

**Official Community Plan Review:
Policy Chapter Review Phase 3
Full Transcript of Public Comments | January 2018**

Table of Contents

SECTION I: DIRECTIONS WORKSHOPS2
Housing & Neighbourhoods Directions Workshop:.....3
November 9, 20173
November 15, 2017 13
December 4, 201724
December 7, 2017 (Chinese Language Workshop).....35
Transportation Directions Workshop:43
November 30, 201743
Local Economy Directions Workshop:.....54
November 1, 201754
Parks & Environment Directions Workshop:.....65
November 22,201765
Social Well-Being Directions Workshop:74
October 23, 201774
SECTION II: DIRECTIONS SURVEY86
Housing and Neighbourhoods Survey Responses:.....87
Transportation Survey Responses:119
Local Economy Survey Responses:.....133
Parks and Environment Survey Responses:.....143
Social Wellbeing Survey Responses:.....150
SECTION III: HOUSING “POP UPS”:157
Housing Pop-Ups:.....157

**These comments were provided by residents and stakeholders as part of the Official Community Plan Review consultation. Residents were asked to (fill out a workbook / complete a community survey / provide comment etc.) and this is a record of their feedback.*

SECTION I: DIRECTIONS WORKSHOPS

Directions Workshops that featured a combination of facilitated discussion and electronic polling were held for each OCP topic. A variety of locations and times were offered to give residents the opportunity to attend their chosen topic of interest and to ensure a broad range of the community were captured. To ensure a productive discussion workshop attendance was capped at 30 participants and advanced registration was required. Community interest was strongest for the Housing & Neighbourhoods topic, which had a total of four sessions. The two sessions scheduled originally filled up quickly and a third was added to meet demand. A fourth workshop in Mandarin was held to respond to interest from the Chinese community. The registration and waitlist system ensured that demand was monitored and almost no one that wanted to attend a session was turned away.¹

Each Directions Workshop began with a presentation that provided an overview of the OCP Review process so far, trends and emerging issues, and key topic-specific findings from the previous phases. An external facilitator then led participants through a discussion of the directions. This allowed participants to share their thoughts on each direction and how they should be refined. Following an initial round of discussion an electronic poll, using individual remotes that allowed for anonymous voting, was conducted to determine the level of support for each direction. Typically a second round of discussion followed the polling to clarify the results and ask for any final thoughts on each direction.

¹ Parks & Environment Workshop was the only session where a handful of potential registrants could not be accommodated; this number was not enough to hold a second workshop on this topic.

Housing and Neighbourhoods Directions Workshop

November 9, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Neighbourhoods and Character

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Review regulations and design standards so that new single-family homes respect established neighbourhood character
- 2. Identify heritage houses and provide land use incentives (e.g., variance and zoning changes) for their conservation and restoration
- 3. Increase housing options in neighbourhoods by incentivizing sensitive infills (e.g., coach houses, smaller houses on smaller lots, duplexes and triplexes)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Can you define the word established?
- A lot of people lived here for a long time, West Vancouver is mostly single detached neighbourhoods and pace has change. It is also the establish boulevards, landscaping etc.
- I wonder if some of the terms are limiting. One title “detached residential dwelling” everywhere throughout West Vancouver but you can have a single house on a lot that can have a residential rental basement. Term is limiting, it is a legacy term. It doesn’t have to be in the basement it can be on the side of the building. Stay away from duplex zoning. Secondary accommodation that cannot be sold.
- Can the OCP accommodate the issues around housing, 9.2% of homes are empty. Is there an OCP solution to address this?
- OCP regulates land use not land user. It is a change that is required with province and how this is taxed. There is a general consensus around this.
- Echoing concern for establish neighbourhood character. The 2400 block conversion capitalisation of neighbourhood is destroying our neighbourhoods, neighbourhood character is code for families.

- Not sure that that is defined by housing for families. There is plenty of character in other neighbourhoods that are multi resident homes.
- Another issue to number 1. Can this include commercial areas? For me Dundarave shows important neighbourhood character in this area and can be implied in Ambleside too.
- We can prepare neighbourhood character guidelines for these areas. We can review zoning and bylaws that govern how neighbourhood character can be maintained.
- Character is much broader than just single family neighbourhoods, see it through landscape and architecture. My concern is we have not had that conversation – statements are broad and I am fearful about direction these will go in. Will we get what we want and need? We have missed the boat on defining these things and exactly what we value, the big piece is quality of life. Huge missing piece and need a full conversation on this and we will have a draft OCP that we are fighting – win win. We can do better than what we are doing here. What is neighbourhood character to me is different to everyone.
- I agree with last statement. A lot of work has been done in past, we should focus on bulk houses and trying to address this and all the space in between. There is an impact to the community and how you respect all the individual differences. There are big picture items and small picture items. Bylaws and zoning regulate those but we need to capture need and intention through council.
- This is watered down language. Why don't we use words like crisis and emergency? We need to be brave, this is controversial but we have to not listen to vocal minority and put us 10yrs out. We need decisive and creative opportunity. Afraid we will continue to talk and the OCP will lack the luster it should have.
- Given that fear how would you contribute to these statements to be more aligned with your thinking?
- If we allow it to be built and allow people to live there then the residents should own it. No incentive to build a coach house and if you prevent people from building a coach house then there is no incentive to build. No alternative on lots.
- In an emergency that we have now it's easy to think of it as a negative, in crisis there is opportunity. We don't make our regulations easy to get what we want. I look at all these high-rises of immense value. None of these are to code and they won't stand up in an earth quake. Everyone needs to get their heads around this. We need to replace housing stock and talk about opportunity and we have to look at this way. Opportunities to make big waves and land use.
- Yes, yes, yes it is important to look at examples, Burnaby being a good one. Can't lose the rental, we need to replace and add. Let's add more rental. Also everyone is afraid to talk about densification, community,

- walking means added height, infill affordability. Needs to happen to make it happen.
- Insert the word radically into number 3. Other communities have done wonderful jobs in significantly increasing housing options and maintaining character. Our kids can't live here. Now is the time.
 - Rental component, I agree that this is a problem. Replacing is always more expensive anyway we can keep existing rental without prices getting higher and less affordable. Is there a solution to this? Density is a choice and not inevitable, there are lots of different ways to densify and what are the ways we can do this? I don't agree with the term crisis. Moving to North Van because you can't find somewhere in West Vancouver is not a crisis.
 - I look around room and I see class mates of mine and no one under 35.
 - Yes there is one, me.
 - 40yrs from now no one will be here, who are we building for? We should be including them to make this meaningful on where we are, we shouldn't be making all the decisions.
 - Over 700 people who are homeless and 500 at risk people. West Vancouver is part of this and has highest population of women living in their cars. It is a crisis.
 - Students do not see a home in West Vancouver. 2.8 times number of women are homeless compared to men in West Vancouver. Everything I cherish about Dunderave is because it was built for families. I don't see crisis or urgency in this document.
 - Need Council to have courage. Give developers what they want, 20 floors don't give in to 15 floors. Go higher give them more and get what we need. 5 floors of purpose built subsidised rental for 30 yrs. They will do it. Give them the floors to give us what we want. Give them our wish list. Very impressed with Kitsilano and Burnaby. 6 plex.es, heritage looking houses with four units and not side by side mirrored housing. Need more to be incentivised. Believe we can do it and special needs housing.
 - I have a dream, as a millennial I can't live here. We have a lot and would like to have us all on the property. Intergenerational family living. Zoning doesn't allow for this, build something our families can prosper on.
 - What has to happen to make this happen?
 - Character remains of existing house if you renovate and becomes a triplex. Need to change zones in single family neighbourhoods. How would you re-write three to get what we are talking about?
 - This isn't the language that ends up in the plan, policy flows from this. If you support this direction then policy will be broad.
 - Less than 10 coach houses. The way it's currently set up doesn't work. Can't stratify or gain more density. Coach houses work for so many families.
 - Appreciate family comments and stratification and coach houses. Our family talks about how we can stay there. Model has to be that if you do

something you have to have ownership. Equity to kids complicated model. Has to be home ownership option. Great conversation and interesting options.

Facilitator invited participants to place their vote on the 1st direction

1. Review regulations and design standards so that new single-family homes respect established neighbourhood character.

- **I support – proceed** **55%**
- **I support – but with conditions** **35%**
- **Wait do not proceed at this time** **10%**

Participants provided further comments:

- I think we need stronger wording. Recognise it as an emergency.
- There is a desire for bold steps and community wants this. Is there an overarching statement that we can have to capture the desire that is apparent here?
- Does regulations count and include zoning.
- Yes primarily what it would be.

2. Identify heritage houses and provide land use incentives (e.g. variance and zoning changes) for their conservation and restoration.

- **I support – proceed** **61%**
- **I support – but with conditions** **29%**
- **Wait – do not proceed at this time** **11%**

Participants provided further comments:

- Only a hand full in North Vancouver as well. Everyone is in support but not in their blocks. Interferes with privacy or tress and they have been less then successful. It is a bold move – an OCP was developed, people approved and then didn't realise it was going to be a higher density in their area. Instead of 20 story it became 12. Much lower than it should be. There is no willingness to push boundaries.
- Almost need to train our councillors. What if we were to incentivize on accessibility etc. and gave our officials something to boast about, through getting rentals and day care and allowing intergenerational input into our neighbourhoods. This is a better way to go.
- Density bonusing is good. The thing that gets people upset is lack of certainty. All good intentions but when it comes to the fight at Council they are not there. We need to have this strong enough to work.
- The need for certainty I agree. But I am not keen on density bonusing and CAC's should be eliminated decisions.

3. Increase housing options in neighbourhoods by incentivising sensitive infills (e.g. coach houses, smaller houses on smaller lots, duplexes and triplexes)

- **I support – proceed** **61%**
- **I support – but with conditions** **29%**
- **Wait – do not proceed at this time** **11%**

Participants provided further comments:

- I lived in Kitsilano through the change, it was brilliant, it took 12 years. Didn't noticeably change. Lots more people and density and yet the character remains the same. We should look at it for our neighbourhoods.
- Could put multiplex word in.
- Love potential for creativity, advocate for finding West Vancouver solutions for West Vancouver. Issue I come back to is affordability. Many economics articles and models are in Vancouver like high density towers. You will not build to affordability. Love mixture we have and want a sense from development community – is this a path to greater affordability. Anni, Cressy, Grosvenor, Sewells are these our solutions to affordability? I would like these creative ideas to be more affordable.
- We lived in an area and told units will sell at \$800,000 density does not transfer into affordability. We can learn from what we have not done so well.
- How many people are sitting at home talking about this?
- Glad comments are applicable, affordability sometimes gets lost. I would rather see no increase in building size, incentivise me to build smaller units.
- When something comes before Council and four years later it is approved, then of course it is going to increase in value. If we spend four years to approve we will never get affordability we have to be willing to work towards what we want.

Discussion on Centres and Corridors

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans.
- 5. Identify opportunities for duplexes, townhouses and low-rise multifamily housing as a sensitive transition between centres and single family neighbourhoods.
- 6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- I support all of these and don't want to see these in my neighbourhoods we need to figure out ways to work into existing neighbourhoods. We want sensitive infill. Don't put apartments in neighbourhoods.
- What about traffic will there be support with buses?
- Transport does have its own workshop. Traffic plans are integrated and there will be direction on this.
- There is a need for urgency, when is Ambleside going to be happen? They will go as fast or as slow as the community or Council permits. They usually take 12-18 months potentially 1st quarter 2019.
- Another low lying zoning fruit could be sub-division. Opportunity we have is to take land size we have as you can go significantly smaller in land sizes and allow people to split to minimums. Give design guidelines on these lots, could do a wonderful integration. Take this above highway could allow them to subdivide into 3,000sq ft. incentivizing this will make it more affordable.
- Number 5: centres are defined as commercial centres. I think of centres as schools and ripple of from this. Communities end up jamming the density into these areas. That is the centre of their world.
- Need to be careful about subdividing as upselling occur. Builder needs look at numbers so they upsell and up zone.
- Number 5: low rise multi family, not just about thinking of them at commercial areas but also at hubs around schools etc.
- Build in core, less likely for traffic.
- Council did commit to having Ambleside by June 2018. Dundarave is not on hit list. Need variety, rental, nothing is affordable in West Vancouver. Great to talk about densifying around schools, you can't even densify in the areas you are meant to densify in. Why talk about other areas when our town centre and core isn't even working.
- My understanding is a lot of ownership is foreign and not interested in developing. Should allow subdivision around schools.
- Need incentives for change.
- Strongly support number 6: new neighbourhoods is a great opportunity because you get to create a new neighbourhood to move density and create green areas. Green areas can be preserved. Full rights realised. Build the right thing at Cypress Village.

Facilitator invited participants to place their vote on the directions of this theme

4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans

- I support – proceed **77%**

- I support – but with conditions 12%
- Wait do not proceed at this time 12%

5. Identify opportunities for duplexes, townhouse and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods.

- I support – proceed 65%
- I support – but with conditions 27%
- Wait do not proceed at this time 8%

6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types

- I support – proceed 85%
- I support – but with conditions 8%
- Wait do not proceed at this time 8%

Discussion on Affordability and Attainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 7. Use development incentives for new rental, affordable and supportive housing supply (e.g., bonus density, reduced parking requirements, permitting fee waivers)
- 8. Consider housing needs and objectives in the use of surplus District-owned lands

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Can you explain how bonus density can improve affordability?
- You can build on a site with a 3 story building. Strat doesn't get extra floors only extra for floor space ratio. More units on same amount of land. Higher up lots get view corridors. Land cost stays the same.
- We wrestle with this all the time. What do we mean by affordable. We need to define it, it differs for each person. Who are we building for? What employees are we building for? What is the household income for those workers?
- There is a shortage of land. If we want to increase in population we need to reduce minimum lot size and allow multiple units, then everyone wins. Potential solution to making things more affordable: we need subdivision.
- Recommend caution on reducing parking as this has been done in past with tragic results. People moved in waitlist for parking and then people just park on the street. I would like to see reduction and elimination. However has to follow up with something and not just street parking. Recommend caution.

- What's affordable in West Vancouver? High land values and high construction cost, 40% higher labour costs. Transport and development are linked. 3,000 homes will qualify as service homes. There will not be another bridge. It is a regional traffic issue, incentivise housing for everyone giving workers options to purchase.
- Community wants more green and in ten years moving to more apartments then single homes. We can get half price per sq. ft. then Grosvenor. We have the expertise to deliver what the community wants. We have opportunity to address allot of issues around affordability and attainability.
- Number 8 is weak. Vancouver Coastal Health brought by Council to deal with affordability. Seems to be public interest for non-market housing on public land. Should have stronger language on this point.

Facilitator invited participants to place their vote on the directions of this theme

7. Use development incentives for new rental, affordable and supportive housing supply (e.g. bonus density, reduced parking requirements, permitting fee waivers)

- **I support – proceed** **72%**
- **I support – but with conditions** **20%**
- **Wait do not proceed at this time** **8%**

Participants gave further comments:

- Restricted levy on title. A strata title unit, it creates rental stock for sub ownership in brand new buildings and mandated handicapped accessible.
- New village – there will not be neighbourhood opposition to this area. Purpose built new rental housing with huge neighbourhood. It is nice to say we want this and like this but there is tremendous opposition to change.

8. Consider housing needs and objectives in the use of surplus District-owned lands.

- I support – proceed** **75%**
- I support – but with conditions** **0%**
- Wait do not proceed at this time** **25%**

Participants gave further comment:

- Drop the word surplus and consider adding a different word such as solve / address.

Discussion on Accessibility and sustainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.
- 10. Include accessibility features in new development and public spaces to promote inclusion and social-interaction (e.g., adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Zoning requirements for electric cars and should be advocating for forced conversion. Hopefully this will eventually happen here. We will need to consider this in the future and in building now as there needs to be places to plug in.
- Really need to legislate this and retrofit, not just always new buildings. I would love an electric car and my building says I can't have that. Strata shouldn't tell me my choice of car, this needs to be legislated.
- Not only how we build but where and for all related energy efficiencies.
- There are more gas stations on Marine Drive then downtown.
- I don't know how we incorporate a requirement of special housing needs. If it's not required then it won't be provided.
- Supportive housing has to be incentivised and the community has to be prepared to increase density for this.
- Minimum base line should be accessible and environmentally responsible. Should be improve incentives, we want to be the leaders of change.
- I am aligned however we work under building code. Council can define what public interest is, good news is that Province is stepping up. We are limited by legislation. Council can make choices through policy and make other decisions and improve Development Permits and include these conditions.
- Building code is not near good enough. North Vancouver have adaptable design guideline. District of West Vancouver does not have. They can mandate under rezoning that they are accessible level 3 / 2 or whatever. Unless you have a wheel chair or disability it is very difficult to really understand. I challenge the District of West Vancouver to have design guidelines.
- Earlier I heard to word affordable. I agree with all of these sustainable directions etc. but also 40% add on labour cost, they don't match up, affordable will not be attainable. We are missing the people that are not in this room.
- Provincial allocates 375 month to housing for people with disabilities. When you have 4million dollar houses this is unaffordable. Rent units out

to people who qualify for them. This is an important arrangement with developers.

- Mandating rather than incentivizing. I would prefer to see a percentage of housing to be mandated not incentivized. Same with supportive units. We need to mandate the important things rental and supportive. Then you have to allow them to build to density in zoning.
- You have to be accessible – retrofit over time – this was done in Toronto – BC rights act – these trump building code.
- Co-ops often forgotten and these are an easy way to get more affordability.

Facilitator invited participants to place their vote on the directions of this theme

9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.

- I support – proceed 77%
- I support – but with conditions 23%
- Wait do not proceed at this time 0%

10. Include accessibility features in new development and public spaces to promote inclusion and social interaction (e.g. adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements).

- I support – proceed 89%
- I support – but with conditions 11%
- Wait do not proceed at this time 0%

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

Facilitator Comments

- Detached single house residents
- Dwelling with secondary accommodation that cannot be sold
- 3: Expand opportunities
- Radically increase
- Keep rental affordable
- Increase sense of urgency and multipurpose
- Low rise multifamily schools as centres
- Affordable defined as?
- Include subdivision statement
- Transportation is linked
- Non market on public land
- More than consider

- Add drop surplus
- Solve
- Prepare for electric vehicle
- Should be baseline: Environment and Accessible
- Adaptable Design Guidelines
- Level 2,3
- Mandate not incentivize
- Co-op housing

November 15, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Neighbourhoods and Character

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Review regulations and design standards so that new single-family homes respect established neighbourhood character
- 2. Identify heritage houses and provide land use incentives (e.g., variance and zoning changes) for their conservation and restoration
- 3. Increase housing options in neighbourhoods by incentivizing sensitive infills (e.g., coach houses, smaller houses on smaller lots, duplexes and triplexes)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- We talk about obtaining vacant land but in reality there is very little vacant land. This is a conundrum and the truth is we are looking at BPP to fill these needs.
- How do you want to repurpose existing neighbourhoods?
- Review standards to look at maximising these alternatives – not new lands we are talking about existing lands.
- Concept OCP is about land use. Putting in more housing means removing trees.
- You can have stronger environmental protection with lower lot coverage and more density.

- May only be a certain part of West Vancouver. Some zoned single resident and some duplex – throughout Horseshoe Bay duplexes intermingled with single family homes and Sewell's development all work in harmony. People need to be open minded, remember that Horseshoe Bay was laid out 50-60 years ago. Why could we do it back then but not now?
- Disappointed by how torturous it is to get approval and Development Permits. How do we define establish neighbourhood character, it is an elastic concept that's different to everyone.
- How lots themselves are treated and neighbourhood character really depends on sites. Landscape treatments, boulevards and surfacing are also part of character of neighbourhood and if there is support for this direction then some of more detail policies can follow.
- Working Group gave up on trying to define neighbourhood character as it's very difficult. It can be used to help or hinder. Be precise what is neighbourhood and forget about character.
- Kitsilano is a great example of how infill can be done well, sensitively, vitalise, schools and respects neighbourhood character.
- Review regulations and design standards, needs to be not as general as shown here and include more detail.
- Currently my neighbourhood is not conforming to set back. If you want to add it in at a later stage it's really difficult, easier to bulldoze it and start again while destroying the landscape in process. Current regulations that were designed to fix things are actually make it worse.
- Impressed with the variety of people and diverse views of the group. Concerned for sprawl, I see the problem is the single family homes are dominating the landscape and this needs to be addressed. British Pacific Properties is fulfilling a need that is there and West Vancouver has not been flexible enough and allowed this trend to continue and not enabling more housing variety. Address this and work down to specifics.
- Firstly we need to open the box and come to a point where people can accept there is a need for change.
- British Pacific Properties is one giant area with single family house how does infill work in these areas?
- We are thinking 10 core directions. Everywhere is not the same and do not warrant the same housing treatments but could work well in some areas and not in others. Sensitive compatible forms where and how are the key points.
- I want a conversation around social and would like this direction to include social aspect of our neighbourhoods.
- One of the vision for Cypress Village is consolidating housing in a more concentrated location and having more diverse housing. From affordability perspective and the demographics we want to serve, who is in our community that should be there? How do you take an expensive lot and

break this down to smaller bits where it is relatively more affordability and more opportunity for a broader demographic. Housing options and variety ultimately feed into social and economic side.

- I would like to bring up that it would be interesting to look at neighbourhoods that were built in 1800 when brick was the choice. Details were the same with great cohesion. Better off neighbourhoods built really large housing. Over time these houses became triplexes and had cottages on the side. They were able to do this and didn't have strict zoning and this is what we are lacking. How do we do this today in our own way?
- Referring to Number 3 and Cedardale has small older houses with 7000sq ft. houses built nowadays and this is a very inappropriate. They could have built a triplex but still get the same mass and this is what some people feel is the problem, it's the mass.
- Council has a lot more control when you rezone. We can only control to a limited level once this happens. We can't tell people what to do at single family level. However articulation and breaking up of this can be more flexible and more control if you move beyond single family homes. It also brings us to a new level of design capacity.
- People are concerned that people are leaving and can't age in place and if homes are even occupied. No families, no children and people not working in local business and that's the end of community. Change this direction so we can maintain a sense of community and so we can continue. We have to make changes for this to occur. When I look at all these directions we need to show that it is urgent, we need to incentivize. We need to infuse all of these directions with urgency and an understanding that if we don't act now we will see a decline in neighbourhoods.
- One word is actionable and it's difficult to move forward. There was a meeting with the Mayor and some Councillors about housing and one of the subject was to get from actionable to action. There is a major disconnect between ideas and recommendations from working groups but nothing happens. Suggestions for great ideas and nothing happens. Of course neighbours say no to higher density. We are lacking leadership, Council chickened out every time a decision needs to be made for more housing. There are plenty of actionable ideas. It is important to have an actionable plan but how do we get them to be actions?
- Palimpsests, Egyptians used to write on these. This is what happens to a city, this needs to be acknowledged and there needs to be conditions for flexibility. False Creek is a good example.
- What bothers me the most is the word, "review". Let's use the word define, let's get purposeful. Nothing has changed in 13 years.
- Incentivize, this word is missing. Everyone has uniformly agreed that this is not working. Offer bonus incentives for people for building something else. Incentivize them.

Facilitator invited participants to place their vote on the 1st direction

1. Review regulations and design standards so that new single-family homes respect established neighbourhood character.

- I support – proceed 64%
- I support – but with conditions 32%
- Wait do not proceed at this time 5%

2. Identify heritage houses and provide land use incentives (e.g. variance and zoning changes) for their conservation and restoration.

- I support – proceed 68%
- I support – but with conditions 23%
- Wait – do not proceed at this time 9%

3. Increase housing options in neighbourhoods by incentivising sensitive infills (e.g. coach houses, smaller houses on smaller lots, duplexes and triplexes)

- I support – proceed 91%
- I support – but with conditions 5%
- Wait – do not proceed at this time 5%

Participants gave further comment:

- Changing zoning seems to be an obstacle. How do we go about changing zoning?
- Good example – OCP strategy – OCPs can say expand existing areas, then Council can look at new bylaws in local areas plans. Comes down to Council making big land use decisions. I want to see this.
- Why can't we say allow and not incentivize

Discussion on Centres and Corridors

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans.
- 5. Identify opportunities for duplexes, townhouses and low-rise multifamily housing as a sensitive transition between centres and single family neighbourhoods.
- 6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Cypress Village, what is happening with the land?
- Working Group suggestion is to concentrate in a compact area and to protect other areas forever. Should it be executed, then this will be done. Just getting around to this now working with District and also in line with diversity, mobility and demographic. British Pacific Properties are fully behind this conversation.
- Is there a prioritization to these directions?
- We have organized these into buckets for ease of conversation and nothing implied in how they are currently written to elude to priority but we are open to this.
- We need more rental apartments. #4 businesses and local business and services are suffering because we don't have more rental. We had a real winter last year and thinking particularly with senior housing and care facilities and they had a tough time with their staff since they all live outside West Van, with staff not being able to get there or make it home. Businesses are cutting hours because they can't get people to work here.
- All of these words need to be actionable and with a sense of emergency. All of these are passive words. Single family homes surpassed \$3 million. In the next ten years we will not be here and it will not be the same community. We want more action and want people here so this will occur. Not review.
- Future thought, no senior opportunities out here. Some large houses turned into other uses and senior care. You also talk about proximity to shops services and amenities, so many of our neighbourhoods don't have commercial amenities. If children could go to the shop a few blocks away, it can instill confidence in children. People need to be able to walk to services.
- Number 6, Cypress Village is going to include shops services amenities and not just housing. 4 also applies to 6.
- Support commercial uses so they can stay open.
- Just wonder why we are even debating number 4. All around world walkable villages have been in existence and purpose built because this is what people want, reduce greenhouse gases etc. We should just be doing this. This trend has been around for so long why we are even talking about this and not just doing it.
- Concerned with affordability and attainability being on its own. This should just be weaved throughout everything.
- Will people really be able to afford housing here? What about co-op housing?
- We are losing population because there isn't housing options for people to downsize. This is affordable to the person who lives here and not even this option here. How do we urgently go out to retain the 1 in 5 people who are planning on moving out of West Vancouver?

- There's the other issue of helping young professionals who grew up or are living here to stay here. We talk about affordable housing, however we are not talking about meeting the needs of West Vancouver residents who can buy but cannot as there is not enough options to buy and therefore have to move and live in another area. Ambleside is an uncompetitive neighbourhood and there's no social environment.
- We can throw in incentives however West Vancouver has said we are not interested in development. Without development you don't get amenities, we need more density. Neighbourhood will shrink by 20% and all other regions will benefit from the influx of these people. It makes sense to participate in this discussion. How do we make sure to make sense of this conversation, talking and reviewing means we are not doing anything.
- I agree with this point. Population is moving and we are not providing what they want and opening the door to welcome others.
- Missing element, we are not talking about the people. All of conversation is about buildings, there is nothing about people in these statements.
- Mayor, Council and staff over the past 10 years are aware of these issues but consistently say no to progressive ideas because of existing structure of West Vancouver and just say no to everything. 91% are saying yes, you guys could have done this 5 years ago. Even small single ideas not allowed. Great that you are asking but please do this quickly and bring out larger ideas.
- North Vancouver found land assembly and purpose built homes concept of neighbourhoods. Life and living existed in 2-3 blocks. You can do this affordably. 2500 bucks a sq. ft. is ridiculous. We should allow conversion of single family homes, subdivide large homes and enable supportive care.
- West Vancouver Community Foundation come out with findings from a survey that 1 in 3 West Vancouverites are expected to move in next 5 years. That's 6,000 homes that are expected to turn over. Where are they going? What is the opportunity? Majority of people want smaller units and to down size, people are looking for this. Most people are pessimistic about opportunities. West Vancouver people are loyal to West Vancouver and would rather stay in West Vancouver if they can.
- 100 Mile House, so many people coming from lower mainland wanting a smaller house with a lawn. Large number of people from there are moving into area.
- I know it's important to so many people that views are protected but no workshop has addressed it. Where does it go in the OCP? I don't have a view in my home. I want to see Lions Gate and mountains. This is disappearing and I want to protect our views not just people.
- In the interest of moving ahead some things need to be challenged and I want to challenge this issue of protecting views. Homes came up and blocked others' views and now it's these same people saying protect my

views. Yes, views are important but so is our community. This is where leadership gets blocked. All of a sudden something like views becomes sacred but we can decide what is or is not. We should have priorities and challenging some of these concepts of views, this is the only way we will move ahead.

- Really important for everyone to support what they should support when it matters.
- Number 5: this tells me that people are looking at increasing density in particular areas. Previous statement can't see anything suggesting increase density, can't see how last statement is intensifying density or encouraging. Perhaps in same line around actionable.
- Local Area Plan decide permitted heights and density etc. in these areas. OCP can set tone for LAP and density.
- Want to see density increase.
- Tell us thoughts about density, what about targets. Put this in, our actual targets, pick a number and make it happen. Set targets.
- Wanted to mentioned that the main elephant is the price not more development and higher density. My house is worth three million effectively everyone stays priced out and more expensive units are not necessarily more affordability. What can Council or DWV do? Increasing FSR doesn't solve affordability, adding rentals solves to some degree. There needs to be more and it needs to be stronger.
- Certainly acknowledge this. We are talking relative affordability – a smaller home like a triplex does provide relative affordability.
- Comments well received and this question does dominate planners. Smaller units, tenure and local government can affect this and we are not pessimistic on this.
- Affordable housing policy can be directed into purpose built units and Local Government can collect and reinvest and very value of strata unit for council to negotiate for subsidized housing. Land use is currency.

Facilitator invited participants to place their vote on the directions of this theme

4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans

- I support – proceed **90%**
- I support – but with conditions **5%**
- Wait do not proceed at this time **5%**

5. Identify opportunities for duplexes, townhouse and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods.

- I support – proceed **90%**
- I support – but with conditions **10%**

- **Wait do not proceed at this time** **0%**

6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types

- **I support – proceed** **68%**
- **I support – but with conditions** **32%**
- **Wait do not proceed at this time** **0%**

Discussion on Affordability and Attainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 7. Use development incentives for new rental, affordable and supportive housing supply (e.g., bonus density, reduced parking requirements, permitting fee waivers)
- 8. Consider housing needs and objectives in the use of surplus District-owned lands

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Number 7, these are the tools and we have to enable them. Using development controls in targeted way to acknowledge these.
- Number 8 – we are a land owner, not huge compared to some municipalities, but we can use what we do have.
- What about and existing buildings with number 8? I am thinking of the Ferry Building and Navy Jack House.
- These are both heritage houses. Better example would be the Vancouver Coastal Health house north of aquatic centre and the secured site north of Rodgers Creek. Intent is not to replace existing cultural spaces.
- Reduced parking is an issue for Ambleside. Going to see greater pressure, I don't want to see reducing parking written in OCP. Commercial parking is needed. It should read reducing residential parking only.
- Affordability, we will never get here. We have been stagnant for so long and now so many people are leaving.
- Concern around affordable. We need the range and low end then the community will change. Conversation needs to include lower end of affordability and agree about having incentives and how you attain it. Other municipalities do a good job on these but there is only one coach house built in West Vancouver.
- Until we have definition around affordable and attainable, these are vague because we don't know what it means. These are motherhood statements.

- I acknowledge your desire to define this. We use the Industry definition. I think it means a broad spectrum. Means rental and opportunity to more affordable for downsizing. It is relative.
- Want to add partnerships. Surplus owned lands could work specifically towards not for profit, co-op and support housing. Try to get these built. Would like to see this in OCP and direct District to set targets.
- Municipal owned land at 22nd. Something could be established here and built for workers. In IGA of all the workers 15 people lived in West Vancouver and those were part time students. Everyone else commutes. This would solve problem of housing for workers. Community Housing Action committee working and housing for these things. Municipality needs to have its mind made up. Here's your approval and this is what we want.

Facilitator invited participants to place their vote on the directions of this theme

7. Use development incentives for new rental, affordable and supportive housing supply (e.g. bonus density, reduced parking requirements, permitting fee waivers)

- **I support – proceed** **65%**
- **I support – but with conditions** **35%**
- **Wait do not proceed at this time** **0%**

Participants gave further comments:

- Restricted levy on title. A strata title unit, it creates rental stock for sub ownership in brand new buildings and mandated handicapped accessible.
- New village – there will not be neighbourhood opposition to this area. Purpose built new rental housing with huge neighbourhood. It is nice to say we want this and like this but there is tremendous opposition to change.

8. Consider housing needs and objectives in the use of surplus District-owned lands.

- I support – proceed** **62%**
- I support – but with conditions** **38%**
- Wait do not proceed at this time** **0%**

Discussion on Accessibility and sustainability introduced

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.

- 10. Include accessibility features in new development and public spaces to promote inclusion and social-interaction (e.g., adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- I think we have gone overboard in legislation and building construction. Seems overkill and adds to cost in all realms – better off to provide more incentives for older buildings and not so much regulations on new buildings.
- What does improve mean?
- Improving building performance, responding to sensitive habitats and ensuring protection of these.
- Doing nothing to improve traffic and solving this problem. I don't see anything happening with this. How are Cypress Village residents planning to travel even if you have buses how do you mitigate the traffic issue?
- It's going to be integrated into all levels of travel. Mobility pricing commission workshop have their 1st round of surveys looking at reducing congestion, raising infrastructure dollars and promoting fairness. Encourage you to fill this out. And it is a Council initiative to address transportation.
- Current OCP does not have any policy that speaks to universal or adaptable housing. It should be more explicit. Doesn't have the where how what.
- This is phase 3. Phase 4 can be more direct if that's what the community wants.
- Let's get with the times folks. It is an issue that we are not valuing solar panels because people are complaining about not wanting to look at it. This reads like a burden on developers. Developers are actually doing this but they pull back because the community would rather not have innovation. No thanks or credit from Council. We should be really embarrassed that we have residents who disagree to these. These shouldn't be barriers to developers. No developer gets approved here. Let's say these are valued and we are getting with the times and as a community we approve these and when NIMBYs say we don't want it, we need to say we value the other things and approve.
- Hard for me to think about climate change and submitting applications. Let's work together to make this a reality, streamlining energy efficiency. Developers are not scared of this, let's work together.

Facilitator invited participants to place their vote on the directions of this theme

9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.

- I support – proceed 45%
- I support – but with conditions 55%
- Wait do not proceed at this time 0%

10. Include accessibility features in new development and public spaces to promote inclusion and social interaction (e.g. adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements).

- I support – proceed 73%
- I support – but with conditions 27%
- Wait do not proceed at this time 0%

Participants gave further comments:

- I support when I select B, and most people want these. I think we should take out the word “but”, it sounds too negative, it should just say “I support with conditions”.
- We should mandate these directions. Universal design needs to be embraced.
- We are limited by Provincial legislation and Building Code but we can strengthen these.

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

December 4, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Participants gave some initial comments:

- Is that the salary or the house prices? Where did we get these number from?
- This is the salary needed to buy a house. Statistics are from Stats Canada. Housing is very expensive and obviously you need a high salary to be able to afford those prices.

- What is the strategy, it is not necessarily what is required to maintain a business. Who has looked at the overall strategy and for it to be sustainable? How big is the economy going to be or based on what and how many units we need to sustain this? Do we need to be \$90,000 or \$50,000 these are very different.
- Vision is set by council and set by community. People over all want to see a change, however the degree of change will reflect what the community want.
- Council are driven by short term decisions, we should be looking at long term plans. Concerned that we are not dealing with big issues, how do we get to this?
- This is community planning not corporation planning, we are not a top down process.
- Planning for my family or for the whole future, I am not sure which we are at.

Discussion on Neighbourhoods and Character

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Review regulations and design standards so that new single-family homes respect established neighbourhood character
- 2. Identify heritage houses and provide land use incentives (e.g., variance and zoning changes) for their conservation and restoration
- 3. Increase housing options in neighbourhoods by incentivizing sensitive infills (e.g., coach houses, smaller houses on smaller lots, duplexes and triplexes)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- So many vacant houses. I live in a cul de sac and there is no one living there. Don't know if others have a similar experience. We don't have a street party any longer.
- Support your observation and this is the most important thing to discuss here. We live in a ghost city and reflects in the businesses and local economy. For such a beautiful area we are dead, how do we address it?
- Certainly something that municipalities have to grapple with and perhaps we see it more. OCP isn't about land user it is about land use. The tools to tackle foreign investment would come from federal level, taxation and property flows. Our Council does explore this.
- There is no incentive for people to live here. I downsized to a new area and again it's the same thing. Some wording to increase occupancy would be good.
- Smaller houses, smaller lots, duplexes etc. More and more current duplexes are being made into single family homes. Trending out of

duplexes, how can this be managed? Can there be tax benefits, however they often don't outweigh this. Neighbourhood sense of community has diminished. We have lived here since 1995, there was about 50-60 children now only 10.

- If you want duplexes make it 3.5 FSR for SFD then .5 for duplexes.
- Create a sustainable community, this is what we can do. We want to achieve this but we also need this from Federal and Provincial level. Number 1: will we let people say NIMBY. Number 3: we have to know what these are. We need to think about numbers of people and get to what this means as it will drive everything else. We need the targets.
- Don't think 1 and 3 are in contradiction. Number 1 is single family homes and number 3 is finding way to add more housing types.
- How many heritage homes do we have?
- Very few.
- What is the definition of heritage?
- It is an open definition. Each house defends its own significance to heritage including its own characters.
- There is a heritage register.
- Clients and individuals look at total allowable built of lot. Providing even modest floor area incentives for coach houses and duplexes is a powerful tool. Those bonuses really make a difference. Regulations and design standards are a good idea but challenging to implement because the Design Review is very objective. Can be challenging for design and progress if you have too much regulation. But if we set parameters of planning tools then people can be creative inside this and all comes back to the regulations of the zoning bylaw. Increasing diversity through heritage incentives is really great. Sad to hear duplexes are separating there lots.
- These duplexes don't diminish the neighbourhood character. The more we can provide incentive for builders to profit from this the better.
- What can we do to enforce Council to uphold the OCP?
- OCP is not zoning. It can drive us to change zoning and character. If the OCP is not being upheld then it needs to be amended and has to go through the public hearing.
- They are not upholding this and how can we enforce them? You need to put this in writing.
- Silk Purse built in 1926 is on list and yet District wants to pull it down. Silk Purse is under threat. How does this tally with number 2. Another example Council was left a house and gardens and now they want to pull this down. Council seem to have the power to do whatever they want. They don't always take notice of what the public say.
- Council take a lot into factor when making decisions, a lot of money is usually involved and they are balancing a lot of considerations. Building

maintenance with flooding and leaking is always. Building a new arts centre for millions.

- Need to provide more types of houses, from owners perspective we have more infill then houses. Paying the same property tax. Coach houses should be rented and have greater regulations around tenants who can stay even if they don't pay rent. Good to provide diversity but I don't have the solutions.
- Others concerned it will decrease land value. Policy is enabling, you don't have to add a coach house. You can or not and how you manage this up to you.
- My neighbour will do this and my value will decrease.
- Again opinion neighbourhood community planning and you get NIMBY statements
- Fearful of damaging financial interest. How do we show this is not the case? Education piece around here as SFR have been the norm. How do we show this is not scary, the push back is strong.
- Large houses, one option is to downzone where we change the allowed area that someone can build on the house. Can't build as big.
- It is important to increase options and show how they work. They know how they work, variance, development, pricing, and investment. Don't have clear examples of triplexes or duplexes, we need to demonstrate how it works.
- Show people that this is a great solution to problems. There were forums on housing when talked about pulling FSR back the amount of people in chambers was so unreal I will never forget those Council meetings, entire first floor was full. It will be met with opposition.
- These people are also the ones complaining about large houses
- How do we get the public to come with us on this?
- I think this is a great forum and very informative. I deal with 4 million homes to a \$400,000 condo. I think there is a way to make it work and doing what we should. Pictures speak a thousand words. If we can show pictures it will show what we are trying to achieve. I have a legal suite which is great. I'm scared to rent it out and talking to tenancy board for nothing. There is too much legislation for tenants to rule what I own. I could put mine on the heritage house and I could do a coach house (but I'd love to sell it to my daughter). Give her half a million to buy a coach house. I can appreciate the equity give me a separate title, not just the rental. I would love to see spot zoning and row homes possibilities on the parameter of Ambleside. Fantastic use of space infill housing. Geller projects, people love having neighbours.
- My children are approaching 30 with no interest in moving back to West Vancouver. We have no coolness factor. We need to grow the availability and interest of younger home owners. Need attract ability. I will be gone and they don't want to come here.

- Need to make it easier for developers to get projects through the door. I don't have the money for a single family to triplexes. Banks don't even allow it anymore, need to make the process easier and incentivise.
- Need to make this a tax base. Who lives on the land and how it is used will dictate the tax base. Need to have a sustainable tax base.

Facilitator invited participants to place their vote on the 1st direction

1. Review regulations and design standards so that new single-family homes respect established neighbourhood character.

- **I support – proceed** **68%**
- **I support – but with conditions** **32%**
- **Wait do not proceed at this time** **0%**

2. Identify heritage houses and provide land use incentives (e.g. variance and zoning changes) for their conservation and restoration.

- **I support – proceed** **58%**
- **I support – but with conditions** **37%**
- **Wait – do not proceed at this time** **5%**

3. Increase housing options in neighbourhoods by incentivising sensitive infills (e.g. coach houses, smaller houses on smaller lots, duplexes and triplexes)

- **I support – proceed** **79%**
- **I support – but with conditions** **11%**
- **Wait – do not proceed at this time** **11%**

Participants gave further comment:

- Need a concept. Several issues need a sustainable model that works. Could a place for rental. Someone needs a concept and a process to look at advantages around everything is this out here, is there a chance of this happening.
- Local areas plans are led by the public. These types of buildings and what they look like. This isn't a government's role to do this on a site by site basis. It is going to be the developer to propose something for that site and our OCP will provide detail about what we want from this site.
- I want to see targets, measures vision and see who grabs it.
- When you rezone can you look at parking, do you actually need parking for a coach house, really do you? Most people can't afford another car. Maybe allow more living space rather than 3 car spaces. We have good TransLink.

Discussion on Centres and Corridors

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans.
- 5. Identify opportunities for duplexes, townhouses and low-rise multifamily housing as a sensitive transition between centres and single family neighbourhoods.
- 6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Collective ownership of commercial areas. This is where we suggest where to put these types of houses and in which areas. Transition areas. Cypress Village above highway should have a social and commercial hub.
- Right now OCP allows SFH across the entire mountain. Incentive is to take this and build in one area. Plan from the get go a diversity of housing concentrated in one area.
- People have to go to Caulfield for services, it's great to create a village.
- Is there a plan for this area? Yes there is a plan and developer has started their process. Once legislative agreements are worked out then there will be an update on the process and next steps.
- Are we just focused on West Vancouver, do we work with other municipalities?
- Yes, we do have collaboration and information exchange but we are our own municipality. A lot of collaboration for certain things. Legally this plan will be brought forward to North Vancouver etc. for review.
- I drive through Cypress Bowl Road and notice that we are losing trees here. If we have huge development we will lose the forest and the benefits these trees provide.
- Tree bylaw going on right now.
- This is a small part compared to the mass development of Cypress Village, how will we match with the conflicts. This is a short term decision if we proceed. How will you deal with erosion?
- Not minimising the need to do this, there will be a very detailed environmental assessment completed. Cypress Village will have way more regulations then right now – you can protect 70-90% of land by concentrating development and this reflects this desire. They could build all over the mountain side if they wanted to so this is actually good.
- Every Municipality has own OCP. Ideas are shared.
- These questions are complicated number 6, should it be concentrated or is it about the housing types?

- The key thing is about concentrating it in one area as opposed to housing types.
- Number 4, locate apartments next to shops, who would say no to this?
- Everyone is entitled to their opinion.
- How will people get there?
- It will be completely integrated with transit.
- What does conditions mean?
- These conditions are what we are talking about. These are draft directions, trying to ascertain if this is the direction we should be going, if so but with conditions then we are here to talk about those conditions.
- Cypress Village looks glorious.
- 6 is new, 4 is existing and 5 transitions. What about smaller nodes? Don't need too many properties to make nodes, they can be around schools and parks etc. Maybe not towers but young families who may want these things and what about these concepts.
- What is the density of West Van per acre?
- (I don't know) it's a low density because we have so much park land and 70+ is single family compared to other areas.
- Number 4 told Ambleside is a high density neighbourhood with lower income and that is not how it materialised. I do wonder how you create new spaces. Think about Caulfield not sure it was built with density in mind. Hugo's restaurant been through so many variation and no density around there. For these businesses to be successful they need density and transit. Create nodes. Is it about new nodes or current houses?
- It can be about both. Exactly why we are here to discuss these.
- Maple Wood Farms is a good example, now look at it as a whole community. Built it and they will come. If you want things then you need to provide it.
- Big supporter of looking at other nodes, higher density villages, reducing cars and increase transit. Can this be done simultaneously? More walkable communities.
- Love this idea, is there a way to think about 5 years from now and get rid of the nail salons because rents are so high. Often businesses fail, give 3-5 year plans so leases run out and we can replace them with more fun and usable businesses.
- Number 4: Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans.
- What are nodes?
- As well as transition from centres, its building around schools and parks.
- Amenities: if we want young families we need to think of these, child care and fun things to do. Need to provide these. This are big issues if you want to draw a certain type of demographic.
- Category for centres and corridors are nodes and we consider both. Schools and parks are also node areas.

Facilitator invited participants to place their vote on the directions of this theme

11. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans

- I support – proceed 79%
- I support – but with conditions 21%
- Wait do not proceed at this time 0%

12. Identify opportunities for duplexes, townhouse and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods.

- I support – proceed 84%
- I support – but with conditions 5%
- Wait do not proceed at this time 11%

13. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types

- I support – proceed 84%
- I support – but with conditions 16%
- Wait do not proceed at this time 0%

Participants provided further comments:

- When I completed the online survey I was a confused as I saw it as a concept of higher priced housing but thank you for the clarification as now I can see
- Why is only concentrated there, it's a great concept.
- Some company owns all this lands and the city can negotiate with them.
- Yes, transfer of density. We are the land use authority, value of land can be captured and protected. We have taken the point of nodes elsewhere. Nothing has been built here before it is a single owner with 2,000 acres. It is a very different type of development.
- Would be nice to attract different businesses here and present a good model of economic sustainability for them to thrive here.
- Read a piece about development in Cerrisdale. Taken down stores and building houses, but original tenants said they couldn't afford rents. Local stores that we love are barely surviving these will disappear. All service shops no real retail.
- Is it feasible to apply design and building code (developer can't do whatever he wants).
- We have a lot more design control wen its multifamily building and rezones. Single family zones we have less control. So yes, we can for these areas. Local areas plans will be design guidelines and the OCP provides platform. Local Area Plans will provide design guidelines.

- Liberty village in Toronto has large density and no child care or schools. When they want children they have to leave.
- Could be a thought for nodes and spot zoning 23rd and Rosebery. Spot zoning on corner units, could have a farm to table grocery store and a nice look. That way no one has to drive for little grocery runs and don't include parking there is no need for parking.

Discussion on Affordability and Attainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 7. Use development incentives for new rental, affordable and supportive housing supply (e.g., bonus density, reduced parking requirements, permitting fee waivers)
- 8. Consider housing needs and objectives in the use of surplus District-owned lands

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Has the District defined what affordable is?
- We use industry language. People grapple with this and it shifts all the time so best not to put it in. We do know that market isn't affordable to average income, it is relative.
- Use word attainable, challenges with affordability too. The intent is to be strategic with land use. Every time you don't have to build a parking space developers save \$40,000 this is an incentive. Fast tracking certain development type. If market isn't delivering then we need to intervene. Specific and strategic with types of housing a community needs.
- If we want service industry folks but they can't afford to live here, not sure this can be used and have true meaning. Affordable to who should be defined.
- We have to use that term it's in legislation so we have added attainable. To get that better match.
- When Grosvenor Land came to market everyone was excited, pricing was astonishing. We can't afford it and we were very disappointed because we expected to see an art gallery and it's not going to be there. Still trying to find a new location for art gallery. Who decided to put this here, it's like a monster and we can't change it, it favours overseas buyer's not local residents. We need more rental buildings for people to live here and for staff.
- Any building like this causes so much disruption to traffic and people who live here. One house has 15 cars due to work men and no consideration given to neighbours with all this building going on.

- Number 7, creative design really needs to fit in here. Wanting to keep a younger demographic in the community then we need more hip spaces, like studio spaces. Look at Europe, so much more design than floor walls. Number 8, don't think we want to sell district land just use it in a more productive way. Might be a, "proceed with conditions".
- Think we can do this with land trust
- How much of District owned lands do we have?
- We do not have that much land.
- Could come into play at 22nd and Gordon.
- Council hold lands, want to achieve a range of things from these lands, one of which could be housing. At Rodgers Creek Council negotiated transfer of ownership and we might be able to consider meeting housing targets and Cypress Village too with a child care space and office space. There are often competing interests.
- KleeWyk is a restricted.
- Is affordability a losing battle in West Vancouver? Should we concentrate on transit?
- Many different opinions to consider, development does not mean lower land values. Community nodes, people need supported land use and you need to be okay with changes of development. Have heard that people want us to address this as well as government.
- So much new interest, we could have a no regrets policy. It will not solve housing crisis, people want it and can we enable it.

Facilitator invited participants to place their vote on the directions of this theme

14. Use development incentives for new rental, affordable and supportive housing supply (e.g. bonus density, reduced parking requirements, permitting fee waivers)

- | | |
|------------------------------------|-----|
| - I support – proceed | 65% |
| - I support – but with conditions | 35% |
| - Wait do not proceed at this time | 0% |

15. Consider housing needs and objectives in the use of surplus District-owned lands.

- | | |
|----------------------------------|-----|
| I support – proceed | 62% |
| I support – but with conditions | 38% |
| Wait do not proceed at this time | 0% |

Participants gave further comments:

- Misconception that density means decreased value, it's the opposite. Reality and a vibrant community is of more value for everyone.
- Yes, agree there are different perspectives.

Discussion on Accessibility and Sustainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.
- 10. Include accessibility features in new development and public spaces to promote inclusion and social-interaction (e.g., adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Can you provide an example of how we can force developers to reach new levels with building codes?
- If we want them to use solar power or less energy emissions then we can provide policy around this and force people to meet these. Floor is set already with building code but it is improving. Re-zoning allows to go higher than standard.
- Did the new city hall have solar panels?
- No it doesn't
- Maybe we should start by setting the example, this should be one of the first things we can do. How does accessibility features factor into emergency recovery? If we can build wider hall way but then we can't get them out of buildings.
- Building code is about safety and also reviewed by fire department.
- Supportive of sustainable buildings and access. Need to be careful with how you go on accessibility standards. It is quite an amount of money to make every unit accessible for wheelchair uses everything needs to be bigger. Library shelves only half as high and half the size, these need to be considered.
- City of North Vancouver is building step code. Staff will be making a recommendation to Council that allows Council to opt into different levels of step code.
- There are different levels of accessibility, as we all age we may at some time require this, it would be nice to age in place. Or at least have the ability to adapt your unit.
- It's the affordability scale, you might need to later.
- Lots of desire form improvements, should be one that adds to developers time and money in all of this. I want to see District stream line processes. It's a city of no and very difficult. Balancing the want with actually being able to do it. Huge waiting costs to development.

Facilitator invited participants to place their vote on the directions of this theme

16. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.

- I support – proceed 47%
- I support – but with conditions 42%
- Wait do not proceed at this time 5%

17. Include accessibility features in new development and public spaces to promote inclusion and social interaction (e.g. adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements).

- I support – proceed 47%
- I support – but with conditions 53%
- Wait do not proceed at this time 0%

Participants gave further comments:

- Thank you for the amazing job you done with every workshop. Throughout all of these workshops you have answered every question with great composure.

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

December 7, 2017 (Chinese Language Workshop)

- Facilitator brought the room together
- Introduction of facilitator and translator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Participations raised some initial comments:

- What does vacancy rate mean?
- Vacancy rate on the presentation refers to the monthly vacancy rate of available rental housing units
- My experience is there's a lot of empty homes but they're not in the rental market
- Why is there a reduction of family population when my experience is that there are more children in schools and facilities?

- The presence of children in the community doesn't necessarily mean that they are West Vancouver residents, many are from other municipalities; the data shown is based on Canadian census.
- How many heritage homes do we have currently?
- There are about 50 registered, but there are probably more homes that could qualify as having heritage value but are not registered.

Discussion on Neighbourhoods and Character

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Review regulations and design standards so that new single-family homes respect established neighbourhood character
- 2. Identify heritage houses and provide land use incentives (*e.g., variance and zoning changes*) for their conservation and restoration
- 3. Expand options in neighbourhoods for sensitive infills (*e.g., coach houses, smaller houses on smaller lots, duplexes and triplexes*)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- There are lots of different lot sizes and character, we need to have different strategies for different neighbourhoods and different types of housing. It's not a one-size fit all solution
- The three direction doesn't clearly show neighbourhood specificities
- Policies should provide some specificities that differentiate between neighbourhood character
- Number 3: What types of needs are being satisfied through infills?
- Choices are lacking. Current choice between aging apartments or increasingly expensive single family homes. A duplex or coach house can provide people with options to downsize or slightly more affordable ground-oriented living options for families
- Number 3: wouldn't this lead to increased population and what impacts would that be in transportation and other consequences, what are we doing about it?
- Right now, we're losing population but have increasing transportation issues. Strategic land use planning can help reduce the need for traffic and transportation, for example,
- We're missing medium and high density housing, these 3 directions don't seem to address the issues of affordability or introduce these other higher density housing; higher density will create more affordable housing options
- Yes, we will discuss centres and corridors on density through the next set of directions
- Number 2: I support heritage housing, but I don't understand what those incentives are, are there examples?

- It's usually more profitable to tear down heritage homes because they're generally smaller, examples of incentives to restore could be to allow a second small home on the same lot

Facilitator invited participants to place their vote on the 1st direction.

4. Review regulations and design standards so that new single-family homes respect established neighbourhood character.

- **I support – proceed** **57%**
- **I support – but with conditions** **36%**
- **Wait do not proceed at this time** **7%**

Facilitator invited room to discuss the conditions surrounding this direction:

- It seems like we're not encouraging diversity through this direction, we should allow for different styles and diversity into neighbourhoods
- We should encourage variety and different architectural appearances of buildings

Facilitator invited participants to place their vote on the 2nd direction.

5. Identify heritage houses and provide land use incentives (e.g. variance and zoning changes) for their conservation and restoration.

- **I support – proceed** **78%**
- **I support – but with conditions** **19%**
- **Wait – do not proceed at this time** **4%**

Facilitator invited room to discuss the conditions surrounding this direction:

- Heritage preservation should not be the priority of the OCP, heritage is important but doesn't have to be located at such a high level as an OCP policy.
- Agreements are expressed around the table.
- How are we making the determination of these polling results?
- We take all the comments and results from all engagements and adopt a balanced approach to take what is the most reflective of the community to Council for decision making

Facilitator invited participants to place their vote on the 3rd direction.

6. Increase housing options in neighbourhoods by incentivising sensitive infills (e.g. coach houses, smaller houses on smaller lots, duplexes and triplexes)

- **I support – proceed** **79%**
- **I support – but with conditions** **11%**
- **Wait – do not proceed at this time** **11%**

Facilitator invited room to discuss the conditions surrounding this direction:

- Concern that rezoning is not a fair process (seems to understand this direction as a rezoning guidance)
- This OCP is to provide guidance to Council to help them make a consistent decision

Discussion on Centres and Corridors

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans
- 5. Identify opportunities for duplexes, townhouses and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods
- 6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types

Facilitator invited participants to share their initial thoughts and comments on this theme:

- What are our centres?
- Ambleside, Horseshoe Bay, Taylor Way, Marine Drive (already done), Cypress Village are considered our centres and corridors and are being looked at through Local Area Plans
- Number 4: can we locate all the new apartments in completely new areas and build new businesses there? those older areas are sufficient and overused the way they are
- All centres are different and every local area plan are different, we recognize that some are already established and Cypress is completely new, the densities on these different local areas will be different to reflect the needs of these centres through detailed local area plans
- All these directions seem to be increasing our population? Is this where we are heading?
- These directions are created because Phase 1 and 2 engagement have reflected on their housing needs, how they're seeing a loss of families, population, aging folks, affordability, etc. The final decisions are based on the Council decision.
- Would we consider rezoning and redeveloping big single family areas to smaller homes to improve the empty housing issues?
- This goes back to the first theme for the neighbourhoods. The ideas for these single family neighbourhoods have been to regenerate them through duplexes and more ground-oriented low density options, but not the high density apartments.

Facilitator invited participants to place their vote on the directions of this theme

18. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans

- I support – proceed 81%
- I support – but with conditions 11%
- Wait do not proceed at this time 7%

19. Identify opportunities for duplexes, townhouse and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods.

- I support – proceed 74%
- I support – but with conditions 26%
- Wait do not proceed at this time 0%

20. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types

- I support – proceed 78%
- I support – but with conditions 15%
- Wait do not proceed at this time 7%

Facilitator invited room to discuss the conditions surrounding these directions:

- Number 5: if we allow for a series of single family homes that are now next to these centres, this may mean blocked views and impacts of neighbouring houses
- Number 5: this would be more appropriate for places like Cypress but not for established neighbourhoods where there may be conflicts on existing homes
- Additional clarification: OCP policies enable something to happen but is not a requirement, so it doesn't mean that home owners are required to move out and rebuild their homes
- Number 6: it seems like we're proposing 2000-3000 units in Cypress Village, isn't this too much compared to what we have now (10-20K units) and wouldn't this be too impactful on traffic on that one road? The lack of transportation access is a huge issue.
- We don't know what the best number of units is, what we have now are based on the developer's proposal just now, and the local area plans will be looking into the specific transportation planning and option to accommodate the housing to be introduced

Discussion on Affordability and Attainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 7. Use development incentives for new rental, affordable and supportive housing supply (e.g., bonus density, reduced parking requirements, permitting fee waivers)
- 8. Consider housing needs and objectives in the use of surplus District-owned lands

Facilitator invited participants to share their initial thoughts and comments on this theme:

- If we try to deal with affordability, it would mean more traffic issues wouldn't it?
- Right now 75% of jobs are fulfilled by people who drive here from outside the region because our homes are not affordable, same vice versa, if we can get a better fit between housing and economy, it would mean less demand on our roads. Therefore, greater affordability can actually improve transportation issues.
- Market rentals would not actually be affordable. As the largest land owner the District should actually use their own land as the largest land owner, can we not use District land?
- Number 7: allows a market solution and #8 allows for a District solution and both can work together and are not exclusive options. If the market is not providing then the District needs to intervene and can help meet need.
- Why would we or should we provide developer incentives and not provide incentives to the people directly?
- The OCP is restricted to land use and cannot address incentives. Good policy enables.
- I agree with #7 because housing doesn't support our labour needs, we are losing good teachers and good employees and we need to pay at least 10% more in salary to attract labour supply.
- We heard the same from the business community as well, in the last 10 years, the District lost 1,000 jobs while the region gained 250,000 jobs.
- Number 7: can we not use more restrictions instead of incentives to get more affordable housing? Like restricting expensive large units.
- There are 3 options to look at affordable: increase supply, more rentals, and reduce unit sizes and options
- Why don't we bring up the density to increase affordability and attract families while at the same time lowering environmental and traffic impacts
- How can we ensure that homes are provided to rental market instead of being purchased by foreign investors?
- Yes, that is the point, number 7: incentivizes purpose-built rentals. We can sign a legal agreement (covenant) to require rental units at rezoning. We note that this option is not available for properties that does not need to be rezoned
- What are the surplus lands the District owns?

- The municipality is not land-rich, we don't have much. Some examples: there is a piece of land just north of the Community Centre, and the public also owns 78 acres in Upper Lands, although BPP owns everything else up there.
- Number 8: my condition was because we don't know where the land is, if the land is in neighbourhoods that need schools, why shouldn't we build more schools instead?
- That's another one of our issues actually we don't have enough local kids, every day there's 1,000 kids from outside the region that comes here for school and usually travelling in by car.

Facilitator invited participants to place their vote on the directions of this theme

21. Use development incentives for new rental, affordable and supportive housing supply (e.g. bonus density, reduced parking requirements, permitting fee waivers)

- | | |
|------------------------------------|-----|
| - I support – proceed | 78% |
| - I support – but with conditions | 19% |
| - Wait do not proceed at this time | 4% |

22. Consider housing needs and objectives in the use of surplus District-owned lands.

- | | |
|----------------------------------|-----|
| I support – proceed | 96% |
| I support – but with conditions | 4% |
| Wait do not proceed at this time | 0% |

Discussion on Accessibility and Sustainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.
- 10. Include accessibility features in new development and public spaces to promote inclusion and social-interaction (e.g., adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Number 10: what kind of public space are we talking about? Are we building new facilities?
- It's on both looking at retrofitting options to our facilities, but also about new public spaces (e.g., path and sidewalk widths, traffic treatments, park and street improvements)
- Number 10: what's adaptable units?

- The unit is designed in a way that could allow for life changes, such as wider doorways, wider hall widths, etc.
- How come we don't have a hotel here in West Vancouver?
- We used to have, this is the kind of thing we are looking at in the local area plans and something that we considered in the Local Economy workshop. We also recognize that if building a hotel is economically viable in the existing OCP, then someone would have proposed it already.
- These two seem to be hard to refuse, they are such correct principles, why would we even discuss this? Don't we already have something like this in the existing OCP?
- So far we've had four workshops and not once have there been 100% consensus on this. Also, we recognize that the current OCP is quite weak on these subjects, while these topics are governed by the BC Building Code, the municipality can be clearer through its OCP on its support and incentives to go beyond the Code on these matters.
- What kind of industry are we supporting in West Vancouver?
- This is something discussed in Local Economy, we generally have service, retail and commercial businesses. In the future, there can perhaps be more industries that can be explored such as tourism, that is compatible with our existing community

Facilitator invited participants to place their vote on the directions of this theme

23. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements.

- **I support – proceed** **96%**
- **I support – but with conditions** **4%**
- **Wait do not proceed at this time** **0%**

24. Include accessibility features in new development and public spaces to promote inclusion and social interaction (e.g. adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements).

- **I support – proceed** **96%**
- **I support – but with conditions** **4%**
- **Wait do not proceed at this time** **0%**

Participants gave further comments:

- Number 10: condition, we should also look at children-friendly features and not only just seniors and special needs. We need to accommodate family-friendly housing, features, facilities, etc.
- While recognizing that there's 28% of seniors in our community, we should not forget the majority who are non-seniors and working middle-age community members

- This is a common dilemma for all city engagement, we try to make different things available to engage groups of people, and try to accommodate those who are time-impooverished through reaching out with different options and we are always open to more engagement ideas to help us better design our public engagement activities.

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

Transportation Directions Workshop

November 30, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Walking and Cycling

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Enhance safety, accessibility and connectivity for pedestrians and cyclists (e.g. additional sidewalks and pathways, wider sidewalks, connections to transit, dedicated bike lanes, bike parking, weather protection).
- 2. Develop and improve urban connector trails (e.g. Spirit Trail, Upper Levels trails, and connections to and through town and village centres).

Facilitator invited participants to share their initial thoughts and comments on this theme:

- One participant asked the question on how people travelled to this workshop. Four walked and the rest drove.
- We need to think about yesterday and look to other cities in the world. Toronto keeps bikes out of busy traffic areas and you don't get to walk where you want to walk. Paris is the same, West Vancouver has a population of 45,000 and a bridge. Point Grey has the same population but Vancouver doesn't make them live and work in same area. London is a big, old city and far more advanced in bus transport. They are thinking of the future. We are thinking of yesterday. Housing should be put where the transit is. Buses can go up and down the hill and shouldn't be along the transit or where your job is.
- Given topography of West Vancouver how realistic is this? I live in the British Pacific Properties area, biking down is good but back up is not. How realistic is it to get buses there.
- Cycling should focus on flat areas and these are easy wins. Connectivity isn't necessarily always just leading to commercial areas but can focus on neighbourhoods. Upper Levels requires greater neighbourhood connectivity.
- Number 2 – is quite specific.

- Cedardale has a community bus that runs every hour on the dot. It is very successful. IT will stop for anyone on the route and I would encourage the District to look at more community buses. Bus to Park Royal and go back the same way. It's a community bus run by transit, same thing in Caulfield and Horseshoe Bay.
- I think some people didn't walk tonight because of lighting. Could improve this for the areas where people are walking. Less hazardous for accidental tripping.
- Lighting is a good point. Additional side walk lighting would be good. We should look at improving current side-walks and look at new sidewalks and goes in them. There is a new one with a poll in middle and must be hard to navigate if you have mobility issues. There should be greater consistencies with cross walks.
- Would like clarification with the word accessibility. Are we talking about access to locations or access for people with disabilities?
- Physical access can be both, accessibility specific in built environment.
- There is greater connectivity between cycling and roads in European cities. North America is backyards because of car dependency in North America. In Vienna cars stay on one side, bikes on other and then people. This works so well. Roads here are built for engines rather than people. Can we go back and try to do a little better on this, needs to be done smartly. Too use the bus service from Caulfield could take 1.5 hours.
- What about sidewalks that exist that are substandard? I go on the road with my chair as the sidewalks are not good for me. Over 17yrs and nothing has changed. Needs to be broadened.
- There are 12,000 cars on road, do we know what percentage of these travels through Taylor Way? Do we have this figure? Way more than 12,000 go through this junction we need better Land Use planning to further mitigate this.
- Happy to see that the folks from BC Ferries are here, can we have a Sea Bus? Would divert so many people. The sea bus in North Van is amazing.
- 2019 will see an express B line service being added and should make Dundarave to Horseshoe Bay better serviced. There is also direction to look at Ferry from 14th (original ferry building).
- Talking about emerging directions for walking and cycling can we make walking enjoyable? Not just having linier streets, we should have spots where you can stop and relax and people can enjoy the walk, it then becomes a source of pleasure. Same for cycling. Should be about enjoying the trip. For the most part we have recreational cyclists.
- I think some of our passengers would cycle more if there was a safer route option. In Victoria awe are lucky and have a relatively flat area.
- Marine Drive pertinent to these questions. The bus stop on Marine Drive is not safe. It is not save to walk on Marine Drive let alone a bike. Smaller buses would be safer and more appropriate. Don't see that the District has

- done anything to improve this, I think we have let each other down. West Vancouver has the third highest commute in Region. Commuting by bike to work either from West Vancouver or to West Vancouver.
- Clarification 9 out of 10 people commuting by car in terms of labour force.

Facilitator directed participants to place their vote on the directions of this theme

1. Enhance safety, accessibility and connectivity for pedestrians and cyclists.

- **I support – proceed** **71%**
- **I support – but with conditions** **24%**
- **Wait do not proceed at this time** **5%**

2. Develop and improve urban connector trails

- **I support – proceed** **70%**
- **I support – but with conditions** **25%**
- **Wait do not proceed at this time** **5%**

Participants provided further comment:

- Saying we are the third best for commuting by active transport. We are very reliable on the car and without significant transit investment for the core hours this will not help. Active transit doesn't help the trade workers.
- How many of these people are there, who cannot bike because they need a truck and gear?
- There is a large percentage that commutes for over an hour a day in a car and will not use transit or cycling as it will add time. Therefore we need to understand that we will continue to have cars and we need to accommodate them.
- It is longer to get to work if you use a car over bus.

Discussion on Transit and Land Use

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 3. Concentrate apartments, shops and services in centres and corridors to support transit ridership and service enhancements.
- 4. Collaborate with TransLink and neighbouring municipalities to expand transit service areas, hours and connections (e.g. North Shore B-Line)
- 5. Integrate the future Cypress Village into a comprehensive multi-modal network (i.e. walking, cycling, transit and vehicle)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Number 5: should it not be broader to encompass all future developed in neighbourhoods instead of spreading westwards? Let's plan a major neighbourhood which is Cypress.
- Number 3: Lynn Valley is a pure example of this, very difficult as they are on mountain highway. It doesn't matter if you have more buses they are still stuck in the buses. Vancouver is an easy commute. Problem is 5pm. Not commuter traffic more entertainment traffic. Concentrating more shops and people will increase number of people driving and not solve problem. We have a bypass for Second Narrows Bridge but we don't have anything.
- I am unhappy about how Cypress Village. How will they get to where they want, 8,000 added to the road, it will only get worse.
- This topic may come up under parking but Park and Ride could be more efficient and is more important. I'm a concert goer there are empty parking lots and Taylor Way is a parking lot.
- Number 1. West Vancouver transit has no control over its doing. They handed over control to TransLink and serves BC Ferries but we are paying for it. North Shore transit plan they brought out a map and at 25th it stopped. West Vancouver doesn't exist on that map. We get 30mins service and that's it. 250 has seen increased ridership by 200-300%, it is really busy all the time. Now full. When I look at demographics that transit provided they had no relationship to reality. They are based on size of lots not the number of people. They look at a lot being a two person resident. Dictation from TransLink and we don't get back the service for the tax dollars we put in.
- Wake up transit people in West Vancouver. 40,300 times to old post office down town.
- Buying into a myth with number 3. Appears to be a lot of support for improving public transit. Our transit is buses not talking sky train or rail. Buses can go where we need to go they don't have to be centered on development. Small shuttle buses or seniors shuttle that runs are excellent examples of options. Concentrate on improving all bus services.
- Bit of a problem with TransLink West Vancouver service. Two people on some buses and then some buses are full. There is a bit of a disconnect on how the fleet is managed. When it comes down to it we are a car dependent community. Yes, there should be improvements but we do need to put this in the larger context. Autonomous driving cars could help. Significant technological development that can help this. Will see this more and more and it really is a game changer.
- We need to have further investigations on TransLink management. Myth of concentrating apartments and people to support ridership and service enhancement. Point made go to Europe.
- They are there because the people were there, they had to move the people. If you don't have people you don't get transit. You can't have one or the other. If there is no money then you won't get transit. Also climate

change, in the future let's try to reduce impact of people using cars. Concentrate people into nodes. In the case of Cypress Village, yes of course we have to have a connection or it will not work.

- Everyone had at least two cars before and people have reduced and perhaps only have one vehicle. I am the only person who uses the bus frequently. No I don't think concentrating apartments will work as everyone will continue to use cars.
- Facing a housing crisis, people can't afford to live here. If we want to enhance community and increase in population we have to put them somewhere. We can group them along transit, they will walk and use transit and hopefully work here too. Part of theory behind Cypress Village and for future development. We want to create the walkability so people don't have to use their car.
- Apartment should be changed to housing.

Facilitator directed participants to place their vote on the directions of this theme.

3. Concentrate apartments, shops and services in centres and corridors to support transit ridership and service enhancements

- **I support – proceed** **83%**
- **I support – but with conditions** **21%**
- **Wait do not proceed at this time** **16%**

Participants provided further comments:

- Problem is we do not have development to support these directions with the exception of Cypress Village. The fundamental level of density that needs to occur to drive change is not happening. We will not see change.
- We are all about buses. I don't think we will ever get the population to support a subway. Focus on what we have and what works for us. Should encourage people to walk but have to realise people won't always choose to walk.
- Haven't mentioned Uber
- Establish a workable transit system, this does work. Urban areas it easier and quicker. It's a challenge with timing but we manage it and often quicker and safer. To think this is a myth. I am scratching my head.
- Need to concentrate on control, until that happens there is no sense of this.
- Business community which is along the corridors and can't get staff because there is no one living here to work here. Seeing so many places closing because no people in walking distance, people to commute or anyone to provide for these services. This should be changed to housing. We need to retain our own West Vancouver residents in single floor living in a continued way and create housing for employees. This is an essential component to building a community. Our population is declining, businesses are declining and if this is what we want to do then wait, do not

proceed. If we want to see the opposite of this, we need to make it urgent. Why are we not doing this?

- We don't have trains, Europe has trains. It's great. In the US I rent a car. Washington I rent a bike. Europe there are trains everywhere. We don't have this on the North Shore. Myth to say this will help with traffic.
- No development in West Vancouver. If we had an OCP that allowed development then we would see it.
- Younger generation doesn't seem to own as many cars. If you don't have concentrated density and transit then they won't come.
- Land prices are too high no matter what development happens. Ordinary people with ordinary jobs will never be able to buy any of these condos and end up here. Unless we can change this. Apartment blocks are built for investment purposes not locals.

4. Collaborate with TransLink and neighbouring municipalities to expand transit service areas, hours and connections (e.g. North Shore B-line).

- **I support – proceed** **76%**
- **I support – but with conditions** **24%**
- **Wait do not proceed at this time** **0%**

Participants provided further comment:

- I can get to airport faster than Lions Gate hospital.
- B line is a rapid bus transit every 15mins hopefully full of people. Dundarave to Phibbs. To get to that rapid bus how will we get the people up and down the hill? Park Royal that we provide is a courtesy to TransLink but the District needs to think this through. Should also be way ahead of Uber and we are not doing this. Uber can bring these people.
- Number 9 will get to Uber. What you will notice with any major improvement and a new route, they will make feeder buses that come into this and what accompanies this main route will be part of a larger public consultation plan that they will do.

5. Integrate the future Cypress Village into a comprehensive multi-modal network (i.e. walking, cycling, transit and vehicle).

- **I support – proceed** **75%**
- **I support – but with conditions** **19%**
- **Wait do not proceed at this time** **6%**

Participants provided further comment:

- Possibly and future to integrate Cypress Village with comprehensive multi modal network.

Discussion on Circulation and Parking

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 6. Develop standards and identify areas for traffic calming and safety improvements (e.g. road allocation, dedicated lanes, crossing improvements)
- 7. Manage parking strategies in town and village centres to address availability, utilization and the movement of people, goods and services.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Extended sidewalks read that they were suggesting an increase of these in Ambleside to make it more walkable. Part of Ambleside streetscape centre Marine and Dundarave. Could add it at Grosvenor.
- They are being added.
- Parking is a major issue. San Francisco has great big parking lots and parking doesn't work unless you have this. I had to walk across 3 blocks and wait for a bus at Park Royal. If we build an apartment there then you don't have to bus it. Buses don't go when you want them to go and we need parking for these places.
- As an Ambleside resident, I constantly seeing problems with Ambleside and parking. If I have to do something quickly I will go to Park Royal rather than Ambleside. I walk to it for recreation. Ambleside has lost so many clients, supporting it with housing is a myth. If you deal with parking problem then you could gain all of West Vancouver. Put a parkade at 14th. Traffic calming raised cross walks, cars should stop here but they don't. A lot of money being spent to monkey wrench traffic and it's not working.
- Accessibility and number 6: concerned that there is no mention of accessibility, hard to navigate. Need to pay attention to this and put these in place from the start. Increase number of accessible stalls to regular stalls. It's great if you are able. While we take some away should increase accessible ones and not create barriers.
- A lot of these businesses have off street parking and perhaps some more consistent signage to highlight this could be beneficial for Ambleside. Angle parking would be helpful.
- Number 6 on traffic flow: Noticed that construction really jams up traffic. Not just one lane blocked off, today there were three sides blocked off at Grosvenor. Would like to see construction end and not impose on our streets.
- Traffic calming if it can be done to improve safety for pedestrians then this is great. Other than that it only seems to impede traffic. If you slow down because you have a reduced margin of safety or you cannot turn right without going over line, is this traffic calming effective and is it reaching those objectives? Seems that a lot more could be done and in Ambleside, how about paid parking or reduced parking. We don't stop here that many times and time and time again you have employees parking here.

- Employees parking on streets makes it harder for residents to use commercial areas. Simple management parking could go a long way.
- Number 6: these already exist but they don't get done Horseshow Bay hasn't seen anything. Streetscape plan is starting next year.
 - Direct correlation to volume of parking required. Horseshoe Bay employees 500 people they all need parking.
 - Expand park and ride at Park Royal. Park on north side for park and ride. Coming back difficult to reach car and is not comfortable to walk from Marine Drive up to cars. Could the entrances be kept open longer?
 - This is not part of OCP and not part of discussion.
 - Traffic should be expedited. Dedicated lanes could be good. Divert all truck traffic. There are ways to fix this and impose this on the guys that work here, could mitigate our traffic problem.

Facilitator directed participants to place their vote on the directions of this theme.

6. Develop standards and identify areas for traffic calming and safety improvements

- **I support – proceed** **44%**
- **I support – but with conditions** **50%**
- **Wait do not proceed at this time** **6%**

7. Manage parking strategies in town and village centres to address availability, utilization and the movement of people, goods and services.

- **I support – proceed** **69%**
- **I support – but with conditions** **31%**
- **Wait do not proceed at this time** **0%**

Participants gave further comments:

- I know there is concern about traffic calming. But Fulton is a highway no one stops at stop signs it is incredibly dangerous. Would love to see police here to slow people down. People go really fast here and we don't have sidewalks.
- Enforcement, if we can talk to police in Caulfield area and get them out. I don't think I have seen one car out of ten that stop at stop signs. Caulfield junction is disastrous. There are a lot of standards there but they are not enforced.
- District of West Vancouver bylaw from is 1988. We haven't been allowed to put in speed bumps on roads other than alley ways. We are revising this now and we will have more variety in the measures we can use. Hopefully this will help in addressing these. Working on a parking strategy in Ambleside, there will be a survey on how and where you park as well as the potential of a parkade and where one could be located.

Discussion on Innovation and Sustainability

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 8. Promote new regional connection opportunities (e.g. passenger rail on Sea-to-Sky corridor, ferry service connections to Vancouver)
- 9. Expand electric vehicle, e-bike, bike and car sharing opportunities (e.g. infrastructure requirements in new development)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Uber would be under number 9 and self-driving cars should be added too. A lot of these and policy should try to get ahead of this. We are the lead of e-vehicles in Metro Vancouver.
- Number 10: a lot better understanding of integration of health with transport and how we design neighbourhoods and how they can support environmental and physical health.
- Uber have been around. I have seen them they have mapped out West Vancouver.
- Can you provide an example to number ten?
- We make transport plans and capital investment thinking of this on a broader scale. What is the health implication on designing somewhere like this? These [places and designs can address these types of things and promote physical health. How can we move vehicles more efficiently? What is the impact on a community? Decrease emissions and increased health.
- Should be laws against smoke coming from the back of cars. I have been advocating Electric vehicles for a long time this is a real solution. Europe is ahead of this. Single Occupancy vehicles are here to stay the real solution is electric vehicles. Talks of a corridor before Olympics. I was advocating for a bullet train to Whistler, again this could have been a real solution. Cost of heavy rail will not work but a light rail would be great. I would take it.
- See health benefits what about environmental is that captured somewhere else? It could be made more explicit. Sustainability should be in everything.
- Engineering and economic feasibility seem huge to me when we talk about the small population that we have. Realities of our geography, don't see it working. Ferry system would need to be large and what about parking? As nice as these options are there would be real concern on feasibility options. It didn't work the last time.
- District of West Vancouver fleet should go to electric. We should start with us and lead by example.
- Self-driving cars and electric self-driving cars are coming. 90% people will have them. This is Uber times ten, you don't need a car. This is the future.

- Would like to see more roundabouts. There are health improvements with roundabouts and less pollution. If all roundabouts had no traffic lights this would make it safer. Roundabouts would solve the problem.
- Number 8: would like it to say seek and promote. Need to do this yesterday. We should be looking at where the opportunities are. When someone said TransLink 25yrs ago people laughed and guess what we can't live without sky train now. We need to talk about these linkages, see if partners will come together and unless we actively talk about it now we will not solve it down the road.
- Number 8: our population is small and this all might be pie in the sky. So many move through but don't actually come here. Ferry service is an opportunity to reduce this congestion.
- Regional connection don't see anything here about the lower level roads and talking about Cypress Village in such specific terms. As we know this neighbourhood will occur. Will the OCP talk about the lower level road and provide these connections?
- Agree we have to look at regional solutions.
- I came from Kitsilano to Ambleside, the noise pollution is so significant. Do they burn diesel at weekends and week days. The whole health issue around noise, diesel and trucks is significant. Should have made better provisions on this.
- Where is this lower level road? Province of BC examined lower level road connection east of Squamish and onto Marine Road near Pound Road. There is a plan but not in OCP. There will be a big public who haw.
- Should say integrate health and accessibility. Car sharing, I cannot get in them. Transit is my only option, should be integrated into considerations.
- TransLink now highlights electric buses. More likely to occur on Marine Drive and likely we will see this. I can also see the potential with smaller electric fleets that can get around neighbourhoods. Diesel is more cost efficient. Electric ferries. Some of these things we can study, the electric motor is quite exciting and can be a game changer.
- Again OCP talks about next 10-20 yrs. Where do we talk about the use of our waterways so community understands this is already part of it? OCP needs to say this or we will find ourselves going through two years' worth of public consultation again.
- We are building two hybrid ferries right now and looking at our fleet.
- Number 8: Pemberton and Squamish are actively pursuing passenger rail.

Facilitator directed participants to place their vote on the directions of this theme.

8. Promote new regional connection opportunities (e.g. passenger rail on Sea-to-Sky corridor, ferry service connections to Vancouver).

- I support – proceed 79%
- I support – but with conditions 16%

- Wait do not proceed at this time 5%

9. Expand electric vehicle, e-bike, bike and car-sharing opportunities (e.g. *infrastructure requirements in new development*).

- I support – proceed 79%
- I support – but with conditions 21%
- Wait do not proceed at this time 0%

10. Integrate health considerations (i.e. *health risks and benefits*) into transportation planning (e.g. *air quality, noise, injury prevention, physical activity*).

- I support – proceed 83%
- I support – but with conditions 11%
- Wait do not proceed at this time 6%

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

Local Economy Directions Workshop

November 1, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Diversity & Opportunities

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Establish West Vancouver as a visitor destination and capitalize on tourism opportunities (*e.g., evening entertainment, special events, outdoor recreational activities, boutique hotel, visitor accommodation*)
- 2. Identify future economic opportunities in the technology, education, health care, green industries and other leading sectors.
- 3. Expand economic opportunities and space provisions for arts and culture sector (*e.g., live-work space, studio, retail and office space*)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Census information, the norm now is that people are single and living alone.
- Bring single people out of their residences and into the community.
- Over 50% of population is single.
- Young, old or disabled the community will suffer if we don't bring them in.
- Same is true in US 51% of community is single.
- All these directions are good ideas, how else would I choose.
- Number 1: important strategy but it's not exactly for people who live here. The size of opportunity perhaps not as sustainable. Not attractive and viable from an economic point of view unless we allow a commercial hotel and support this. There won't be any uptake without incentives.
- Concern for tourism approach. My daughter is in the service industry and she finds it really difficult to find employees. Are we able to provide staff for these new tourist industries? There will be more line ups at the restaurants.
- IT and tech industry is an industry we have failed to capitalise on. Cypress Village has the opportunity to build internet exchange and service hubs. Internet service providers can plug into this and server farms, IXP (internet exchange centre) used to be controlled by government. It's a cheap

- service where you plug directly into node. It will bring in business - start-ups and webhosting businesses. We can build a substation. Then you can vent the high rises with that energy. High rises for programmers. I don't see this visualised in the OCP.
- How much space does this take? Not a lot of space but servers need to cool and that's the challenge but it could be purpose built and done very cheaply. For every 100watts, 50watts is used to cool it down but if purpose built then much cheaper.
 - Concern about opening up to tourism. If something was mentioned many times, this doesn't really validate it. There needs to be a process that validates these. Service people cannot live here. We should bring in and create a post-secondary school. This would trump tourism opportunities. I don't think there is a community appetite to support commercial development on waterfront.
 - Local or international students will not fill the need for part time roles.
 - We should get an extension of UBC or Capilano College or some form of post-secondary out here. A lot of small communities do well with having post-secondary education as a part of their economy.
 - This brings us back to the housing. These students are looking for accommodation about \$800 max on rent but this is not available on North Shore at all. Land development in Montreal \$300-400 dollars.
 - Number 2: I moved here 25 years ago. Why are all the head offices in North Vancouver and not West Vancouver? Can we not bring more head offices here and business concentration? Even if these new workers are still commuting by car or walking to bus stop, they will use services and support daytime commerce likes restaurants.
 - Number 3: We are trying to get to the point of what we know we want to be. We would be a thriving art community if we had those spaces. Can policies and municipality thinking be changed to what we want to be known for?
 - Number 2: Technology, info tech is where it's at. This is a beautiful wish list. There is a disconnect between this and the OCP land use plan. How can we think about this to make this practical?
 - If the community is interested then we can move forward and have a land use plan. Cypress will have a land use plan. The OCP provides a platform for us to achieve our intent and guide what we want in Cypress Village.
 - I have two points. Firstly, what is needed to bring in the tourism dollar? We need to consider this, a lot of people are not wanting to build on waterfront. And secondly what is it we want to be? These need to be explored. We are a residential community, historically and intentionally developed this way. If we are changing this direction to hotels, hubs and industry then I'm not so much interested.
 - I am trying to make my way in between those two. We don't want to be a destination area and marginalise a particular section (public education /

private lots), well that's not the community I want to live in. We need both. We need to incentivise a sustainable and robust public education, health services and support the community. We must ensure infrastructure and commercial stores. We need a mix of both and not become a resort capital.

- These are not either or, we can be a destination and residential community at the same time. They can in fact be complementary to each other.
- What about offices? I'm thinking of places like blue shore financial, that does not a huge footprint.
- Scale is optimal. Think of big ideas and huge towers. North America biggest growth are middle to big commercial. The new wave of facilities and fiber optics network are big areas. We need to switch our thinking, developers are cutting back at Community Amenity Contributions because we don't let them build. Tell developers we want capabilities for medium sized head office. This will provide a day time population who buys from our local services, getting coffee and lunch. They fuel the day time economy and build communities.
- Important to have set goals. We decided as a community this is what we want. Many things to love about a bedroom community but it also creates a lot of the things we complain about. There aren't employment opportunities, would like to see us become less of a bedroom community and thrive but I am not sure we can get there as a bedroom community.
- Visitor destination: people already come here but they don't necessary spend money here. It's how we can capitalising on this.

Facilitator directed participants to place their vote on the 1st direction

9. Establish West Vancouver as a visitor destination and capitalize on tourism opportunities (e.g. evening entertainment, special events, outdoor recreational activities, boutique hotel, and visitor accommodations).

- | | |
|------------------------------------|-----|
| - I support – proceed | 56% |
| - I support – but with conditions | 22% |
| - Wait do not proceed at this time | 22% |

Facilitator invited participants to provide further comment:

- Same point we cannot get service employees here anyway. Crows restaurant is always full with a line up ad I can barely get in there as is, I don't see how tourists will help residents.
- My concern is about technology and attracting head offices. Conceptually this sounds nice and potentially could begin to fill the large empty homes. However every community is going after the same thing and we need to

- be competitive. We also need to know what our competitive advantages are. We need to get more money from the visitors that do come. We have something that is already consistent with an identity, are we all of a sudden going to become the high tech capital of North America?
- Our identity is built on our beautiful natural environment.
 - Number 2: Park Royal is a commercial centre. This is tremendous for Ambleside and Dundarave as seaside villages.
 - Number 3: We already have a high proportion of arts. Waterfront is an asset of nature and not to be intermingle with built form or art.
 - Marrying these two advantages through community art would be great. Natural and community art are the identity to West Vancouver. Should carry this through the community by carrying art through Ambleside and Dundarave. This would lead people who are interested in this through our commercial areas.
 - We need to tie these broad based directions to actionable economic value and ensuring businesses in West Vancouver are still here in the years to come. Local residents can't support employment or the bottom line for those operations. If we still want Kay Meek or Rec Centre we have to attract more people and not relying on West Vancouver to keep that opportunity running. You have to be welcoming of a broader base of people to support new establishments. If you don't want this then you cannot expect to have these services like where people meet or office space even. We have very few 1-3 employees' offices. We can talk about the businesses we would like to attract, but if we are not willing to open the doors to housing and build commercial space then this will never happen. We need to do this. Need to speak to people if they are willing to move here. When do these links get made?
 - Need to validate the right direction and interest in this, then move forward to land use.
 - We are paying the price to not supplying these commercial activities and the cost to community is significant. 25% of residents are planning to leave in 5 years. 93% of our urban land space is residential. This demands urgency.
 - Half of our businesses are home based and to draw into this we need more offices. A visitor destination strategy would be good to show how healthy our community is.
 - If we're at 1% commercial space now, even five times as much from 1% will only bring us to 5%. This is not much. This is an integrated approach and holistic fashion. I am tired of it not being urgent. I'm not doing it for developers, I want to drag them to the table give them what they need, to give us what we need like a day care, parking, free office space.
 - Visitors are not a good thing for this community. Who here thinks we have a great Community? Too many people commute every day.

- 30% of my recent party guests were from outside of West Vancouver. Visitors are here every day, let's embrace them instead of chasing them away. We can accomplish this.
- We need a paradigm shift in West Vancouver. West Vancouver is a bedroom community we need to be a kitchen community. Move away from us as just a bed. Need services so we can live and thrive in the area.

Facilitator invited participants to place their vote on the remaining directions on this theme

10. Identify future economic opportunities in the technology, education, healthcare, green industries and other leading sectors.

- **I support – proceed** **67%**
- **I support – but with conditions** **13%**
- **Wait do not proceed at this time** **21%**

11. Expand economic opportunities and space provisions for arts and culture sector (e.g. live-work space, studio, retail and office space).

- **I support – proceed** **44%**
- **I support – but with conditions** **30%**
- **Wait do not proceed at this time** **26%**

Discussion on Support & Resiliency

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 4. Introduce new housing, office and retail opportunities in commercial centres to increase vibrancy and allow more people to live and work in the community.
- 5. Enhance streets and public space designs, and place-making features in commercial areas to create attractive experiences for local residents and visitors.
- 6. Collaborate with the local business community and other partner organizations to strengthen the local economy.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- I think we are in a crisis state and without number 4 nothing else will happen. It is the backbone of everything with the economy.
- Census data is very important. We have lost 5% of our population and about to lose far more as there is nowhere to move to. There is no sense of urgency and we need to get over ourselves. We are not so special, we are in competition with other communities. There is a sense of decay and defeat in Ambleside and Dunderave. Has anyone actually asked property owners what they want?

- There is a fundamental problem with the north side of street. Only access is on upper lane, and three lots are provided on the inside. How do we logistically develop North Side of Ambleside with this physical dilemma?
- Are there comparators facing this community, what are best practices? Can we look to others?
- If you provide an appropriate density then things will be built. No mystery what we need to provide to make it economically viable. Density varies by location and what you want it to provide. Numbers vary. They don't need to be radical changes.
- Other dynamic that has changed is ADBIA which was created for a reason
 - to provide a voice and represent these businesses, to speak to that community about the business and property owners' perspectives that we have heard. We need to get the message out.
- Property owners not looking at business as they do not live there.
- Other owners trying to develop them.
- Ultimately what is economically viable? We could put a wish list together and show how / where economic development will occur. Current OCP does not support this.
- Feel like we are putting the cart before the horse. Maybe these property owners are not keen on development. The 2004 OCP identified Evelyn Drive as an area for affordable housing but it's not affordable. We have so many foreign investors, that's the real economy.
- There is a contextual understanding - we haven't built in a decade. Whatever is in the process of being built, it can take years to get onto market, of course this isn't going to be the same price as it was 13 years ago in 2004. This is what we are doing to our tax base and community. We did nothing and we made things the way it is and now it's unaffordable. Everyone needs to be at council meetings.
- What are these developers doing? Process is too difficult for them and decisions take too long. These are political issues. There is a notion that you can hold something up because it doesn't have everything on wish list, or because it doesn't meet what you personally want. This certainly is a political issue, it needs to be easier to do business.
- Have we done any scenario planning on what might happen if we don't do a shift? What will it look like in 20 years if we do nothing? A quantifiable method as opposed to anecdotal where we can say yes statistics say this is what it will look like. This would be helpful.
- You don't need to do another scenario plan, you just need to look backwards even 40 years earlier. Council is doing what they are told to do, they are listening to residents and we have become a bedroom community. They need to be leaders and we give them the right to govern us. For example the recent landscape issue on roof, the only people that showed up were NIMBYs who hold a local minority but have a major influence on Council.

- Community directs council. What Community wants is what the OCP wants. They don't necessarily want development in this community.
- Not necessarily. Council right now merely reflects NIMBYs because they're loud. Council should provide clarity and be leaders. We need to show that if you want this, then this is the implication of having that so it is understood. It is not about following but providing.
- We need to go to the ballot box. 17% participated in bi-election. There is a problem people don't participate. Validation happens next through voting.

Facilitator invited participants to place their vote on the directions of this theme

12. Introduce new housing, office and retail opportunities in commercial centres to increase vibrancy and allow more people to live and work in the community.

- I support – proceed **68%**
- I support – but with conditions **8%**
- Wait do not proceed at this time **24%**

13. Enhance streets and public space designs, and place-making features in commercial areas to create attractive experiences for local residents and visitors.

- I support – proceed **75%**
- I support – but with conditions **13%**
- Wait do not proceed at this time **13%**

Participants provided further comment:

- This should be automatically part of it and not a question.

14. Collaborate with the local business community and other partner organizations to strengthen the local economy.

- I support – proceed **63%**
- I support – but with conditions **22%**
- Wait do not proceed at this time **15%**

Discussion on Connection & Accessibility

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 7. Improve multi-modal connection (i.e. pedestrian, cycling, transit and vehicle), wayfinding and accessibility along commercial and employment centres, corridors and destinations.

- 8. Review commercial parking provisions in centres (e.g., space location, duration) while considering safety, accessibility and walkability of customers.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Who at the mall is the accessibility person or is it part of every department?
- Our planning analyst who is here today is the best person in this room in terms of accessibility and will work with transport planner as and when it is necessary.
- In terms of commercial how much authority do we have in accessibility? I am talking about both getting into and within the actual building.
- Municipal planning follows basic provincial building code. Where we have more authority is when Council chooses to rezone and then we can use higher levels of building step code as well as accessibility. We have more authority on various matters if we rezone.
- I understand handicapped parking regulations and access. What about jurisdiction to go into a building and tell them what to do?
- No we do not have jurisdiction to this.
- Accessibility will be an increasingly huge problem in North America, with aging populations and more in wheel chairs.
- NS ACDI advisory body and sometimes we lose the accessibility battle. There will be an increase in aging population, it is great to have accessibility in public realms, however without accessibility in buildings then you can't even get into a buildings and stores. This makes it so difficult for people who want to be employed. This is greater than building code, it is a thought process and we need to rise above the building code.
- Question of clarification: Local Economy. Are we talking about way finding as getting people from where they live to businesses, is this correct? Pedestrianised streets, cycling and transit are all great. Given the age of our population, cycling has a large recreation support but not day to day commuting given our geographic difficulties.
- Retail areas love flat land areas more than cyclists!
- Hill challenges declining with the popularity of e-bikes increasing.
- Accessibility is a big provincial initiative for 2024. It is also driving a lot of Lower Mainland to shift in this direction. Standards society and this will come to a head with cancer foundation to deal with this issue. This information will be released in the near future.
- Point 8: when we were planning Park Royal we went across North America asking other malls if you could change anything at all then what would that be? The resounding answer that came back was to allow cars to go through and not to fully pedestrianize. Cars create activity. Pedestrian only areas become uncomfortable environments after hours and become bleak in cold and dark times.

Facilitator invited participants to place their vote on the directions of this theme

15. Improve multi-modal connection (*i.e. pedestrian, cycling, transit and vehicle*), wayfinding and accessibility along commercial and employment centres, corridors and destinations.

- **I support – proceed** 69%
- **I support – but with conditions** 23%
- **Wait do not proceed at this time** 8%

Participants provided further comment:

- Why would we wait here? I want to see this improved throughout the community. Corridors and Marine Drive are relevant to the whole community.

16. Review commercial parking provisions in centres (*e.g. space, location, duration*) while considering safety, accessibility and walkability of customers.

- **I support – proceed** 82%
- **I support – but with conditions** 11%
- **Wait do not proceed at this time** 7%

Discussion on Innovation & Responsibility

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Provide incentives and remove barriers for small start-ups
- 10. Encourage and support socially and environmentally responsible business practices and innovations (e.g., energy and resource conservation, sharing economy)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- How about removing barriers and providing incentives. Let's fast track certain things if they are a priority.
- Encourage innovation but in a responsible manner. Ensure business is conducted in a way that aligns with your values.
- Would like for the municipality to walk through process and stream line every step of the process. What is real cost of doing business in West Vancouver?
- Only question is about small business start-ups – is that a land use question? If it is then should it be reframed? Providing resources like office spaces then its both land use and process.
- Can't separate land use and licensing.
- I think the state that we are at now is that we should be mandating this.
- We can only operate within our legislative limits.

- 70% of residents use cars for commuting. We don't have a single Car2go. Why are we not encouraging this? We need to do this.
- Link number 9 and 10 to support and resiliency. Commercial retail space that people want to live and work in community. We have issues on Marine Drive and when water starts coming, which it will, then this does need to be a consideration now. What are the economics to keep rain and ocean at bay on the south side of Ambleside? Some businesses are talking about moving due to rising water levels. We need to help businesses that are being threatened by rising sea levels and floods.
- Attracting technology businesses through incentives, how about considering 10 year tax holiday as an incentive to attract businesses.
- Small businesses drive the local economy. We need to remove barriers without question but also support the existing businesses and have them have an active voice at Council to drive these initiatives.
- We have got to reduce barriers on process and zoning. The OCP is the perfect opportunity to be heard. 2 floors are not economical, 6 floors are economical and have what we need. Need to be brave and businesses need to be enabled.
- Concern about small business start-ups, don't prioritise these against current and existing businesses.
- Current OCP does nothing for local economy, we need to shift and incentivise.

Facilitator invited participants to place their vote on the directions of this theme

17. Provide incentives and remove barriers for small business start-ups

- **I support – proceed** **86%**
- **I support – but with conditions** **4%**
- **Wait do not proceed at this time** **11%**

18. Encourage and support socially and environmentally-responsible business practices and innovations (e.g. energy and resource conservation, sharing economy).

- **I support – proceed** **86%**
- **I support – but with conditions** **11%**
- **Wait do not proceed at this time** **4%**

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

Facilitator Notes

- Concerns re staff
- Focus more on IT
- Server farms

- 1xPoint = hub
- Consider creating Post-Secondary in West Vancouver
- International student?
- Bring More head offices
- What is our identity?
- Capitalize on environment and nature
- Community art capital paired with Waterfront
- Kitchen Community
- Number 4 is the backbone of all
- Look at best practices
- DWV review and streamline full process for start ups
- Mandate number 10
- Incentives – 10 year tax holiday
- Compare current OCP to future

Parks and Environment Directions Workshop

November 22, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Urban Environment

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 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 (e.g. daylighting, on-site remediation, off-site enhancements)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Upper Lands Working Group provided recommendations concepts, ideas and recommendations on what British Pacific Properties should consider doing, are you doing this and embedding information in the OCP?
- Yes, have Council direction that recommendations of working group are used to inform the OCP.
- Clarity required around number 1 and 2: does number 1 refer to single house and number 2 to a larger development?
- Not necessarily, 2 has more leverage on larger projects and rezoning. 1 is important to focus on creek streams etc. could we put trees in here as well and storm water management.
- Number 2: Is it necessary to only look at this in new development or can we look to it now and have direct environmental improvements.
- OCP is often useless after a short period. OCP is higher level and vision of how we want to use land. It can and can't include somethings, an OCP does not let council proceed with anything. These are policies to guide that we should be doing. If you want to explicitly do something different then you have to have a public hearing. Good policy enables.
- Put something in particularly for new builds especially if it involves demolishing old houses. We should be encouraging renovations rather than knocking down.

- When we talk urban environment, are we talking about built form and spaces or access? Some of this was touched on in Social Well-being and is all connected the physical and social.
- What about houses that are going to be renovated, what is the problem right now, are folks ruining riparian areas right now?
- Science is always evolving and reflects how these policies get implemented. They are there to provide direction, enable continuous review, and are appropriately updated.
- We don't seem to have a water issue but more of a water storage issue. Perhaps we could implement storage areas (rain water bins) for landscaping needs.
- Number 1: concerned with building along main creek corridors without providing trail corridors. Houses right up to bank and no way to make trails. This seems absent from West Vancouver. I would like to see an ocean front to head of water walking trail.
- Wat does riparian mean?
- It is the general term for vegetation along water course extends up to 30m outside of water course boundary. Vegetation along river environment.
- Instead of using new development to restore environment, maybe tighten up on building regulations and major changes to natural topography and blasting. Tightening up policies to prevent drastic landscape changes to begin with.
- We can have all of these that we want but they are flawed and until you have strict regulations and enforce it, these will not come to fruition.
- Should be reviewing all regulations not just construction

Facilitator invited participants to place their vote on the 1st direction

19. Review construction regulations and development controls to minimize the impact of new houses and enhance protection of creeks, streams, riparian and foreshore habitats.

- | | |
|---|------------|
| - I support – proceed | 65% |
| - I support – but with conditions | 35% |
| - Wait do not proceed at this time | 0% |

Participants provided further comments:

- Rock is very valuable to shoreline protection and habitat enhancement – regulation to say blasting rock and taking rock out should be kept and put somewhere until the district can use it for their shoreline. This should be requirement. There is a lot going out to other places that we are not benefiting from.
- Should be construction regulations around accessibility. Sites always have a flow of people and there are always accessibility issues, the way construction is done.

- We need a dump site for rock as well as on the water front and will need it on the flat lands too.

20. Use new development to restore the environment and enhance ecosystem services (e.g. daylighting, on-site remediation, off-site enhancements)

- **I support – proceed** **59%**
- **I support – but with conditions** **33%**
- **Wait do not proceed at this time** **7%**

Participants provided further comments:

- Change “new” to “all” development. This should be occurring without the first four words.
- One word that I didn’t find is supporting economic development and could be on the end of number 2. Ambleside concept plan doesn’t address Ambleside development. There could be some major synergies between Ambleside Park and redevelopment. Needs to be a connection for this theme today and the economy and focal points for West Vancouver. We are talking a lot of useful detail but we need larger silos for them to work together.
- District itself needs more discussions and corporations between engineering, parks and planning. Departments need to work together.

Discussion on Natural Environment and Habitats

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 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 1,200 foot.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- UpperLands is 6,000 acres
- One of largest areas is the water / ocean and last year the ocean had zero dollars spent on it.
- Number 4: restricting doesn’t mean prohibiting. I would like to see prohibit. UpperLands said we should not have any development. I hope that guiding principles will be actionable. And I don’t think it implies what the Upper Lands said.
- Use notion of density transfer to transfer density from the Western side to create compact neighbourhoods. Getting restrictions through density transfer to allow for density.
- Staff are now looking at foreshore management projects to enhance marine and riparian areas and have a working group. An environmental scan will be undertaken. Identifying gaps and what we have this is pending for 2018.
- Do North Vancouver prohibit above 1050?

- Yes.
- Number 5: concern around transferring density to land that should never be built on, you don't trade environmental sensitive areas for density. Also related to this is the District trying to sell Brissenden Park and acquiring some swamp land and steep land rather than money. I don't think this is wise, if it's not developable it shouldn't be developed on.
- British Pacific Properties have done a lot of research on this. Rodgers creek has 55% preserved open space. Enormous research is and will be involved and 65% of preservation of open space will be seen. We are fully supporting of this and also in our values of building communities.
- Compact building and transfer density has great potential. Many conversations have occurred and we are optimistic in this area. We are working with the Working Group and Council.
- 1200 ft. line in the past we have not gone above this, we understand and value it. OCP has variation areas. You can study the possibility of development there if there is enough community benefit. We focused mostly below this area and tested a notion of a campus above this area on a plateau. We could we bring something there a sustainability centre or wellness center. Not just luxury buildings but more something that can be part of the fabric. Idea of restricting entirely is one direction but we think of these areas as a community benefit to all.
- Environmental inventory will this include the cabin area also?
- Yes it will include an Environmental Assessment of Hollyburn cabin area.
- Number 3 and 4: are we not already doing this and if not aren't the stewardships doing this, are they sharing this information?
- We don't actively have funding in this area. Yes a lot of stewardship groups that we work with in this area. This is really important and a partnership that we support.
- Nowhere on this page mentions stewardship groups. These are not active words, they are passive.
- We can validate things that we already know. We also want to try and talk about new shifts in directions. This does not mean that we have forgotten those that we still care about and want to validate that we maintain that direction.
- Different areas will have different magnitudes and have different impacts. When we are actively managing these natural assets, we are balancing two priorities. Protecting the ecology (keeping people out) but also want to create public support (bringing people in). This is actively manage assets and to do this we need to keep in touch with what is going on and how they are being used.
- Concerned with UpperLands and the words will inform (I am not a member but I fully support) what I would like to hear is that you will adopt these recommendations not just inform.
- Staff does not adopt. Council will adopt. This is consistent with recommendations.
- Sat on Rodgers Creek Working Group and went through 16months of deliberations and enshrined in this are Streamkeepers needs. About nine of them please don't forget these. They should not be lost, streams don't change that much over time and these recommendations still hold true for today.

Facilitator invited participants to place their vote on the directions of this theme

21. Identify and protect environmentally sensitive areas and actively manage natural assets in recognition of the ecosystem services they provide.

- **I support – proceed** **89%**

- **I support – but with conditions** **11%**
- **Wait do not proceed at this time** **0%**

22. Maximize Upper Lands forest protection by creating compact neighbourhoods and restricting development above 1,200 foot.

- **I support – proceed** **63%**
- **I support – but with conditions** **37%**
- **Wait do not proceed at this time** **0%**

Participants provided further comments:

- Comment around word informed and how the working groups just inform. This would be a good opportunity to bring it forward and some of us are of the opinion that some of these studies should be in the OCP.
- Council were addressed to provide comment and declined.

Discussion on Active Parks and Trails

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 5. Seek to acquire new active parks and trails (e.g. access to nature) 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 (e.g. tree stewardship, public accessibility, diversity of experience, active living)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Let's clarify the meaning of an active park, some parks act as active and some act as boundaries without access. Parks become active as they become developed.
- Used to be stairs down 29th St. they took them away but people keep walking down the bank without stairs. You have to get down there somehow.
- We are a waterfront across the North Shore there is very little access for people with disabilities.
- Cypress Hill there is lots happening up there are they part of the conversation at all. There is so much flowing through down our streams from the upper area.
- BC Parks lease to Cypress Mountain, 2 meetings a year are held with everyone at the table. It is a very collaborative neighbour.
- In terms of biking community Cypress has been very responsive and very much at the table and involved.
- Number 2: why is it through new development and why does it have to be this way? Why rely on new development, it's a good thing to do on its own right. If those houses are along creeks then this is a lot for the district to take on.
- It's to capture the ability of the District to capture these areas and enable active management and access.
- Trails plan is 135km of trails. There is not enough funding to maintain these trails, can we put something in the OCP to address this?
- No the OCP is not a budget process. This is not a final planning tool, if you put it in for one then you have to put it in for all.
- I don't want to see this trade off of giving density for a park.

- These best practices in managing parks and trees are a concern and I don't like the idea of encouraging tree management. People view tree management differently and I don't think best practices and the idea of management is the right thing because people have different ideas as to what these are.
- Clarity on seek to acquire, is this Upper Lands?
- The most obvious and consistent is the Upper Lands. This is new for the OCP but it's in the Parks Master Plan.
- Way of making usable space (active) not just unusable space, let's get something valuable and that has environmental value. We have had this practice in Rodgers Creek etc. part of it was building trails etc. and this is a good example of this.
- We don't need to spend money on fixing trails, lots of stewardship people to do this. British Pacific Properties gave us permission to build this trail. We just have to show people how. We have the support.
- Tie between economic and environmental aspects. Environmental assets are the best part, but we are failing completely at getting them to add to our economy at all. Biking community alone brings in 12million dollars a year. How are we benefiting from this in West Vancouver? We are not absolutely nothing. Need to find a way that our natural assets benefits our community.
- The draft trails plan had a couple of important recommendations – volunteerism came back very strongly from public and want to reassure people that this a part of the new trails plan.

Facilitator invited participants to place their vote on the directions of this theme

23. Seek to acquire new active parks and trails (e.g. access to nature) that meet community needs through new development

- **I support – proceed** **67%**
- **I support – but with conditions** **22%**
- **Wait do not proceed at this time** **11%**

Participants provided further comments:

- Restore existing not just new
- Understand acquiring new active parks, does not mean that we are acquiring land on the water front to put buildings there.
- Incorporating wildlife conflict and reducing human wildlife conflict, is this something we are looking at?
- Yes we are looking at bear smart policy and looking to revamp current policies. Is there anyway you can incorporate this and some soft talk commitment towards wildlife and human conflict?
- Want to second this reference to wildlife. Environment as it is understood wildlife can be overlooked.

24. Acquire strategic lands to enable active management of and access to the waterfront

- **I support – proceed** **85%**
- **I support – but with conditions** **15%**
- **Wait do not proceed at this time** **0%**

25. Apply best practices in managing parks (e.g. tree stewardship, public accessibility, diversity of experience, active living)

- **I support – proceed** **73%**
- **I support – but with conditions** **23%**
- **Wait do not proceed at this time** **4%**

Participants provided further comments:

- It would be nice to emphasise to actively manage waterfront
- Wildlife corridors
- Should read universal access

Discussion on Environmental Resiliency

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 8. Advance climate strategies on land use, buildings, transportation and waste (e.g. energy efficiency, water conservation., waste diversion)
- 9. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts (e.g. sea level rise, storm surges, weather events)
- 10. Review policies and regulations to manage potential environmental hazards (e.g. coastal hazards, steep slopes, forest fires)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Struggling with number 9 and 10: foreshore should be broader and the way we enhance it. Should include green shore and soft shore. Foreshore is too limiting.
- Specify what the strategies are. There are studies that show that high-rises are the least environmentally friendly forms. I want to know what strategies these are as they seem to conflict.
- CEEP is council adopted and includes a series of things (the more shared walls you have the less heating you need). The more people you put on land in higher density the more sustainable it is.
- Number 8: energy efficiency is always the first step. Should look towards changing energy sources and should be part of the strategy.
- CEEP assisted BPP in looking at the metrics of areas and measurements. It has been helpful for us to compare what we are doing.
- How does the OCP works when you say you will review it can you elaborate on enabling policies? There are two kinds of policies, ones that you do and the others on the way you operationalise. They are legislative requirements that manage potential risk. We look at the things we want to do between now and the next OCP and good policy will enable these.
- Number 10: not just environmental outcomes but human outcomes like virus etc. hazards that could be part of this as well.
- Number 9: is very narrow should be so much more than one point. Not just preserve but need to enhance and have to fix it to make it better for environment and people. So much more to water and shore and this has been a problem for a long time. We don't pay enough attention to water front for a waterfront community. 80,000 dollars isn't enough.
- Passive v's active, incorporate is better than advance (more forceful) hope to see more actionable words rather than possibility words.

- Number 8: advance climate strategies on land use and buildings. We live in a heavily forested area therefore we should have restrictions on the type of roof and materials we are able to use. No wood or flammable materials for construction should be used. Alberta found that a lot of buildings had flammable materials used in the roofs. They had no protection and no fire breaks, needs to be restrictions on buildings materials.
- District engagement on finding volunteers to do trail work is not that good. There are so many of people available to do trails. The foreshore group has done remarkable work. Some work was completely destroyed for new city hall. Citizens to do minor things is okay but it's not a high priority for system / District it is not on level of consciousness for them to involve the community. Physical sustainability. District Engagement.

Facilitator invited participants to place their vote on the directions of this theme

26. Advance climate strategies on land use, buildings, transportation and waste (e.g. energy efficiency, water conservation, waste diversion)

- **I support – proceed** **62%**
- **I support – but with conditions** **38%**
- **Wait do not proceed at this time** **0%**

27. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts (e.g. sea level rise, storm surges, weather events)

- **I support – proceed** **69%**
- **I support – but with conditions** **27%**
- **Wait do not proceed at this time** **4%**

28. Review policies and regulations to manage potential environmental hazards (e.g. coastal hazards, steep slopes, forest fires)

- **I support – proceed** **81%**
- **I support – but with conditions** **19%**
- **Wait do not proceed at this time** **0%**

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps.

Facilitator Notes

- 1 Define
- Incentivize
- B “allow” not incentivize
- All sense of urgency
- 4+5 = include density
- 8 include partnerships

Social Well-Being Directions Workshop

October 23, 2017

- Facilitator brought the room together
- Introduction of facilitator
- Round table of introductions of participants
- Presentation ensued

Presentation was provided on the OCP review process and on the theme by Manager of Community Planning and Sustainability.

Discussion on Access and Diversity

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 1. Provide facilities, supports, services and information that are welcoming, barrier-free, inclusive and accessible for all.
- 2. Advance diversity and provide opportunities for new residents to participate and provide opportunities for new residents to participate fully in civic, cultural and social life.

Facilitator invited participants to share their initial thoughts and comments on this theme:

- The directions need to be more specific, is there anything that would make it more specific or relevant?
- What facilities and what services are missing? We have been satisfied by these services and perhaps other groups might be missing? Perhaps there are others who may not be aware of this event and promotion might not have reached them.
- Agree on the directions, and we should also support seniors and different groups. Families with young children is the group we also need to support. It's difficult for families with young children to find housing and transportation here, by supporting them in these areas, we can in turn support our seniors when their families live closer and people can help them and this creates better informal social connections.
- One of the services that there is a real opportunity is multi-language communication – mandarin etc. so that we can support newcomers and people whose first language isn't English.
- Agree with various languages, North Shore Multicultural Society has a substantial waitlist. What do non-profits receive? Non-profits require buildings and buildings that are accessible so that they can keep doing their work.
- 43% of West Vancouverites were born outside Canada, so we do need to support them. Have we also thought about doubling up about services,

seniors, moms and tots, longer light switches, wider sidewalks, more signs, and accommodating traffic?

- The base problem is that we are always the same people. We are a group of older white people. We want to be inclusive and actively seeking these areas but it is hard to engage and understand other groups when they are not in the room. We have to do better in gaining a broader representation.
- Accessibility should consider both physical and social aspects, and each aspect requires different expertise to deliver and both are important.
- For example, this forum is not fully accessible for people who are partially blind. We need to have a distinct approach to the word access and consider universal accessibility.
- We want to hear from a young family.
- Housing and transport are the two most important factors and we need to make massive changes in these areas. If we can't do this straight away, what can we really do to improve social well-being? I feel like you the District is doing less in this area while our amenities are actually the envy of other municipalities. We need to focus on creating affordable housing and transportation options instead.
- Various groups that need places or facilities, we should maintain properties that are zoned for community use, and ensure they continue to provide community use and services for the long term.
- Concern with DWV communications with other agencies like Vancouver Coastal Health or senior governments. I'm sure North Vancouver does far more for the North shore than we do to work with these agencies and we need to do something about this.
- What is the process for voting? Do we rank the directions?
- We are voting on each direction separately and there's no ranking.

Facilitator directed participants to place their vote on the 1st direction

1. Provide facilities, supports, services and information that are welcoming, barrier-free, inclusive and accessible for all

- **I support – proceed** 50%
- **I support – but with conditions** 38%
- **Wait do not proceed at this time** 13%

Facilitator invited participants to discuss the conditions surrounding this direction:

- We need to focus on young families and child care.
- Senior care and adult day care centre also need help.
- We need a community bus.
- We need a facility more than a bus.
- We need to support the people who support our seniors, like care givers, as well as people with disabilities. Why not combine services like the bus service for seniors and offer them also to people with disabilities, in particular those with low income and live on the poverty line?

- I chose yellow because we are hearing concepts of aging in place etc. which makes sense. While I hear about getting more traffic lights and buses, I think these are small scale and don't agree that these are the crucial items to getting to the place where long term residents can stay here and age here. I welcome new residents and we should support them, provided it's realistic financially and economical. But we should get to the bigger picture and not dwell too much on the ground.
- Increase understanding between the connection of community, land base and social well-being. How do we think about land use? We need to look at this closer, and we need to all be part of where we want to go. Our current OCP has been to take developers and cut them at the knee, and in turn nothing happens and we get to nowhere. I think we need to stop that mindset, we need to define what we want and turn to these developers and we will give you 38 stories but want 6 floors of dedicated rental as well as a day care and community space for access. We will give you more but want more in return. We need to take dialogue to next level and get what we actually need for the community to thrive.
- What is a definition of aging in place? We need to get to universal design. It bothers me that developers pat themselves on the back for giving 10% of universal design. They should do more.
- Aging in place is the ability of people to stay in a community as they age. There are options like retrofitting or downsizing within the community so that people can access the same services, etc. It is the ability of the community to accommodate someone throughout their life and maintain health and wellbeing. When people, seniors and families, can stay and age in place, they can better maintain their social connections and social well-being.

Facilitator invited participants to place their vote on the 2nd direction

2. Advance diversity and provide opportunities for new residents to participate fully in civic, cultural and social life

- **I support – proceed** **54%**
- **I support – but with conditions** **42%**
- **Wait do not proceed at this time** **4%**

Facilitator invited the room to discuss the conditions surrounding this direction:

- What are people's ideas about what can be done?
- I have problem with the word "fully". How can we really do that for every person, everywhere? It is too vague.
- Missing in all of these is employment. We have to pay for these services and we need places for people to work too. Employment areas are simply missing in our zoning.
- I voted "B" and for a reason: Senior Centre has already done a good job in encouraging people of all backgrounds and making them feel comfortable,

however people tend to group together and sometimes they are the ones who are missing out. While DWV should keep working to include everyone, I think it should be within reason.

- We need to acknowledge diversity.
- We should run a democracy café and try and educate people on what it means to live in a democratic society.
- I said “B”, how do we tackle this? It is a huge endeavour, even for me as a person of colour. It is about the need, just because you have a multi-lingual signage doesn’t mean people will show up and some people will come and stick to their own people. We need to recognise everyone has a human condition and we all have layers of issues and built humanity. We can try to advance diversity as much as we want, but we need to really understand their needs. What does it look like to be fully engaged? Some people think they are fully engaged.
- Seems to be concern with new residents, why not all residents?
- Problem with the word advance. It should be something else like embracing or acknowledging.

Discussion on Demographic Inclusion

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 3. Provide a range of attainable housing to meet the current and future needs of different ages and incomes (i.e., professionals, families, empty nesters, seniors and those needing supportive options)
- 4. Help children, youth and families thrive through parent education, early learning opportunities, support for child care and empowering youth with services and facilities
- 5. Address the needs of our aging demographics with lifelong learning opportunities and age-friendly programs and facilities

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Number 3: we’re missing housing for people of lower income and support all the folks and employees that live here.
- Number 3: isn’t strong enough. My own view is that in all objectives we need to dramatically increase our housing supply. Unless we take dramatic action nothing will change.
- I want to make the same point. Number 3 is the key. This is a crisis. It will take dramatic change and a complete shift in the way people are living. They need to understand this is the crisis and housing is the solution, we must look at the bigger picture and know that social well-being won’t come without housing.

- We should also recognize the market issue here being both housing demand and supply. There is 9% of empty homes here and it leads to a policy question that requires a senior governments to be involved too.
- Empty homes ruin social connections.
- We can't just tax it. We need to solve it.
- It is so difficult to do anything in this municipality and we should streamline our processes. You can't even get a building permit here, there are so many road blocks.
- A number of people mentioned we should tell developers what we want. We had a meeting with councillors, why can't we just say we want so many one bedrooms and so on? Because it is zoned this way and West Vancouver doesn't have the money to buy the land ourselves to develop it. Why can't we not just change the zoning to encourage what we want?
- This is outside of all categories but it's noticeable in 2004 OCP that we are now what we are because the OCP is too restrictive. We need to be precise in what we want but also flexible so that our future needs can be met. The OCP needs to be a flexible document so we can address changes in the future, like climate change.
- Let's make the bylaw so we can make developers do what we need.
- We should consider bringing mothers and young babies together with seniors and encouraging intergenerational interactions.
- I don't see directions that include partnering with other communities. We should consider that and double up on the services provided.
- Point of procedure: please address participants by name.
- On number 3, wish to point out that it's families and seniors and people with needs. It is imperative to add people with disabilities. We are assumed to be there and people are afraid to speak to us through fear of offending us and this needs to change too. Add people with disabilities to policies.
- Concern, I really don't know how these directions came to be and of course they all are easy to get behind. What is it actually going to look like in numbers?
- Went from 5,000 ideas to 50 directions and we have grouped them and what we are trying to get out this: should we proceed in this direction? These conversations will help us figure out what needs to be in the OCP.
- If you get to that point of further refinement, we should have more input. These directions are still too motherhood and I want to get down to specific goals and actions to make all these things happen.
- Adding to this; not only specifics but also what will these cost? For instance, what will it cost us in dollar value and zoning to get 50 units of housing for the mentally disabilities?
- Going back to the intergenerational point. Many of the care givers / volunteers of family and senior services, diversity training are also themselves seniors. They volunteer because they feel isolated themselves

and don't want to retire. I haven't seen this type of discussion. This is coming from long term seniors of colour and residents. I thought this was incredible and intergenerational discussions are not occurring.

- Support what another participant said. Up until now some councillors are pro development. Grosvenor is a prime example. Cressey building brought nothing in here asked for by councillors. Nothing under 4 million or for handicapped or a certain % for low income for seniors. You have to know who you are voting for. Not really providing housing to that broad spectrum and we want to see this.
- We may wish to capture the need to provide incentives for some of these to occur. Our policy has not been pro development, and at the end nothing gets built, affordable and accessible or not. I think we need to build on incentivising some of these outcomes to attract the partners who can make this happen.

Facilitator invited participants to place their vote on the next set of directions

3. Provide a range of attainable housing options to meet the current and future needs of different ages and incomes (i.e. professionals, families, empty nesters, seniors and those needing supportive options)

- I support – proceed 39%
- I support – but with conditions 54%
- Wait do not proceed at this time 7%

4. Help children, youth and families thrive through parent education, early learning opportunities, support for child care and empowering youth with services and facilities

- I support – proceed 62%
- I support – but with conditions 31%
- Wait do not proceed at this time 8%

5. Address the needs of our aging demographics with lifelong learning opportunities and age-friendly programs and facilities

- I support – proceed 64%
- I support – but with conditions 32%
- Wait do not proceed at this time 4%

Facilitator invited participants who voted; “wait do not proceed at this time”, to provide comment:

- I think more could be done then lifelong learning opportunities to keep your brain fresh and provide social and employment opportunities. People with disabilities are lacking options. We should do more about giving back, employment and people with disabilities.

Discussion on Active and Creative Community

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 6. Build a strong community through sports, leisure, recreational, library and cultural activities and programs
- 7. Design public spaces that encourage active living, community vibrancy and social interaction (e.g., public realm improvements, place-making, public art, special events)
- 8. Identify opportunities for private development to provide amenities and facilities (e.g., child care or adult day centres, community or cultural uses)

Facilitator invited participants to share their initial thoughts and comments on this theme:

- Park Royal is a great example of a developer that has been in our community since the beginning of time. They offered so much and we cut them off at the knees. We are wasting so much community benefits and possibilities. We don't want less, pack them in, push them and get more. If you want to have dialogue with people there are probably only ten people that you need to speak to.
- My concern with number 8 is difficulty. There needs to be a base level of what we need. I hate this trading on height or density to get so little from them. I want specifics on type, number and data on how many, rather than let them build and we not receiving enough of what we need.
- Think we are beyond identifying on number 8, we are at requiring.
- Add housing options to number 8
- We need to identify the needs on area and size
- I support everything and number 6 in general. I suggest making us a destination, and we need to engage with community. Add active transportation as well, it's not just about being there but getting there too.
- This is central to what we want to do, big obstacle isn't council or staff. City needs to be aggressive and let them know exactly what we want. We have been a community who are against everything but as a result we can't get anything we want. Let's just set down what we want. The majority of voters would vote no then we would get nothing done and have not got anything done so far.
- I concur with comments around specifics and would like to add that opportunity and amenities be determined by community groups as opposed to staff. We have two major developments; Cypress and Horseshoe Bay. Put in feeder buses down to mainlines so these areas can be connected and keep people moving. Transportation considerations are important.
- Providing clarity to public and developers is necessary. It is not up to staff or developers to determine what we need and make deals. We should

take amenities away from developers and the community can provide amenities on their own.

- Who would pay for it? The only way the community can pay is through taxes if we don't get developers to build them.
- Incentivising developers for public facilities, but who will provide the services in those space and address public objectives through public amenities?
- We have an overriding principle; "inspire excellence and lead by example". Get developers to build them and ask them how are they meeting these objectives? How are you inspiring and leading by example? We have now approved a drug store with parking on the roof, what is this?
- We have the vision and mission statement and it is quite workable and prepared to provide a direction. These are overarching directions.
- Missing in number 6 and 7 is accessibility for people with disabilities.
- Arts is also missing from number 6.
- Culture is missing too.
- For the 35 years I think we have done an outstanding job in areas of surrounding number 3,4,5,6 and 7. Some things that are existing need to remain in plan.
- When I see number 7, I think about what and how things can be done differently – design public spaces is one idea and perspective. But we can also use other ways like storytelling, which is a big part of peoples' culture. Engaging and designing public spaces, how else can this be done? We should care for both physical and social realm.
- We are the only municipality in Lower Mainland that doesn't have a public art mandate.
- There is a public art committee and staff are all working right now on putting that together, it is underway.

Facilitator invited participants to place their vote on the next set of directions

6. Build a strong community through sports, leisure, recreational, library and cultural activities and programs

- **I support – proceed** 69%
- **I support – but with conditions** 31%
- **Wait do not proceed at this time** 0%

7. Design public spaces that encourage active living, community vibrancy and social interaction (e.g. public realm improvements, place-making, public art, special events)

- **I support – proceed** 57%
- **I support – but with conditions** 39%
- **Wait do not proceed at this time** 4%

Participants provided further comment:

- You said design physical and social but should try to look at it from another perspective, like a First Nation's perspective or other community group's perspective. We can think of how public spaces are/can be innovative.

8. Identify opportunities for private development to provide amenities and facilities (e.g. childcare or adult day centres, community or cultural uses)

- **I support – proceed** **34%**
- **I support – but with conditions** **55%**
- **Wait do not proceed at this time** **10%**

Discussion on Collaboration and Engagement

Manager of Community Planning and Sustainability provided a brief overview of this theme and the directions developed:

- 9. Collaborate with stakeholders, agencies and organizations to provide broad services to the community (e.g., joint planning, hub model partnerships, physical and mental health services, settlement information, English language, and employment and diversity services)
- 10. Provide meaningful engagement and volunteerism opportunities to enhance the delivery of civic programs and services

Facilitator invited participants to share their initial thoughts and comments on this theme:

- After word provide add timely.
- Number 10, there are already lots of opportunities to volunteer.
- How do we encourage volunteerism?
- Are we talking about finding innovative ways to finding employment?
Employment services vs employment. I am not sure how much you invest for people who aren't yet here. We have few people who want to commute here for work. We should attract our teachers who can live and work here. How can we ensure employment that is offered is actually filled by West Vancouver residents? Investment for things like child care will not happen, people with children are living Downtown. It's a big wish list. If you desire schools and employment and arts and culture, you have to attract them or you won't be able to be social here and there is already a big disconnect happening. We have not navigated that this needs to happen through these areas, how will it be implemented? We want to know.
- Also to be a vibrant community, we need to become less of a bedroom community and enable people to live work and play in their community. A big part of social well-being is to be able to do this in your community.
- There's a huge segment of population who are not employed who desperately want to be employed, I know 50 people who would live here if they could work here. Don't like the word incentivise as everyone is equal.

- Need a matrix to understand these needs.
- Agree that all these things are intertwined. We have no industrial base. What we have to look to is what is available like offices. Community needs to expand the use of office in our local areas, as they provide day time population that can support the services and things that we want.
- Number 10: WV Senior Centre is having trouble finding local volunteers, about 35% are from other areas and are active members. Hope that the planning group recognise this. We need to have housing to accommodate these people.
- Like to see meaningful in number 9 also add timely.

Facilitator invited participants to place their vote on the next set of directions

9. Collaborate with stakeholders, agencies and organizations to provide broad services to the community (e.g. joint planning, hub model partnerships, physical and mental health services, settlement information, English language, and employment and diversity services)

- I support – proceed **48%**
- I support – but with conditions **48%**
- Wait do not proceed at this time **3%**

10. Provide meaningful engagement and volunteerism opportunities to enhance the delivery of civic programs and services

- I support – proceed **79%**
- I support – but with conditions **14%**
- Wait do not proceed at this time **7%**

Manager of Community Planning and Sustainability thanked the room for their participation and provided an overview of next steps and how you can continue to be involved.

Facilitator Notes

- Need facilities (+ physical emphasis)
- With liaison with other levels of government
- More languages in materials
- Emphasise aging in place, missing middle and social connections
- Emphasize young families – housing, trans, child care
- Define what we want and then tell the developers what’s required
- User friendly traffic lights etc.
- Need to find ways to connect with everyone, not just this group
- Embrace universal design
- Need to look at physical access, not just social
- Community bus for seniors and disabilities

- More accessible signs, websites
- Retain all zoned community use
- Need more seniors facilities that can accommodate growing #s and disability needs and caregivers
- “Fully” – too vague
- Need to include / consider employment and zoning for employment
- Keep working to include everyone, and acknowledge diversity
- Recognize all cultural bias
- Ask what this looks like for everyone
- New – all
- Advance + no maybe embracing
- Acknowledge housing need for lower income people at jobs in WV
- More than lifelong learning – act - disabilities – more employment – giving back
- #3 not emphatic enough – dramatically
- Emphasis on the crisis
- Not only amenity contributions
- Reduce barriers to supply
- Looking at zoning and bylaws
- Balance between precise and flexible in OCP current and future
- Provide incentives for community benefits to attract the partners
- Encourage intergenerational interactions
- See 4 and 5 together
- 3 add people with disabilities specifically
- Need to understand costs
- Not assuming people want to retire
- Housing still being developed without broad spectrum
- Acknowledge housing need of workers in WV
- #8 is important for success – more emphasis
- Base level of what community wants and then direct developers to add housing options
- #6 Active transport missing include transportations
- Community provides amenities be clear what we mean by public facilities
- Inspire excellence, lead by example
- Add accessibility to 6&7
- #6 add arts and culture
- Design physical and social from multiple perspectives beyond western bias
- Public art policy needed
- #10 include “timely”
- #10 how do we encourage volunteerism

- Need to attract people to live and work in community and ensure employment is tied to WV
- Include people with disabilities in employment and services, and understand needs
- Expand offices
- # 9+10 like meaningful – add to 9 and timely
- # 7 extra note on #1 / A

SECTION II: DIRECTIONS SURVEY

Directions Surveys were available for each OCP topic between October 23 and December 10, 2017. Topic-specific surveys were created to provide flexibility to respondents, allowing them to choose the topics they were most interested in, or take time between topics. Surveys were available online, at Municipal Hall and at the Housing “Pop-Ups”. Surveys were also mailed out to residents unable to complete the survey online or access a District facility, to ensure all who wanted to provide feedback were able to. There were a total of 437 responses across the five OCP topics: Housing & Neighbourhoods had the most interest with 167 responses, followed by Transportation with 96. Local Economy with 62, Parks & Environment with 60 and Social Well-Being with 52 responses.

Surveys followed the same format as the Directions Workshops in asking respondents for their level of support for each direction. For each direction respondents were asked to explain either their conditions for moving forward or why they thought the District should not proceed. A final question allowed respondents to provide new directions they felt the District should consider in Phase 4, the plan.

Housing and Neighbourhoods Directions Survey Responses

<p>1. Review regulations and design standards so that new single-family homes respect established neighbourhood character.</p>
<p>I resent glaring differences in neighbourhoods that otherwise have cohesion. A simple example is fencing because many people use simple wood fences -- either rail or solid -- which blend in nicely with our beautiful drive along Marine from Dundarave to Gleneagles. Several are glaringly different and the drive would benefit from some restrictions on fencing. With housing, it is a bit more difficult to maintain cohesion but clear examples of designs that are out of character should possibly go before a design panel. The problem is that, except for heritage areas, design has to move forward with the times.</p>
<p>Also, West Vancouver should ensure that, when a house is built, space is left for the permitted small cottages. This would ensure that all houses are a more reasonable size and that WVan can continue to provide less expensive housing for some of its population.</p>
<p>"Respecting neighbourhood character" sounds nice in principle but has often been used as the basis for exclusionary zoning that blocks both a diversity of housing types, and a diversity of residents. Character design guidelines can also run counter to o</p>
<p>ALL development must respect established neighbourhood character.</p>
<p>As coach houses are now discouraged, should be considered and fitting with neighbourhood</p>
<p>As long as any new bylaws don't slow down the building/permit process or prevent development</p>
<p>Can't support this without knowing how established neighbourhood character would be defined. Go back a few years and perhaps a regulation like this would have prevented the construction of west coast modern houses. And established character for a neighbourhood that was built in the 1980's? Why? I would prefer to see some support for architectural quality and creativity. Also need to consider the implications of added costs and delays.</p>
<p>Consider adding some small town centres in the district to increase walkability and then add mixed density there.</p>
<p>design considerations should exist and be enforced. too many monster homes dot the landscape of West Vancouver that seem out of place, and quite frankly garish.</p>
<p>also the design of the house should fit in with the lot size. too many big houses look squeezed in. keeping trees, where appropriate should also factor in.</p>
<p>Established Neighbourhood character in West Vancouver's 'inner city' of Ambleside needs to change. Less concern for this in other areas. At present, most of Ambleside is single family and when one single family dwelling is sold, another one eventually appears on same spot. That replacement process now takes 5-10 years in the recent sites in ■■■ Ambleside neighbourhood. We have virtually no housing for the people who live or go to school here and this dearth has led to the transportation and conjection problems in our neighbourhoods as out of town parents, teachers, workers, try to work there way to sites in our municipality.</p>
<p>Established neighbourhood character sounds static - there needs to be more density building options, especially in zones around schools - way too many students are driven to school.</p>
<p>I am constantly shocked how new homes within the existing criteria simply don't fit , too high, insufficient set backs too close to the road and cover way to much of the site</p>
<p>I believe we should support and encourage established neighbourhood character but this should not mean single family housing should prevent densification and the increased affordability this creates..</p>
<p>I do not know what the current directions are.</p>

<p>I really don't know why you are asking this question because many of our neighbourhoods have already been destroyed! It appears that the developers applying for their permits</p> <p>are the ones who are designing (or redesigning) the neighbourhoods; there appear to be absolutely NO guidelines (except the usual setbacks, height, etc) with regards design standards; so are you NOW planning to be bold and actually set 'design standards'? If so, it's long overdue before the whole of West Vancouver is destroyed.</p>
<p>I support more vibrant villages surrounded by higher density. Buildings should have a heritage craftsman style or westcoast design with lots of wood, glass and natural stone. I don't like Spanish villas, fake log homes, artificial stone fortresses, brick houses or pastel California stucco. Homes should compliment the natural landscape.</p>
<p>I think lane houses and basement suit rentals should be enabled to help with housing affordability</p>
<p>I think standards with regard to neighbourhood character are both difficult to define and enforce, and have a risk of not keeping up with the times. Character is very much an individual expression and taste and therefore should not be dictated based on the past.</p>
<p>I think West Van is already doing an excellent job and has great bylaws. I want new people who come to West Van to be free to enhance "neighborhood character" in ways that are important to their culture.</p>
<p>Key element here is neighbourhood character NOT low income housing. Keep the trees keep nature DO NOT destroy lands to build density.</p>
<p>Monster homes after lot has been clear cut and with lights causing light pollution should be stopped</p>
<p>Most new single family homes do not respect the existing neighbourhood style. There are too many big square boxes being built, which do not fit the original neighbourhood type.</p>
<p>Must allow some flexibility</p>
<p>Need to get rid of monster homes and buildings that block views even if neighbourhoods already have this</p>
<p>New homes should have limitations on the impact of neighbours (ie. causing new shadowing, blocking views, etc).</p>
<p>No monster homes where every tree is cleared off of the lot to accomodate them. Maintain trees and greenery between neighbours for both privacy and the use of by wildlife.</p>
<p>Only in the rarest of cases should a homeowner NOT be allowed to design their the look of their own house to their own liking. Issues such as height, setback, etc, are of course applicable to everyone, but we be careful to guard against the majority deciding they only want a particular look of house.</p>
<p>People should be able to do as they want.</p>
<p>Single family homes should respect the zoning bylaws in each respective area. Housing style is a personal choice but overall size, massing, and setbacks must be respectful of the zoning in-place, neighbourhood plan and neighbours.</p>
<p>sssspecial needs may have to be considered</p>
<p>The current Floor Area Ratio of 0.35 should be increased in locations close to transit, community amenities, etc.</p>
<p>We cannot progress without some change. Flexibility is required.</p>
<p>We have limited land and some neighbourhoods already have high density. We need to think about rezoning very large lots to allow for tasteful development of multifamily housing in other neighbourhoods.</p>
<p>We need safe sidewalks on residential streets!</p>
<p>We need to be open to both existing character and new forms and look. Not everything needs to be faux craftsman</p>

<p>What is established neighborhood character? Neighborhoods evolve and adapt over time. Established neighborhoods are not developed at a very high density right now. If you want more variety of residents, and more affordable housing, the old single fami</p>
<p>While it is important to have clear design guidelines to preserve the character of certain neighbourhood defining corridors, there is no need to regulate single family homes where the primary purpose serves the owners of the homes rather than the communit</p>
<p>Would like to see more duplexes and fourplexes to make housing more affordable.</p>
<p>Yes - simply because this is good planning practice however, building NEW single-family homes should be minimized. Establish gentle density where possible and provide incentives for secondary suites wherever possible.</p>
<p>You need to take this more seriously since you are late to this game. Planning has allowed monster homes for years. Good to see that [REDACTED] on [REDACTED] is finally finished after [REDACTED] chaos, law suit and multiple infractions. I doubt that the final architectural design is what the owner submitted to Planning.</p>
<p>2. Identify heritage houses and provide land use incentives (e.g., variance and zoning changes) for their conservation and restoration</p>
<p>Any variance or zoning changes must take into consideration the local community and existing infrastructure including parking. parking should always be provided for on private property and be permanent in nature.</p>
<p>Currently little to no incentives to keep and restore heritage homes - often cheaper to tear down and rebuild - having an old home may be seen as bad if more restrictions added</p>
<p>Do you have a narrow definition of what constitutes a 'heritage house'? Is there a limit to how many heritage houses can be assigned in a particular neighbourhood? It can't take priority over the housing needs of the day.</p>
<p>Don't care about heritage houses: owner should be able to raze and build anew without interference from city.</p>
<p>Heritage homes are questionable at best while the character of the home may be interesting it was not build to last 100 plus years trying to save it is not feasible economically not structurely</p>
<p>Heritage homes should only be designated as such if they provide an exceptional example of a particular architectural style or time period. "Heritage for the sake of heritage" can be detrimental to land values, livability and both the homeowner's and community's environmental and energy goals.</p>
<p>Heritage is a nebulous term. Just because a building is representative of an era, doesn't make it a valuable community asset. We must bear in mind that many old buildings are of low quality and energy inefficient. A good example is the John Thomas (Navy Jack)/John Lawson house. It bears no resemblance to the original house & isn't even in the original location, having been moved to make way for Argyle St. It blocks access to the beach and affects storm water mgt (in fact is on a riparian zone on the beach) and is an absolute eyesore. I would much rather see it removed (or moved by barge if the heritage people really love it) and have something that perhaps is sensitive to First Nation Heritage to use as a community focus (e.g. lower profile long houses, totems and other features) & for e.g. a nature education centre. This could be in cooperation with Squamish Nation and DIA maybe.</p>
<p>Heritage is only one aspect to be considered. I.E. is the house structurally viable to be "saved"</p>
<p>I also think there should be more work on heritage designation that pro-actively identifying heritage houses, vs only addressing them when it comes up for development. (I don't mind if certain sensitive concession is made as incentives for conservation and restoration though.)</p>
<p>I believe this has a negative impact on the house owner. Vancouver has proceeded with this and seniors who want to downsize cannot get a good market value for their house because of this. The problem should be resolved when building permits are issued so that the character of the new house respects the neighborhood (as in question 1)</p>

<p>I support identifying, conserving and restoring West Vancouver heritage houses, but I am concerned that if too much additional development is permitted on the same lot, or if the heritage house is relocated on the lot to create space for other buildings, it might severely reduce the 'heritage' value of the house particularly if the house is tied into the lot's landscaping. When a heritage house is identified, all efforts should be made to preserve its integrity on the lot, otherwise this process might become ridiculous.</p>
<p>I think heritage is secondary to densification and housing diversity. For example, I think that if a heritage home is on a large lot that can be subdivided for density, or if a heritage home is proposed to be demolished and more diversity built in its place that it should be allowed.</p>
<p>I think higher density development is more important than heritage conservation.</p>
<p>I think it is important to do this before West Vancouver just tears down everything that is old in the name of the "new" and in the name of excessive and intense land developer/real estate pressure and undue influence that has become the norm in Vancouver and the rest of the outlying areas for the benefit of foreign owners' \$ and ownership which has NOTHING, to do with building and sustaining an inclusive community. West Vancouver has already become an offshore bank account, like most of Vancouver, and enough is enough.</p>
<p>I think that this is a good idea as long as it does not have a financial impact on the owner of the property. If the designation is going to impose a burden on the owner then it should only be applied with the owners blessing or with the district making up any financial loss.</p>
<p>Identifying could cause issues as not all houses before a certain year are not of same value and would help the neighbourhood by being torn down</p>
<p>If someone wants to preserve the heritage - they should.</p>
<p>If you want to get something from a landowner, you need to make it economic for them. That means giving something through incentives to get something (heritage).</p>
<p>In principle this should be OK, but I am concerned about the potential for vague definitions of heritage houses allowing for manipulation and gaming. With this in place, all of a sudden hundreds of houses that would not qualify for the heritage registry would suddenly and conveniently become heritage.</p>
<p>more compact housing choices</p>
<p>Need to consider the condition of the property and IF viable to restore. Do not believe it is district ability to dilate private land use.</p>
<p>Not a priority. House people with lesser incomes first - families and seniors.</p>
<p>only if conservation is warranted i.e the property has architectural or historic significance.</p>
<p>Should not be limited to houses - must include all heritage assets. Some incentives are fine but conservation should be mandatory not have to RELY incentives.</p>
<p>somewhat subjective, who decides?</p>
<p>The cost to the Municipality and Taxpayers needs to be a consideration</p>
<p>The purpose of preserving heritage houses is to also preserve their settings! To put other buildings close up around them destroys the whole idea!</p>
<p>The time for this has passed. We have a deepening housing crisis in our community, both within West Van and the greater metro area. We can't afford this luxury as ever increasing numbers of upper middle, middle, working, and homeless are improperly housed.</p>
<p>There are issues to consider and I am thinking about the situation [REDACTED] If it's all about money with no consideration for the actual heritage values and squeezing as much building on the site then I would be less supportive. The District cannot be held hostage. it is not just the house but its positioning on the site which is part of the overall picture.</p>

This is REALLY important. We're losing WVan's rich heritage. Conservation and restoration are crucial.
We need greater density to maintain a viable neighbourhood character and cost effective use of the land. Monster homes only suck up the available land and create neighbourhoods void of vitality. They attract only a small % of the population and frequen
We need to respect private property rights as part of the rule of law.
While I value heritage houses, I think that land use incentives should only be applied intelligently. In some cases, it may be best for the community to lose the heritage house if the variance and zoning changes are harmful to the community.
Yes! Instead of imposing faux character guidelines on new construction we should definitely identify the best examples and incentivize the retention of existing high quality homes and put in place incentives to retain them, including the ability to transfer density to a second home or addition, and to exclude FSR from low height basements in the 4' to 7' range.
Yes, but not restrict the owners if they want to remove a house but provide incentives if an owner truly would like to preserve the house.
Yes, we need to preserve our heritage to give character and respect our history.
3. Increase housing options in neighbourhoods by incentivizing infills (e.g., coach houses, smaller houses on smaller lots, duplexes and triplexes)
absolutely - please move along with this now
Absolutely. ASAP
Affordability should be addressed in other ways. Houses cost too much in West Vancouver, and it is because of speculation and foreign buying. Increasing density is not the answer.
Affordable housing, rental housing, is a real concern in WV. We need more options for people who want to live in WV It's too expensive and we have large houses with few residents in each house. There should me more options and less restrictions for co
As long as builder provides enough parking for inhabitants to park vehicles other than the road.
Case by case since each neighbourhood is unique in its zoning and local issues.
Consider traffic and parking issues. Don't loose green space and trees. Ensure sidewalks!
Demolitions should be discouraged and renovations encouraged. This could include heritage or character homes being "hived" into smaller units. A prohibition on "monster" homes - be they single family or other should be a part of this.
don't support infilling. will destroy character of municipality.
Expanding housing options in West Vancouver is long overdue. In areas well served by transit and/or near amenities (shopping, recreation centres, etc) additional density should be considered.
Fix bridge problems first and parking
I do not support this as west vancouver does not nor have they demonstrated that it has the capacity to monitor and implement building permits and bylaws. This broad approach to increasing density without restrictions that are meaningful will result in large scale destruction of the character of West Vancouver
I support but only with the absolute consent of ALL neighbours within a radius of 300 metres.
I support the above expanded options as long as parking is required to be on site for each type of above housing mentioned, on an at least one parking to one housing type basis (as are the current requirements). As well, the above types of housing should be located within walking distance to local amenities if possible. Keep in mind that West Vancouver has Canada's most expensive real estate (as measured by city) and is home to many who moved here for its semi-rural nature, with less density in general, as compared to the City of Vancouver, for example. You should not have to offer great incentives to build the above types of housing other than zoning changes where deemed appropriate. The fact that so few

<p>persons have built coach-houses may have more to do with residents not wanting to occupy this type of housing on their property, rather than they needing incentives to build same. As people age out, they often want to move from their large house to an apartment closer to amenities rather than live in a coach house behind their original house, which still requires driving everywhere.</p>
<p>I think doing this is a priority.</p>
<p>i think it entirely depends on the neighbourhood. and parking and transportation should also be considerations. Duplexes, lots of houses closer to together, for example would look terrible and destroy the character of a neighbourhood such as Caulfeild</p>
<p>I think that it depends on the particular neighbourhood, especially around the issues of availability of parking, traffic congestion and access to public transit. I also think that there should be an emphasis on 'sensitive' -- infills need to be done in</p>
<p>I think the options in the current OCP are sufficient. I think that this question has the potential to be misinterpreted and many respondents may only be voicing a positive opinion of infills while not focusing on the key part of the question which is "expand options".</p>
<p>I think this is a good idea as long as it does not drastically change the character of the neighbourhood.</p>
<p>if appropriate for the neighbourhood (ex. more density closer to commercial areas while respecting character and current community)</p>
<p>If council does not encourage this diversity of housing, the fate of the community of West Vancouver will be the same as the dinosaurs.</p>
<p>Infills should be for family use and not for short term rentals. Also you should not allow the separation of large lots into smaller legal PID for resale. It ruins the character of the area. Those smaller homes can be rented out or used by/for family.</p>
<p>It should be clearly laid out and agreed upon by the local residents prior to becoming part of the OCP. Spot rezoning outside of the OCP should not be tolerated in any form as that destabilizes neighbourhoods and ends up in the same senseless time wasting discussions. The majority of taxpayers affected by any OCP change should be in agreement with the change (i.e. why should someone who doesn't live in the area have an equal voice to someone who does? It isn't their neighbourhood that is changing...</p>
<p>it would change the character of the neighbourhood.</p>
<p>Keep in mind neighbourhood character</p>
<p>make use of limited land for maximized capacity</p>
<p>More people, more traffic congestion, more parking problems, and "STILL NO REAL IMPROVEMENTS TO INFRASTRUCTURE TO MANAGE DENSITY"!!!!!!</p>
<p>Must get buy-in from affected neighbourhood(s) and not just from developers.</p>
<p>Must recognize some area of WVan do not have the roads or infrastructure to support higher density</p>
<p>No High Rises and no buildings more than 4 stories I support coach and duplexes, 33 foot lots and smaller homes There needs though to be a resident approved community plan Need to be concerned re blocking neighbour views</p>
<p>No PARKING AS IT IS. NO INFRASTRUCTURE TO SUPPORT THIS KIND OF DENSIFICATION..</p>
<p>ONLY if all the neighbours affected agree. Each neighbourhood and street is different. If someone wants to build something different, they must get approval from all the owners in the area who may be affected. It's where they live and chose to live before changes in the OCP were considered so it's only fair.</p>

Sensitive is key. And assuring that we're not just compounding our current scandalous situation of a growing number of empty houses and condos owned by speculators or absentee rich people.
smaller houses on smaller lots
Some neighbourhoods are better suited than others for duplexes and triplexes. This should be carefully assessed prior to approval of this type of densification.
Supply is not an issue in Vancouver. it's speculation and foreign investment.
The issue will be parking for cars a lane home will just force more cars on the street and there are far to many now there should be no over nite street parking without permit and cost land in West Van is very valuable
The long-time stringent insistence by the DWV to protect the single family lot is killing our community. Young people cannot afford to live in WV because there are so few alternative housing units available to them. This has long been a big problem, which has now turned into a massive problem. There is only one way out, before the problem becomes insurmountable; allow more diverse housing options to move forward. The DWV and it's citizens need to move on this and embrace change in this regard as opposed to being afraid of change. The change has already happened; families have been forced out; service workers have to commute; "community" is suffering.
There are houses left vacant [REDACTED] for years and due to lack of maintance are no longer habitable. Why does the DWV not take action to ensure homes are maintained and why are these homes allowed to stay with squatters living in them. The Tye Point house could have been a nice rental home for a family; now it is a hazard.
There are obviously better locations to increase density and that would be close to amenities. One exception would be to build with the objective to house aging parents who can be close to family and don't pay astronomical senior's rental prices. Single story, no stairs, small footprint etc.
There has not been an overwhelming interest in coach house development. We should wait until the existing permission has been pursued before launching into additional more challenged areas. In any event, the nature of the surrounding community should be maintained and necessary infrastructure in place before any variances are granted. Parking on the site of the property to be developed is essential. If this is not possible no parking concessions should be granted. That is not realistic. More density invariably results in more vehicles. The development should provide for adequate additional permanent parking on site or permanent off site parking on some other privately owned property close by with a restrictive covenant.
There has to be a minimum lot size established in order to do this, otherwise, nobody has any privacy or comfort! Maintain garden spaces for children and pets to enjoy. Allow spaces for produce to be grown - at ground level - NOT roof gardens!.
There should be allowance for density if the owner wants to use their own funds to create density. Promote density.
These 'infills' should only be 1 storey and 2 storeys providing they don't ruin a neighbour's view. In other words, think of your neighbours.
This is an excellent option for multi-generational families, young families etc. Duplexes are excellent housing options and many young people do not want huge land to take care of.
This should be promoted and bonused
We should respect the existing neighboring character
West Vancouver should look at options for the many large houses that have been built in the District. In particular, the District should set options depending on the size of the large houses. For example, without changing the appearance of the house, a 4000 sq. ft. house

could probably be turned into a triplex and a 6000 sq. foot house could probably contain four units. The key here is to have an architect on staff or local architects on call to prevent abuse of subdividing our large houses.
Yes - definitely want to see more gentle densification vs urbanization. Coach houses or allowing multiple dwellings on one lot... we need that. We need this as the antithesis has been around for way too long... (Mansions on Mega lots.) Some lots size is big for legitimate reasons (odd geography), but many houses above the highway - they are just not in line with affordability and not even close to any densification principle.
Yes Yes Yes = let's please do this NOW. There are many models in other jurisdictions, and it is a great way to achieve greater density while maintaining character.
YES! This is great.
Yes, this is the way to fit more people in and keep older houses standing.
Yes. We get many inquiries from owners in West Van who want options to build infill on their property without needing to navigate the current process that is highly restrictive. Instead of just building giant single family homes we should have a diverse range of housing types that are open to residents of all ages, both owners and renters.
4. Locate new apartments and mixed-use buildings close to shops, services and amenities through the preparation of local area plans.
A comprehensive public transport system is in place and traffic solutions have been found for the current gridlock on Marine Drive and Taylor Way.
Affordability
Apartments recently erected continue to be affordable so what is the point. Many lower income residences are being knocked down only to be replaced with high end apartments costing millions
Apartments should be kept to a minimum.
assuming traffic flow and parking considerations are addressed
Better transit links/options through the neighbourhoods, otherwise, this will cause further bottleneck gridlocks!
The ambiance of the waterfront is already being ruined by inappropriate luxury highrises e.g. "Grosvenor"! People living in these types o
Build transit links FIRST !!!!! Once people have cars the traffic issues cannot be solved
Consideration (and possibly compensation) of property values for affected home owners
Densification close to transit and amenities is great.... but.... busy corridors have the worst noise and air pollution. It is grossly unfair to reserve the quieter and cleaner parts of the city (off of the corridors) for single family residential. We also need to be careful about piling development pressure on our supply of older storefront commercial spaces that support local businesses. Densification should happen within a 10m walk of corridors, but not be restricted to the corridors.
Density is needed to provide more housing.
Don't make the community too dense/sell out to the developers, as has happened in Vancouver and may happen in North Van.. Highrises alienate people. We need a community where children can play in the street and neighbours know each other.
FIX TRAFFIC BEFORE INCREASING DENSITY!
I am not sure what is meant by local area plans so I can't support it. If the idea is to develop Ambleside, Dundarave etc with multi use buildings, better transportation, etc. I think that is a good idea to a degree. West Vancouver should not try to create high density housing. It is not the nature of this community,

<p>I don't think we should be so restrictive but instead seek to distribute apartments and multi use. This will ultimately go some way to address affordability.</p>
<p>I don't agree with more condos but townhouses or small apartment buildings yes. These need to be built for locals and not foreign or local speculation. We need affordable homes for our ageing population. Some should be set aside for affordable rental at the very least for seniors who have lived in west van their entire lives. No monster buildings. No super high end condos sold to China.</p>
<p>I support mix-use buildings as long as other infrastructure concerns are being addressed ie: traffic and parking</p>
<p>I support this direction on condition that the new apartments and mixed-use buildings should not be tall highrises</p>
<p>I think Ambleside, the original Village of West Vancouver, should have mixed-use buildings and all the above mentioned in order to make it a 'viable' Town Centre,</p> <p>BUT do not allow it to become a corridor of high apartment buildings, causing lack of light & sky & blocking all views of both the mountains & the ocean. Stagger buildings of sizable height. Be creative, think outside the box..</p>
<p>I think that town centres are on the whole a good planning strategy, but I still do have concerns about traffic congestion. Perhaps if we ensure that affordable housing is actually built (instead of the usual mix of luxury and 'investment' housing) bona fide transit riders might actually be able to purchase units in West Vancouver. Also, I think that we might try to solve some of our traffic issues first before adding more volume into already congested areas (i.e. Park Royal).</p>
<p>I think there should be rentals available of 1 bed units for \$900-\$1000 and 2 bed units for \$1100-\$1200. It is becoming difficult to get staff on the North Shore with so many people only earning \$15-\$30/hour, and rental units going for minimum \$1500-\$2000, which is unaffordable.</p>
<p>I wholeheartedly support this type of strategy as it would improve public transportation.</p>
<p>In general this is correct, but considering that West Vancouver only has one key transit corridor along Marine Drive, this is not feasible, or we will have high rise buildings along all of Marine Drive. Instead there should be more transportation established North -South i.e. from Marine Drive and up to Upper Levels and beyond. So turn the statement around. I.e. create better transportation routes and then spread housing and commercial centers around the transportation, not the other way around.</p>
<p>It depends, again, if all these apartment and mixed-use developments are going to be priced so incredibly high for the foreign market, such as the Grosvenor development on Marine Drive, then what is the point? Also, I think it is important not to demolish the current commercial character of Ambleside with a lot of independent shop owners in older buildings which provide a great service to the community etc. Retail locations in new buildings, such as the Grovenor development, will likely have high rents for the retail tenants which would make it impossible for the regular small business owner to thrive and eventually drive them out. Ambleside would be left with high-end chain stores and look like Robson St or Alberni St. Again, catering to who?</p>
<p>It is very well known that traffic pollution, (NO2, black carbon etc), is very localised. Building density along major traffic routes is absolutely the wrong idea, health outcomes may take a while to see but they will occur. We should also keep away from forming "valleys" between long tall buildings since these concentrate even more of the pollution. Despite what people may think levels are already moving upwards along Marine Drive in particular, but also Taylor Way and 15th St.</p>
<p>Locating these housing types close to key transit corridors does not mean having to walk 1 kilometer to the bus or local services.</p>

Lower profile mixed use buildings similar to the ones recently built in Dundarave Village and Edgemont Village fit much better in West Vancouver but there are suitable areas for higher buildings
Makes good sense and improved livability without cars
More residents closer to the city centre
Most people in my circle who want to downsize from their WV home would choose a townhouse, duplex over an apartment.
Must consider height. Many existing homes would be negatively affected if height is raised along Marine drive corridor.
Our villages are reaching a critical mass and their character and quality of life is threatened. Planning has yet to ensure new developments done in these areas do not further erode character or quality of life. Many people cite Dundarave as being more desirable than Ambleside BECAUSE it is smaller. More, SMALL villages is more desirable than converting existing ones into Metrotown by the Sea. Our transit is on roads so is not, and should not be, restricted to current corridors and centres. Schools could be made into new "centres" around which to focus SENSITIVE developments and get more students within walking distance.
Resolve traffic issues first...a big part of this is to find a solution to the armies of vehicles taking children to & from schools each day...why not buses mandatory to cut down on congestion. Resolve traffic issues first. More bus transportation services are needed if you want people to take public transportation. Where I live there is no access to a bus. I raised this issue about 3 yrs ago & was told yes, we know there are "pockets" in West Vancouver with no bus service....but no funds to correct this....take steps to fund this.
Same as previous comment
See my previous comment. Also, there is increasing congestion in the North Shore, and this does not address that.
Special attention has to be paid to public transit, traffic patterns, and character of the neighbourhood. You can not simply put multi residential units, to address affordability and housing options. It won't work. I am against 4195 Marine site to be any more than single family development. Marine drive is way too narrow, traffic is horrible and slow, as well as dangerous, and anything more than single family homes will be a mistake in this location. Schools are way above capacity and access is not there.
spread out development. Ambleside and Dundarave should not pack in more and more highrises cheek to cheek. Not livable.
Taylor Way & Marine Drive is "the perfect example of WHAT TO NOT DO IN CENTRES AND KEY TRANSIT CORRIDORS" - no more needs to be said as "the test of time will be the reality"!
There is no decent transit off the North Shore. We are all rotting on Lions Gate Bridge.
This is an incredibly complicated question. Does anyone think that new apartments should be located far away from shops and services? Or is the question really meant to be a positive of negative vote regarding the use of local area plans? And yes, I supp
This makes sense in a growing area. But the change has to happen gradually, so as to give nearby residents time to get used to the higher density [or get out]
This makes sense, but the District should also look at zoning for convenience stores/services in areas where basic services are not at a walkable distance. For example, the Gleneagles Community Centre could house a convenience store which would help older people who now find Horseshoe Bay no longer walkable for this area.
Traffic congestion needs to be addressed and resolved and effective transit options need to be increased before new big construction projects go ahead. Also, West Van is bursting at the seams with construction projects causing excess air and noise pollution. Quality of life for existing residents is going down as a result.

<p>Wait until a firm policy has been established by senior governments to "restrict the residential property ownership by non-permanent foreign residents" in order to curtail the current speculative asset purchases of residential properties.</p>
<p>We do not want huge buildings like the Grosvenor building blocking views and altering the village feel of the area.</p>
<p>We have considerable traffic along marine drive so additional transportation access will be needed to support more density</p>
<p>We need to wait till we solve transit and traffic gridlock- we need to slow Development as we know construction is a main contributor to gridlock. All North Shore councils have been asleep at the switch here on traffic issues I do not support any more high rise (greater than 4 story) developments We do not need more retail as too many empty stores already</p>
<p>We should increase density and create diverse housing options especially near the community amenities where families, seniors, and others can benefit.</p>
<p>Where p[ossible underground parking should be part of the plan.</p>
<p>While it would be nice to have more variety of housing options, I don't think things like character and the size of buildings has been adequately discussed. Also, for the dreamers who want affordable housing, exactly who do they think will subsidize the</p>
<p>with a mind to traffic,of course...aging population don't all bike</p>
<p>Yes - but this hinges on transportation plan... so many of us needs to get around in a car... so large projects "town centre" concepts - it will need parking and it'll add to congestion... I'm weary. (Think Ambleside and Dundarave - I don't go because I can't park... I also can't go because I don't live near a bus line that takes me there... hard to support local merchants)</p>
<p>yes - now please. let's get on with it.</p>
<p>Yes but not necessarily in already existing commercial centres. Add new shops areas and clusters like Cypress Park. (So you can walk to get milk and bread without car)</p>
<p>Yes create more Villages like Dundarave and Horseshoe Bay</p>
<p>5. Identify opportunities for duplexes, townhouses and low-rise multifamily housing as a sensitive transition between centres and single-family neighbourhoods</p>
<p>again this needs needs to be done incredibly sensitively and within certain neighbourhoods and areas within neighbourhoods only. I fear that developers would take over and push their agenda over the community's and what is best for neighbourhood character.</p>
<p>Again, the emphasis has to be on 'sensitive' -- working within the parameters of parking, traffic, transit and neighbourhood character.</p>
<p>Allow bight where it makes sense parimeter low rises with not set backs are terrible give height but set it back</p>
<p>As I said, it won't work everywhere. It may work on [REDACTED] But won't work on [REDACTED] It has to be approached with caution and unbiased view of sustainability and community as well as infrastructure.</p>
<p>As per my previous answer, I feel that this should be the primary direction we approach density. There should be an algorithm of smaller townhomes surrounding perhaps one larger building in a 2-4 block radius allowing a pleasant look. And promoting community openness and mental health. Please ensure that all new development is required to create park spaces around their structures and be well set back from the road. Lets not do what Vancouver, Burnaby and North Van have done.... there is no greenspace, no gardens, just condos. All development should also focus on family with a min SF of 500SF per intended occupant and a significant portion of 3-4 bedroom homes created for younger families.</p>
<p>build transit FIRST !!!!!</p>
<p>Case by case for each unique neighbourhood.</p>

Consider traffic and ensure side walks
Consideration of property values for affected/adjacent home owners
Density is needed for more housing.
Duplexes and townhouses make sense for transition. I doubt that low rise apartment buildings would be appreciated in neighbourhoods
Fix congestion before adding more people and cars
Good idea, but don't make the mistake that was made a few years ago when the area in which the above were going to be considered was 'broad brushed' from Ambleside to Dundarave; it was too much all at once and was flatly rejected. Start with a smaller footprint; example; 11th to 17th Streets, from Bellevue to Inglewood
I attended a seminar and the guest speaker was the head planner for the City of Vancouver. There was a discussion about row housing. Has that ever been considered in West Vancouver? Is that your meaning for Low-rise? Is your meaning that there would be, for instance, an area of single family homes, then an area with multifamily homes and then an area of single family homes? Is the idea to spread out the density? For instance, [REDACTED] I guess that works in that instance because it was constructed that way and not changed from what is an established area. So, yes in a new area that is being developed.
I am under the impression that the current OCP already identifies opportunities for duplexes, townhouses and low-rise multi-family housing. I don't know that additional opportunities need to be identified.
I would like to see this expanded throughout the municipality, not just in transition areas.
If this does not happen in WV, many of us in our 40s and 50s will downsize to Lower Lonsdale, Edgemont Village, Kitsilano... where these options exist.
In certain areas (Ambleside and Marine east of Dundarave) need to promote higher density of smaller square foot apartments for sale to appeal to young and create more affordability vs. what is being developed- this is how affordability and mixed use and mixed incomes can be achieved.
It seems that our centres are already places where there is much traffic and exhibit little pedestrian friendliness. It would be better to not attract more to these so called centres and develop small village like complexes in several areas across the Municipality..like Caulfield Village etc etc
makes sense - sensitive transition, not dumping a low-rise in the midst of single family
Neighbourhood by neighbourhood, neighbour by neighbour, not a blanket rule for the whole city. Most importantly, the owners in the area who will be affected should have the power to say NO if their property is affected.
open to abuse
Parking a big consideration.
Same as previous comment
Same comments as above especially re traffic gridlock
See comments under Para. 4
See my previous comment.
STILL....., MORE UNNEEDED POPULATION, but....., IF THIS WOULD PREVENT MONSTER HOUSES AND MONSTER DEVELOPMENTS THAT DON'T TAKE OTHERS INTO CONSIDERATION, then....., it MIGHT BE A GOOD IDEA!
there will be a lot of rezoning and new constructions which will affect single home owners' property value and change the overall street view of West Van

Think carefully before re-zoning for higher density. In other words, some neighbourhoods have quite distinct boundaries and if you re-zone them for higher density, you run the risk of destroying what took generations to build in terms of neighbourhood cohesion.
This makes sense close to established centres, but not where centres do not yet exist. Gradual evolution is important for public acceptance.
This should have been done 20 years ago. This is the only thing that will encourage young people to move here and it would create better affordability.
This should only be proceeded with if there is adequate and frequent transportation available close by. And Parking still should not be eliminated as a requirement because people who commute to work on transit often still own cars for recreational use.
This will add too much density "weakening" West Vancouver's unique cultural and natural appeal.
Townhouses could be built at the more southerly ends of the north/south running streets, 14th St. westwards. Thus preserving views further up the slopes. The definition of low-rise must be defined as no more than 37.5 feet high!
Using the word "centres" may be vague. The highest density should be where the families and seniors can benefit from the amenities nearby. From that centre, we can transition down to lower densities to accommodate various housing forms.
We don't have a supply issue.
We need to ensure that ANY new development preserves or enhances the neighbourhood character and quality of life. This principle (and these options) should be explored in all neighbourhoods, not just single-family. Schools are natural neighbourhood centres.
Yes - I think this is also something that ties to gentle densification that is much easier to get on with - compared to towers, towers, towers.
Yes, absolutely! And please work to ensure that these townhouses, duplexes and low-rise multifamily are within reach of protected or accessible cycle tracks and good pedestrian infrastructure. Transit would also be ideal but knowing the limited routes that TransLink takes through West Van, this may not be possible everywhere.
Yes. See previous comments vis a vis corridors.
6. Concentrate future Upper Lands development in and around Cypress Village with a diverse range of housing types
Again the same comment goes...we cannot afford to cram people and pollution into small parcels and allow huge single family lots for the rest. We do need to consider ways of keeping all areas liveable.
Again we have to recognize the Upper Levels and the 2 bridges are a mess and will probably not support additional traffic
Ambelside and other neighbourhoods should not be put in backburner with the cost of Cypress Village.
CATCH UP ON INFRASTRUCTURE TO COPE WITH ALL THE DEFICIENCIES THAT AREN'T GOING TO GO AWAY ANYTIME SOON - unfortunately....., the harsh reality will be, IF WE HAVE A REAL EMERGENCY IN WEST VANCOUVER AND THE 1ST RESPONDERS CAN'T SAVE A LIFE AND/OR LIVES BECAUSE 1 OR 2 OR 3 OF THE WEST/EAST ROUTES ARE UNUSABLE BECAUSE OF TRAFFIC CONGESTION (DUE TO ACCIDENTS, BREAKDOWNS, CONSTRUCTION, NATURAL DISASTERS, ETC.)!!!!
Concerns about impact on ecosystem, increase in traffic on the highway and two Northshore bridges. Also, do not agree with the developers "theory" that the traffic concerns would be addressed b/c residents would have access to what they need (shopping, ect) in a new town center.... how are residents getting to work? How are employees in new town center getting there? How are children getting to school? Cars, cars and more cars!!
Consider other like villages

<p>Continuing development up this hill is unsafe as the developments there appear mostly clear cut for monster homes. This is not sustainable. The views up there are too tempting for developers to sell the view to foreign investors who will never live here, pay taxes here, or contribute to our city. Wait until the housing bubble cools down, and then develop small locally focused homes. When greed is in the air you will not get rational thought from any of the developers. We have enough empty monster homes in the British properties, Caulfield, the waterfront and Ambleside. We don't need more. We need community driven initiatives. We have waited for a long time to develop this area, we can wait longer and see if things change for the better. Crime is rising in our area due to all the empty homes. Let's focus on getting people to live in the existing stock that we have before we go ahead and add more.</p>
<p>Cypress Village is a nice project. However, I am not sure that due consideration has been taken about how land development and sewer systems will affect the natural run-off from creeks etc. and if it will cause flooding in the lower parts along Marine Drive. This is a big change to the whole infrastructure of trees, vegetation and land stability and water run-off will be affected.</p> <p>The other issue is that if Upper Levels continues to serve as the "local" transportation corridor, traffic will be horrendous. Realize that despite what the developer says, people who work in the retail and service industry in Cypress Village will NOT afford to live there with the way it is planned. I.e. traffic congestion will be huge. And please do not say that Upper Levels is under Provincial jurisdiction. If West Vancouver decides to increase population, West Vancouver has to lobby and work with the Provincial government and create better traffic flows.</p>
<p>Cypress Village should be developed for and sold to residents who work in Vancouver, and not as a speculative tool for the global wealthy.</p>
<p>Deal with more immediate priorities - including transit to service existing neighbourhoods.</p>
<p>Do not destroy this area.</p>
<p>First, ensure adequate transit services! All heights must be maintained below the 1,200 ft. level! No highrises up the side of the mountains! Maintain space, trees and greenery around tasteful, characterful development.</p>
<p>Full impact on traffic must be considered, and I don't believe our roads, especially the Cypress mountain access can handle the increase in cars.</p>
<p>Have not seen the present model so unable to make comment.</p>
<p>I disagree with developing these lands</p>
<p>I don't know anything about Cypress Village</p>
<p>I don't think that development in the Upper Lands should proceed until greater densification of the lands below the Upper Levels as occurred AND there is a very comprehensive transit strategy in place so that it does not become entirely car dependent. If development of the Cypress Village area is to go ahead, then it must have greater density and provide greater options for lower income families. We must have a variety of housing to bring vitality.</p>
<p>I suspect that in new developments like these, multifamily housing makes the most sense. I would prefer that more trees be retained/ be planted in these developments to help alleviate drainage issues for the communities below.</p>
<p>I worry that it will lead to more urban sprawl...</p>
<p>It is madness to put another 8000 people onto our bridges, hospital, roads. etc. First improve the infrastructure. The housing units will still be very expensive at \$1 million for an apartment, so it doesn't even address the affordable housing problem., It is just another money making move by B.P.P.</p>
<p>It isn't clear to me that environmental assessment has been undertaken with a view to the effects of tree loss and ground excavation on water flows regarding properties below the area being considered for development.</p>

keeping in mind comments made in Para. 4
Lets not be too hasty & jump on the bandwagon to destroy our beautiful West Van to cram more people into W Van before we work out the impact of doing this to the environment, traffic, etc. Also lets ensure "affordable housing" is built. W Van is approving too many new projects that are not in the range of affordability for people wanting to downsize. Not everyone with an existing single home will be getting 2 1/2 to 3 million for their homes so how can they afford to move. Lately, you have only approved projects beyond the means of a lot of people. Developers can also be sneaky in their presentations....take the Horsehoe Bay new project...Parking spots & storage units are not standard with the apts...but instead big costly add ons to the purchase price (so prices sound better than they are when a developer makes a presentation to council for approval).....and even if one could afford to "swap" their single home for an apt or townhouse...the monthly fees are a killer of the deal.
Need to protect wilderness not remove more trees
Needs to be carefully planned
No! please do not spoil the mountains any more.
NOT in favour of anything above the Upper Levels ! Go .. stand on any balcony above the hwy. and hear the road noise ! It is already problematic enough to deal with Ambleside in a business sense. I would prefer expanding the Grosvenor type development down along the sea side. Take a good look at the developmenst along Marine Dr. in North Vancouver !!! housing and business mix. West Van Planning has been dismal !!... still is.
only if there is transit that is able to operate in snow
Only proceed once a solution has been found for current traffic gridlock.
Please stop adding development in the Upper Lands. Still frustrated with the concept of Cypress Village and the habitat destruction that happened there - we've caused enough damage with permitting the BPs to move so far up the mountain. At some point we need to respect the natural environment and concentrate density further down the mountain so as not to harm local wildlife. I understand that we can only push density so far without upsetting NIMBY's but at some point, the need to house people should take precedent over people's desire to prevent West Van from changing
Should also explore if there are other similar geographic areas on the upper lands which could be used for the same approach
Should build and allow development all the way to Cypress Mountain ski resort. Should allow development above the 1200 ft level. We need all the possible zones to be allowed development as we need more housing.
Sounds ok in principle, but would need to see the details.
stop knocking down forest and densify current neighbourhoods
Sure, but not to the exclusion of centers like Ambleside, Dundrave and Park Royal that are better served by transit and within walking distance of shops and services.
Sure... eventually we need more amenities above the highway... West Van Community Centre is only so big and far away... also transportation - is it going to be a big bottleneck in the Winter, between Cypress guests, snowy driving condition, etc.
The British Pacific Properties plan is to build only attached homes in this village. I support this but I do not support Metro Vancouver's ideas about building above the 1200 ft.line in case that is what is being proposed here.
The existing developments above the highway are sad... impossible to live there without a vehicle. More forward thinking is needed when constructing cypress village. It's a shame that Caulfeild village doesn't have some multifamily residential within walking distance.
There are some limited privately owned lands adjacent to 1200' benchmark where new housing should be allowed. Municipal revenues from CACs could be used to upgrade recreational amenities
There is no decent transit.

This area should be built leaving as much green area as possible. This is an entrance to a park and should never have been started.
This development will have to chop down a lot of trees and destroy forest and national park, which will cause great damage to the environment and severe changes to the ecosystem, the housing price is not going to be affordable, it will only benefit those developers who make huge amount of money from the rezoning and development
This is a good idea if we are talking about relatively low density.
This particular piece of property will benefit it's major land owner, BPP. This idea needs to be explored carefully; not able to provide yes or no response to this recommendation as there are no details provided as to what this means.
Traffic congestion is already a problem so without a better solution, I see it as adding to the traffic problem. I guess an affordable old age home or smaller apartments with great bus service might be feasible but transportaion is an issue.
Traffic on upper levels is already bad. why make it worse. only worth considering after flow of traffic through horseshoe bay terminal is reduced.
Upper Lands may be appropriate for ground oriented homes rather than condominiums and apartments. This will help to respect the character of the Upper Lands
We have enough expensive housing. Don't need this development.
While Cypress Village presents a blank-slate opportunity to provide a diverse range of housing types, not all types are appropriate here. The area is not well served by transit or local amenities (yet). Even after build-out, it is unlikely to provide the amenities or transit service that an established neighbourhood like Ambleside (and to a certain extent Dunderave or Horseshoe Bay) currently provides, and could add too much single-occupant vehicle traffic to the upper levels highway.
Why are we doing this on the mountain and not in the other neighbourhoods?
yes and please consider transportation seriously!
7. Use development incentives for new rental. Affordable and supportive housing supply (e.g., bonus density, reduced parking requirements, permitting fee waivers)
..... time. There is no urgency to rapidly develop West Vancouver.
"TOO ACCOMODATING OF THE DEVELOPER" - THEY ALWAYS SEEM TO BE "AT THE CONTROLS"!
Absolutely
Absolutely not, incentives are short term thinking! Those buildings will be there for a LONG time. Any short term loses financially will be made up by the gains in property value. Make developers have MORE parking and REQUIRE some rental and affordable/supportive housing for the privilege of building in what will continue to be some of the best real estate in the world. No bonus incentives - we need our city to require developers to give us what our community wants and needs or don't let them build. We need strong people in our city government who can handle this kind of negotiation and fight. Why on earth would we reduce parking when we need more? Why give them bonus density and make our city shady and dark, why block our ocean view, we are an ocean city. Why not require smaller units within the building so more people can have a small space to live rather than a posh penthouse covering one floor?
Absolutely not. The incentives will be for the sole benefit of homeowner (investors and developers) with the cost born by their neighbours. I believe that it is a false conclusion that new housing supply (even if close to transit) will correspond to reduce car ownership. Even someone who commutes to work every day using transit or works from home will most likely have a car and will need an off-street parking space for their exclusive use. Only residents living in a dense commercial center like Ambleside or Park Royal may give up car ownership entirely and the need for off-street parking.
Absolutely, as long as it truly is affordable

Absolutely, hopefully with additional density considerations to incentivize development.
Affordability is a sham municipalities are the biggest culprit in cost with high DCC CDC high take on rezoning and insufferably long lead permit times in Vancouver the direct costs are in excess of 30 % of the end selling price
Affordable Housing in West Vancouver is not the same as affordable housing in other areas. Focus should be on housing diversity. For instance what would incentivize developers to create 3 Bed and Den units of average finish rather than providing all 1-Bed units of luxury for premium end unit values? Housing diversity is key to retaining young families but if the developers are not incentivized properly, they will take their business elsewhere and we will continue to lose our families.
Affordable housing is good. But ultimately, it is speculation and very wealthy global buying that is driving up pricing. Not sure what building more and smaller houses will do to congestion and whether it is the answer to the question of housing affordability.
Along with additional transportation needs being top consideration
bonus density but not reduced parking requirement
Case by case in each unique neighbourhood.
Caution....don't get too generous with these....we should not have to bow too much on bended knee to get a developer to build affordable housing....don't worry...if they build something they will still make money on the project. ...whose idea was it anyways to think we have to give give or the developers will not be interested...just means a smaller profit for them...but trust me, someone will be interested in still building in West Va...especially if we lay down Our Terms.
Concern on this one is sell out to developers and resulting plethora of high rise buildings
Council and city hall do not understand that the cost per square foot of land is NOT going to decrease and will NOT be tolerated by the tax payer (me). We need to strategically densify and create corridors that reduce the buildable cost of land as a percentage more affordable. This means density and diversity OR public housing
developers can take care of themselves
Good idea, but we don't have a whole lot of land for this purpose. We already lack parking in Ambleside and Dunderave, so I would be reluctant to see parking reduced any further.
Hard to call any development in W Van can be considered "affordable". I am against this issue to be used for "developers to get away" with multi family development and bring them. Ack to market at outrageous prices (calling it affordable".
High land values prevent the building of affordable housing. A "non-profit building corporation" assisted with senior government funding would be the only realistic way forward.
I am not sure the math will ever make sense in WV, given our land values. Developers would probably need massive bonuses to make housing truly affordable. Instead, relative affordability will come from providing more housing types and more suites/infill on existing lots.
I am not sure what the existing guidelines are on this topic.
I am sorry but the horse left the barn on this issue many years ago. No rental or supportive housing that you build in West Vancouver in sufficient quantities is going to meet the affordability index, unless it has a huge money input from the population at large. The City of West Vancouver simply does not have the resources or approval from its citizens to be spending 100's of millions of dollars of public money to create affordable housing. Using development incentives will simply not provide the quantity of affordable housing necessary to begin to solve this problem. It will simply become a lottery win for a few. The reality is that not everyone from the whole income range is going to be able to live in West Vancouver, and we will continue to have the problem of trying to entice people to come to work here in low wage jobs. Developers will not build stand alone rental housing in massive quantities as long

as the Province of BC continues to have rent controls. There are always unintended consequences for government intervention.
I believe this will be a challenge. Supply and demand will rule so developer incentives will become a difficult area to judge their effectiveness.
I do NOT support any initiatives or development that will reduce parking - spaces are at a premium and in very high demand for residents, visitors and Ambleside/Dundrave Staff
I don't support these 'incentives' at all. They aren't working!! Make it simple; REQUIRE that every apartment (for example) have a % of units for people of low income. If every jurisdiction were to do this we wouldn't have the crisis we have today. Furthermore, it would provide a workforce who would be able to live in this community and might alleviate the shortage of workers we have today.
I don't think developers should be able to buy themselves out of sensible planning considerations. They should spend whatever is required to comply with existing regulations.
I need to investigate further as to what this would mean.
I support low rental housing for the busine work force but would not like to see too much on street parking
I suppose that this is the only way to get rental stock. But follow-up is important to make sure that this is actually happening with no negotiations after the fact. Are you proposing a certain no of units in a specific bldg that is rental stock? or affordable and/or supportive housing? Or do you mean purposeful rental bldgs? I think that a certain number of rental units in an otherwise owned units bldg would work but units like social housing incorporated in bldgs will be a problem based on my experience.
I think that the affordability bus left West Vancouver many years ago and nothing you can do (without a huge cost to taxpayers) can solve the affordability problem Moves to ban offshore investment and only have tax paying residents be permitted to own property would help.
I think that we need to be certain that we are getting a fair allotment of affordable housing units in exchange for development incentives. Follow-up and assessment is important to ensure that a fair exchange is actually taking place.
If you reduce parking requirements, we must ensure it just doesn't move the parked cars onto the streets.
Incentives should be agreed to as a general consensus before being applied, as can be abused by staff(see Vancouver)
It is a gross mistake to think that West Vancouver will ever be affordable....
Needs to include some below market rentals
No - if they are required they should be a condition of development.
No tax payer incentives and parking availability should not be waived - must have sufficient parking as part of development.
Only if you build long term care facilities and daycare
Parking is hard to find already, so we should not be reducing it.
Please do not reduce parking requirements as there is already a shortage of parking in Dundrave and Ambleside
Please, the parking situation in Horseshoe Bay is ridiculous. Everyone on the North Shore, with a family or without, needs a car. We need to park it somewhere. I can see no car if you live in Vancouver, but not on the North Shore. Please realize, WV District, there needs to be parking available everywhere.
Providing incentives for people to create density to provide more housing is very important.

<p>Reduced parking is a bad idea since we already have areas like Ambleside where there is no parking either through the day or on the residential streets at night. Density is OK again if it is distributed. Again Council always says that the density will have little influence on traffic...the relationship between queue length and service rate is exponential and we are approaching the tail end of this. So yes a tiny increase in density leads to an infinite increase in queue length..eventually.</p>
<p>reduced parking is not a good idea, we will become like kits and west end where streets are littered with cars. As we have no sidewalks, this will further impede pedestrian mobility.</p>
<p>see above</p>
<p>Special conditions need to be examined closely for unintended consequences of the "slippery slope" variety.</p>
<p>The higher levels of Government should be supporting the incentives - the Municipality should not be the one supplying these incentives to the developers! Reduced parking would only work if there are adequate transit links provided! Bonus density d</p>
<p>There is no supply issue.</p>
<p>Think about the Grosvenor Ambleside, it is there because of amenity for Art Center, but Art Center is still not available, the incentives are sometimes excuses for development, they are not really put into practice</p>
<p>This doesn't sound fair/equitable to me</p>
<p>This is an issue of magnitude for me. Affordable rental housing is a good idea but it still needs to be limited. West Vancouver has a distinct character. We do not want to lose that.</p>
<p>This is desirable, but a very broad approach. Again planning needs to be carefully regulated.</p>
<p>This needs to be mandatory and enforceable. We've got to stop quick buck developers with no interest in the well-being from taking huge profits and disappearing with their ill-gotten gains.</p>
<p>Too many developments have been made by outside people not interested in the community or its people- but only interested in money /profit. Recent rental apartments at 23rd and Marine were bulldozed to make way for newer apartments - to be called condos (ie owned by the resident) with a starting price of several million dollars . This is an older population, needing housing and in place of making smaller units and more of them, at a reasonably affordable price , this prime location for recreation centres etc will be the- occasional - homes of the very rich just as the Grosvenor development will be. we need affordable housing - not palaces.</p>
<p>we need alternative housing types now</p>
<p>West Van could use more government funded residential care Facilities. Apparently Westbank gave the DWV monies for rental housing. This money should go back into the Horsehoe Bay Village community - Libby Lodge is looking run down and has a lot of deferred maintenance.</p>
<p>What does "affordable" actually mean these days? I think the term needs to be defined, but support this initiative in spirit. Attainability is another issue - again, how is that defined? It appears that at half of West Vancouver is for rent at any given time-- just look at Craigslist listings. What are "development initiatives" - what does that entail?</p>
<p>Yes - but in looking at Vancouver's many years of trying and coming up for different strategies which didn't really lead them anywhere... I'd really like Staff and Council to think through all the intended and unintended consequences.</p>
<p>Yes, but not so far as to pander to density like the City of Vancouver does. Its the biggest lie purporting to help locals when all it does is create more presales to sell in Hong Kong.</p>
<p>8. Consider housing needs and objectives in the use of surplus District-owned lands</p>

Allow for connected park lands and multimodal transportation routes and not allow patchworks of housing here and there (sprawl)
Areas that are located between developed lots should be designated as parkland
As long as park land and roads and traffic can be planned around the whole development, this would be a good way forward. However, there has to be comprehensive impact studies about traffic generated, not only in the immediate neighborhood, but also in a
Bonus for density and lower entry cost. It makes no sense to build 1200 SF apartments as "low rent" or low cost given min build costs.
But it depends on which lands and where
Consider being the operative word.
District only lands should be preserved for community support infrastructure... educational parks, arts, literacy, social wellness and physical wellness NOT housing
Dont sell off district assets.
Explain where these so called surplus areas are please
I don't believe we need to develop on surplus lands simply because they are surplus. If they are close to transit, shopping, then YES it should be considered. We need more density in the RIGHT areas, not simply more housing.
I don't know where these lands are and didn't see the explanation of what this is in the information provided.
I don't understand this option fully. If this means there are district-owned land that could be used for densification I agree.
I think district owned lands should be used for public amenities that can be used by all citizens. Public lands shouldn't be used for rental housing.
I think that our housing needs are in the areas of affordable and supportive housing (affordable supportive housing) and that these areas should be priorities.
I wonder what lands you mean.
If housing has been such a boom for all involved, from realtors to builders to our municipal finance department getting bloated on any number of fees ranging from demolition fees to countless permits ... and the property taxes, then why did the municipality not get involved for social housing. This happens in most developed countries.
If surplus lands are used if should be rental units only, that would be available only to those who are working within the municipality.
If the objectives actually do promote diversity in housing which has not been evident so far
If we are going to increase density in the other ways this survey outlines, the priority should be that the district lands be used as part of the infrastructure that will be needed to support this higher density
If we must, then direction makes the most sense.
It depends - I'm not in favour of publicly owned land sold for private/commerical interests, in some kind of "means to an end" thinking, (i.e. sell land to pay for capital/operational expense or as a quick means to build more houses.) Particularly, public interest and private interest really don't align at the end (housing vs profit.) So if land is put up in lease-hold fashion, that actually adds to housing needs - sure... but I like accountability and careful navigation on this front.
let's identify surplus lands first before proceeding.
More housing is needed.
Needs some serious study as all District land may not be suitable for housing and could have a better use

Once you sell it you can't get it back and use should be for benefit of entire community
One way to alleviate the affordability problem for people working in West Vancouver who cannot find a place to live on the North Shore, is for West Vancouver to establish a housing authority like the Whistler Housing Authority. This would solve many problems.
Only if the funds released can be channeled to clearly identified and visible enhancement projects
Only when transit is sorted out! District owned land was undersold to "Grosvenor"! We must not make this mistake again! Leasing makes far more sense - buildings de-value, land prices increase! A big picture direction must be planned with liveability to existing residents at top of mind.
Other community needs should be considered as well.
possibly. again depends on where land is...other community needs
Provided that the underlying criteria - in respect of donated land and buildings - are fully respected and their intended usage by the donor will not be changed.
Similar to the upper lands, this should be easier to deal with as the area will be "new" and, therefore, easier to be creative without offending current owners.
stop knocking down trees
Surplus District-owned lands should be fully used to meet people's need
That depends on what the land is ideally used for. Setting a policy without identifying exactly which lands apply can result in inefficient use of our lands
The question above is unclear. What are you asking? If you are talking about building low cost housing on city owned land, then I have reservations. Keep in mind that these surplus lands belong to all citizens of West Vancouver and should be developed with that in mind. The City of West Vancouver should be very careful about stepping into the subsidized housing business on surplus City owned land. At best you can provide developers with incentives to build on these lands, but often developers want guarantees to build low cost housing. Look at the pickle the City of Vancouver found itself in with the Expo Lands.
There are many opportunities to expand housing options in developed neighbourhoods and it might be wise to hold back on housing in surplus District-owned lands except in those instances where the District has a need for specific housing (e.g. low-income) that cannot be met in existing neighbourhoods.
There is a huge need for affordable housing in this area, so this land should be used for this, not yet more profits for developers..
There is enough money in development. The tax payer does not need to support wealthy developers.
There is no supply issue.
This has got to be done with great skill and control. Otherwise the District will just compound the enormous problem of scandalous amounts of empty housing.
This is basically providing tax payer supported lands for development. To a limited degree I support this idea. The term surplus means taking something of value that could generate a return to taxpayers and using it for "housing needs" which is a term that is unclear to me.
this land should also be considered for much needed PARKING in Ambleside/ Dundarave
This needs to be done on a case-by-case basis as obviously not all sites are equal. In addition, the district should examine under-utilized lands they currently own as opportunities to achieve OCP goals (the Sailing Club is a prime example).
This sounds good in theory but there needs to be great care that the other needs are not sacrificed such as parks, walkways and small businesses
This sounds reasonable. My only consideration is that I don't know where the surplus District-owned land are.

Use existing lands; we have a ton already developed.
Wait and see what the new Community Plan says and if some of the housing needs and objectives are going to be dealt with. Don't be in a rush to use 'surplus District-owned lands', they are only going to be more and more valuable (not in dollar terms) down the road. After all, they're not making any more land.....
Waterfront development for more shops and restaurants on district owned land. Why is there not a restaurant at Ambleside beach instead of a tired concession stand.
We are losing population, not gaining. I don't think we need to develop anything right now. We need to tax foreign investment and speculation and house flippers. If you are using district land it should only be for community use buildings. Not condos etc.
We need to preserve existing parks and be mindful of maintaining a high degree of natural treed greenspace.
West Van should not be in the social housing business
What surplus lands? This is a misleading question as we don't really have any "surplus" lands." Do you mean parks, public use lands?
What type of housing, where? I find this difficult to answer.\
Where is surplus WV land?
Whose housing needs and objectives? We have a very poor track record of building anything but luxury homes. Even when affordable seniors housing is built (e.g. Kiwanis Gordon Ave - which is a GREAT facility) it can house those that still retain their Capilano Golf Club memberships.
9. Improve environmental and energy-efficiency standards of new and existing buildings through incentives and requirements
Be open-minded about environmental standards and approaches. For example, passive house with electric heat may be preferable to connecting to District Energy, etc.
Bonus energy efficiency and solar, Incent building Leed Gold.
Clean energy
costs should always be considered . i.e. how long is the payback is it really worth it .
Definitely!
Does nothing for affordability
Eliminate the word "Incentives". It should be a requirement - full stop.
Energy is still extremely cheap compared to the cost of energy efficiency, so it is essential that we have regulations for new houses. But - for renovations - do NOT forget that it is OFTEN more energy efficient to fix/repair than to redo the whole thing. "the greenest building is the one already built"
Environmental and energy efficiency standards are already in place, would like to see more information to substantiate that they are inadequate and that stronger regulations would actually provide a net benefit.
fine for new buildings being planned, but can be very expensive for residents of existing older buildings, esp. for citizens who have limited cash flow (retired people, etc.)
Government must not subsidize encourage good practices thru the market and good sense
I agree with the concept that the District should endeavour to improve environmental and energy-efficient standards through incentives. However, the application of the incentives has to be done intelligently. For example, is an energy-efficient monster home better than a standard home that fits in with the neighbourhood character? I don't think so. Would a multi-family building be given site specific rezoning preference in a single family residential zone because it was energy efficient? I would hope not.

I don't disagree with the intent, the problem is that 'requirements' will intensify in slowing the provision of housing. We have a problem - lack of housing diversity - that gets worse month by month. We don't have time to be counting angels on the head
I don't know how far we need to go with. Our houses aren't terrible and requiring home owners who want to renovate their homes to renovate to an even higher environmental standard will only make it cost prohibitive. There are too many completely reasonable homes being torn down. Some of them are being torn down because of strict standards that are simply unattainable with an existing building.
I support this for new construction
I think we should have a pesticide ban on gardens and all lawns but we haven't even been coordinated or bold enough to accomplish this obvious environmental toxin.
I worry that if there are so many conditions and by-laws with eco-friendly standards, things will become too expensive to proceed.
Incentives are helpful, requirements should not be so onerous that they add greatly to the cost and time is burdensome! Requirements shared on best practices and common sense.
Incentives yes, requirements no on existing
It really depends on what the incentives and requirements are. Allowing rezoning and density bonuses for environmental and energy efficiency standards instead of affordability standards could be a problem. I suspect that many developers would prefer building an energy efficient building instead of an affordable building. As for LEED certification, it really should be subtitled: 'Well, it could be worse.' Whack down a bunch of trees and then install Low-E glass windows!
Just ensure that any requirements are based on sound principle. Look at the leaky condo mess, which happened simply because federal government requirements mandated that the building envelope be sealed completely from the outside. We don't want to repeat that sort of fiasco.
Less rules and more allowance of building will create more affordable housing. Not putting more rules and stipulations that end up costing the price of building to increase.
Let older homes keep their wood burning fireplaces
Must ensure that the city has the capability to monitor and implement decisions
No. No tax incentives or charges to owners to a mandated standard. I am getting tired of this issue being forced down our throat vis-a-vis all the taxes we already pay when we pay our hydro and electric bills and fuel our cars up. Individual home owners should have the right to decide whether they want to install solar panels or high efficiency furnaces etc.
Often nor possible to bring an older home up to new requirements- thus contributing to their demise. Also requirements must be weighed with affordability - no point building homes so expensive that we cannot possibly live in them!
Only of new buildings.
Requirement sounds ominous, needs more input, so it does not lead to something like elimination of natural gas vs.the alternative as in Vancouver, when the alternative is not available in sufficient quantity and does not provide the same BTU output for certain requirements
retro fitting should only be done at District's expense
Should be incentives only for existing buildings
Solar power
SOUNDS LIKE GOVERNMENT COULD BE OVER-REGULATING AND MAKING LIFE MORE DIFFICULT AND COSTLY FOR THOSE OF US WHO WOULD LIKE TO STILL LIVE IN WEST VANCOUVER - OTHER MORE URGENT PRIORITIES!

Standards need to be reflective of our climate zone and access to relatively clean and abundant electrical power (e.g. strategies to increase alternative energy sources (e.g. solar) in jurisdictions with a different climate and that e.g. burn coal and diesel for power generation don't apply to our area). There may be diminishing returns for some strategies in our location.
Support through requirements only! (There are already built-in incentives by the future cost savings!) Any solar panels used must consider their neighbours for view blocking, reflections and visual appearances. This MUST be closely monitored!
The market will build energy efficient housing as demanded by consumers. If you mandate it, you make the housing more expensive, or in the extreme the projects won't be built.
There is already incentive for home builders due to owner wanting to reduce utility costs.
This has already been done.
This will add additional unnecessary costs to already high housing costs.
We should be a leader in Green built housing.
We should incentivize for existing but require for new.
we should target 100% renewable energy for all buildings by 2025 - we can't wait any longer.
When clean and renewable energy becomes cheaper than other sources tax payers will adopt I fear any additional municipal regulations here will just add to costs to taxpayers
Yes absolutely
Yes, let's have more incentives for installing solar panels.
Yes...as long as this does not become cost prohibitive.....incentives yes....gentle on requirements.....
10. Include accessibility features in new development and public spaces to promote inclusion and social-interaction (e.g., adaptable units, wheelchair and walker accessible corridors and common areas, public space design improvements)
Access to all commercial/government buildings/ public spaces should be wheelchair accessible. Residential developers shouldn't have to make all building corridors extra wide though - this will make the cost of construction higher and units more expensive.
Considering that West Vancouver have lots of seniors and they all age, this is more than important-it is mandatory.
Do we not do this already?
Do you think people with disabilities would want to, could, afford to live in this type of housing? If they are wealthy enough to live here they would probably choose a place like the Westerly or Amicca.
Don't go overboard with this warm and fuzzy idea. Certainly in public spaces yes,. but not every building should have to build all these 'space design improvements', it will skyrocket the cost. Perhaps certain buildings could be known for the 'accessible corridors, adaptable units' & so forth.
Don't we do this already? Costs could be a factor here.
Ensure plenty of natural vegetation with some benches under trees. Natural grassy play areas for all, including, children and pets. No permanent building structures on the Ambleside waterfront! Spruce-up the existing facilities! Sidewalks maintained and cleaned. Adequate garbage bins. Signage to facilities and attractions.
I think if built into new developments, roads etc cost is low and benefit high Cheers nsisting on retrofitting existing buildings can be very expensive
Include handicapped parking too

Including all people to access all new areas will be positive.
It is easy to do in the initial and New plan
Not forced into every public space but focus on areas with identified/likely need. e.g. Wheelchair access to Whyte Lake is likely not feasible nor in demand but improving access to some of the city parks would be valuable for elderly etc.
Of course and a public piazza is sorely missing!
once again cost is a factor
Other issues are more pressing.
Please refrain from blanket approaches that lead to e.g. surplus handicap parking spots that are not needed.
public space, aesthetics and transportation options (not just limiting cars) all need to be considered together
Realize that all this increases the cost to the end user; and, once again, no taxpayer funding - developer and the ultimate user pays. Life is not fair - get use to it or move to LA where the extreme left reside.
Shouldn't accessibility be adhered to regardless of public opinion? I digress - Yes to all!
Sidewalks along kings from PJ to Irwin Park
Some forms of housing such as stacked townhouses are needed, even though not every unit will be accessible.
some public space design initiatives create perils like some supposed traffic calming creations.
The developements catered to seniors and people with disabilities should comply. The greater lack is in housing diversity that is cost efficient for young families. Less regulation results in more affordable housing for families.
The idea is good but it costs money..
These accessibility features should be mandated for new condo buildings, not single family type homes. Single family type homes are already expensive enough without mandating disabled features in every home. People building a new home in West Vancouver c
This should absolutely be site-specific and project size specific. It isn't always financially (or aesthetically) possible to provide adaptable units in either small projects and/or those projects located in areas with severe grades.
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do.
Where it makes sense this is a good idea but in developments where the likelihood of accessibility being ever required it should not be a condition due to the cost.
Yes absolutely. Please make more parks available to dog owners. Most parks are only used by dog owners 8 months of the year. Its ridiculous that there are limitations on use.
Yes we are aging but what about kids and youth. You are building for the aged and not the young - this MUST be a focus for sustainability or one day we will all die and there will be no one less - just look at the census data last 20 years,
Yes, within reason. This makes sense in public spaces but I don't see the necessity for private development
11. Do you have any other new directions on Local Economy that you think the District should consider for the next phase of the OCP Review?
Affordability and accessibility are very important issues to keep West Vancouver vibrant, interesting, and inclusive. It's a community of wealth and privilege, let's face it, but hopefully, it does have room to embrace professional individuals with or without families, young families, seniors etc., that are not necessarily multi-millionaires that would like to live and thrive in this community and ultimately contribute to the fabric of West Vancouver and not just have it become an enclave for the wealthy and offshore money.

All new builds should be required to put in sidewalks - over time they will join together and make our streets safer for pedestrians. Many cities and municipalities do this around the world.
All new OCP aspects, zoning or development should be measured against quality of life factors.
Allow people with freehold recreational lots above 1200 ft to develop cabins without having to own 2.2 lots. If they own 1 lot - they should have the ability to build a small recreational cabin if they please...There is very little foot print in current cabin builds so why do they need to own 2.2 lots? If they own 1 - they should be able to use it and build a cabin and use a small cabin on their 1 acre lots. Promoting healthy and affordable recreation opportunities is very important in ensuring that the mountain loving heritage continues for future generations. Not putting old school rules such as having to own 2.2 lots (how is this even possible?) to build a cabin - you should be able to build one if you own 1 lot. 1 lot = 1 family and friends recreating for generations.
Balance and flexibility. It seems like all governments want to control everything these days to the point where we who own our property are losing control.
BAN the trashing of large properties for the pleasure of anonymous sources.
Be proactive in the education of home-owners as to the benefits to be gained from agreeing to have their 'character' house protected from demolition in exchange for additional development privileges.
Build affordability and hip spaces so our kids dont move to Yaletown after graduation but to Ambleside. IT is NT wonder we are dying given how planning and council has fouled this up for the last 30 years. Show some backbone.
Change the laws so we don't have any more monster houses like the ridiculous building opposite West Van Secondary school. That site should have been used to build rooms for international students and rentals in the summer.
Coach houses are real good way to increase family space by encouraging younger people to stay in WV and perfect space for older family members to stay connected to the family and have available support right at hand, rather than "seniors facilities" not connected to the family. This requires an approach similar to other municipalities where there is an FAR increase allowed above the 0.35 as smaller lots, in the standard 7800 to 8800 size, can not now make use of the coach house option, say allow an additional 700 to 800 sq. ft, to make it viable, see N. Van or Van.
consider "pocket development" small standalone homes on lots that held just one or two houses previously.
Do not overdevelop Ambleside village or Dundarave village centres with large overheight developments such as the Grovesnor buildings - they are far from affordable units and detract from the village atmosphere many of us want. We do not want more of the Park Royal type buildings and density.
Do something to address affordability - increasing supply will not do this. West Van will end up full of empty houses and foreign vacationers.
Don't allow monster homes.
Focus on and develop affordable housing so that support staff in the district have a place to live
Four out of five community amenities are concentrated around Marine and 21st not to mention the Library facility on 20th. We need to attract young families and seniors who cannot drive into these areas. We need higher density than what we have previously seen and we need housing diversity. It's time to change and to grow. Lack of change will drive all young families out of our District and we will lose the vibrancy and the community.

Given that we have priced WV into infinity and beyond, would those who are less than millionaires be able to afford the luxury of
Homeowners on large lots, whose homes do not fill the lot, should be incentivized to subdivide for gentle densification. I think townhouses or row houses should be built wherever possible and should be encouraged over single family units.
Houses should have a climate rating to promote environmentable sustainability.
Housing accessible units should be located on ground floors. In my building they were all on 2nd, 3rd and 4th floors. This does not make sense when you are in wheelchairs or have other physical challenges. When elevators are out of order, move-in and -out. They are not available as there is only one elevator. As a result the developer was not able to sell any of the 4 or 5 units to physically challenged clients and in fact the suites were reconfigured after the city approved them so that they could sell them as regular units.
Housing is a human necessity. It should not be a speculative commodity in which non residents make obscene amounts of money holding empty accommodation here.
I hope that establishment of infrastructure such as roads and transit, will proceed increased density in any area.
I think the Council should find a lot sq foot figure and when the owner- new owner - wishes to annihilate the current house and rebuild, they should be forced to build a coach house or other residential structure on that lot too.
I think the current bylaws are strict and appropriate.
I was involved in a discussion about We/live and WE/work buildings. I think that the We/work has been around for ages with a central receptionist and office facilities. The we/work sounds like co-op housing or some type of community living. This was presented as a new concept and coming from Seattler I think.
I would like to see horseshoe bay in the local area study for the OCP review, its an area that can have fantastic opportunities for younger families it should be considered under the the local area plan.
Increase density and height on corridors
Keep up the good work and try to get as much feedback as possible.
Less considering, more action
LIVEABILITY AND CONSIDERATION TO EXISTING RESIDENTS! VIEWS AND CORRIDOR VIEWS MUST BE MAINTAINED FOR THE ENJOYMENT OF ALL! RESPECT FOR THE INPUT OF THOSE WHO HAVE COME BEFORE, AS THEY HAVE PAID FOR AND INVESTED IN WEST VANCOUVER TOO! STOP ALL THE LUXURY, HIGH-PROFIT, BUILDING MADNESS - THEY ARE JUST BEING TAKEN ADVANTAGE OF AS ENRICHING INVESTMENTS BY SOME!!
Maintaining the character of existing neighbourhoods is the mst important thing to me. Monster houses are a problem. I also oppose taking single family neighbourhoods and mixing in high density development. There are areas where higher dnisity makes sense but it needs to be done with care. The traffic issues on the north shore also make higher density a problem. More people, even in communities with amenities, means more traffic.
Make all areas around schools more walkable. Increase the snow removal budget (possible since our house values/taxes have increased) so that students from Sentinel High School can walk down to Park Royal on the SIDEWALK and not on the road. The sidewalk route from Sentinel High School down Cross Creek, down Southborough Drive and then down Taylor Way was not cleared throughout the snow days (6-8 weeks last year). Not safe.
Make things move a lot faster
More sidewalks and street lighting !

No we just need to act on developing these housing options to allow seniors to stay in their community, to encourage youth and to house employees.
Not a new Direction-But more focus as an issue-The OCP needs to provide policy clarity /direction in how to tackle this issue of lack of housing supply-and talk about Initiating various steps(such as the development of municipal lands and the targeting of specific areas for mixed housing zoning)
People should have the right to choose how they live and develop their property as long as it is respectful of community and does not create undue annoyance of others
Permit the establishment of a second kitchen in a detached single-family home so that an adult child (children) can stay in the family home. In other words consider structural changes that make it easy and encourage families to help children gain independence and stay in the community.
Please please please get an architectural design board in place to review and amend some of the hideous spec houses that are built. These "builders" hire the cheapest "architects" money can buy and build SO MANY of these atrocities that are not in keeping with the look and feel of the area ever. Also PLEASE place a MAX square footage on lots (including the basements and underground levels) There are too many really ugly 10,000 sf+ homes being built that are ruining views, neighbourhoods and lot usage. Decrease the allowable footprint if needed. The houses are getting too big and too ostentatious and too ugly.
Preserving neighbourhood character by giving the community a real say about what happens on their boulevards, particularly when it involves a new development on their street. Fully consider the implications of a new development on other adjacent lots, particularly in the areas of drainage -- use the tools in the Building Bylaws. Make sure that Bylaws are applied equally no matter how much clout, economic or otherwise, one has. Provide more than lip-service to environmental issues, particularly trees, in the District. Enforce more than just parking bylaws.
Relaxations and incentives for Passive House projects and other energy efficient home types. - 'thick wall' floor area exclusions - relaxations on height, building depth and site coverage - potential for more than 1 door facing the street Also review the rules around Cellars. The current approach which limits above grade floor area but allows unlimited below grade density is creating a whole generation of 'cave dwellers' i.e. basement suites w very little access to light, views etc.
Single family homes are a thing of the past, encourage more multi unit development on smaller footprints. Ambleside is only so big and can support more development with all the run down, single level buildings still present. Or lessen the strangle hold on property owners and allow building permits to turn unused commercial space into residential.
Skytrain
The District needs to make it easier to build purpose-built rental housing. There's a great need for more new rental.
The need for housing diversity is dire, and getting ever more serious. We need more action and timelines for actual implementation of increasing housing options. The longer this basic need is delayed, the likelihood of other considerations such as heritage, social amenities, environmental matters will continue to take a back seat. ie the faster we can move on increasing housing options, the more likely those other concerns will remain on the table.
transition to renewable energy - West Vancouver needs to commit now to moving in this direction by 2025. the District needs to take the lead, lead by example, set the goal now.

utilize unused lands with other options beyond single dwelling homes by creating a community node or hub with access to amenities, walking trails etc.
W Van in most places is not able to take on "multi family" developments. Not one new development (Cressy, Grovesnor etc) can be used as an example of " affordable housing " or a solution for housing issues. Expericnce shows this will only benefit the developers and multi million dollar buyers and flippers. So as a long term resident of W Van [REDACTED] I am very much against changing OCP to allow for multi family homes, except for a few areas.
we definitely need more townhouse development along our existing bus routes . We need somewhere to downsize, so we can continue to live in WV
We desperately need sidewalks going east-west in Dundarave. Children need to be able to walk safely to school. Too many parents drive because they don't want their kids walking along road with cars to school. Solve a few issues with east-west sidewalks. Even Irwin Park teachers walk entire classes along Kings or Jefferson along the road with cars until they reach the sidewalk on 22. That's their route to the community centre. Sidewalk on Kings would be very helpful for children walking to PJ or Irwin Park. That steeet is busy with cars and pedestrians yet no sidewalks! Already there have been injuries.
We have already seen considerable deterioration of neighbourhoods over the past several years as a result of monster houses, absentee owners, property speculation, etc. Council should insist that the planning department come up with some legislation to limit the worst abuses. We have spent too much time consulting on the OCP and not enough time bringing in meaningful legislation to protect our neighbourhoods. If we are to allow additional density in various projects we should ensure that speculators don't buy up the properties and drive up prices. As it is, Canadians can no longer afford to buy houses or apartments in West Van.
We need to move quickly to deal with housing bulk. Homes are too big for their lots. Also, we need to do more to perverse our existing tree canopy.Trees are central to WVD's character.
When considering Housing and Neighborhoods it can't be studied on its own without transportation studies. Traffic congestion and lack of efficient public transportation (beyond Dundarave) are extremely important issues for the District.
Yes! Namely around the number of empty homes around the District. [REDACTED] [REDACTED] I walk my dog every single day without fail. During these walks, I've counted how many homes sit empty. Currently, from what i'm able to tell, there are at least 17 out of 42 homes that are empty. That's nearly half of the entire street. And even then, I only counted those that I was 100% sure were empty. It has destructive impacts on sense of community and sense of safety and security. If anything were to ever happen on my street, I would not be able to seek help from nearly half of my neighbours because no one lives there anymore. That being said my two proposed directions would be to: 1) Establish a tax or a disincentive for leaving homes empty for more than 6 months out of the year and; 2) Provide exemptions from tax if (and only if) those property owners rent out those homes at a reasonable rate for more than 6 months out of the year. Yes, its true that even if those homes were available for rent, the costs would be astronomical. However, chances are that home is just there to park their money so if DWV is able to incentivize renting those homes out, home owners benefit by bringing in rent money rather than just paying mortgages. Either way, something has got to change. We have a huge amount of single family homes that sit empty and we have dangerously low vacancy rates. THIS is a way to change that - no

<p>it may not necessarily be as affordable as we would like, but at least its adding stock to the rental market.</p>
<p>Yes. 1: Marine Dr at 23rd requires a controlled intersection similar to many other intersection along Marine Dr (e.g. Marine and 21st), as currently a mini-freeway exists between 22nd and 24th. 2: power lines in residential districts are unsafe, environmentally and esthetically displeasing relics, which are not representative of the new and improved West Vancouver these planning initiatives (and survey) are trying to inspire and create.</p>
<p>You can't talk about improving affordability of housing without increasing housing supply. You can't mandate that rental be built without providing incentives. Without meaningful incentives, it won't be built. If rental space is worth half of stata space, you need to permit double the density on a rental site, for example. It's just basic economics. It's about time that the current older residents start thinking about what's going to happen to WV after they are gone and make adjustments in the housing supply to address the ongoing decay in the neighborhood. We need to act now!</p>
<p>You just have to be not afraid of offending some group(s)....</p>

Transportation Directions Survey Responses

<p>1.Enhance safety, accessibility and connectivity for pedestrians and cyclists (e.g. additional sidewalks and pathways, wider sidewalks, connections to transit, dedicated bike lanes, bike parking, weather protection)</p>
<p>Add pathways and connections that can be used by both cyclists and pedestrians. Do not add more raised concrete sidewalks that narrow the roads and pose a hazard to cyclists like the ill-conceived, never-used bus stop platform on Marine at Sunset.</p>
<p>As long as it doesn't at the expense of vehicle lanes. ie. don't remove a lane of vehicle traffic to install a bike lane.</p>
<p>Bike lanes and pedestrian walkway on Marine drive from Dundarave to Gleneagles is number one priority. Limit parking on Marine drive so that it's safe for cyclists. Marine is the main transportation corridor in lower west van; it should link the Villages. Vehicles and a bus that comes once every 30 minutes should not be the only safe option for transportation. Let's make transportation for environmentally friendly in West Van.</p>
<p>Bikes are not suitable to our hilly rainy weather & will not be utilized by people</p>
<p>But we need to manage carefully avoiding making traffic problems worse- Vancouver is worsening gridlock with empty bicycle lanes!!</p>
<p>certainly in the retail areas and where connecting to transit additional and wider sidewalks should be considered. However, not in all established residential areas..I would not like anymore hard surfaces. yes to bike lanes although with an aging population and narrow steep streets, this will be a challenge.</p>
<p>Demographic is older and city is hilly. I have NEVER seen a bike on the Keith Road bike lane. It is the trendy solution, but impractical and expensive.</p>
<p>Focus on walking</p>
<p>Giving priority to pedestrians and cyclists should not diminish the accessibility for older citizens or disabled individuals who will need to use cars to be mobile. Not all of us can walk and cycle. Age? Disability?</p>
<p>I am greatly concerned about that the drive for bike lanes and additional sidewalks will make it even more difficult for drivers. If bike lanes and sidewalks can be added WITHOUT narrowing streets or making streets difficult to maneuver, it is OK. But do NOT prioritize this unless you have ideas about how to widening streets such as Marine Drive etc. It is a nightmare in the narrow areas to meet buses and cars and on top of that cyclists who cluster when they cycle.</p>
<p>It rains here half the time.</p>
<p>Keep cycling routes off marine drive</p>
<p>Many paths are not use now. Demographic is old, less likely to cycle. Hilly terrain make many routes unappealing</p>
<p>More options the better.</p>
<p>Not all pathways should have walkers and cyclists. Particularly as a lot of cyclist don't give a dam about walkers. Some walkways like Sea View Trail would be ruined if you let cyclist on there as well.</p>
<p>Not bike lanes</p>
<p>Ok about bike lanes - though I am unlikely to ever use a bike for a form transportation since West Vancouver geography isn't all that friendly for that. I also feel like depending on where these bike lanes and parking - it's more of recreational amenities than a transportation amenities. - Walking though - that's be great - so many of us can and should walk more - so that'd be helpful.</p>
<p>Painting a bicycle graphic on the main road does NOT make a bicycle path ! I ride often on my bike and avoid Marine Dr. when possible. YEARS ago ... there were plans for a pedestrian/bicycle bridge across the Cap. River behind Park Royal ???????????</p>
<p>Parking was removed from our street and a walking path put in. The result is that the speed of traffic has increased substantially on our street because the street is wider and more open</p>

making it more dangerous to walk along. The majority of pedestrians do not walk along the designated path. Traffic calming measures force bikes out further onto the road making it more dangerous for them.
Pedestrians should be the first priority. With a fairly aged population and hilly terrain, the needs of pedestrian far outweigh those of cyclists.
A secondary consideration is that Marine Drive has become a group cycle tour destination. These groups use the facilities (washrooms) but do not, based upon my observation, give anything back to the community by eg. using the restaurants etc. and pack cycling should not be a priority.
Present facilities are fine. Bike lanes are illogical for West Vancouver.
proceed with caution relative to bike lanes, most people who use bicycles today are from outside our municipality? Unless you can attract younger families with affordable housing forget the bike lanes, people who are over 70 will walk or take transport.
So much of West Vancouver is very steep, and the two main cross municipal thoroughfares are Marine Drive and Upper Levels Highway. I have a hard time envisioning how adequate bike lanes could be established in both directions on Marine Drive. I have cycled that route and am personally aware of the narrowness of most of that route. The ULH is wider but hard to access and some cyclists find that route quite scary.
The weather and hills are not conducive to cycling in this community. Bike lanes make the roads which are left even more crowded.
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do.
2. Develop and improve urban connector trails (e.g. Spirit Trail, Upper Levels trails, and connections to and through town and village centres)
As long as parking is not reduced in order to do so
At the moment we have enough.
Can we afford it? Do we need it? How much use is expected?
Connecting trails will allow connectivity to all communities.
Cost versus usage need to be considered
Develop connector trails as part of new developments, but don't attempt to buy up properties or close roads to add trails through the fully developed parts of the municipality.
I don't think the Spirit Trail should take over some of the very natural walking trails. Also before any trail is changed the citizens should vote on it, to should not be the Municipal employees that make the final decisions
I support this as long as the connectors do NOT impede other traffic or changes the character of neighbourhoods.
least of my priorities since more urgent topics need to be addressed ! .. neighbourhoods and their demise due to increase pressure on affordable housing.
LOW LEVEL TRAILS ARE PROBABLY THE MOST COST EFFECTIVE BECAUSE MORE PEOPLE WILL BE ABLE TO USE THEM - THE UPPER LEVEL TRAILS WILL ONLY BE USED FOR RECREATIONAL PURPOSES BY "THOSE WHO CAN" -TERRAIN OR TOPOGRAPHY IN WEST VANCOUVER IS A REAL CHALLENGE FOR MOST AND/OR OF NO INTEREST TO A BIG PORTION OF THE POPULATION WHO LIVE HERE!!!!
Not much use for improving traffic flow.
Please make the trails/connections multi-use.
Proceeding with this should consider the age and ability of the demographics of West Vancouver
Spirit Trail yes, but Upper Levels trails do not get used
This needs to not be limited to and through centres.

Furthermore - it should not require we pay for improvements on a bridge that is NOT even in West Vancouver!!! (Like council just approved Monday!)
This should not be a nr.1 priority and should be looked at 5 or so years from now.
transit is a more pressing issue
Very few Westvan people ride bikes any distance (hills and age) This is already a dying-community and with little chance of any younger families ever owning a home, unless it is willed by their parents prepare more for ageing populations, unless the homes drop drastically over the next few years.
we presently have an excellent trail system. Keep costs and taxes down.
Yes good idea. But many of these trails are not lit for evenings and early mornings so can't be relied on as the only safe non-vehicle way of getting around our communities.
Yes Yes Yes! The spirit trail is the best thing about living here. I ride to work on the spirit trail (and over the lion's gate) every day, 12 months a year. I can't wait for it to be extended through Dundarave, and over the Cap River, so more people will feel confident to get out of their cars.
3. Concentrate apartments, shops and services in centres and corridors to support transit ridership and service enhancements
I think that affordable housing will attract residents who will more likely use public transit. More luxury units probably means more cars and congestion.
Allow pets on transit to enhance ridership on transit
Alow density off main streets.
Avoid high rises. They are not good for community.
Better Transit connections between N-Van - West Van should be considered and not only along the Marine Drive
Buildings and services should be provided where it is most appropriate considering roads, geography and trails. Transit should then be connected to these neighborhoods. I.e. the existing transit pattern should NOT dictate the location, but transit should be set up to serve residents e.g.. more transit between Marine Drive and Upper levels and beyond.
Do not build up Ambleside to point of reducing quality of life. Need thoughtful and gentle densification. Vancouver values for densification are not automatically West Vancouver values. Shops are competing with on line options. Dearth of parking is a problem. People ar more likely to drive to Park Royal than take bus to Ambleside. Incomes are linked to use of public transportation. Do we know the tipping point or just assume more poeople will mean more use of public transit? High density affects quality of life, and not positively,
Don't cram in more and more development in a small area. Traffic is already horrendous. Livability is not increased density. Park Royal is the destination city centre and has parking. Accept it and move on.
Emphasis should be on centres (plural) rather than just Ambleside.
Having improved transit-However no more high rises or development - building more high level apartments near parkroyal and to the east make no sense when we have traffic gridlock- no to further development until we have improved private vehicle and public transit I don't support more high rise apartments which block views without compensation by developers to those whose views are blocked
I do not support any more high density housing in existing corridors. Traffic is brutal enough. The district is not looking out for the best interest of the people who live here, pay taxes here, yet have to travel across bridges in order to maintain west van lifestyle.
I don't see any reason why we should densify to that extent. Soft infill, some coach houses, a few duplexes/triplexes in certain neighbourhods is all we need. We are not Metro Vancouver and I see no reason why we should jump on that bandwagon.
If it will improve transit.

Make more villages like Dundarave and Horseshoe Bay. With services and higher density residential.
More housing density is required to support transportation.
Must work out traffic impact & make improvements rather than create bottlenecks in high traffic areas
NO MORE TAYLOR WAY & MARINE DRIVE!
Provided that these people are actually relying on transit and not all have a car in the parking spot waiting to go.
that would be very convenient
The emerging direction makes sense on its own. However, the implication is that apartments, shops and services will not be concentrated in corridors without transit. I guess the conclusion is to expand transit first and then add apartments, shops and services later.
There are many other locations where apartments can and should be built
This also includes looking at transit adjacent areas to potentially disallow lot consolidation and mega homes in areas where transit accessibility is need for densification. One without the other may render the aspiration for density difficult to achieve if key land is taken up by larger single family homes.
This appears to be veiled proposal for increased density near transit. Not appropriate for West Vancouver.
this goes hand in hand with the housing survey.
Transit needs to be fixed first
We already have concentrated housing in our villages / corridors and opportunity for more under current zoning. This is adequate until new changes can demonstrate quality of life will be maintained or improved rather than decreased. Census data shows transit use in WV is decreasing. Transit and transportation needs to be improved in ALL areas. Density increases and concentration are not related to transit improvements. Ask anyone who has used transit for 50 years. Horseshoe Bay Express bus runs through Ambleside yet is often so overcrowded it rarely has the capacity to take on WV passengers.
Yes - agree with this direction but have trouble accepting Cypress Village for what it is. We should absolutely be creating growth centres and providing opportunities for walkable, dense communities however, the biggest mistake we made was encroaching so far up the mountain and destroying habitat for wild animals. The result? Seeing bears and cougars in local neighbourhoods. Yes, it is understood that they will travel south in search of food regardless, but Cypress Village seems to be actively destroying natural habitat and making all the same mistakes we made in the past. If there is still the opportunity to replant the trees that have been destroyed and restoring the habitats lost, I think that should remain a priority. There are plenty of areas in the DWV that can handle development as a growth centre. As a species we have already destroyed much of what we have touched, and this presents an opportunity to mitigate further damage. Surely your environmental protection officers and planners know the kind of impact this will have. Please take heed.
Yes. The Ambleside shopping area is far too spread out. Let's reduce the commercial in this area, make it more dense, and bring some energy to this place.
4. Collaborate with TransLink and neighbouring municipalities to expand transit service areas, hours and connections (e.g. North Shore B-Line)
..... bus ridership is minimal beyond Dundarave !
Added comment in support: An express line of some form along the lower road and esp connecting key points along the upper levels could make a significant impact in easing congestion. With the latter, either modified on or off-ramps with secure stops (such as the one onto Lions' Gate Bridge) could help move a lot of people around who currently have very arduous connections or no access at all.
Also work with the provincial government as Upper Levels and Taylor Way are such important connectors within the District.
As long as parking is replaced in order to accommodate the B-Line

Bring back the 257 to the Nelson and Marine bus stop. This was a huge loss to the communities of Gleneagles, Copper Cove and Whytecliff. Have to walk 25 minutes to Horseshoe Bay to catch an express bus to downtown now. More convenient to drive to park Royal and do park and ride.
But really, I think we have great Transit currently in West Van.
Desperate for better transit... it's 'good' but there's still many aspects that use improvement/enhancements.
Fix transit BEFORE building up neighbourhoods to create gridlock and make them unliveable. There is a huge time gap between need and improved service.
HOV lanes for the Upper Levels Highway for multi-passenger cars and buses that cross from Horseshoe Bay to Phibbs Exchange should be considered rather than adding more buses to Marine Drive. Shuttles from the highway to Marine could then be added
Lobby TransLink for smaller buses that can negotiate more of the terrain and provide more connections and more frequent service. Current buses and the proposed B-line only work for people living or working within a couple of blocks of Marine Drive.
More transit service will make it more convenient to use alternative transportation.
Present system ok.
Improve courtesy of drivers by training and acting on complaints.
This is key to ridership. Major disconnect after 6:00PM when service from Vancouver becomes major challenge
Where I live there is no bus...expand bus service to pockets in West Van that have no transit. A rework of present routes needs to be done
Yes - but not just on existing routes and service areas. Also - see previous.
5. Integrate the future Cypress Village into a comprehensive multi-modal network (i.e. walking, cycling, transit and vehicle)
Am not keen on development above upper levels
As per my earlier response - yes make Cypress Village well connected and discourage car-use. But again, the razing of trees for Cypress Village has already destroyed habitat for so many animals. If the opportunity exists to concentrate this growth closer to transit and to the bridgeheads, that is ideally where it should be.
Citizens should have final decision
Connecting all communities is best to create unity and fluidity.
create a multi modal community somewhere in the British Properties as this is lacking considerably.
Cycling up and down the mountain is impractical
Cypress Village is still going to be an expensive place to purchase a home, so doesn't help with affordability while putting 8000 more people on to the bridges.
Do not expand too much to encroach on the natural setting of Cypress
First, obtain approval by referendum for Cypress Village.
I am not in favour of isolated developments that suit the development community and subsequently all citizens have to support that infrastructure. House prices in that planned community are not in reach of municipal employees ever ! I doubt that the Mercedes citizens have any need for standing at a bus stop.
I don't know anything about Cypress Village
I think that you should be cautious on the popularity on cypress village, make sure it will be a popular and populated village before spending money on new transit systems there.
IF IT TAKES 20 YEARS TO GET 1 BUS, ONCE AN HOUR, TO DO RURAL PICK-UPS UP ██████████ THEN I CAN WELL IMAGINE HOW LONG IT WILL TAKE TO GET TRANSIT TO CYPRESS VILLAGE - NEVER AN EASY UNDERTAKING, NO MATTER HOW MANY PEOPLE LIVE IN A NEIGHBOURHOOD BECAUSE MANY FIND IT MUCH EASIER

TO TAKE A VEHICLE WITH OUR WEATHER, OUR TERRAIN, OUR PERSONAL NEEDS, ETC.!!!!
I'm not certain exactly what this means or how it feeds into the bigger picture, so I'd hold full endorsement of this as a priority for now. It would be nice to see the existing 'built environment' and inhabited areas addressed first, however, yes - addressing things at the planning stages is wise.
It sounds good. I really don't know that much about Cypress Village.
It's a hilly site. Is cycling practical. To date, the DWV has been impractical with designating bike routes. Obviously commuter cyclists take marine drive to work but DWV won't recognize Marine Drive as a bike route.
Not too sure her as could be a significant cost- vehicles of course but transit based on demand
See prior comments about upper lands development.
Seems the district is paying for BPP to develop their property. Make BPP do all this and pay for it.
Seriously explore removal of all private vehicles from this and any new development. Force ride share and other options.
There shouldnot be a Cypress Park village. The current roads & bridges can't sustain more cars.
Unlikely to greatly increase cycling due to hilly location. Population would have to outstrip allowable development to greatly improve transit.
We should concentrate resources on "fixing" Ambleside before taking on additional more commercial areas.
What's cypress village
Whilst a new neighbourhood provides new opportunities existing neighbourhoods should be the priority.
You cannot create a new community in the 21st century without a comprehensive transit strategy in place ahead of time. This is an opportunity to create a car free zone. Encourage shared car services rather than owned cars and have effective transit services in place.
6. Develop standards and identify areas for traffic calming and safety improvements (e.g. road allocation, dedicated lanes, crossing improvements)
As long as there is a balanced approach that also considers that 70% of West Van residents need their cars to transport themselves. I.e. make it easier for traffic flows, rather than to limit traffic flows with dedicated bike lanes etc.
But avoid making situation worse(eg Fresh Street Market where now only one lane north on west side creating a bottleneck and Kings onto a Taylor away east of 11th where traffic calming put in and removed within a few months (what a waste of tax payer money
Design traffic calming with due consideration for cyclists' safety, and for the efficient movement of traffic along arterials. Narrower lanes and pinch points do not necessarily result in improved safety.
Do not take parking away from the Ambleside and Dundarave village to "calm" traffic. Parking is needed to access those businesses in those villages.
Get rid of construction blocking lanes would be an immediate solution. Slowing traffic just increases gridlock.
Have free parking so people use alternative transportation. Free parking at Horseshoe Bay area so more people can commute from SC and islands...
I like the roundabouts you've added - they keep the traffic moving. The traffic calming on Westmount works well in my experience. I like the calming done on Eagle Harbour road. I'm not a fan of speed bumps or whatever they're called now. The digital sign on Marine drive by Eagle Harbour school works well.
I'd recommend school areas being the starting point for this. And especially schools where the driver drop off rates are highest. Parents driving kids to and from schools has to be one of the highest congestion-feeders we have on the North Shore.

I'm glad you didn't mention speed bumps like those on Bellevue.
Lights at crosswalks for dark and rainy nights... we need better policies around road-side landscaping for private lots... large shrubs and trees obscure visibility on a bendy roads... Turning a corner can be hazardous... if only owners do more trimming their walls of shrubs...
Need light at 15th and Inglewood or trim trees back. Safety hazards exist all over West Van
NOT SURE WHO YOU HAVE IN MIND, BUT....., I DON'T THINK THAT YOU ARE THINKING ABOUT "THE MOTORIST" - THE ROADS ARE ALREADY NARROW ENOUGH AND COMPLICATED ENOUGH -THERE IS NO WAY THAT YOU CAN TAKE OUT PARKING AND/OR LANES FOR TRAFFIC FLOW TO ACCOMODATE "BICYCLES ONLY" AND/OR "PUBLIC TRANSIT ONLY" - SIDE WALKS ON SIDE STREETS MIGHT BE "THE BETTER ALLOCATION", IF YOU WANT TO GO WITH THE OPERATIVE WORD, ALLOCATION"!
Please consider trying to implement more roundabouts, as well as shared space intersections. Both are considerably safer for pedestrians, cyclists, and cars alike.
Some of the 'traffic calming' additions are a disaster, e.g the dangerous curve on 21st Street.. We need more roundabouts and less traffic lights. Much safer and less pollution due to cars idling.
Sounds too regulated!
The geographic limitations of the road system in West Vancouver may limit the applicability of these directions.
Traffic calming measures incorporated by the District have been an epic fail. Forcing bicycles further out onto the street, narrowing streets so there is barely enough room for trucks and cars to pass is dangerous. Forcing buses to stop on the street has resulted in traffic snarls and frustrated drivers changing lanes suddenly and dangerously. Overall these measures have led to frustration and increased speed on the roads as people try to get to their destination in a reasonable amount of time. It has also resulted in a huge increase of traffic on side roads as people try to avoid congestion.
Traffic calming should be done with speed bumps, and not with dangerous center islands.
We should have greater police presents to enforce the laws. You see now numerous incidents of people speeding, ignoring traffic lights and stop signs and not show the correct consideration for pedestrians
West Van does not seem to need these right now
West Vancouver is a lovely city to walk in if you live in Ambleside. When I first came to the North Shore in █████, I believe there were nine lanes of traffic for travel to Vancouver. There still are nine lanes. Other than at huge expense, travel to Vancouver must focus upon bus, boat, train options for all.
West Van's record on traffic calming is not something to be proud of. The emphasis has been on creating obstacles for cars and bikes, creating traffic jams and removing parking spots, none of which "calm" anything - they just limit options and create conflicts among road users. One of the worst mistakes was the replacement of the northbound right turn lane on 17th at Marine, with a grass garden and large sitting area (who would want to sit there?).
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Parts of USA use "Level of Service" or LOS measuring delays at intersections. When service levels drop either improvements are made and/or development is restricted.
With our aging population it is imperative to improve pedestrian safety at major crossings.
Yes! Use of speed bumps in school zones and areas notorious for drivers not stopping (ex. 4-way intersection at Fulton & 15th, Southbound 21st at Inglewood)
7. Manage parking strategies in town and village centres to address availability, utilization and the movement of people, goods and services
Again, do not take more parking away from Dunderave or Ambleside villages.

As long as this includes long-term parking options - ie. more than 2 hours so one can do groceries, go to an appointment, exercise, etc in a neighbourhood without having to move their car in 2 hours
consideration and priority for EVs and bikes and pedestrians
Depends....do not know the details...
Don't need any more planning and management.
Far too many spaces behind key shopping/service business areas (Ambleside/Dundarave) are reserved 24/7 for realtors and business proprietors and are often EMPTY, forcing customer parking onto Marine Drive and Bellevue. This is an area where I think relatively quick action and significant positive impact can be achieved with relatively little outlay.
Given a hilly terrain and present transit system, we are going to need parking for a long while to come, even if that is making parking available at periodic bus stops
Have free parking to allow and promote more alternative transportation usage.
I believe things are fine as they are right now.
I don't believe parking should be a high priority issue in West Vancouver. When I drive to Ambleside or Dundarave for shopping, I can almost always find parking quickly. When I walk along Argyle or Bellevue at mid-day, the parking spaces between 13th and 19th are mostly empty. We should prioritise/encourage/fund bicycle, pedestrian, and transit access - not more car parking.
I don't really understand what this means! Do you?
I suggest a parking pass for seniors who are West Vancouver residents.
More park and ride in various parts of the District, not just Park Royal.
More parking spaces
Need to have more by law officers ticketing construction vehicles and not residents as they cause many of problems
New developments should be required to provide adequate parking amenities to support their expected traffic.
Parking is not a problem in West Vancouver. I always find a spot to park relatively easily.
Put in meters and parking limits for daytime parking. What limited parking we have is filled by construction workers, business workers and park and riders.
Reduce parking to encourage people to walk or cycle instead of using their cars.
short term parking and PAID parking structures for tourists and workers, Pay parking in all parks in a good way to finance as they are tourists - keep commercial street parking free 30 mins. Police heavily which you do.
Stop rmivng Ambleside parking. Put in meters. Prevent construction workers and shop workers from parking all day in prime locations.
Support alternative transportation that require less parking, such as car-sharing and e-bikes.
the more you focus on parking - the more you encourage driving.
The varied time limit parking areas at the library have been a great success and have helped to allocate spots more efficiently. I hope you will implement similar measures throughout Ambleside, including 30, 60 and 90 minutes spots supplemented with pay parking or further away spots for longer term use. Employees of Ambleside businesses monopolize too many prime spots but if they had to move their cars to a different block every 30 or 60 minutes instead of every 2 hours, then maybe they would give up and just park further away so that customers could park nearby and not have to drive on to Park Royal.
There is a great shortage of parking in areas with services. e.g. 17th and Marine area. What are you doing to improve this?
too many cars right now we need to do something
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect

our government to do. Again - this cannot be looked at in isolation of "centres" and must be addressed holistically or problems will merely be transferred to a neighbour.
What does that mean exactly? what are these strategies? parking meters?
Yes but the proposals should be put to citizens for votes to approve changes
8. Promote new regional connection opportunities (e.g. passenger rail on Sea-to-Sky corridor, ferry service connections to Vancouver)
A ferry to UBC and downtown from Dunderave would be useful.
And a tunnel or new bridge from North Shore!!!
Caveat being that they have ridership to be economically viable.
Costs need to be considered as ferries can be costly
economic considerations so that these options are viable in the long run.
Ferry service to downtown will never work
Have more options to access islands and Sea to Sky would allow people to commute from more affordable housing areas into Vancouver. This should be supported.
I doubt this direction is economically viable.
I think local services (i.e. between W. Van and Vancouver/N. Van/other metro municipalities) need to mesh with translink fare system... That local ferry service between Vancouver and West Van never made business sense. (It only ever made sense when traffic is bad and people can't get off the North Shore... otherwise it's extra added cost that no one would take up because it's more expensive, they'd already have a translink fare pass, or they'd have to pay translink again when they change the mode of transportation.)
It is vital to get other modes of transit to the North Shore - the Lions Gate and Second Narrows are a nightmare.
Not required.
Other more pressing priorities. Get a decent bus service first
Passenger rail is a REALLY good idea. I'd also like SkyTrain along Marine Drive and over town
Passenger rail on the existing rail bed is an imaginative, practical, and high-impact idea. Ferry Service to Vancouver is also intriguing, though a point-to-point connection offers less flexibility than a rail service. Let's do ANYTHING other than more cars/bridges/parking.
Rail yes. Ferry no, because they are extremely inefficient and would conflict with freighters.
See previous comments in this section.
Skytrain Please
Small pass Ferry from Trade centre WHEN we have amenities to attract
The ferry is a great idea to create more connections to downtown or UBC.
These kinds of schemes have tended to be very costly per user due to lack of demand and high operating costs. They sound great, but thorough due diligence is needed to ensure they are economically feasible.
Very important to provide train and ferry services.
Wait until TransLink has better sources of funds, because these options would not be near the top of the list for most Metro Vancouver voters.
West Vancouver does not have the density/critical mass to support these connections. Time and energy (and money) is better focused elsewhere.
wishful thinking !
9. Expand electric vehicle, e-bike, bike and car sharing opportunities (e.g. infrastructure requirements in new development)
A car coop in West Van would be fantastic
Again you are proposing a major intrusion into private property rights - and at significant cost.

<p>You are sneaking bikes in again , in this question. I support charge stations for electric vehicles and car sharing but not bikes or e-bike....again, because of our rain and hills this would be a waste of tax dollars</p>
<p>10. Integrate health considerations (i.e. health risks and benefits) into transportation planning (e.g. air quality, noise, injury prevention, physical activity)</p>
<p>absolutely - this must be a prime concern for transportation, the co-benefit of active transportation</p>
<p>Absolutely. When the bus service to Sentinel was discontinued, it seemed to be done entirely out of economic considerations. It's hard to imagine the decision would have been made if exhaust/air quality, potential pedestrian injury and residential impacts were considered. I think sight lines are never considered -- there are so many locations where the traffic flow is the primary consideration over the walkability/injury prevention issues. This also plays into parking along Marine - the congestion and idling resulting from two lanes of traffic held up for a single parallel parker don't seem factored in.</p>
<p>Again council could improve emissions by forcing construction to not use gas guzzling pickups and sharing vehicles. They could also persuade the Provincial and Federal Governments to encourage vehicles with lower immersion rates to be used by having much higher annual road tax rates for the high emission vehicles like they do in the UK. Then use those extra funds to support public transport and environmentally friendly projects like wind turbines and solar power.</p>
<p>ALL quality of life considerations (not just health benefits) should be considered in ALL planing aspects.</p>
<p>Building up Ambleside will increase air pollution noise and reduce quality of life and health. There are lot of other (and better) opportunities for physical wellbeing in this community rather than taking the bus. Time needed for the bus over private car is the biggest deterrent to taking public transportation. More people are likely willing to spend more money to save consideranle able amounts of time by taking a private car.</p>
<p>Difficult to manage...if you want transportation grouped around new apts there will be repercussions</p>
<p>Do not make it too difficult and expensive</p>
<p>Encourage more walking & bikes</p>
<p>Getting more people out walking and cycling would benefit everyone's health.</p>
<p>Health is top priority for humans.</p>
<p>Honestly not my first (or second) consideration when I contemplate the big issues.</p>
<p>i do not see how you can one without the other unless cost is not a factor</p>
<p>Keep it simple. Get things going on transit and pedestrians first</p>
<p>More roundabouts promote better air quality.</p>
<p>Municipal noise needs to cease. Our buses and garbage trucks make far too much noise.</p>
<p>No details provided. No significant risk with present density.</p>
<p>Sounds good, but looks like we are directing this question for a positive response for more bike lanes.</p>
<p>The quality of the air above West van is not negotiable and the lack of guidance from West Van Planning Dept has caused an ocean of By-Law complaints in my neighbourhood. You can start by banning blasting during the summer months when most folks are out side.</p>
<p>This is a pabulum comment as really it is worthwhile but depends on costs versus benefits</p>
<p>Wait until there are viable alternatives to our most dangerous and polluting forms of transportation (commercial vehicles and large buses and firetrucks).</p>
<p>11. Do you have any other new directions on Transportation that you think the District should consider for the next phase of the OCP Review?</p>
<p>10 directions are plenty and they seem on track. Traffic enforcement also has to be a part of the equation, though. So while it isn't a zoning / infrastructure issue it certainly is a part of the planning as how the environment is designed and how it is used are intertwined.</p>

<p>As a general comment we need to stop development until we solve transit- most initiatives seem worthwhile but cost needs to be considered as property taxes already high- need to look when we embark on new initiatives where we can save money at Municipal level to pay for new initiatives.</p>
<p>Because of our geography and low density, you can't really address the last mile problem until self-driving car-sharing is available. It may come sooner than we think, so don't leave it out of your plans.</p>
<p>Beef up bus line repetition to promote ridership.</p>
<p>Bike lanes and pedestrian pathway on Marine Drive from Dundarave to Horseshoe Bay would make the biggest possible benefit to alleviating traffic. Limiting parking on marine drive to make cycling safe. Designate Marine Drive a bike route. Make walking along Marine Drive safe. There should be lots of road easement to accomplish this goal (for the most part). Be brave. North Vancouver and Vancouver are far more progressive in providing safe cycling and pedestrian options along major commuter routes; I'd like to see the same level of importance given to cycling and walking in West Vancouver. It's Good for our health and the environment, and builds community.</p>
<p>Car to transit centres for travel to Vancouver.</p>
<p>Clear Accidents on all bridges quicker. Charge developers for each day they block roads. Encourage major employers to establish car pools like in Seattle. Lobby ICBC to get drivers to both take at fault liability for accidents at strategic intersections and prevent those cars from blocking traffic like in Paris.</p>
<p>Consider introduction of shuttle buses and other types of 'user-pay' transit. Need to connect low density neighbourhoods with established transit routes</p>
<p>Do not concentrate money on bikes....think about how to improve routes and/or expand transport to make it available to all areas of West Vancouver. There are too many pockets without reasonable access to transportation.in West Van.</p>
<p>Do not lose track that almost every single household in West Vancouver outside of the commercial centers of Ambleside and Park Royal are going to have at least one car, likely two cars and perhaps more. I do not think its realistic to grow transit ridership by allowing new housing options without adequate parking.</p>
<p>Electric bicycle sharing would be an incredible new initiative in west Vancouver. It's easy enough to get down the mountain but getting back up is a nightmare and quite frankly not physically possible for those without the necessary fitness levels. It would be a great way to get people out of their cars and would provide people with an opportunity to bike to and from transit in West Vancouver to use multiple modes to get to where they need to go.</p>
<p>Fast frequent public transportation is of paramount importance. We have far too many cars on our roads</p>
<p>Fix Taylor Way and Marine first.</p>
<p>I answered Yes to all questions: this likely means that the questions lacked in detail or implications. Who would NOT want the initiatives listed?</p>
<p>I can't believe you had a survey on transportation issues in WVan without considering the daily gridlock on the Upper Levels!</p>
<p>I think that the 250 bus service should be increased to three from two buses an hour. Thank you for the opportunity to mention this. My family and I would take public transit more often if this were the case. One of the 250a buses per hour could run up to The Dale which would count for the third bus per hour.</p>
<p>Increase the number of bicycle shells, like the one at Lonsdale Quay and the one at North Van city hall - they are great!</p>
<p>Marine Drive in Ambleside has an extensive tree, shrub and perennial boulevard that is packed with high maintenance plants. So 70's. I love trees, shrubs and perennials but not at the expense of including a safe bike route alongside car lanes. Has any thought gone into the long term plan to update this design? In any case, the plants could've been chosen for their low maintenance, drought tolerant attributes - like in downtown Tofino - Right plant, right place.</p>

More convenient transportation alternatives need to be available for people to change their habits. More buses and earlier and later times need to be considered as well as different transportation modes and parking for people to commute from more affordable areas such as Sunshine Coast and the islands and Sea to Sky corridor...
More roundabouts.
Pay parking for everywhere but private property. More disabled parking spots. Paint lines on some streets so cars do not take up more than one spot. Park and ride options need to be fully explored by the district. Transit must be reliable, convenient, safe and service ALL areas not just "centres" and "corridors".
Please consider roundabouts and shared intersections.
Put speed bumps on side roads to reduce speeds.
Remove the traffic lights at Marine Dr and Taylor Way... and all major intersections and install round-abouts. The traffic will flow, slowly, but it will flow.
When ever a red light is present, traffic comes to a stand still then needs time to recover.
See above
Take the lead from Vancouver City (and Portland, and Bogota, and Copenhagen) and build MORE safe bike routes. We have the perfect climate for cycling, and we should encourage this healthy form of transport. Downtown centre is a 20 minute drive from Ambleside, and a 20 minute bike ride.
The District has to work with the Provincial government in order to handle the traffic flows on Upper Levels Highway and Taylor Way. These are the main arteries in West Vancouver and should not be neglected just because they are under Provincial jurisdiction. Developments have to take this into consideration. For example, along Taylor Way, the District could have planned for local bypass roads , just like what is being done with the Cut in North Vancouver. Instead the District allowed for building the Memory Centre (or whatever it is called) too close to Taylor Way. New ideas for road infrastructure within the District should be done. I.e. innovation.
the District must commit to 100% RE by an acceptable timeline - 2025?
Think of adding translink/school buses at after-school time to take kids from school directly to community centers. This could alleviate the traffic/parking problems at school, enhance school safety for kids, encourage more kids to take recreational activities at community center and save a lot of time for parents.
This is review/test by WY
Train operators of buses to provide a pleasant experience for passengers.
Turn Caulfield exit into a transit hub . At present you cannot take transit to whistler from HB ferry or WV without going downtown which is ridiculous
Use the existing rail line for lite passenger rail, it goes through all the main corridors and key local areas.
WHAT WILL BE THE BEST ROUTE TO LIONS GATE HOSPITAL WHEN ALL 3 EAST/WEST ROUTES IN WEST VANCOUVER ARE UNAVAILABLE BECAUSE OF ACCIDENTS, BREAKDOWNS, CONSTRUCTION, TRAFFIC CONGESTION, NATURAL DISASTERS, ETC.?????
Work with school district to bring pedestrian safety and cycling training into the class room. City of North Vancouver funds School Travel Planning and bike training for all grade 6 students. North Shore Safety Council - Elmer program for Kindergarten students HASTe - school travel planning The more we encourage our youth to use active transportation, we can ease some of the congestion, because 20% of the morning traffic is due to parent chauffeuring. Work with translink and school district to align bell and transit schedules
You should not permit new developments where there is no infrastructure/ transit to support existing residents.

Local Economy Directions Survey Responses

1. Establish West Vancouver as a visitor destination and capitalize on tourism opportunities (e.g. evening entertainment, special events, outdoor recreational activities, boutique hotel, and visitor accommodations).
God yes! More nightlife. More life in general!
Please please please allow more pubs in West Van!!! There is nothing to do past 6pm.
West Van is the gateway to the Sunshine Coast and Sea to Sky as well as the islands so we should really promote and support and allow all access through this gateway.
Boutique hotel is not viable with our real estate prices? Airbnb is already big in the West Van market?
Careful planning will be required to avoid unintended traffic and congestion consequences.
Evening entertainment in parks is ok for limited events but noise can be a problem for neighbours Cypress ski area a great venue is already overcrowded as are our parks You need to solve transit and traffic problems as we do not have road systems or space to accommodate more tourists (that includes parking!!!! Try to get a space at Lighthouse Park, John Lawson etc on a summer weekend!!!
I would have liked Ambleside to remain a village with boutique small shops. The Grosvenor Bldg is so ugly, I would hate to see more its iLK [like?]
NO hotel, NO waterfront bistro, No nightclub district. NO air BandB Emphasize natural surroundings and outdoor activities.
Only if parking is improved (aka...there are a lot more underground parkades to handle the cars).
The approach has to be balanced. We don't want to import █████ and party-goers with night entertainment. But there should clearly be some hotels built. We lost Park Royal Hotel and desperately need some high class hotels. Instead of luxury condos such as Grosvenor, there could have been a hotel with conference space as well as technology office space.
The traffic, lack of parking and poor transit connections already provide a disincentive for visitors and residents alike to use the Ambleside commercial area. These issues need to be better managed before this strategy would have much hope of success.
This needs to be a priority not just for tourists, but locals.
Traffic is a significant issue for our geographically-challenged community. Therefore, having very much improved transit opportunities, as well as initiatives to protect residents, are needed before we make big efforts at promoting more [car] traffic to WV.
Transportation and congestion problems need to be resolved before proceeding
We are over-run with visitors to such an extent that traffic and parking are serious problems, and residents cannot easily access parks such as John Lawson, Lighthouse and Whytecliff except during the most unpopular times. To add insult to injury, residents are charged \$50/year on utility bills to cover visitor garbage collection, while council prides itself on generously providing free everything, including parking, for the visitors. If you want more visitors, then at least have them contribute something.
We need a hotel to replace the much lamented Park Royal Hotel but I'm not sure why we want to become a tourist destination, especially given our traffic and parking problems now.
Concern that this increases costs of living here even further, plus desire to see something more than coffee shops and restaurants. Rents are so high, that it makes it hard for businesses to thrive. We have enough events, though a small hotel is not a bad idea. Cinema, too. But wait - didn't we used to have those things until costs got too high?

<p>If you're going to encourage air BNB then that will just exacerbate the housing cost conundrum. there are plenty of short-term rentals in West Vancouver, everyone seems to have monetized their residence through basement apartment, investment condo/apt rentals, sub rentals etc., at ridiculous price points, in many cases. Air BNB would make it worse. People visiting WV/North Shore vis a vis Vancouver tourism as a whole. You also have to look at the growing terrible transportation issues, the North Shore is ALREADY gridlocked on a good day. Inviting hordes of more people to visit seems derelict. We already have a healthy tourism market.</p>
<p>Park Royal is already becoming a destination.</p>
<p>UNFORTUNATELY, MANY TOURISTS ALREADY COME IN THEIR CARS AS IT IS, AND....., WILL CONTINUE TO COME IN THEIR CARS - WE DON'T EVEN HAVE ENOUGH PARKING FOR THOSE LIVING, THOSE WORKING, AND THOSE PASSING THROUGH WEST VANCOUVER AT THIS TIME - HOW CAN TRYING TO ESTABLISH WEST VANCOUVER AS A VISITOR DESTINATION BE POSSIBLE UNDER THESE CONDITIONS?</p>
<p>West Vancouver is a residential suburb that works very well. Leave it that way.</p>
<p>West Vancouver IS a visitor destination due to park like setting, views, access to nature, small villages, unique shops and services, etc. Look how many non-residents use our seawall, library, community centre, senior's centre, parks, etc. When you say "establish" you ignore all of the attractions we currently enjoy and I fear you will throw the baby out with the bathwater.</p>
<p>(blank)</p>
<p>2. Identify future economic opportunities in the technology, education, healthcare, green industries and other leading sectors.</p>
<p>Encourage Cypress Mtn to develop a summer programme !.. such as mountain biking. Look at Whistler as an example .. they are busier in the summer !!!</p>
<p>Software development is high paid and would allow for high tech workers to live and work in the same community. Has that been considered for the Cypress Village?</p>
<p>Another badly worded question. These opportunities by virtue of the question alone have been identified. Perhaps the point is to establish policies in the OCP that would encourage these parts of the economy over others. If so, what's wrong with arts, recreation, entertainment or professional services? I therefore question the list. I also have some concerns about governments trying to engineer certain economic activities over others. Better to provide the environment for businesses to want to establish here without trying to pick winners and losers, particularly in sectors that don't require any special land use other than commercial and office.</p>
<p>Health care is the most obvious one with a growing 65+ population. Retail will gradually decrease due lack of families, (as well as the shortage of workers living on the N Shore for lower paying jobs and the horrific traffic challenges will prevent out of Municipality drivers coming here all of this will drastically impact the economy in the future?</p>
<p>I am not sure we have room for this but I'd like to see local or small business owners have spaces to work in and NOT chain or big box stores.</p>
<p>Identify does nothing. Where are these going to go? Who will be affected? What kinds of things? Organic waste dumps are green, but I sure dont want one in west Van.</p>
<p>Most municipalities would like to grow these sectors, but does West Van really have any competitive advantage to attract them?</p>
<p>not an immediate priority. All those industries require big buildings</p>
<p>Perhaps but given the work force would likely come from outside West Vancouver, please consider that diverse housing options, better transit, and increased parking would need to be implemented in advance.</p>
<p>Sounds good- but everyone in the Lower Mainland is chasing the same opportunities- how do we differentiate ourselves and or focus on one or two?</p>
<p>We are a small residential suburb, with access problems because of the bridge, so this direction does not seem realistic.</p>

I would like to see a (public) post secondary institute in WV but do not think the municipality should be in the business of private business. There are federal and provincial programs along those lines. I want to see a focus on ensuring our existing local independent shops and services - the ones that serve immediate community needs - are supported and viable. West Vancouver was specifically developed as a residential community without industry. To consider changing this now will require much more detailed and fulsome community discussion.
West Vancouver does not have the appropriate infrastructure nor commercial/industrial zoned land to explore this.
West Vancouver is a residential community - not commercial
West Vancouver is too expensive so nearly all workers already commute to and from North Shore. Existing businesses already struggling to get workers who will commute to North Shore. Where would workers for any new industries commute from because they cou
West Vancouver with its high land values does not lend itself to this kind of development.
WHERE ARE YOU GOING TO PUT THEM, AND....., WHERE ARE THE PERSONNEL GOING TO LIVE?
(blank)
3. Expand economic opportunities and space provisions for arts and culture sector (e.g. live-work space, studio, retail and office space)
In order to build a vibrant, resilient community, West Van needs more opportunities for people to live/work and enjoy the retail/service/business environment.
Support trail use in the forests/parks.
And a good heritage museum to bring alive WVan's interesting history.
Do so with caution
Economic viability of this should be evaluated before committing significant resources.
except for Harmony Arts, I doubt that the municipality can influence this effort
I can only support this expansion IF additional parking is created to support this growth. Ambleside retail is in dire! need of more parking for clients AND staff.
I really have no idea what this means. There seems to be a disconnect between land values in WV and the income of most arts & culture facilities.
I would proceed carefully - transportation is currently so messed up even walking from my home to Ambleside is taking my life in my hands because people who work in the village must drive to get there, especially municipal staff who plug up Fulton and surrounds and the bus service is a joke - world class cities offer it every 3 or 4 minutes and then people use it waiting mid day for 45 minutes on Marine Drive is never going to sell. But Metro and Translink will not support as they want our taxes to fund everyone else.
Just not on the public waterfront
Modest support
Preserve all existing commercial zoning for office type use.
Sounds good, but keep development out of our parks. No arts centres, bistros, etc.
Yes, but don't build them on the seashore. Put them elsewhere so we do not block the water views and create shadows from large buildings. U Vic has made the nicest campus by not having large storey buildings, instead, nature is always on view.
need real businesses not fillers
Not sure how this will help
Only if self supported and not subsidized by taxpayers- if people wish to proceed great but they need to raise money themselves and not depend on hand outs from Municipal Government
Provide arts cultural improvement space just like we provide fitness space.

<p>These jobs are not high paying jobs and therefore few employees would afford to live in West Vancouver. However, for arts and culture, to get visitors would be OK. I.e. not for job creation, but for paying audiences.</p>
<p>(blank)</p>
<p>4. Introduce new housing, office and retail opportunities in commercial centres to increase vibrancy and allow more people to live and work in the community</p>
<p>Allow more density and promote usage of parks and forests.</p>
<p>Great idea.</p>
<p>Hightech, software etc is perfect. Has anyone from the District courted Microsoft, Google, Amazon etc? A plan needs to be provided with along-term goal to get the big employers to get interested.</p>
<p>life and work in the community? define, please.</p>
<p>We have been talking about this for years. It is time to enact a solid plan.</p>
<p>Wider range of the types of services and stores available</p>
<p>I support this only if NEW parking spaces are created for the additional visitors this initiative will attract.</p>
<p>If going to build along Marine Drive never more than three stories in height with parking underneath. ground floor retail/office, second office and top residential - no condo only rental. Also property taxes for retail, commercial and residential all the same mil rate and same basis of assessment - that will make it attractive for mom and pop operations. Limit the number of business licences for coffee shops, nail and hair salons and mandate \$20 per hour minimum wage with corresponding increase in prices paid by residents rather than always trying to have the lowest cost like Walmart, Costco etc.</p>
<p>It's doubtful many such employees could ever afford to live here</p>
<p>Live work space. Focus on special zoning districts and get creative. Focus on youth / young families.</p>
<p>No point adding space to work if there is nowhere to live. Also, the affordability of such space would be critical - the reason many working artists have studio space in New Westminster or in East Vancouver.</p>
<p>Sounds good in theory, but in reality this will mean more people would travel to West Vancouver to work here, and 90% of them will travel by car (see the Vital Signs 2017 report). As long as housing is market-based, prices will be too high for most employees. This is due to global economic trends that are beyond the district's control. The conventional wisdom that this economic reality can somehow be avoided through new "opportunities" is unrealistic, particularly when considering how little new development actually occurs in West Van.</p>
<p>Another question directed to a positive response which means more and more density in Ambleside and Dunderave. Land costs influence housing costs.</p>
<p>The ship of affordable housing sailed many years ago- not really sure without huge taxpayer subsidies any real progress can be made here. Better to invest in roads, bridges and transit to make it easier for workers to get to and from North Shore in a reasonable time and at a reasonable cost</p>
<p>The thought that new housing would provide employees/workers for local shops and services is misguided. (understatement). What Fresh Street employee or Starbucks barista will be able to afford rental in a new build? The existing new housing, et. al. opportunities under current zoning need to be explored - fully - before it is changed. We need criteria that can be measured (i.e. not meaningless words like "vibrancy") We are missing win/win solutions such as more, but smaller units within current zoning. We should explore commercial centres being just that - commercial. There are many benefits of this. Better transportation options through ENTIRE community are needed - not just commercial centres.</p>
<p>This is a hidden proposal to increase density. Do not amend existing zoning bylaws.</p>
<p>Will just add to already tight spaces</p>

(blank)
5. Enhance streets and public space designs, and place making features in commercial areas to create attractive experiences for local residents and visitors
More attractions and parking and transportation alternatives would bring more people to West Van.
you'll only get that when you mix people and buildings .. ie Grosvenor on Bellevue. In Germany a % of the building cost has to go to a cultural component .. art ?
as long as it's not token and/or hackneyed
First and foremost we need safe streets and public spaces. Sidewalks, crosswalks, intersections, are litter strewn and full of hazards. I see the new sidewalk in front of Muni-Hall has places to put utility poles in the middle of the sidewalk rather than
I support this only on the condition that Ambleside does not have to give up ANY ADDITIONAL parking spaces
In certain areas this may be appropriate although money is likely better served in other areas.
Limit to good housekeeping.
Parking is already a problem, so we must be cognisant of this when we are looking at attracting visitors. As people age and want to go to Waterfront, they have to drive due to the hills? That is why we need higher density within walking distances of Seawall, parks, shopping etc. Give higher density but less than one parking-space per unit, and must offer 25% rentals.
Yes good idea but have the development community pay for this
Get an OCP that allows development not what exists today
Recent street 'enhancement' hasn't been well thought out and includes traffic-blocking measures such as the super-bulge at Marine and 17th. Creating traffic jams and increased emissions doesn't enhance the street for anyone.
6. Collaborate with the local business community and other partner organizations to strengthen the local economy.
Local government in BC has a sad history of getting taken in such ventures
Strengthening and promoting people trying to do business instead of regulating and suffocating entrepreneurship is key.
depends what you mean by collaborate - their staff already take all the street parking spaces
Local businesses often seem very shortsighted, whining about lack of customers while not admitting that their own employees are taking up the parking in the area (and moving cars every 2 hours to stay ahead of bylaw).
lower their taxes so they can contribute to the community
need elaboration on partner organizations
Not sure what this means but sounds like it could b3 a good thing
Obviously collaboration makes sense but as have stated affordable housing cannot be achieved- better road access and transit can happen and help reduce cost and time to commute to and from North Shore
Often the business community and residents are at odds. Are we willing to sacrifice livability to maximize development? Who benefits? Not the residents.
Question is too vague, not sure what I am agreeing to?
We are ALL stakeholders in ensuring public funds are spent wisely and that our local shops and services are supported and viable. Economy impacts all the community and it should be up to them to decide how and if they want to pay for changes. Do not mistake that this is only an issue for business organizations.
I have heard "business" organizations call for changes that would benefit commercial property owners but force many independent shops or services out of business.

We need accessible long and short term parking for clients and staff in order to strengthen the economy
West Vancouver is one of the wealthiest communities in the country. It is also quite small and very externally connected, therefore it is a stretch to consider it having an "economy". What this question is really getting at seems to be the strength of the established commercial centre in Ambleside, and this comes back to issues and concerns with transportation. Until this is addressed, the commercial area will continue to be challenged and little new commercial development will occur.
Yes but exclude real estate developers.
I do not understand what this sentence means - it is too vague.
Not a responsibility of local government. Responsibility of business associations.
7. Improve multi-modal connection (i.e. pedestrian, cycling, transit and vehicle), wayfinding and accessibility along commercial and employment centres, corridors and destinations.
It is important that employees can drive or commute to their workplaces and have adequate parking. Ferry or train service would work well for many people. Translink should contribute to ferry service as it will not be viable as private enterprises. However, this would reduce traffic on major routes.
Supporting density and transportation is key.
we need more pathways, sidewalks, and bike ways to connect our communities, this should be added to the objective
As long as the traffic isn't made worse.
assuming it's not a bike takeover because they don't respect pedestrians especially
I agree with the implementation of bike lanes, but think consideration should be given to vehicle use as well. Take Georgia street for example - as a motorist there are many blocks that you cannot turn right because of bike lanes, or left because of no
It is short sighted to do this in one area (commercial) and not other areas. We need this in ALL areas.
The Creation of Additional parking in Ambleside is KEY to my supporting this initiative.
This needs to be coordinated with needs for parking and consumer access. [REDACTED] disabled, [REDACTED] would find it extremely difficult to access most commercial centres along Marine Drive as it is currently organized.
Bike lanes alone are not the answer beyond east-west corridor. Studies show car use increases with income. Better to ask how high net worth individuals can be encouraged to get out of their SUVs.
Cycling lanes a luxury we cannot afford when we have gridlock for commuters There is gridlock in city of Vancouver and empty bike lanes
Fix transit first -
it is called Marine Drive ! .. the rest of West Van is housing !
There will be too many accidents
Vancouver is a perfect example of what should NOT be done.
(blank)
8. Review commercial parking provisions in centres (e.g. space, location, duration) while considering safety, accessibility and walkability of customers
Allow all free day parking and overnight RV parking.
If you want to encourage visitors you need to provide for free parking such as Park Royal does.
More long-term parking
More parking is a HUGE need in the city.
Put in meters and daytime parking restrictions to get construction workers, business workers and park and riders off streets in business centres.

1 word: finance parking structures in Ambleside and Dundarave. Make self financing with METERS. FINANCE with metering parks,
Again - it should not just be commercial - this must be done in all areas. We have too many residents that park on streets and a matter of course. This inhibits traffic flow (vehicle, pedestrian,) We have parking issues at our community centres. Streets adjacent to muni-hall have been an remain Bedlam since new building. To do this in isolation merely exacerbates a problem by transferring it to an adjacent area.
depends.. do not want bi-law officers running around making money; needs to be managed with common sense.
I cannot support endless (and seemingly fruitless) review process.... I have been a retailer in West Vancouver for [REDACTED] and parking is essential to my and my fellow merchants' longevity and success. How can we attract visitors and commercial vent
If you want more business you need more parking!! As a resident sick of receiving fines for parking in my community (eg when Dr or Dentist was running late) when I never see construction vehicles ticketed who abuse parking in neighbourhoods all the time
Lots of mobility impaired seniors- and hopefully more and more young families- need sufficient parking to meet those needs
Make sure people have enough time to enjoy the area before having to move their car
No pay-parking please
That should be an ongoing effort; however, with some exceptions, I do not have much problems finding parking space at present.
You should not be building high rises above upper levels(for downsizing) unless it is family oriented as seniors will have to take a car out as they are doing now even to go for a walk?
Should wait to see if increased pedestrian or vehicular traffic arises before we change the existing parking situation. We currently have a number of one and two hour zones close to the commercial district along Marine Drive. It appears they turn over quite well and individuals who are parking longer tend to park the two blocks away with no issue.
There is good accessibility now. Parking meters are not acceptable.
(blank)
9. Provide incentives and remove barriers for small business start-ups
Support and allow small business to flourish instead of suffocating entrepreneurship with rules and regulations.
50% of all business fail in the first 5 years so we need to ensure that our tax dollars do not "fund" small business start ups but incentives such as reduced business license fees could help a small business get off the ground
As long as it doesn't create massive debt for our city.
Barriers are by definition not very attractive; by all means, remove what is possible. I am not sure that we need incentives however.
Businesses should be able to survive without direct or indirect municipal subsidy. Barriers should be removed but only if they are not necessary. Many barriers are there for very good reasons.
Drop all the red tape and rules that add no value but do not give money - a race to the bottom (evidence Amazon getting over 200 cities trying to outdo themselves). If private sector sees opportunity it will come - if not I do not want to pay them to come.
I don't know what either the barriers or the incentives are
It is not clear to me what this suggestion entails.
Like what?
need to build in adequate protections. Where is the money coming from?
STOP handing out permits for businesses that already exit in close proximity ! Dundarave could be a good start to redevelop with a combo of stores and housing... see North Van ! In the [REDACTED] we have lived in West Van only a few store fronts have changed , the rest looks like a Mid West village.

Perhaps an innovation centre with shared space.
let market decide
Park Royal is the regional destination. There is easy access and parking. Our business taxes are low. Rents are high. Parking in our business areas is a challenge and being constantly reduced. Fix the parking issues before you use my taxes to subsidize businesses. Please tell us the barriers you plan to remove and the incentives you will provide.
This is a federal and Provincial responsibility Provide better transit and roads to and from North Shore end of story
This item is very vague. What barriers presently exist?
what barriers are there now?
We should proceed with this direction
Encouraging positive forward thinking people and supporting the initiatives are key.
10. Encourage and support socially and environmentally-responsible business practices and innovations (e.g. energy and resource conservation, sharing economy)
Encouraging positive forward thinking people and supporting the initiatives are key.
Don't know
Encourage and support can mean many different things, but it seems that the district has enough responsibilities to look after already, and doesn't need to establish new land use policies and associated programs of unknown cost to support businesses that are deemed (according to what criteria?) to be socially and environmentally responsible.
Encourage with words only: I cannot imagine that DWV would want to try to create or favour a particular economy or line of business. Instead, let appropriate businesses be created: try to become known as very open to businesses.
Hallo .. you are in West Van where my favorite hobby is to count the # of Range Rovers, Bentleys and Teslas these people have huge houses and spare no expense on anything including, heat, light and water.
Over time - remember that trying to move to quickly will cost.
The definition is too broad. Who will decide if it is socially or environmentally-responsible practices. I.e. is a developer of software Gaming products socially responsible. We have lots of software talent in Metro Vancouver and should encourage that, but the definition means different things to different people.
We are all in favour of a better environment but we need to balance with costs Look at mess Ontario in because it pursued Green and Renewable energy at any cost
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do.
I feel the community has older , unresolved matters it needs to deal with first before we move on to integrating the above initiative.
No Air B and B. What is the monetary cost? Who oversees this? Should the marketplace decide or should the government get involved?
This sounds like a proposed intrusion on property rights and business practice.
11. Thank you for your feedback on the 10 directions that have emerged! Do you have any other new directions on Local Economy that you think the District should consider for the next phase of the OCP Review?
Actually getting to know some of the merchants, business owners and smaller commercial stakeholders (not just the bigger landlords and developers) in the community considering the amount of property tax we contribute to the local economy. A healthy vibrant commercial sector is a BIG part of life blood of any community.
Allow - and incentivize "cottage industry" where people run their business from their home - specifically these are businesses that have employees or customers coming to the home. For example, law firms, physiotherapists, accounting firms, small tech offices. This attracts more

<p>people into the neighbourhood who would also shop at other local businesses.</p> <p>Create bylaws that limit the number of any specific type of business within a given radius. For example, we have too many nail spas which just limits the amount of traffic to the area unless you are inclined to have your nails done. Greater diversity brings more traffic.</p>
<p>Allowing secondary suites on most streets that will encourage population growth and give an extra incentive to anyone who rents to someone who will be employed locally, inside municipality i.e. care-workers, hospital, schools, retail, municipal workers, in fact any one renting from a Private Home within municipality and working within municipality, those home-owners should get some financial recognition on their property taxes? These workers who can live and work within our municipality will contribute to the vibrancy, economy, shop pay pst and gst on their purchases and reduce traffic and many could have small families that will keep our school viable.?</p>
<p>Basic facilities like washrooms and water fountains need to be installed along more sites along the seawall for pedestrian access. Too many businesses along Marine Drive and Bellevue do not let people use private washrooms or they charge for water. More facilities will allow individuals to spend more time in the commercial areas.</p> <p>There should also be more encouragement of local businesses, not the bigger stores/restaurants along Marine Drive. We also need to enforce by-laws for liquor and music/entertainment along Marine Drive.</p>
<p>Create incentives for new businesses that promote practices of green building/operating standards, and work with the environment and nature, setting strong examples for existing and future businesses.</p>
<p>Encourage software development by providing incentives, space and transportation. This is a perfect industry for West Vancouver. Well paid, environmentally friendly and we can provide easy recreation for the employees. If emphasis will be to develop reasonably priced townhouse and condos, we would have great opportunity. Instead of developing luxury products like Grosvenor and Onni's development north of Park Royal. That does not create a better economy.</p>
<p>Less rules and regulations - allow more simple affordable ways to create new business and economies and allow creativity.</p>
<p>My husband and I have to go downtown if we want to do anything fun past 6pm. Can we please have some pubs and late night hours at our fabulous local restaurants?</p>
<p>Parking structures should/can be self financed over 25 years. Ridiculous OCP /council too afraid to implement pay meters that are in EVERY community around north america.</p>
<p>This is a significant marker for how well a new OCP can help move West van forward. There needs to be an Economic Planning /Development urgency in the OCP-tied to diverse housing types-and transit corridor development if we are to be resilient/prosper-</p>
<p>Unfortunately, the Planning Department is not listening or understanding the demand by residents to maintain the present character and zoning.</p>
<p>We need more populations (locals and tourists)</p>
<p>West Vancouver has advantages with outdoor recreation, both in the mountains and on the waterfront. We should work to monetize these.</p>
<p>West Vancouver needs to activate now. We have been saddled by an outdated and non-progressive OCP. While we continue to lose jobs, residents, the District needs to expedite planning and policies to ensure we have a vibrant community.</p>
<p>With all of these topics actual data and measurable criteria is absent. The "motherhood" statements are so very broad they can be interpreted in any direction. Full assessment against quality of life factors is required.</p>

Parks and Environment Directions Survey Responses

1. Review construction regulations and development controls to minimize the impact of new houses and enhance protection of creeks, streams, riparian and foreshore habitats.
Absolutely!!!!
Strongly suggest stringent building restrictions, so that we don't end up with more oversized homes that look totally out of place.
(blank)
Do not make too much laws, construction should be easier and fast while protecting the environment.
Find balance between development and protecting the environment & public access to it
Regulations have to be tailored to the different specific considerations. I.e. if we want to develop a higher density housing in certain areas, we cannot at the same time assume that there will be space for parks surrounding the development. For private developments, sometimes a coach house might be more important than a small creek that runs by.
We seem to have development controls regarding protecting the things already so not sure we need more time this
Where economically feasible. Financial considerations may be to be made to property owners in order to achieve these goals in certain difficult areas.
Why limit to new "houses"? It should be ALL development. District works included. What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
without being over zealous.....
You can allow development and protect the environment; these are not mutually exclusive concepts.
I work in West Vancouver but I can't live close to my work place because of the housing price. Construction regulations are one of the reasons for the pricey houses.
Our bylaws are strict and fine as they are. We just finished building a new house and thought the city was quite reasonable.
People should be able to develop on their private lands without other people interfering with their vision.
Right now I think there is too many regulations that are too strict. We should work to loosen the level of strictness to provide businesses in West Vancouver more opportunities.
2. Use new development to restore the environment and enhance ecosystem services (e.g. daylighting, on-site remediation, off-site enhancements)
The maintenance of our green tree is vital to maintaining the health of our planet. and therefor our own human health.
(blank)
As long as it doesn't unfairly burden builders (ie. costs are off-loaded onto them)
don't shade us out with massive trees.....everyone is losing their view and worried about fires!
Except for forcing tree planting.
There are opportunities, but they need to be sensible. Allowing development into a protected riparian zone in exchange for blackberry and other invasive species removal might not provide the best ecosystem enhancement. There has to be a net gain in the trade offs.
what kind of new development? not property development, I assume?
New developments will allow more density and more affordable options. If you want more affordable options - there should not be more rules and community incentives tacked onto the developers costs.

While this should be a condition of any new development it is very limited. Many other options must be implemented as well - including prohibiting development in eco-sensitive areas.
(blank)
3. Identify and protect environmentally sensitive areas and actively manage natural assets in recognition of the ecosystem services they provide
People should be able to enjoy the nature that West Vancouver provides. This is what makes West Van special.
(blank)
All these park issues have to be balanced with the transportation and housing needs. Each area cannot be judged in a vacuum.
If it is based on good quality information and is reasonable. At times we over react or embrace non sequiturs as is the case of Whyte Lake and off leash dogs. There is absolutely no evidence that dogs are harming that 2nd growth forest environment. However, people most certainly are.
keeping every single massive conifer is NOT managing our forests. They have all grown up at the same rate from when they were clear cut 70 years ago and now we are beginning to disappear into the forest.....
We need though to balance costs and benefits
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
(blank)
I am sensing this is about trees and thus a trick question. I support the creeks, fish, and waterway protection. When someone buys a house on such a property, they know what they've bought and can't just ruin the waterways. I am against forcing someone to keep any trees unless the city identifies unique trees that are needed for some reason. I think big trees are a hazard and can be safely replaced with others that are situated on the lot correctly and do not grow so big as to impose on the neighbours right to enjoy their own yard.
4. Maximize Upper Lands forest protection by creating compact neighbourhoods and restricting development above 1,200 foot.
YES!
Again, I like the idea of more compact houses yet I am against making more restrictions.
can we have other trees other than always huge conifers.....there are other trees out there!!!
Don't know
I support this but so far I see a lot of very large single family homes up near Mulgrave school and that doesn't seem like a diverse compact neighbourhood to me.
I wholeheartedly support this but would go farther to say that there should be no development of the Upper Lands until there is greater densification of the lands below the Upper Levels. I am against any development for housing above 1200 feet.
more details required
Please refrain from more densification until current traffic congestion has been addressed.
Traffic congestion is really the major problem with any increased density. The highway is already backed up almost everyday and travelling on the upper levels is a nightmare.
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
(blank)
People who own recreational lots above the 1200 ft level should have the right to build a recreational family cabin. It is archaic to have to own 2.2 lots. How is it even possible to own

<p>2.2 lots? If you own 1 lot (which is already close to 1 acre) they should be able to build a family recreational cabin for their family and friends to enjoy the nature that West Vancouver provides. In this day and age - a self sustaining cabin can be built and placed in the area with very little footprint. This would promote affordable and healthy use of the recreation at Cypress. Having an archaic rule such as having to own 2.2 lots makes this a very elite and unaffordable option to have and build a "cabin" to allow future generations the use and heritage of off grid living and recreating. If this rule can not be changed - west vancouver should acquire the private lands as they come for sale and integrate it into park land to eliminate this area of freehold properties and allow public to use it as a forested park.</p>
(blank)
<p>5. Seek to acquire new active parks and trails (e.g. access to nature) that meet community needs through new development</p>
NEED MONEY
This is what sets us apart and makes us great.
<p>We live as close to nature as one can live within an urban context, yet it is not easy to access much of that nature. Look at the hiking trails above the highway as an example. When I want to hike with friends in the mountains, we drive up to Cypress, or over to Rabbit Lane. I'm not aware of any other trails or easy access points in and around the BPs. Perhaps they exist, but if so they are not well known. It would be lovely to have a few access points to trails that offer parking and signage, and are promoted by the municipality.</p>
with so many new houses being built we MUST maintain green areas.
As with everything, there has to be a balance between transportation, housing and parks and trails.
Currently the District does not commit sufficient resources to maintain trails. Adequate maintenance must be made a priority. A formal process to engage volunteers to maintain trails and parks is required.
I do not support all groomed parks - natural parks and not playgrounds.
I support this idea as long as the active parks and trails are non-intrusive and respect wildlife corridors and habitat.
in protecting our forests, do we need more trails? do we have the resources to maintain more trails? love the idea of increasing access but how do we balance with this with conservation?
Priorities. First, protect what we have
While new developments should contribute to this they should never be relied upon to achieve this. In some cases development (steep slopes, enviro sensitive areas, inappropriate size and scale, etc.) is far too high a price to pay for more parks.
we don't need new parts we need to clear invasive species fro existing parks
West Vancouver should provide more signage and maintenance in their existing trails and parks before having to make new developments pay for new parks for the community.
what kind of new development?
<p>6. Acquire strategic lands to enable active management of and access to the waterfront</p>
Do this but please do something more creative and useful with the land than just plant lawn. Reforest it with "urban trails" if you don't want to build.
How about Tye Point? Westbank monies could have been used to acquire this land for a public park...
Our city has been super heroes in this regard.
our waterfront is one way WV identifies itself - this should be supported.
There should be a dock/marina that the public can access and use to promote the great ocean environment that West Vancouver offers.
We should continue to acquire private lands and make the waterfront publicly accessible. We ALMOST have a contiguous waterfront in Ambleside thanks to forward thinking (and allocation of funds from Grosvenor), so let's complete this transformation.

YES!!!
At what cost? Accrue huge legal costs and demonstrate poor faith while attempting to break a trust agreement like we are doing with Brissenden Park? In principle almost all of the survey statements seem find - but the devil is in the details that are completely absent.
Costs a consideration
depending on the cost of the waterfront
I would like to see "active management of and access to the waterfront" include some business opportunities, and not just more lawn and park space. Having cafes, bars, cultural organizations and retail businesses on the waterfront creates interest and will improve tourism, as well as the local economy. We have enough parkland now to serve residents and visitors to the community; what we need are facilities that creatively serve those residents and visitors, and generate revenue as well.
I'm not sure what is meant by 'active management', but if it involves management towards protection, I am supportive.
Once all properties on the waterfront from Ambleside to 25th have been acquired, no further attempts should be made to acquire further properties without weighing carefully the cost versus the benefits to the community
Taxpayer funds would be better served elsewhere if "management/access of and to the waterfront" just means more grassy parks. With the removal of the boat launch in Ambleside, the entire area risks becoming a giant grassfield/walkway on the beach. Other areas of West Vancouver could better use those funds to improve parks.
This is good, but maybe this land can also serve other purposes than just a park. Maybe a commercial development such as a hotel/conference centre, maybe a dock with passenger ferry to downtown etc. All options should be reviewed where parks, economy, jobs, and transportation are balanced.
What are you planning to buy since most of Ambleside is now assembled as park?
Yes but we need to manage within a budget and affordability- need to be conscious of any costs to taxpayer
money better spent looking after our existing parks
This is very expensive and does not provide much value.
Waterfront is perfect as is. Please no art gallery and/or commercial development. It's a gem.
(blank)
7. Apply best practices in managing parks (e.g. tree stewardship, public accessibility, diversity of experience, active living)
There should be more signage and education on all the amenities available for the public to use and also to clarify public land to private land.
tree stewardship should apply beyond WV parks to the full community
.....and tell me why we are NOT doing this now and always? Who gets to determine what a "best" practice is?
Do you mean like Lighthouse and Whycliffe Park? then yes. Certainly tree stewardship.
Dogs should be allowed off leash at Whyte Lake. Trails that link communities (ie under hydro lines) and provide access to the waterfront should be well maintained (ie Garrow Bay)
I have know idea what this means?
I think you can have too much management
Park management should be informed by science not opinion.
Please 're consider removing any current on our waterfront streets i.e. Argyle and Bellevue and 're consider where cycling lanes will be placed; ie use roads above marine drive where possible, these lanes are mostly used by non residents at the expense of residents
Yes but let's manage to a budget and minimize costs to taxpayer

<p>Again, I dislike these vague questions... tree stewardship could mean anything. Waste to ask a question like this when the answers wouldn't be clear. Put more details right in the question and ask SPECIFIC questions!</p>
<p>8. Advance climate strategies on land use, buildings, transportation and waste (e.g. energy efficiency, water conservation, waste diversion)</p>
<p>absolutely - this should be done rapidly and aggressively. set a RE target asap. WV could and should be a leader in this area.</p>
<p>Solar panels on roof and draining roof run-off into underground tanks when renovating or with new building permits.</p>
<p>subsidy for solar panels</p>
<p>Again, too vague, need more specifics but sounds like a good idea, whatever it really means I am not sure??</p>
<p>it should not be very costly</p>
<p>My quarterly municipal tax bill is getting excessive. Why not have community recycling drop off depots where residents can take their recycles instead of having door to door service; bins in grocery store lots (ie Switzerland) or at the Lions Parking Lot (ie used to be here in the 1980s). Just like Mail delivery, door to door service is expensive. We all have to go out to get groceries - we might as well take the containers back there. This would be more cost effective. My feeling is that developers are not paying enough of the cost for infrastructure. My quarterly utility bills add up to \$1800 per year - not long ago it was \$1200. What's going on? I'm an empty nester now so hoped the costs should go down not up...</p>
<p>No sticks, just incentives</p>
<p>Some of these practices do interfere with nature. Example: Composting in backyards and only pick up garbage once a week. This attracts bears and raccoons and rats. The smell coming from waste attracts wildlife in areas of West Van that adjoins the forest and creeks.</p>
<p>We don't even have recycle options at our expensive garbage bins no "food waste" or "paper" etc only one location at rec centre and no where at our beaches or bus stops</p>
<p>I think you can end up with too much costs to taxpayer for little benefit If we believe tides and oceans will rise restrict development near waterfront</p>
<p>Less rules and regulations so that there are more affordable options instead of spending lots of money on consulting fees etc.</p>
<p>(blank)</p>
<p>9. Enhance the foreshore to prevent erosion, preserve habitat and increase resiliency to climate change impacts (e.g. sea level rise, storm surges, weather events)</p>
<p>Our shore is so important. More worried about access due to the railroad blocking our access...</p>
<p>Put more emphasis on salmon hatcheries and support sport fishing in West Vancouver. Put fish cleaning stations and docks for sport fisherman. Support the use of the water for food and harvesting of seafood for the public.</p>
<p>The rock wall along the seashore beside the path there does a great job of protecting the path walkers. It enhances every ones safety and enjoyment</p>
<p>WV has no choice - rising seas are a reality. Focus on public foreshore areas for the largest impact. foreshore repair by private homes should be paid by private owners.</p>
<p>Better to restrict development near foreshore We need to watch we do not create another Municipal Industry here at significant cost to taxpayer</p>
<p>Give some examples of what you mean here? What parts of WV is eroding, for example?</p>
<p>Please keep our wv culture and beauty please consider what thus means visually too</p>
<p>Some of the foreshore work recently done along our waterfront has lead to reduced access to the waterfront for residents and visitors (e.g. boulders piled on the beach) and some property owners have appeared to use foreshore projects as an opportunity to encroach on foreshore areas and alter public access. It would be best if enhancements could be done in such a way that foreshore/water access is maintained or improved.</p>

This should only be done where it is deemed absolutely necessary. In order to determine if necessary, there must be scientific and/or expert studies, opinions and advice.
Was it "enhancement" when the district dumped materials from the muni-hall site in the ocean?
10. Review policies and regulations to manage potential environmental hazards (e.g. coastal hazards, steep slopes, forest fires)
Allow private lands to cut their own trees for fire hazard etc...
e.g. drainage and flooding issues.
I'd like to add earthquake response to this list.
Not to forget earthquake impact.
the new reality of climate change, needs new policies and regulations.
There are many experts in these areas.We should listen to them.
Consider closing light house and other parks , maybe cypress trails during dry seasons as we are at such high risk for fire and encourage metro Van to do same with capilano canyon park on our east side
I would thing WV is doing a good job already in this regard, so keep up the good work, I say.
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do.
Yes this seems common sense but look at how residential oil tank removal became a huge cost to residents with very little real benefit
(blank)
11. Thank you for your feedback on the 10 directions that have emerged! Do you have any other new directions on Parks and Environment that you think the District should consider for the next phase of the OCP Review?
Allow people who own recreational lots above 1200 ft to build a family cabin if they own 1 lot. This will ensure and protect the forests and environments in that area for future generations as these people will make efforts to maintain and promote the recreation and environmental assets in their area.
Can the OCP include a goal to move to 100% RE by 2025? is this the place to put this direction?
Cats should not be allowed to run free and kill birds. The SPCA states every year in North America Hundreds of millions of wild birds and animals are killed by domestic cats.
For some reason domestic cats are considered more important than wildlife. This is ridiculous and cats should not be roaming around
Drop the tree bylaws and let owners handle the trees on their lot.
Good survey, you're axing the right questions
Horseshoe Bay Park is in need of repairs. Benches are rotten; trees need pruning. Merchants should pick up there garbage more frequently (ie Fresh Slice, Convenience store next to Starbucks). Litter is a big problem in Horseshoe Bay. But some of the retailers are very responsible (i.e. blenz)
I think that we need to invest in our environment which includes proper staffing levels, enforcement and 'real' fines for those who break the rules. In my experience, the District rarely follows it's own policy for trees on municipal boulevards and green spaces. This needs to change. We need more staff and oversight in this area, not less, for it to be done properly. There may be some expense involved, but in order for it to be done correctly, an investment is required.
I want to be sure that most parks stay as natural parks, particularly in the westerly areas and in the Upper Lands.it was wonderful to participate in the organized walks though Lighthouse Park and see the diversity of people enjoying nature, far away from the trappings of civilization! Getting exercise, fresh air, etc.

<p>It is important to have an OCP that balances all areas. When each department is assigned to develop its own area, they need to work closely with all the other departments i.e. parks need to work side by side with the departments that issue building permits, traffic management (if there is anyone doing that from a macro point of view) and departments that work with economy and housing development etc.</p>
<p>One quick thought.....I'd like to see more living green flat roofs on commercial buildings in West Van.</p>
<p>Reducing pollution in our air, water, and food is the most critical action that should be taken - no where in this survey has pollution reduction been mentioned! Parks Dept. can start by eliminating the use of gas powered tools - leaf blowers, weed whackers, hedge trimmers, lawn mowers, etc. - and vehicles used in parks maintenance. These are heavy polluters and create excess noise. Next, West Van could place a ban on such polluters for commercial yard maintenance companies; and eventually the same for residents. Blue Buses appear to be emitting much more pollution than in the past - this needs to be addressed. Construction is a big source of pollution - limits on this is necessary. West Van signed a declaration recognizing citizens' rights to a healthy environment - West Van needs to take this commitment seriously and set tough regulations.</p>
<p>We are completely missing "Quality of Life" factors which should be used as measurement criteria for all OCP aspects.</p>
<p>West Vancouver has a wonderful natural environment, but it is currently viewed as a cost centre that contributes only to our lifestyle. It should be respectfully managed as an resource that contributes to the local economy. Monetize local recreation.</p>
<p>(blank)</p>

Social Well-Being Directions Survey Responses

1. Provide facilities, supports, services and information that are welcoming, barrier-free, inclusive and accessible for all.
Everyone should be able to access wherever they want to go.
(blank)
A city can only provide so much to its residents. Don't go into huge debt to offer everything. Do some and allow the people who actually live here in West Vancouver the first right to use the services. Still can't believe our rec center gymnastic classes are filled by people from out of district and the gymnastic group running the gym with all the special equipment are so un-inclusive and un-open to new classes and opportunities like parkour!
at West Vancouver's cost.
Concerns re costs and a nanny state
Not sure what new initiatives are needed that are not already done.
Of course we should provide these - but we are completely missing the discussion of how to best overcome barriers to this. What will this look like? There must be challenging factors left unmentioned here if you are asking support for something so obvious, something the public fully expects our local government to do all the time. Please note it is odd you can not add comments you give "green light". It infers only those that have concerns should "justify" their opinion.
Yes for all new facilities and we should retrofit existing facilities as we can afford within our budget
It is time that West Vancouver municipal staff and Council members start to realize that west Vancouver is just a bedroom of the north Shore and should be treated as such. There is no need in my opinion to re develop the wheel of an OCP which if you accept the concept of a bedroom community- no Industry -- a few multi purpose support stores in a concentrated area (Park Royal) etc and easy access to North Vancouver where the TRUE support services and facilities exist that are used by the resident of West Vancouver. Let the developers run wild.. build some decent 30 to 40 story buildings and perhaps a casino on the waterfront. If you are not going this way Then I suggest that you leave West Vancouver as a Bedroom community and let us all ██████████ in Peace with out continued surveys.. Many thanks .
2. Advance diversity and provide opportunities for new residents to participate fully in civic, cultural and social life.
Depends upon your definition of resident. Just because you own a home here does not make you a resident, or a person with any sense of community
I did want to add the point that I think it is critical that enhancing diversity and participation in civic, cultural and social life is critically important for integration especially of newcomers to Canada. In particular, I don't think we do enough work to help newcomers learn and participate full in democratic life ie what it means to be a fully participating citizen in Canada's democracy. The other two: cultural and social life tends to happen naturally except where there are barriers: language, cultural, physical, social. Note North Shore Community Resources has a platform for education and nurturing citizens' democratic life called the Democracy Cafe.
These new residents who can afford 4 million plus, need to be offered a 'good citizens program' in their own language. In general they are not interested in attending ESL or other types of programs that you would have for new Immigrants wanting to work? They listen to their own t.v. and buy their own papers and in general not so interested in mixing? Younger or those with small children may be interested, but that is a very limited group that can use the library for such progrqams?
they should be cost efficient
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect

our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
You cannot force residents to participate - they will if they wish to and won't if they don't We of course should be welcoming to all new students but thus does not mean providing multiple language services - but if we have employees speaking those languages that can help so that us great- we should encourage all residents to speak English
(blank)
I believe we are doing this already.
If people are passive, I don't think tax payer's money should be spent to try make people more active.
This is trying to change the character of West Vancouver.
3. Provide a range of attainable housing options to meet the current and future needs of different ages and incomes (i.e. professionals, families, empty nesters, seniors and those needing supportive options.
All different housing and density should be looked at as well as allowing more recreational cabins to be built and used on freehold properties above 1200 ft.
Are you suggesting purposeful built options? Attainable? When I moved to ██████ I wanted to live in ██████ but I couldn't afford it...then. So I had to live a further distance from my work. That is a reality unfortunately in a democratic capitalist society. However, building smaller homes, on one level would be helpful - smaller should be less expensive if we are calculating building costs per square foot, and one level homes for seniors would be an excellent ideas. However, land values are against this at this point in time.
How do you define "attainable"? Why not use the accepted definition of "affordable" (30% income et. al.)? Again, what will it look like, how will it be achieved? This is not a "deeper dive".
If we end up with the Vancouver model of highrises, I would not support this initiative at all.
Mandate inclusion of a percentage of smaller units in multi-family developments to improve affordability.
Very concerned with increased density and resulting gridlock
Well being depends critically on social determinants of health: access to basic housing, food and health care. I feel that West Vancouver needs to have a critical make over in order to address some very sobering demographic trends: aging population, lack of age diversity. But the need for affordable and alternative housing, child care, transportation, etc. requires that their be diversity in economic opportunities as well. DWV needs to think creatively about its economic base such that it attracts employers and jobs.
Within the community developments in place.
Yes indeed makes sense but we are unlikely to be able to make housing affordable - for seniors retirement homes in community are important Most workers commute to North Shore so let's focus on making transit and road and bridge systems better for them -unfortunately the housing affordability bus left some time ago
Yes, if it was done area by area as the neighbourhood sees fit. If the city or a group of neighbours would like to build a retirement type complex and it had low impact and the surrounding neighbours agreed, I think that would be feasible.
(blank)
More proposal for increased density. Not acceptable.
This is for senior levels of government. West Van cannot afford to provide subsidized housing.
4. Help children, youth and families thrive through parent education, early learning opportunities, support for child care and empowering youth with services and facilities
Supported members of communities will thrive and create more positive environments.
West Vancouver should build more child care center, youth center, or art center that kids can have programs to benefit and retain young families

Again, what improvements are needed. How is this the city's responsibility?
But needs to be on a user pay system and not wholly tax payer funded and must fit within a Municipal Budget With unaffordable housing very few young families can afford to live in West Vancouver and school enrolment will drop and likely had already
How do you measure "Thrive"? What criteria are you using? What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
The support for child-care should only be subsidised if they are living/working within the municipality.
We do not need parent education and early learning opportunities, most people in West Vancouver can afford these and do not need them as they are educated and they can seek out and pay for any learning opportunities they need. What we do need is to focus on our major needs which is mental health support for our young adults and effective education on the dangers in drugs beyond "the just say no" (old program). This should not be delivered by the police but instead by people who really know and have worked with rehabilitating drug addicts.
a municipality can only do so much. I think this is a provincial responsibility
Not responsibility of a municipality.
5. Address the needs of our aging demographics with lifelong learning opportunities and age-friendly programs and facilities.
Integrating all age groups together creates a strong community.
It would be nice if these were affordable for fixed income seniors. Also, programs were lost when the new community centre was built so I now go to North Vancouver for them. There is no Curling on the North Shore - even though contributions from West Van were solicited. North Van is going ahead with this so again, I will be taking my \$ to them.
Again, what is needed that we do not already have?
Age-friendly programs and facilities are important. Life-long learning should be up to individuals.
I believe we are doing this already.
I have indicated caution in questions 4 and 5 because I think that they should be integrated. What a great opportunity to look for INTERGENERATIONAL programming that brings together and creates social connections among older and younger generations. So I'd like to see this emphasized in the OCP somewhere especially given the proportion of older residents in the District.
I think this is a good goal but I think that the District already does provide an amazing amount of support and resources for this demographic. The Senior Center is well used and provides a very wide range of activities and services.
Please specify the "needs" you have determined. What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
We already have age-friendly programs and facilities, we should create more kids-friendly programs and facilities especially along the Ambleside and Lawson park area
we already have first class support services and private facilities that complement the affluent base of this community
Yes but needs to be on at least a partial user pay system and support from Municipality needs to come from within a budget that is conscious of additional costs to taxpayer.
yes but we don't need anymore Amicas, etc.
Very vague. Sounds too bureaucratic.

you have this already. If it is not broken, why try and fix it?
6. Build a strong community through sports, leisure, recreational, library and cultural activities and programs
More sports event would be nice
Resurface the skatepark with new smoother concrete so that it is safer and more modern. Build more skateparks for the youth and family good times.
See comments on prior item.
We should connect and make full use of the resources we have in West Vancouver
Yes, but I think DWV already does this well and it is the other areas: affordable housing, transportation and child care, jobs will be critical to attract and retain younger (and older) generations.
Agree within budgets and user pay - we cannot lose sense of responsibility to keep tax increases at or less than inflation
But do not go into debt doing so!
communities are built on a smaller scale - with neighbours knowing each other. I am an active participant in all the above, but I am not sure it builds connection with others
I believe we are doing this already, especially through the West Van Community Centre and its excellent programs.
Present services ok.
rather than proceed I would suggest maintain the level of activities since our library is the most utilized in Canada
This should mesh with making West Vancouver a visitor destination.
What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
While I agree that current levels of support of sports, leisure, and library services should continue, I believe that emphasis now should be given to creating new and enhanced facilities for cultural activities. West Vancouver's amenities for collecting, exhibiting, researching, and providing educational programs related to the visual and performing arts are woefully inadequate at present. Concerted efforts should be made through public-private partnerships to replace outdated and inadequate facilities now, and to create opportunities for growth in future.
7. Design public spaces that encourage active living, community vibrancy and social interaction (e.g. public realm improvements, place-making, public art, special events).
Make a piazza.
More social gathering in west vancouver would be nice
Support community initiatives.
We want to have West Vancouver's own Art Center to be all season, weather proof shelter and culture center for all ages of West Vancouver residents
Costs.
Get Developers to pay
It should be cost efficient
Please define "vibrancy" and provide measurement criteria. What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
Sounds lovely but too vague at this point.
we have great community centres and excellent access to facilities and activities for all age groups .. I do not see any great need for additional buildings

Yes, physical realm is important to design for social connection but the OCP should understand that social connection and community celebration can occur through programming and intentional community building.
Not defined. Could be very expensive.
This sounds a little over the top.
8. Identify opportunities for private development to provide amenities and facilities (e.g. childcare or adult daycare centres, community or cultural uses).
Support private entrepreneurship with incentives and more simple less regulated options.
(blank)
About cultural facilities: Kay Meek is perfect for large-scale indoor performances (Music, Theatre, etc) and should be given high priority for support. Its connection with the school system is crucial. There is opportunity for a small-scale cultural building close to Ambleside Beach that could house small productions and exhibitions that are now served by Silk Purse. However, there first must in place a plan to provide sufficient parking. West Van is too steep to expect older citizens to walk down (and up again) to attend. Moreover, such a structure must be financed largely through fundraising. The sadly ignored Klee Wyck park could be re-purposed for something that could never be done down at sea level: to develop a multi-purpose cultural center/hotel/convention-building through a private-public partnership that could include a high-rise. The property is large enough to preserve the park-like setting, and the present heritage structure could easily be shifted. It has convenient access through the Keith Road corridor to Park Royal and Ambleside. The park as it is is hardly ever used. Don't forget the income through taxes. as long as the trade off with the developer does not result in tower blocks or over development
As long as we don't give away items, I'd rather see our city REQUIRE this from developers as a privilege to build here in one of the most sought after areas in Canada there is.
Community based programs exist ... I think that Park Royal which employs many people also has a local day-care. Adding day-care services to schools aor community centres may workj
If asking for community amenities, need to be upfront on the formulas and requests. If seeking corporate sponsorship's, again need a fair process.
Include private operations to provide services for recreation (e.g. paddle board rental at Ambleside, commercial tour/guiding businesses on the mountain).
Only if we keep the dreadful "naming" away from such facilities. I want the public space to be seen as there for all, and having new facilities being named to honour [partial] donors diminishes their public feel. It is too great a cost. We can and should seek private donations, but let donors be honored more discreetly. Donations should build public good; not egos.
Private development should be done with the whole community plan in mind and not be for making West Van more "exclusive".
This should be public and not private if you are going toward affordability.
We need to be careful these developments are not going to change its original use plan
Yes, but my caveat is that relying solely on private developers to build PUBLIC amenities may not result in PUBLIC OBJECTIVES being achieved. So it will be critical to make sure that there a clear standards set out that private entities need to meet. There is a difference between building space (e.g. space for a child care or adult care centre) and the operation of it as well. The private developer could be responsible for building it and a public or non-profit entity responsible for operating the service/program.
Only to limit of present zoning.
The merits of a development should stand alone. If amenities are required it should be just that - a requirement of development - not negotiated. Our history of the district playing "Let's Make a Deal!" must stop.

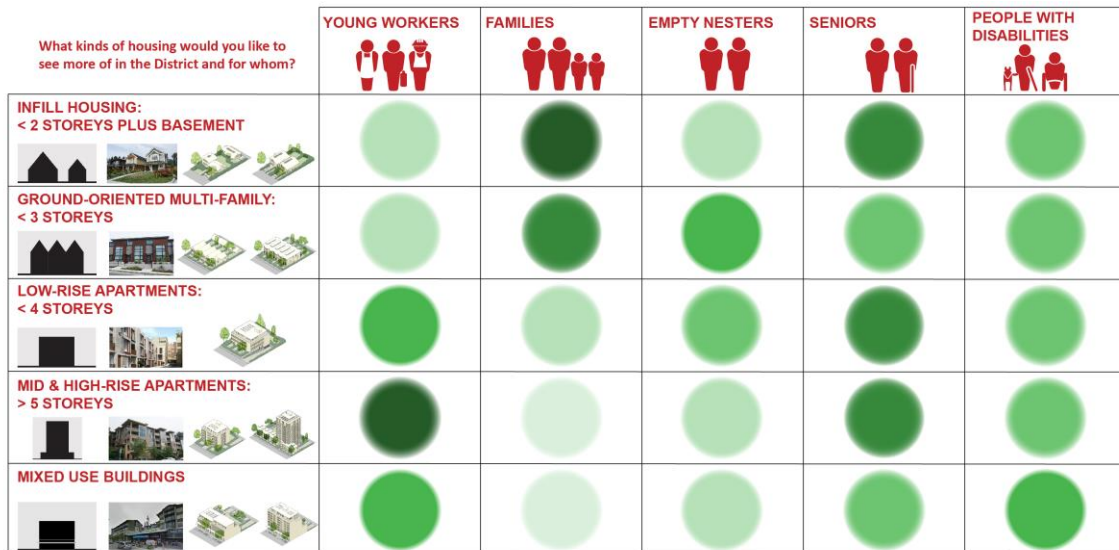
9. Collaborate with stakeholders, agencies and organizations to provide broad services to the community (e.g. joint planning, hub model partnerships, physical and mental health services, settlement information, English language, and employment and diversity services).
AT North Shore Community Resources, we take pride in collaborating with public, private and non-profit agencies to achieve our mandate and community objectives. Ensuring that there is a strong civil society sector is critical in developing a thriving community.
Diverse communities make vibrant communities.
We need more of these types of services. We rely on North Vancouver for so many services and there are wait lists for everything. Mental health and settlement services especially are needed.
costs. Property taxes are high. Where is the funding coming from?
How will you prioritize or ID needed services? What are the challenges to achieving this and how will they be overcome? There must be barriers or why would such an obvious question be posed about something we fully expect our government to do. Why is it there is no option to provide comment if you give "green light"? It infers a bias that green light response requires no justification or explanation.
I am surprised there is nothing along these lines already?
Not sure how many who can afford 4 million plus for homes will need or participate in such services, such as Employment, diversity or English language programs?? recommend that these services proceed with extreme caution? Other outlined above we should proceed in that direction.
Physical and mental health services yes. [REDACTED]
(blank)
I do not understand what you mean here
most of these topics are available at some level on the North Shore
Not within the jurisdiction of a municipality. Provincial government sphere.
(blank)
10. Provide meaningful engagement and volunteerism opportunities to enhance the delivery of civic programs and services
Community participation is crucial to building healthy communities. Again partnerships and collaborations across sectors (private, public, non-profit) is important.
Nurture community building to create better communities.
Of course, any city benefits by active volunteerism and a paid person or persons to effectively manage and create opportunities for volunteers benefits everyone and pays for the positions.
The public engagement shall not remain tokenism, it shall be informative and educational with a true open heart. West Van residents like to volunteer, but lack of guidance how to volunteer, the current volunteering training process before actual volunteering sounds too complicated to follow
Volunteerism should be encouraged as also a great way to develop community spirit
I have seen the district's vision of "meaningful engagement" and it is not authentic. This OCP public engagement is a perfect example. Planning has made statements about what they will recommend long before the public were able to comment.
I think we do an excellent job in promoting this topic.
Already in place.....
Not defined. Present services ok.
Wast of taxpayers money . Keep West Vancouver as a bedroom community-- which it is and let Developers make money in large quantities from free Municipal land grants..

<p>11. Thank you for your feedback on the 10 directions that have emerged! Do you have any other new directions on Social Well-being that you think the District should consider for the next phase of the OCP Review?</p>
<p>All the points mentioned are very good. All of these points have to be balanced with costs of execution and delivery.</p>
<p>By all means we need to try to integrate new arrivals. We must remember that due to their financial situation they are probably not interested in the regular type of Immigrant Services? A booklet in English, Korean, Persian, Chinese languages should be available for all new arrivals in West Vancouver? For those printed in foreign languages we need to encourage good citizenship and be more detailed.</p>
<p>Do a better job of leveraging volunteers. As the population ages and retires, the number of volunteers will grow.</p>
<p>Encourage mental health by allowing pets in seniors homes and seniors centres. Looking after the pets could be a job for someone who is able. Allow pets on public transit.</p> <p>Provide housing for people who provide services in this area. Particularly, amend existing bylaws that do not allow caregivers to live in a secondary suite.</p>
<p>Not doing any way close enough to Address mental wellness for north shore teenagers including suicide prevention, therapy for child victims of sexual abuse, DBT and CBT therapy that's available and affordable, LGBTQ2+ programs and calling out online teen bullying on north shore. Buying a pink shirt does nothing. Teens and preteens are being ignored if they don't fit the happy path</p>
<p>Really help the youth of the city who are struggling with the pressures and are dealing with anxiety and depression.</p>
<p>Bring back an effective mental health and drug EDUCATION program.</p>
<p>The most important new direction is for the planning department to remember the directive from Mayor Derrick Humphreys - West Van is a special place to be preserved not made over by the City of Vancouver vision.</p>
<p>Why has "quality of life" which had been central to all other OCPs - and a key measurement of District satisfaction surveys - been completely removed from OCP discussions to date? We are missing an opportunity to preserve and enhance quality of life in our community.</p>

SECTION III: HOUSING POP-UPS

The community’s interest in talking about and addressing the issue of housing was apparent through the first two phases of the OCP Review: Housing diversity was a key element of Phase 1, Objectives, and was the most frequently cited idea in Phase 2. Building on this interest a “Housing Pop-Up” was developed that used a dotmocracy exercise to ask all residents, their preferences for where in the District new housing types should be located and whom they should be for. Pop-Ups were hosted at the West Vancouver Memorial Library, the West Vancouver Community Centre, the Seniors’ Activity Centre and the Gleneagles Community Centre. Below are the combined results from each facility and age group illustrating general trends and consensus within the community about how our housing needs can be met and where new housing should be located.

Board 1: “What kinds of housing would you like to see more of in the District & for whom?”

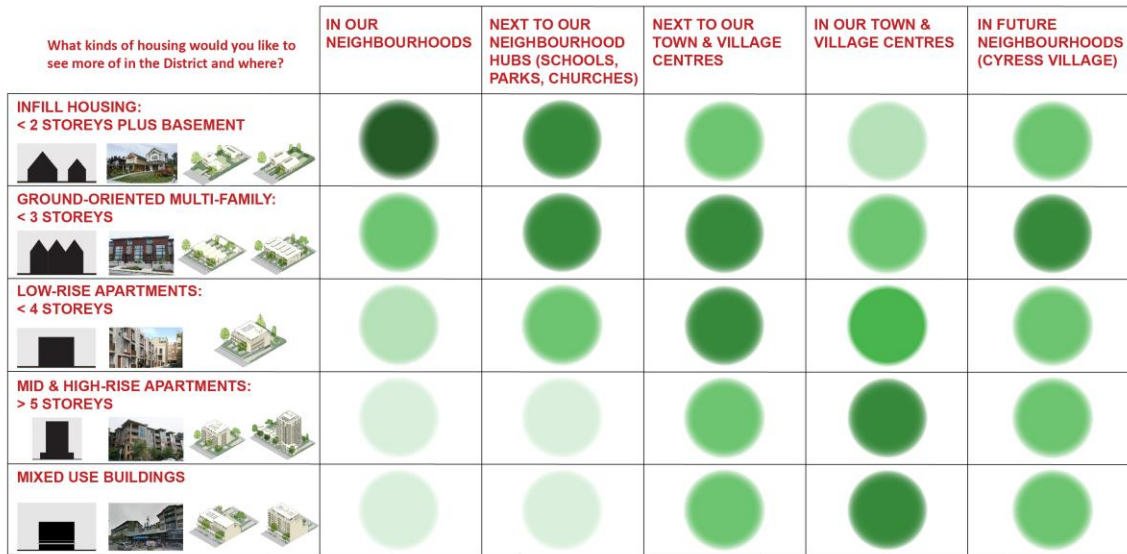


Darkness of dots show levels of support from Housing Pop-Up boards (the number of dots received)



Housing Type	Young Workers	Families	Empty Nesters	Seniors	PWD
Infill Housing	44	144	45	105	53
Ground Oriented Multi-Family	55	102	85	78	53
Low-Rise Apartments	80	35	54	103	69
Mid/High-Rise Apartments	127	22	48	102	61
Mixed Use Building	77	16	48	65	86
Total Results	383	319	280	453	322

Board 2: “What kinds of housing would you like to see more of in the District & where?”



Darkness of dots show levels of support from Housing Pop-Up boards (the number of dots received)



Housing Type	In our Neighbourhoods	In our Neighbourhood Hubs	Next to our town & village centres	In our Town & Village Centres	In new neighbourhoods	Total
Infill Housing	152	111	67	46	61	437
Ground Oriented Multi-Family	59	106	113	67	105	450
Low-Rise Apartments	31	71	104	85	76	367
Mid/High-Rise Apartments	12	26	64	116	72	290
Mixed Use Building	18	19	52	114	71	274