildings) serving the people of West Vancouver. Much has changed in our local community in the years from 1913 to 2018, as well as in the world (including two World Wars) and it is good to ponder what changes challenge us now and in the future and to be engaged in these important debates and conversations. The members of St Stephen's Church and other local churches are active residents of West Vancouver and stand ready to take part in building vision and supporting plans that benefit the whole community.

As Rector, I welcome the OCP and thank West Vancouver District for its bold vision and plan for the coming decades. As a Christian leader, I welcome the emphasis in the OCP on social wellbeing, housing, sustainability and climate change. The needs for our local community to be a balanced, thriving, dynamic, and fair society are rooted in our Christian tradition. Spiritual wellbeing is related to our local environment. As people of faith we are called to work for a society in which there is balance, harmony, beauty, and opportunity for all. It is a concern to me that many people cannot find affordable homes to live in, whilst so many properties are empty or under-used. Action is needed now, in my view, to stop the population reduction and to find a future that brings sustainability.

I am pleased that the OCB acknowledges the importance of our local churches as neighbourhood-hubs, and it is important to note that our churches are not only for the 'religious' but are used by a wide range of people across West Vancouver - for Children's Day Care, music and community choirs, health and wellbeing classes, voluntary organisations such as Scouts and AA. We also support homeless people, and those in distress from all walks of life who may fall through the net of other helping agencies.

We are ready to explore possible partnerships and synergies (as suggested in 2.1.6) and to play an active part in the future health and balance of the wider community of West Vancouver.

Thank you.

--

Canon Jonathan LLoyd

Rector, St Stephen's Anglican Church
West Vancouver, British Columbia, Canada

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www.ststephenschurch.ca

www.vancouver.anglican.ca



TransLink
400 - 287 Nelson's Court
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South Coast British Columbia
Transportation Authority

March 21, 2018

Jim Bailey
Director of Planning & Development Services
District of West Vancouver
750 17th St
West Vancouver, BC V7V 3T3

Dear Mr. Bailey:

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

Thank you for the opportunity to provide input on the draft District of West Vancouver Official Community Plan (OCP). We have reviewed the plan materials dated February 18, 2018, and our comments are based on:

- Our legislated mandate in the *South Coast British Columbia Transportation Act* to review Official Community Plan updates for implications to the regional transportation network,
- Our legislated mandate to support Metro Vancouver's [Regional Growth Strategy](#) (RGS).
- Our [Regional Transportation Strategy](#) (RTS) direction to work with partner agencies to align transportation and land use.

The District's draft OCP is a strong and clear document that supports overall the alignment of land use and transportation in a way that will help to advance the goals of the *Regional Transportation Strategy*. We believe the positive outcomes for the regional transportation system can be further strengthened in the key ways discussed below, both in terms of land use and transportation alignment and regional goods movement.

Land Use and Transport Integration

TransLink supports the policy direction in the draft OCP to focus growth in the Ambleside Town Centre (the RGS designated Municipal Town Centre) and the Marine Drive Local Area, given existing Frequent Transit Network level of service along Marine Drive as well as the Marine-Main B-Line that will be implemented in 2019. The intensification of growth in these areas will help to advance the goals of the RTS and RGS, and aligns with the recently completed *Marine-Main Frequent Transit Corridor Study*.

In terms of housing diversity within these growth areas, we suggest including specific policy within the local area plans to secure affordable housing options close to transit, given confirmation from Metro Vancouver's recently completed [Transit-Oriented Affordable Housing Study](#) that people living in renter households are more likely to use transit.

Jim Bailey
March 21, 2018

RE: The District of West Vancouver's Official Community Plan: Part One Higher-Level Objectives and Policies

We also suggest these housing policies respond to Metro Vancouver's [Regional Affordable Housing Strategy](#) which lays out specific municipal actions for housing affordability.

TransLink acknowledges the draft OCP's objective to concentrate development around Cypress Village and Cypress West. From a transit perspective however, we reiterate our previous comments (see attached May 12, 2016 correspondence) regarding the focusing of growth at Cypress Village, and expectations around future transit service. The Cypress Village and Cypress West neighbourhoods are not located along a reasonably direct corridor connecting other transit destinations, one of the key principles of the [Transit-Oriented Communities Design Guidelines](#). They are also not located in or near a designated Urban Centre or along the Frequent Transit Network (FTN). Given their location, it would be difficult to serve these proposed neighbourhoods cost effectively, particularly with more than a basic level of service.

Goods Movement and the Major Road Network

TransLink supports the OCP's direction to facilitate effective and efficient goods movement within the transportation network, and to support walking and cycling. Noting several policies that provide road space reallocation and infrastructure improvement to support the pedestrian and cycling network, we suggest the addition of wording in the OCP to clarify that TransLink has a statutory role to approve actions that:

- i. Reduce the people moving capacity of the Major Road Network (MRN); and/or
- ii. Prohibit the movement of trucks on any road (except for provincial highways); regardless of whether or not that road is part of the MRN.

For any changes that might affect the MRN and/or truck movements, TransLink staff are able to work with District staff to review any such proposals (including, but not limited to, lane reductions, traffic and pedestrian signalization, traffic calming etc.) and to work towards achieving a mutually supported outcome.

We have attached to this letter further details on the above items, as well as additional comments on the draft OCP. Thank you again for this opportunity to provide input into the District's draft OCP update, and we look forward to remaining involved as the plan evolves. If you wish to discuss the comments further, please contact Joanna Brownell, Manager, Partner Planning, at 778 375 7863 or joanna.brownell@translink.ca.

Sincerely,



Sarah Ross
Director, System Planning

cc James Stiver, Manager, Growth Management and Transportation, Metro Vancouver

March 22, 2018

Mr. David Hawkins
Manager of Community Planning & Sustainability
Planning & Development Services
District of West Vancouver
750 17th St, West Vancouver, BC V7V 3T3

Via email: dhawkins@westvancouver.ca

Dear Mr. Hawkins,

RE: District of West Vancouver Official Community Plan: Part One (2017-18 OCP Review)

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. Official Community Plans (OCPs) provide local governments with the opportunity to establish a vision and plan for a healthy community.

Vancouver Coastal Health (VCH) would like to thank you for the opportunity to review the District of West Vancouver Official Community Plan: Part One, dated February 13, 2018.

The document was reviewed by the Medical Health Officer, North Shore Population Health, Health Protection, and the Healthy Built Environment Team. Please accept the following comments for your consideration:

The draft OCP is comprehensive and has highlighted many areas of the built environment and social determinants of health that are known to be linked to health outcomes. The OCP is relevant to the changing needs of the District and incorporates a number of policies that aim to help the community respond to these changes.

Complete, Compact, Connected, Mixed Use Neighbourhoods

Mixed land use helps create environments that encourage physical activity, reduce vehicle use, and positively influence overall health and mobility¹. The draft OCP mentions the creation of local area plans that have mixtures of buildings, uses, and housing types, and emphasizes the need to provide connections to the existing active transportation networks. The creation of full and complete transportation networks that enable individuals to get to places of interest is essential for encouraging the use of active modes of transportation, as well as to enable individuals to connect with their neighbours and the environment around them.

Housing

The draft OCP has strategically focused on the need for affordable and diverse housing options to meet the changing demographics of the District. Healthy housing includes providing affordable homes that provide shelter, are free of hazards, and enable residents to engage in activities that support health¹. The draft OCP has provided sections specific to provision of rental housing and housing that looks to meet the changing housing needs of persons aged 65 and older. The draft OCP has also stated policies that may help address housing affordability such as provision of a range of unit sizes and specific emphasis on providing “missing middle” housing options to alleviate

¹ Provincial Health Services Authority (PHSA). (2014, October). Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health (Rep.). Retrieved January 09, 2018, from Provincial Health Services Authority (PHSA) website: http://www.phsa.ca/Documents/linkagestoolkitrevisedoct16_2014_full.pdf

the costs for the significant proportion of households spending more than 30% of their income on housing². The draft OCP works towards creating neighbourhoods that support aging in place and providing individuals with the opportunity to access amenities through modes of active transportation. The OCP could strengthen its policies around the creation of neighbourhood hubs to ensure healthy and efficient land use by providing a stronger connection between housing, commercial opportunities and existing transportation networks to provide a variety of options for residents to travel to, from, and within neighbourhoods.

Transportation

The health benefits of active transportation (walking, cycling, and use of public transit) include improved mental and physical health¹. The draft OCP identifies several opportunities to improve the streetscape, complete pedestrian and cycling networks to encourage physical activity and active transportation, and work with a variety of agencies to develop alternative transportation options in the District. However, active transportation policies could also be embedded throughout the document – for example, by including an active transportation lens in the *Local Economy* section. A stronger accessibility lens could also be applied to the *Mobility and Circulation* section to ensure that the needs of the young, frail, elderly, dementia, special needs, and others with physical, visual, hearing, and cognitive impairments are met. A focus on programs or enhancement of routes to provide safe routes to destinations could help enhance this section.

Social Connections and Place-making

Social connections have great impacts on individuals' mental and physical health, adoption of health behaviours, and risk of death³. The draft OCP provides some opportunities for the creation of open or public space in key locations, and the discussion of neighbourhood hubs. However, the benefits of public spaces – such as providing space to congregate and connect with others – could be articulated more explicitly throughout the document, particularly when mentioning features that serve the local community and development of neighbourhoods and corridors. Opportunities exist in the development of local area plans, enabling the opportunity to speak to enhance the sense of community and belonging throughout the District. The OCP can leverage the opportunity to foster social connections through place-making in the public realm, recognizing that this benefits not only visitors and tourist to the area, but also residents.

Demographic Trends

The OCP has considered the resident and projected populations and what can be done to better accommodate their needs, particularly with respect to housing. However, the title "Aging population" does not adequately convey the demographic trend facing the District. It implies the solution is to focus on seniors when that might actually worsen the situation. A better title would be "Aging population and loss of young families" as the solution will involve improving affordability and living conditions for young families in the District. The needs of the frail, elderly, dementia, and special needs populations must of course also be considered. Ensure both seniors and young families are included as stakeholders when consulting with the community to acknowledge the challenges faced by these key populations and how they can be accommodated.

Health Lens

A health lens can be used to heighten support for different initiatives, particularly with respect to the development of mixed-use facilities, well-connected networks, and ways to promote social cohesion. Health language and rationale can be incorporated more thoroughly throughout the document or in opening paragraphs to illustrate the impacts and significance that some policies might have on health.

² Government of Canada Statistics Canada. "Census Profile, 2016 CensusWest Vancouver, District municipality [Census subdivision], British Columbia and British Columbia [Province]." Government of Canada, Statistics Canada, 16 Nov. 2017, <http://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?Lang=E&Geo1=CSD&Code1=5915055&Geo2=PR&Code2=59&Data=Count&SearchText=West%20Vancouver&SearchType=Begin&SearchPR=01&B1=All&GeoLevel=PR&GeoCode=5915055&TABID=1>

³ Umberson, Debra, and Jennifer Karas Montez. "Social Relationships and Health: A Flashpoint for Health Policy." *Journal of Health and Social Behavior*, vol. 51, no. 1_suppl, 2010, doi:10.1177/0022146510383501.

Please see the attached document for additional more specific comments.

VCH looks forward to continuing to work with the District of West Vancouver as it continues the OCP review process. If there are any further questions regarding the comments provided, please contact Medical Health Officer, Mark Lysyshyn at mark.lysyshyn@vch.ca or 604-983-6701.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Lysyshyn', with a long horizontal flourish extending to the right.

Mark Lysyshyn, MD, MPH, FRCPC
Medical Health Officer
Vancouver Coastal Health, North Shore & Sea to Sky

Attachment 1: 2018-03-16.DWV OCP Comments

March 27, 2018

District of West Vancouver Planning Department
Attention: David Hawkins
Manager of Community Planning and Sustainability
750 - 17th Street
West Vancouver, BC
V7V 3T3

Subject: Draft Official Community Plan March 2018

Dear Mr. Hawkins,

Thank you for your recent presentation to our Board of Directors on the draft Official Community Plan.

Founded in 1952, The West Vancouver Chamber of Commerce has more than 300 member businesses and is active in all business areas in the District of West Vancouver. The Chamber is dedicated to promoting, enhancing and facilitating local business in the interests not only of our members but of the health of the community as a whole.

In order to ensure that our advocacy in this matter is objective, an ad-hoc Advocacy Committee has reviewed this draft policy and brought forward a recommendation for general support with recommendations for further refinement to the Board of Directors, which has been approved.

Given the importance of this new community policy and the potential impacts – both positive and negative – it will have on our business community, we appreciate the opportunity to offer feedback at this stage in the Policy's evolution.

A. Housing & Neighbourhoods – in general, we are supportive of the opportunities and incentives to provide a more diverse range of housing options which may allow more local employees to live in West Vancouver, as well as provide more opportunities for residential intensification near our Village Centres to support local business.

Areas for improvement for consideration:

- Recommend incentivizing the development of secured, rental housing by increasing the cap to 4 or 4.5 stories along Marine Drive (outside of Village Centres) (2.1.5)
- Include further incentives for secured rental housing as part of the “missing middle” strategy (2.1.4)
- Recommend exploring fee-simple rowhome zones to further increase housing diversity (2.1.16)
- Recommend strengthening language and incentives for securing market and non-market rental housing (2.1.16) – as you are aware, affordable options for employee housing is a severe challenge for our members.

B. Local Economy – in general, we are supportive of the high-level principles, supported by the Economic Development Plan. We appreciate the emphasis on our unique commercial centres and the direction and support of specific economic uses within, which will assist in differentiating the experiences within each of the commercial centres and protect their unique identities and charm.

Areas for improvement for consideration:

- *Supporting Tourism and Visitors:* Explore opportunities to accommodate temporary parking/ pull over bays for tourism buses in Ambleside Municipal Town Centre
- *Promoting opportunities and innovation:* Given the significant number homebased businesses, tech and film industry businesses, explore feasibility of a municipal internet fibre network in West Vancouver (or North Shore) similar to what has been done in Coquitlam and New Westminster

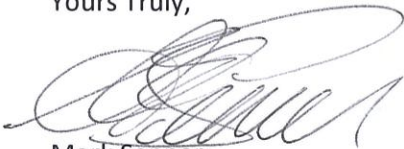
C. Transportation & Infrastructure – in general, we are supportive of the commitment and increased investments in our roads and public transit options in West Vancouver, as this will facilitate a better flow of goods and services throughout our municipality and to the rest of the region.

- *Policy 2.4.17 – Develop parking management strategies in Town and Villages Centres to meet community needs and support more sustainable modes of travel:* Visitor parking remains to be an area of concern for our members. The Chamber is keen to understand how these parking management strategies will be developed and implemented. More information on this is welcome.

D. Parks and Environment + E. Social Well-Being – The Chamber is generally supportive of the principles outlined in these remaining two sections of this Policy document as they encourage West Vancouver developing into a more livable, diverse, complete community, and an increasingly desirable place to live which will benefit our local economy.

We look forward to reviewing the next iteration of this important policy. Thank you for the opportunity to comment.

Yours Truly,



Mark Senner
President of the West Vancouver Chamber of Commerce
On behalf of the 2018 Board of Directors

cc: Mayor and Council

From: [Farran, Nancy](#)
To: [OCP Review project](#)
Subject: OCP Comments from the West Vancouver (Community) Foundation...
Date: March-12-18 11:36:44 AM

The Board of Directors of the West Vancouver Foundation has had the opportunity to review and discuss the Draft Official Community Plan (OCP). We are pleased to see that there is much alignment between the contents of the Draft OCP and the West Vancouver Foundation's **VitalSigns** research and reports. We encourage a swift approval and adoption of the Draft OCP as many of the issues it addresses are urgent and require immediate attention.

We were also pleased to hear that the **VitalSigns** reports acted as resources for the OCP Review and that key findings were referenced in the OCP process. Many of the themes that the **VitalSigns** project surfaced appear to be similar to what the DWV Planning staff heard through the OCP engagement process (e.g., mental and physical health, aging population, barriers to belonging, lack of housing options). We note that many of these have been integrated into the Draft OCP such as:

- Removing barriers and supporting orientation and integration of new residents and immigrants
- Providing meaningful engagement, consultation and volunteer opportunities
- Supporting community organizations that support WV residents through grants and permissive tax exemptions
- Supporting programs, services, events and activities that support age diversity and celebrate cultural diversity
- Supporting a variety of community activities through policy, facilities and grants
- Enhancing information sharing and meaningful participation in civic affairs through accessible communication (i.e. universal access and multilingual considerations). The OCP Review Process demonstrated positive first steps here with youth events and a Chinese language workshop
- Incorporating accessibility design in public spaces and programs for a barrier-free and inclusive public environment
- Encouraging the participation of children, youth, families, seniors and people facing disabilities

The **VitalSigns** research also highlighted the relationship between social well-being, the environment, housing, transportation and jobs. We note that these relationships are also addressed within the Draft OCP. In particular, in relation to increased and better housing options, we note the positive additions of:

- The regeneration of existing neighbourhoods with infill options (smaller homes on smaller lots, enabling coach houses and expanding duplexes)
- Protecting heritage by allowing multi-family use and infill
- Expanding the missing middle (triplex and townhouse options next to schools and parks; missed use and live-work in commercial areas)
- Ensuring that new multi-family and mixed-use housing meet community needs (range of home sizes and more innovative, accessible and adaptable homes)

- Policies to protect existing rental housing and to promote new market and non-market rental, seniors and supportive housing

We commend the District of West Vancouver Planning staff for their commitment to engagement; their sensitive incorporation of important policies and recommendations; and their balanced approach. With its clear and actionable recommendations, we believe that this OCP has the ability to protect what makes West Vancouver special, and develop the housing options, social programs and economic policies to ensure that West Vancouver becomes a vibrant and resilient community once again, where everyone is valued, contributes and feels they belong.

With thanks for your diligent and hard work,

The Board of Directors of the West Vancouver Foundation

Nancy Farran, Board Chair

West Vancouver Foundation

775-15th Street

West Vancouver, BC V7T2S9

| w: westvanfoundation.com | o: 604-925-8153 | t: @WestVanFdn





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(7)(a)

Mayor Michael Smith
District of West Vancouver
750-17th Street,
West Vancouver, BC V7V 3T3

2517-02

March 7, 2018

Dear Mayor Smith and Council:

I am writing on behalf of the West Vancouver Memorial Library Board to contribute to Phase 4 of the Official Community Plan Review.

The Board appreciated the presentation made at their February 21, 2018 regular meeting by Manager of Community Planning and Sustainability, David Hawkins. Mr. Hawkins reviewed the planning process to date and highlighted key aspects of the draft plan, including those that are most relevant to the Library.

The Board commends the District for the planning process which has featured comprehensive consultation with stakeholders and the community and resulted in clear articulation of priorities and policy objectives. The Board supports the two objectives that specifically mention the Library:

Enhancing public facilities and spaces

2.8.9 Maintain and optimize existing civic facilities (e.g. community centres and libraries) and manage space flexibly or potentially expand to meet changing needs.

Embracing arts, creativity and lifelong education

2.9.8 Support the West Vancouver Memorial Library as a key literacy and lifelong learning institution, community gathering space and resource centre for people of all ages.

In addition, the Library supports many of the objectives in the Social Well-Being Section, such as:

2.8 Access and Inclusion

Supporting demographic diversity

2.8.4 Provide services, programs and facilities that are inclusive of and encourage seniors and people with disabilities to function independently.

2.8.5 Provide services, programs and facilities to support children, youth and families in meeting their diverse needs and foster their sense of belonging.

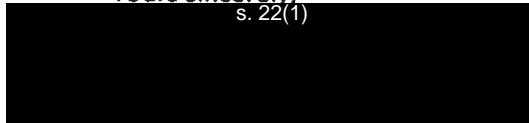
2.8.6 Review programs, services and facilities to remove potential barriers and support orientation and integration of new residents and immigrants.

Furthermore, the Library Board recognizes that advancement of the priorities in the Housing and Neighborhoods and Local Economy sections are vital for our workforce. The Library Board urges Council to improve the options and availability of housing for District and Library employees so that we can retain and recruit our workforce.

In closing, on behalf of the WVML Board, I would like to applaud Council for this very important community initiative. The Board recognizes that the adoption of the new plan is essential for the well-being of our community and supports bringing the process to a conclusion in early 2018 so that implementation planning can move forward.

We would appreciate the final draft of the Official Community Plan including a reference to our Strategic Plan to raise awareness that the Library is also guided by another significant planning document.

Yours sincerely,
s. 22(1)



David Carter
Chair

March 27, 2017

District of West Vancouver
Municipal Hall
750 17th Street
West Vancouver
BC, V7V 3T3

File: TDP_HSB_2018-03-18

Dear Sir, Madam:

DISTRICT OF WEST VANCOUVER OFFICIAL COMMUNITY PLAN (OCP) – DRAFT PLAN

Thank you for consulting BC Ferries on the next stage of the OCP review – Draft Plan. As a key stakeholder in the community, major employer and land owner in West Vancouver, BC Ferries once again welcomes the opportunity to be engaged in the review of the District's OCP.

Overview – BC Ferries Services Inc.

BC Ferries is one of the largest ferry operators in the world, providing year-round vehicle and passenger service on 24 routes with 47 terminals, and a fleet of 35 vessels. We recognize the importance of the coastal ferry system in the lives of the customers and the communities the Company serves. Sustainability of the ferry system and affordability of fares are key objectives at the forefront of all of the Company's decisions and plans. We are the stewards of safe, reliable and sustainable marine transportation, providing an essential service that connects residents, business travelers, visitors and cargo safely to its destinations across British Columbia.

BC Ferries is a commercial organization governed by an independent Board of Directors appointed by the BC Ferry Authority.

BC Ferries understands that having a safe, reliable and affordable ferry system continues to be the most important consideration for our customers.

BC Ferries Vision

Our vision is as follows:

To provide a continuously improving West Coast travel experience that consistently exceeds customer expectations and reflects the innovation and pride of our employees.

BC Ferries Response

In addition to our comments submitted in our response dated September 1, 2017, and December 17, 2017 BC Ferries submits the following comments:

Horseshoe Bay ferry terminal has been providing a key local and regional transportation service between the mainland, Vancouver Island, Bowen Island and the Sunshine Coast since the 1960's. The terminal serves over 5 million customers annually, which is likely to increase in the future, particularly with growth in the number of foot passengers. The terminal is a significant contributor to the local economy both directly and indirectly. As an employer in the local community, BC Ferries' provides jobs for over 500 staff and contributes significantly to the local and regional economy through the purchasing of local goods and services. BC Ferries' customers also help support the many local businesses in the Horseshoe Bay village.

Horseshoe Bay will continue to be the major ferry terminal connecting communities and customers between the lower mainland, Vancouver Island, Bowen Island and the Sunshine Coast. With growing volumes of foot and vehicle passengers and aging infrastructure at the terminal, it is highly likely that, in the future, the terminal will need to be significantly improved and modernized. BC Ferries has recently commenced a significant engagement process with the community, key stakeholders and First Nations to help us develop a new long term development plan for Horseshoe Bay. More information on this initiative can be found at <https://www.bcferrries.com/about/hsbvision/>

Draft OCP

BC Ferries has reviewed the Draft OCP. We are disappointed that the existing role and the opportunity to enhance Horseshoe Bay ferry terminal as a regional and local transportation hub is not specifically mentioned. It is therefore important that the OCP provides policies which acknowledge the importance of the Horseshoe Bay ferry terminal to the local and regional transportation system and economy and that policies will support the future modernization of the terminal, particularly given that the majority of the terminal is legal non-conforming under s.528 of the *Local Government Act* and any significant redevelopment is likely to require rezoning and Development Permit applications to be submitted. While we are aware that the intent is to produce a Local Area Plan for Horseshoe Bay, the proposed boundary for local area planning in Horseshoe Bay excludes the majority of the terminal and therefore it would be helpful if the OCP also provides policy context given the significant contribution that this terminal makes to the local and regional economy and which will support its future modernization and enhancement.

Specific policy comments are as follows:

Section 2.3 Local Economy and Employment

2.3.3 Enhance Horseshoe Bay Village Centre as a regional gateway destination with commercial land uses, including such as:

- *Retail, service and restaurants centred on the waterfront;*

- *Enhanced intermodal regional transportation facilities;*
- *Visitor accommodation;*
- *Tourism and recreation; and*
- *Secondary office use.*

Supporting tourism and visitors

Add new policy to section 2.3.10 as follows:

Support the redevelopment and modernization of the Horseshoe Bay terminal as a key gateway for visitors to and from the Sunshine Coast, Bowen Island and Vancouver Island.

Section 2.4 Mobility and Circulation

Amend policy 2.4.10 as follows:

Support the continuation of existing rail ~~and ferry~~ transportation services

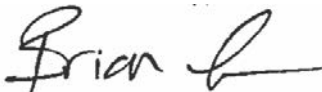
Add new policy 2.4.11

The District will work with BC Ferries to produce a new Terminal Development Plan for Horseshoe Bay to improve access to, frequency and efficiency and support the modernization of the ferry terminal to improve customer experience and service reliability.

In addition, there is a significant opportunity for the OCP to strengthen the collaboration between BC Ferries, the District of West Vancouver and TransLink to ensure an overall better and connected intermodal transportation service/mobility hub for our growing number of foot passengers.

We would welcome the opportunity to meet with you to discuss our representations to date and to introduce our terminal development planning process for Horseshoe Bay.

Yours Sincerely,



Brian Green, MCIP, RPP, MRTPI
Manager, Terminal Development
E: brian.green@bcferries.com
P: 250 978 1479

Sticky Note - [Peter Scholefield] 2/17/2018, 12:19:20 PM ✕
2.4.7 Expand parking and related destination infrastructure for cyclists. Part One

TRANSPORTATION & INFRASTRUCTURE

2.4 Mobility and Circulation

Encouraging walking & cycling

Stick.. 2/17/2018, 11:06.. ✕
Address identified gaps and complete

2.4.1 Complete the pedestrian and cycling network with integration to transit, Town and Village Centres, community facilities, parks and trails system (see Map 11).

2.4.2 Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists through measure such as:

- Key new connections;

• Wider and weather-protected sidewalks; and

- Dedicated bike lanes.

Stic.. 2/17/2018, 11:3.. ✕
Protected instead of dedicated bike lanes

2.4.3 Use road rights of way to expand urban connector trails⁴ throughout the community and enhance north/south connections across Highway 1 for pedestrian and cyclist.

2.4.4 Develop minimum pedestrian and cyclist design and infrastructure guidelines to guide new private and public development projects.

2.4.5 Provide road space reallocation and infrastructure improvement opportunities in public and private development projects to support the pedestrian and cycling network and movement.

2.4.6 Expand wayfinding features in and around centres and key neighbourhood hubs (e.g. schools, parks, churches and community facilities).

Supporting transit mobility and regional connections

2.4.7 Work with TransLink to improve transit infrastructure, service area, frequency and efficiency and support the expansion of frequent transit services, prioritizing connections between Park Royal and Dundarave.

2.4.8 Expand bus priority measures and transit-supportive road treatments along Marine Drive to support increased efficiency of transit service.

2.4.9 Continue to develop and refine streetscape design guidelines to support transit and active transportation prioritization in Town and Village Centres and around neighbourhood hubs.

2.4.10 Support the continuation of existing rail and ferry transport services.

2.4.11 Partner with stakeholders, including TransLink, BC Ferries, neighbouring municipalities, First Nations, Metro Vancouver and senior governments to advance inter-municipal connectivity for all travel modes and explore alternatives (e.g. lower level road, rail, and ferry and water taxi services).

⁴ 2.4.12 Work with other North Shore municipalities and TransLink to plan for a rapid transit crossing of Burrard Inlet.

Sticky No.. 2/17/2018, 11:08:53 A.. ✕
on the pedestrian and cycling networks, especially in and around....

Sticky Note - [Peter Scholefield] 2/17/2018, 11:29:55 AM ✕
with protected bike lanes

Enhancing road network accessibility, safety and efficiency

- 2.4.12 Maintain the road network for the safety and reliability of all road users, and seek to expand proposed road sections as opportunities arise (see Map 12), including:
 - Access roads to the proposed Cypress Village area;
 - The Low Level Road to bypass the Lion Gate Bridge; and
 - A Clyde Avenue-Klahanie Park crossing over the Capilano River.
- 2.4.13 Deliver road network enhancements through public and private development opportunities.
- 2.4.14 Incorporate universal access design principles in sidewalk, pathways, transit, and road improvement projects for pedestrians and cyclists of all ages and abilities.
- 2.4.15 Optimize safety and visibility of arterial roads and intersections for all road users.
- 2.4.16 Develop traffic calming guidelines to manage streets serving primarily local traffic and residential access.
- 2.4.17 Develop parking management strategies in Town and Village Centres to meet community needs and support more sustainable modes of travel.
- 2.4.18 Facilitate effective and efficient goods movement on the transportation network.
- 2.4.19 Explore and implement options to reduce traffic impacts associated with construction throughout the community.
- 2.4.20 Collaborate with TransLink, Provincial government, First Nations, neighbouring municipalities, and schools to improve transportation safety and network to facilitate the movement of people and goods in the District and the North Shore.

Promoting sustainability and innovation

- 2.4.21 Prioritize sustainable transportation options and seek to reduce auto dependency in private and public development projects.
- 2.4.22 Support bike sharing, car and ride sharing in Town and Village Centres, and explore collaboration with neighbouring municipalities, institutional, commercial and community partners.
- 2.4.23 Provide infrastructure for electric and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.
- 2.4.24 Use health impact assessments to evaluate public health consequences of transportation planning decisions (e.g. air quality, injury prevention, physical activity).

Feedback from the ULWG to the Draft OCP

Former members of the Upper Lands Working Group Present: Heather Johnston, Brian Walker, Alan Bardsley, Graham Nicholls, Andy Krawczyk, Mike Fillipoff and Rebecca Buchanan

At the conclusion of the Upper Lands Working Group process and after robust public consultation, the ULWG recommended several amendments to the then OCP affecting the future of the upper lands of West Vancouver, namely:

- At item 3.1.1.1, the ULWG recommended that the current restriction preventing residential development above the 1200-foot contour line be maintained without further consideration of a 1200-foot contour variation.
- At item 3.1.1.2, that municipally owned lands above 1200-feet be permanently protected as dedicated parkland.

Having individually reviewed and considered the draft OCP policy and having met, discussed and come to a consensus, the former members of the ULWG make the following comments with respect to the draft OCP policy items directly affecting the Upper Lands:

- At proposed item 2.2.10, the draft OCP is a clear departure from ULWG recommendation 3.1.1.1, which was generated after 2 years of analysis of environmental information, feedback from stakeholder groups, robust public consultation and clear direction from the community members in West Vancouver. The members of the ULWG are disappointed that the work of the group and the lengthy community consultation on this particular issue have been ignored in favour of a less robust recommendation.
- If recommendation 2.2.10 remains, the ULWG wish to emphasize that any residential development above 1200-foot boundary must follow a thorough planning process, as articulated at 2.2.3. In this regard, the ULWG looks to the recommendation articulated in the Parks Master Plan for the deaccession of parkland for the purpose of acquiring new parkland that greater meets the needs and values of the community.
- That said, the former members of the ULWG strongly endorse proposed item 2.2.11, which mirrors the group's recommendation at 3.1.1.2, to dedicate lands above 1200-feet as parkland.

Locinne Wallace, North Shore Heritage Preservation Society

This is shared feedback from the North Shore Heritage Preservation Society. In regards to the OCP's Section 2.1.8 Respecting Character and Protecting Heritage, we would like to forward several suggestions:

- 1) Expedite the Heritage Advisory Committee. We are happy Council and Municipal Hall are in support of this.
- 2) Development permits for the retention of heritage properties need to be approved more quickly. Time is a financial resource for a property owner to consider retention vs demolition.
- 3) Provide financial tax incentives for retention of heritage properties (exemptions for a portion of property taxes or waive other municipal fees, such as development permit fees)
- 4) Provide technical advice for property owners to consider retention of heritage resources.

From: [David Hawkins](#)
To: [Stina Hanson](#); [Maeve Bermingham](#); [Winnie Yip](#)
Subject: FW: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)
Date: April-03-18 7:50:10 AM

From: Mike Phillipoff [REDACTED]
Sent: March-29-18 9:10 AM
To: David Hawkins <dhawkins@westvancouver.ca>; Jim Bailey <jbailey@westvancouver.ca>
Cc: [REDACTED]

Subject: Feedback on the OCP draft from the Old-Growth Conservancy Society (OGCS)

March 29, 2018

Dear David and Jim

The Board of Directors of the Old-Growth Conservancy Society (OGCS) requests that the following be added to Section D new section iv under the title of Old-growth Forested Areas:

QUOTE

Old-Growth Forested Areas

Protect all remaining old-growth forests in West Vancouver under municipal control by:

- **Identifying the locations of the old-growth tree stands including remnants within younger stands**
- **Prohibiting the cutting of or damage to old-growth trees under municipal control. Any exceptions would require public consultation with specific approval by WV Council**
- **Preventing any development or activity that may damage the ecological integrity of remaining old-growth stands. Any exceptions would require public consultation with specific approval by WV Council**

The maintenance and care of the forest resources in West Vancouver on public lands including old-growth forests and trees is of paramount importance to the community. The longer-term actions to execute this include the following:

- **Encourage and support the continuation of the stewardship groups involved in the preservation of the old-growth forests and trees**
- **Educate the public in appreciating and preserving this vital resource**
- **Provide permanent protection of the old-growth forests in the District of West Vancouver by including them in the future dedicated parks in the Upper Lands**
- **Encourage the education of the public regarding the environment, forests, old-growth forests and their role in maintaining quality of life and mitigating climate change**

UNQUOTE

The above is sent on behalf of the OGCS Board of Directors.

Mike Phillipoff, Board Member

**COMMENTS ON THE DRAFT WEST VANCOUVER OFFICIAL COMMUNITY PLAN
FROM THE WEST VANCOUVER BLUE DOT COMMITTEE (WVBDC)
LISA BRASSO, AILEEN MCMANAMON AND LORI WILLIAMS**

MARCH 14, 2018

These comments about the proposed Official Community Plan (OCP) are offered as part of the WVBDC's commitment to working with the District of West Vancouver (The "District") to ensure that the District's Blue Dot Campaign Commitments are met.

Introduction

On July 20, 2015, the District adopted the Blue Dot Campaign declaration and recognized the right to a healthy environment. The key aspects of this declaration are:

- the right to breathe clean air
- the right to drink clean water
- the right to consume safe food
- the right to access nature
- the right to know about pollutants and contaminants released into the environment
- the right to participated in decision making that will affect the environment

The WVBDC will not make comments on the draft OCP relating to all of the above rights. Our focus will be on the District's obligations to its residents surrounding the right to breathe clean air and more generally, on the OCP's proposed measures to address the impacts of climate change and its own and the community's GHG emissions.

In 2017, the Intergovernmental Panel on Climate Change stated that the next three years (2018-2020) will be crucial. The Panel calculates that if emissions can be brought permanently lower by 2020 then the temperature thresholds leading to runaway irreversible climate change will not be breached. If current GHG levels continue, the Paris Accord targets cannot be reached and the world is on pace for dramatic and life threatening changes. This is not hyperbole. This is the future for the residents of West Vancouver and the rest of the world. Now is the time to take decisive action and the OCP is the document with the potential to create meaningful change.

<https://www.theguardian.com/science/2016/aug/06/global-warming-target-miss-scientists-warn>

In setting the Community Context, the Draft OCP states, "Our natural setting has shaped how we have developed and grown over a century, and it will also inform our opportunities and responsibilities as we plan for the future. In light of the challenges we currently face, we suggest it is imperative that goals, objectives and measures taken today be as leading edge and ambitious as befits a municipality as naturally privileged as West Vancouver, so that it may grow, develop and thrive for another century.

Comments Relating to the Reduction of GHG Emissions

We understand that the draft OCP is designed to be a document that “*lays out high-level decision-making framework for the future*” and that its goal is to provide “... *a general statement of objectives and policies to guide planning and land use changes.*” In our opinion, even at a high-level, the current draft of the OCP does not contain a framework for the future that will guide decision makers to sufficiently reverse the District’s contributions to greenhouse gas emissions (GHGs) of 6 tonnes per capita, which currently exceed the regional average of 5 tonnes per capita. This is already a significant indicator of underperformance, but even more alarming when one considers that West Vancouver has virtually no industrial contribution to this figure.

Under the heading “Climate Change” on page 8, the OCP sets out the reality that the District’s current GHG emissions are higher than the regional average. This rate of emissions is made up of both Municipal (corporate) and household (community) contributions. Later in the document, the OCP sets out specific goals for both corporate and community contributions to GHGs.

The District currently has two plans in place to deal with its GHG emissions: the “Corporate Energy and Emissions Plan” from 2012 and the “Community Energy and Emissions Plan” from 2016. Each plan has a different GHG reduction goal and timeline.

Reducing Corporate GHGs

The District emissions are from its buildings and infrastructure and its fleet and mobile equipment. These assets are completely within the District’s control. Decisions can be made to reduce GHG emissions significantly **if those decisions are made a priority**. Financial concerns will always be raised as a rationale for slower progress toward greater efficiency. While steps have been made to reduce emissions to date (which have also led to significant cost savings), the WVBDC believes that more priority must be given to increasing the reductions as quickly as possible. Paragraph 2.5.19 of the OCP states:

“The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District’s Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050”.

The long range target should not be seen as aspirational but as a target to be met and surpassed ahead of time. We believe that the OCP should encourage that kind of leadership. Thus, it is our suggestion this paragraph should read:

“The District has a goal to implement corporate energy and emissions reduction initiatives to advance towards the District’s Corporate GHG reduction target of 33% below 2007 levels by 2020 and 80% by 2050 and will do its utmost to reach the 80% target significantly sooner than 2050. These reduction targets must be taken into account, ahead of pure fiscal considerations, when making equipment, infrastructure, fleet and other procurement decisions due to the additional environmental and social return on investment of the more sustainable alternative.”

Reducing Community GHGs

We know from the District's Working Group on Community Energy and Emissions Plan (CEEP) report from 2016 that the major sources of GHG emissions in the District are:

- *The majority of West Vancouver's current GHGs are from energy-related activity, primarily the combustion of natural gas for building energy and gasoline for transportation, generating carbon dioxide.*
- *Over half of current GHGs are in Buildings. This building-dominated emission profile is unusual in BC, and is attributable to the high share of older and larger single detached homes, and smaller household sizes.*
- *Transportation is the second largest emission sector. Like other BC communities, transportation has been the fastest growing sector over the last twenty years due to the shift towards light trucks, mini vans and SUVs, and longer driving distances.*
- *The smallest share of West Vancouver GHGs is from the Solid Waste sector. West Vancouver's unparalleled leadership in recycling and curbside composting is rapidly shrinking these emissions. (page 1 of the Report)*

From the CEEP Report we also know that research shows that about 95 per cent of West Vancouver's GHGs are generated by the community. 54 per cent of those GHGs come from heating homes. The rest of the GHGs produced in the community (41 per cent) come from on-road commuting and solid waste (4 per cent).

Under the title "Building Climate Resiliency", the OCP states at paragraph 2.6.18:

"Implement community energy and emissions initiatives to advance towards meeting the District's greenhouse gas emissions reduction target of 40% below 2010 levels by 2040."

The WVBDC feels that this timeline is too slow. Given the rate of demolition and building, it may also miss an important window of building replacement that could significantly improve the municipality's current poor performance (120% of average) vis-à-vis other regional municipalities. We know that action must be taken more quickly to reduce GHG levels. The CEEP Report itself set out the need for greater reductions than its stated 50% emissions reductions by 2050 and the need to align them with the OCP 80% reduction by 2050:

"E CLIMATE ACTION MONITORING & CONTINUOUS IMPROVEMENT

- *update the CEE Plan by 2025, renewing efforts and filling the gap between actions in this plan and its associated 50% emission reductions by 2050, and the official OCP 80% reduction target by 2050"*

By implementing a variety of tax incentives and building regulation changes, to name but two tools, the District has the ability to mandate more energy efficient homes through construction and retrofitting. The WVBDC committee believes that the goal set in this case, should be much more ambitious so that the reductions occur **faster than the plan currently sets out**. The community goal should be consistent

with the corporate goal to reduce confusion and to set truly aspirational goals for reducing GHGs in the District. Our suggestion for paragraph 2.6.18 is:

“Implement community energy and emissions initiatives to advance towards meeting the District’s community greenhouse gas emissions reduction target of 33% below 2007 levels by 2020 and 80% by 2041 and will do its utmost to reach the 80% target significantly sooner than 2041.”

Comments Relating to Other Climate Change Initiatives

On page 42 of the OCP is the heading “Building Climate Resiliency” at paragraphs 2.6.18 – 2.6.21. These paragraphs address energy and emissions initiatives, land use regulations, enhanced creek corridors to deal with floods and the use of green infrastructure. The District has a report from the Climate Action Working Group which appears to have addressed GHG emissions but not an overall strategy for how the District will deal with additional threats.

What is missing from the OCP are two requirements: first, a paragraph in which the District will comprehensively identify and assess the threats posed by climate change and set out specific steps for how to address and monitor those threats. The city of Halifax has created a comprehensive Climate Change Risk Management Strategy to prioritize its increased risks from higher sea levels and extreme weather that could be used as a guide.

<https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/MunicipalClimateChangeActionPlanReport.pdf>

The second missing paragraph is the requirement for all municipal departments to have a climate change risk management policy to address the health and safety of the residents in a changing climate. In 2014, Toronto city council passed such a requirement.

<https://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-81509.pdf>

Additional Comments

Housing is, of course, a significant issue well beyond our municipal borders, and the plan is pointed in addressing the West Vancouver housing situation’s specific climate impact.

(Page 7, P 3) ‘The limited supply of affordable and diverse housing directly impacts our transportation, environment, economy and social well-being.’

WVBDC would only reiterate that many of the housing changes we have seen have disproportionately, adversely affected our climate given the overwhelming contribution by the community to our GHG emissions. The OCP, and many related working group reports that have coincided and informed the plan, is right to address this issue. We would however urge that it be addressed with incentives and disincentives, specifications as well as clear guideline, in light of its fundamental impact on every resident’s quality of life and on the future viability of the community – economically, environmentally and socially.

Many of the items outlined in the Housing section of the plan are sound. We would however suggest the following wording be considered where the GHG emissions of housing are directly addressed:

Paragraph 2.1.22

Advance community energy efficiency and reduce GHG emissions by:

- Supporting alternative transportation through housing location and parking requirements
- Increasing the share of efficient building forms
- Requiring leading energy efficiency standards and considering site design and orientation
- Encouraging renewable energy generation; and
- Supporting building retrofits for improved energy efficiency

The WVBC suggests that this wording does not reflect the ability that the District has to effect change in this area. In our view, the wording should be more assertive as follows:

“Advance community energy efficiency and reduce GHG emissions by:

- *Requiring alternative transportation through housing location and parking requirements,*
- *Increasing the percentage of efficient building forms,*
- *Requiring leading energy efficiency standards and considering site design and orientation,*
- *Requiring renewable energy generation;*
- *Providing direct incentives for building retrofits for improved energy efficiency”, and*
- *Curtailing the disproportionate demand on municipal resources by single family dwellings to the detriment of the community as a whole by encouraging multiuse dwellings and densification.”*

Paragraph 2.5.5

“Consider potential community health, climate change and natural hazard risks when planning for municipal infrastructure and operations.”

The WVBC is of the view that this paragraph is not sufficiently assertive when the need to address community health and climate change are at issue. We suggest the following:

“When planning for municipal infrastructure and operations investment, require community health, climate change and natural hazard risk impact assessments, alongside economic and financial considerations. Decisions must be informed by global best practices, leading environmental standards, UN and other social conventions and the Regional Growth Strategy.”



A Strong Voice For Seniors on the North Shore

The Lionsview Seniors' Planning Society is funded in part by the City of North Vancouver, the Districts of North and West Vancouver, the United Way of the Lower Mainland and the Province of British Columbia.

April 5, 2018

TO Stina Hanson & David Hawkins
District of West Vancouver

RE: West Vancouver Seniors Action Table
Comments on DWV draft Official Community Plan

Thank you for taking the time to review the draft OCP with WV SAT, and for the opportunity to review and comment on this phase of the process. WV SAT used the Highlights document provided by DWV which extracted seniors' related items in the draft. Comments were edited for clarity only.

Comments were gathered during a review of the draft OCP, at which we were able to review part of the Housing section (March 21). Additional comments were provided during the plan review with planning analyst Stina Hanson (March 28). More comments were provided by seniors in the community and from WV SAT members.

Specific comments and requests for information are in this review. Here are some general comments on the OCP and process:

While recognizing the OCP is an aspirational document with a longterm horizon, commenters sought specifics in certain areas (District plans to address current housing and transportation issues) and looked for details about sources and research for elements of the plan that are specific (housing units, for example).

WV SAT members who participated in the comments process felt the review period for a plan that will affect and influence the community greatly was too short, with an extension that coincided with spring break, given the complexity of the information in the plan. Others felt the review time was sufficient, given that the community will have additional opportunities to comment.

If we can clarify or provide additional information, please do get in touch.

Laura Anderson
Coordinator, WV SAT
Co-Coordinator, Lionsview Seniors Planning Society
direct: [REDACTED] and [REDACTED]

From: [Scenery](#)
To: [David Hawkins](#)
Cc: [Stina Hanson](#); [REDACTED] [MayorandCouncil](#)
Subject: Input from ADRA
Date: March-07-18 1:49:13 PM
Attachments: [QUESTIONS FEB21-MAR5.docx](#)
[FEB 21 COMMENTS SUMMARY.docx](#)
[Feb 21 Data FINAL.docx](#)

Dear Mr. Hawkins -

Please find attached the electronic copies of documents we referred to on [March 1st](#).

We request that you reconsider the March 16th deadline and extend the consultation period as necessary until it can be reasonably demonstrated the public not only clearly understands the draft OCP but supports it as a reflection of the community's vision for the future of West Vancouver.

The sheer volume of questions and comments that have resulted from our one stakeholder meeting alone suggest the Draft will, in all likelihood, require more than just a few "tweaks" to produce an end policy that is understood and endorsed by the community.

Furthermore, we wish time to share the answers and information we expect to receive from you with our members.

This will likely provoke additional questions and we would like to ensure those too are answered.

A better informed public will provide better informed feedback so in addition we repeat the following requests:

- An OCP summary document to provide a clear portrait of the OCP in a form the public can readily understand. e.g. Indian Reservation #5 – (IR5) Master Plan Summary - just a few pages and very clear. http://www.squamish.net/wp-content/uploads/2013/03/IR5_CapilanoMasterPlan_December2004_SinglePageVersion_Dec2015_web_.pdf
- A chart/document to compare the draft to the former OCP. Illustrate what has changed, what remains the same, and what is pending or anticipated to change as Part 2 and Local Area Plans are drafted.
- Highlight any changes made to the draft OCP for easier public reference. e.g. different coloured font. Most OCPs require a bit of back and forth - consult/edit repeat. We expect ours will be no different.
- Provide models and picture to demonstrate changes proposed.
- Make print copies of Part 2 available to the public and provide context and relationship to Part 1.
- Hold public town hall meetings to educate and answer questions about the OCP. The size may require this be done for each chapter. i.e. Housing. Transport. Then a general town hall to discuss other aspects including yet addressed components such as arts & culture, public lands and infrastructure.
- Include the context to the Regional Growth Strategy (RGS) . If this is important we need this now - not after the fact. This must include IR5 information because RGS includes them in WV.

Our preference is to see a comprehensive OCP document that has detailed components that will accurately measure and manage both current and projected:

- traffic congestion (base on levels of service)
- parking
- historic/cultural resources
- housing - (include metrics for affordable, family, supportive, seniors & rental - size, type, tenure, cost)
- flooding/area sea level rise
- fresh water supply
- storm water/erosion
- views and view corridors
- privacy
- noise

- support of small independent shops and services

Each of the above must demonstrate baselines, targets, recommended actions for achieving targets, **and the factual basis for the effectiveness of each proposed action.**

If the above components are only to be forthcoming in local areas plans (where it has been alluded the factual basis for effectiveness will be made known) or other yet determined policy, the following draft OCP components are inappropriate and should be removed:

- All numeric housing unit targets in Section A.
- 2.1.1.5 from page 15.

Sincerely,

Scenery Slater

for

Ambleside & Dunderave Ratepayers' Association.

From: ADRA(Google) [REDACTED] 2517-02
Sent: March-29-18 4:52 PM
To: Michael Smith; Mary-Ann Booth; Craig Cameron; Christine Cassidy; Nora Gambioli; Peter Lambur
Cc: MayorandCouncil
Subject: Request to strengthen community

Dear Mayor and Council,

We continue to have concerns with the limited time-frame for public input on the Draft OCP and feel the timelines for consultation following the second draft are extremely tight. There is public desire for a better understanding of this important document and a well-informed community is better equipped to provide knowledgeable feedback. As such, we respectfully request that a public hearing be scheduled only *after* the following takes place:

- The new (second) draft OCP document include (1) a plain language Summary document and (2) a Comparison document specifying the substantive or key changes between the existing (2004) OCP and the new draft. Ideally the Summary and Comparison documents as well as the following suggestions, should be vetted by the Community Engagement Committee.
- The new (second) Draft and accompanying Summary and Comparison documents be widely publicized and circulated. The community would greatly benefit from having hard copies made readily available at Municipal Hall, Gleneagles and West Vancouver Community Centres, the Seniors Centre, the Library, etc. Ideally the Summary document will also be made available in a translated copy.
- Once the (second) Draft plan, Summary and Comparison documents have been circulated throughout the community it would be helpful to hold a series of Neighbourhood Town Hall meetings to both educate and obtain informed feedback. To reach as many people as possible we suggest three Town Hall meetings held in the following geographic areas: (1) Ambleside/Dundarave/Altamont; (2) British Properties/Cedardale/Sentinel Hill; (3) Horseshoe Bay/Gleneagles. All West Van neighbourhood associations should be encouraged to have their members attend. It is also suggested the District utilize the SFU Centre for Dialogue to conduct these meetings.
- The westvancouverITE online forum be used as one means of capturing and sharing public input. The value of sharing comments, questions and ideas cannot

be underestimated. We feel this is an integral aspect that stimulates public participation and allows people to consider and build on other ideas.

- The above endeavours to educate and obtain informed public input be held over a minimum 6 weeks (similar to the time frame provided for initial OCP public input).
- The results of the above engagement process will then be incorporated into a third OCP draft, including a revised Summary and a Comparison document specifying changes from the second draft.

We anticipate these endeavours will move us significantly closer to obtaining a broad-based understanding of the Draft OCP - a key factor before public support can be ascertained - but acknowledge that will be determined by Council at the conclusion of the proposed process.

Scenery Slater
on behalf of
Ambleside & Dunderave Ratepayers' Association

Please do not redact above



Dear Council Members and The OCP Planning Department:

We would like to give some thoughts and feedback on Phase 4 of the Official Community Plan, which now provides as a concrete basis for us to better understand the proposed changes to our community.

After hearing from some of our residents and reaching out to others, we find that many are still unaware of the OCP, let alone the specifics of the recent Phase 4 Draft. This is concerning after the number of events (workshops, stakeholder meetings, World Cafes, and Youth Brainstorms) that have tried to engage the whole community. Our Association has been reaching out to inform our residents, but find asking them to read a 53-page document and give feedback, is very onerous for many. It does not seem to be an effective way of soliciting feedback, particularly when most residents have extremely busy lives, and many have English language difficulties. We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter written form (instead of a visual form) on changes compared to the old OCP, contained some information in Mandarin and Farsi and sent out to each household to inform them and then have them respond or comment, feedback would have been received from a larger group of our residents.

We are concerned that residents not providing feedback may be interpreted as having a positive response when we are finding that so many of our residents have a complete lack of knowledge about the plans in place.

For an Official Community Plan that will significantly change our community, this process seems very rushed. The 2-week extension to March 29th is not enough time to make much difference when it happens to coincide with Spring Break and many families are away on vacation. Surely, Phase 4 of the OCP should be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

The purpose of this letter is not to take a position on the many new details in the Phase 4 draft of the OCP. It is to convey some of the feedback we have had from our residents, and further, to express our concern that Phase 4 appears to be the most important Phase to date because it is more detailed and comprehensive, yet the time lines have been very tight.

Despite the good efforts of the Planning Department to engage West Vancouverites, it is disturbing that we are finding that many of our residents are still unaware of the many changes planned for their own community. Further, the feedback process at this Phase 4 stage in the process is very onerous, particularly for our residents with language barriers.

Please consider slowing this process down to ensure that all West Vancouver residents are fully informed, and able to more easily give their feedback on Phase 4 of the OCP before it goes any further.

Yours Truly,
British Properties and Area Homeowners Association

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Dear Council Members and The OCP Planning Department:

We would like to give some further feedback on Phase 4 of the Official Community Plan, which now contains the detail needed to better understand the proposed changes to our community.

Again, we ask that this process not be rushed, as we find many of our homeowners are still unaware of the changes proposed for their community. We have tried to reach out to a number of our residents, to inform them and get some thoughts and feedback from them. It is a difficult task and we are wondering why it has become the responsibility of a Homeowner's Association to inform their residents on behalf of the District? As mentioned in our last letter, we feel that asking them to read a 53-page document and give feedback is very arduous for many as most have extremely busy lives, and a good number of them also have English language difficulties. **We have heard a number of suggestions that if the main details of the Phase 4 Draft were summarized into a much shorter form, contained some information in Mandarin and Farsi and mailed out to each household to inform them and then give options to respond or comment, feedback could be received from a larger group of our residents.**

This Official Community Plan will significantly change our community, yet it has been saddled with a very tight timeline since the Phase 4 draft was released. Again we feel that it is extremely important that this most important stage of the OCP to date, be given as much time as necessary to ensure all residents have been informed of the details and have their views listened to.

Homeowners Feedback-

In speaking to our homeowners, we have noticed a marked discrepancy between what is being proposed in Phase 4 and what most view as desirable. Many of the residents we have spoken to say that they actually chose to live in West Vancouver because of the lack of density- the park like, village atmosphere and the feeling of safety when one has a smaller, stable population. They do not want any major changes; they like the way things are. We have also heard concerns that those who have a financial stake in this plan and those who do not reside here may have as much influence as the taxpayers who live here. Because of these concerns, it seems that feedback from West Vancouver residents should be prioritized, as they will be the ones affected by changes to their community.

The second concern we have heard is that the serious traffic congestion we already have will become much worse. During the past few years, it has become commonplace to hear residents complaints about traffic delays, bottlenecks and the inability to go almost anywhere after 3 PM in the afternoon. The main solution that has been presented is to get people out of their cars to walk or use public transportation. This is not at all practical or even optional for those who live in the British Properties. Our residents will be those who are stuck in their cars on Taylor Way during the proposed construction and long after. It is not practical or realistic to ask residents here to take a bus down to Marine Drive to get their groceries or to use the bus system to ferry their children around the North Shore to their after school activities or tutors. Even for those trying to utilize public transportation to get to Vancouver, getting to the 'Park and

Ride' at Park Royal to connect with bus lines on Marine Drive will be extremely difficult. Until there is a realistic plan to ease the current congestion, they do not want to see any more large and disruptive construction projects, or an increase in the population of West Vancouver.

This letter has conveyed much of the cohesive feedback we have heard to date from our residents. We also continue to express our concern that Phase 4 needs more time to be digested and commented on by a greater number of our residents. It is the most important Phase to date because it is more detailed and comprehensive; yet the time lines continue to be very tight.

People should have a say in the future of their own communities and if many are unaware of these proposed changes to their community then it seems that the Municipality has failed to find successful ways to engage them.

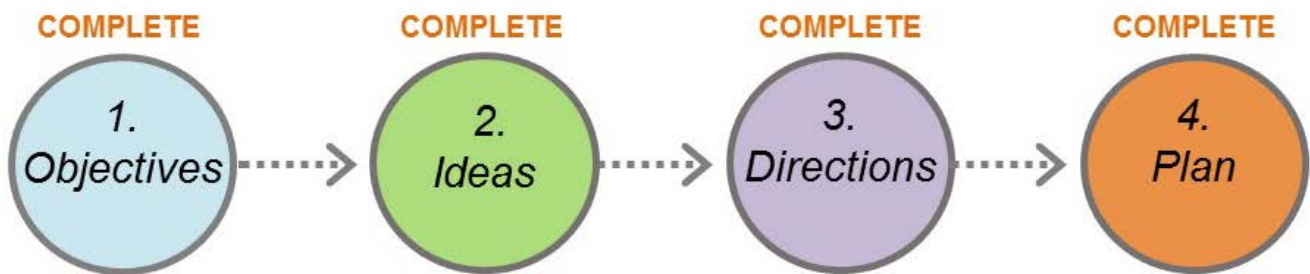
Again we ask that you consider slowing this process right down to ensure that all West Vancouver residents are fully informed, and able to give their feedback on Phase 4 of the OCP.

Yours Respectfully,
British Properties and Area Homeowners Association

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5. NEXT STEPS

Phase 4 engagement on the Draft Plan is now complete. The “Draft Plan” will now be amended and finalized into a “Proposed Plan” and presented to Council and the community.



Thank you to everyone who participated in the public engagement events of Phase 4 and provided your feedback and input on the Draft Plan. There will be further opportunities to provide input directly to Council on the “Proposed Plan”. Please visit www.westvancouver.ca/ocp for more information.