

**Official Community Plan Review:
Policy Chapter Review Phase 2
Full Transcript of Public Comments | October 2017**

Table of Contents

SECTION I: OUTREACH EVENTS.....2

 Ambleside Farmers Market:3

 July 9, 20174

 July 16, 20175

 July 23, 20176

 Harmony Arts Festival:.....7

 August 5, 20177

 August 6, 20178

 August 9, 20179

 August 12, 20179

 Pop Up Planning Offices: 10

 August 18 & 21, 2017 10

 August 28, 2017 11

 August 29, 2017 11

 August 31, 2017 12

SECTION II: IDEAS FORUMS..... 13

 Ideas Housing: 14

 Ideas Transport:38

 Ideas Local Economy:.....50

 Ideas Parks and Environment:59

 Ideas Social Well-Being:69

SECTION III: IDEAS WORKBOOK 79

 Workbook Objective Question80

 Housing Workbooks 100

 Transportation Workbooks 150

 Local Economy Workbooks..... 193

 Parks & Environment Workbooks223

 Social Well-Being Workbooks250

**The feedback contained in this document was provided by residents and stakeholders as part of the Official Community Plan Review consultation process. Portions of these records have been redacted in accordance with section 22 of the Freedom of Information and Protection of Privacy Act in order to protect the personal information of the residents and stakeholders who provided feedback.*

SECTION I: OUTREACH EVENTS

In order to continue to build awareness of the OCP Review and to engage a wide range of participants in the OCP process, outreach activities in Phase 2 focused on engaging and reaching out to citizens where they are by providing engagement opportunities at community events and District facilities.

Phase 2 kicked off with outreaches at the Ambleside Farmer's Market over 3 weekends (July 9, 16, and 23) with information displays and in-person engagements. Displays provided information on the OCP review, and passersby were invited to attend the Ideas Forums and take Ideas Workbooks. A focal point of the display was an Interactive poster that asked "What's your big idea for the future of West Vancouver?" on which attendees could directly share about their "Big Ideas". 175 citizen interactions were recorded over the three weekends, and attendees were also invited to sign-up for future updates and take an OCP Review postcard with additional information and participation reminders.

Building on the Farmers' Market outreach events, OCP review booths were present at the annual Harmony Arts Festival in the summer. The booths were set up for both festival weekends (August 5, 6, and 12) and one weekday (Aug 9), and again featured the interactive "Big Ideas" poster, in-person conversations on the OCP Review and input opportunities, and distribution of the Ideas Workbooks. Attendees were also invited to sign up for the OCP Review e-newsletter and obtain OCP Review postcards as reminders to complete the Ideas Workbook online and share with friends and families. In total, 160 citizen interactions were recorded over the course of the Festival.

For the latter half of Phase 2 engagement events, "Pop-Up" Planning Offices were developed and installed at three District Facilities, including West Vancouver Memorial Library (August 18, 21, and 28), West Vancouver Community Centre (August 29 and 31), and Gleneagles Community Centre (August 22 and 24). These "Pop-Up" Planning Offices were designed to be present at these major facilities to coincide with their peak use times and increase interaction opportunities with residents. The "Pop-Ups" featured information about the OCP Review process, the Ideas Workbooks, and the interactive "Big Ideas" poster, which again allowed residents to share their "big ideas" and respond to previous ideas provided on the Poster by others. The "Pop-Ups" also provided in-person engagement opportunities, where a number of residents specifically shared and asked about their ideas, how to complete the Ideas Workbook, and how to stay involved throughout the OCP Review Process. The schedule and locations of the "Pop-Up" Planning Offices were publicized in conjunction with the Ideas Workbook via the North Shore News, the District's website, and social media. Over 300 interactions were recorded at the "Pop-Up" Offices.

In total, the outreach activities throughout Phase 2 engaged over 600 individuals and generated almost 350 "Big Ideas" for the future of West Vancouver. The activities were effective in reaching out to citizens who would not normally visit

the District Hall and provided an opportunity for all community members to participate in the OCP Review process.

Ambleside Farmers Market

July 9, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Affordable housing
- More affordable housing – suites, lane houses, 2 kitchens, less restrictions
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable apartments
- Affordable housing for young families
- Low cost places, for seniors to live
- Real affordable housing
- Use district land 22nd Gordon for family housing
- More seniors housing but not all in the one place
- Duplexes
- Rezoning for increased density
- More density
- No more than three stories
- Leave character of WV
- No bulk house buyers
- Low density
- Less density
- Bus from North Vancouver to Horseshoe Bay – extend rapid bus.
- Public Transit to Vancouver
- Hop on hop off light rail (Deep Cove to Horseshoe Bay)
- More convenient efficient bus routes (especially for schools)
- Fast transit East to West
- Fast transit East to West
- More transit to Lonsdale
- Better Transit especially in British Properties
- Transit open later
- Swap usage on cycle and path lane
- Separate bike and pedestrian lanes
- Aqua Bus

- A direct ferry boat to downtown
- Rain covered streets
- Rain shelter over side walk and curbs
- Parking
- More Parking
- More Parking
- Lower taxes
- We need tax refund
- Some industrial zoning
- A lumber yard
- More commercial friendly
- Commercial areas open later
- More chocolate stores
- More food trucks
- Promote tourism
- A wine bar with a view of the water
- Bistro on the waterfront
- Waterfront restaurant
- Hotel
- A marina
- Plant edible plants – we need food security
- A boat launch
- A boat launch
- More sea wall
- Natural fire barrier
- Line tennis courts for pickleball
- Keep the sailing club and the WV tennis club not everyone can afford
Hollyburn CC and WVYC
- More dog areas to walk with dogs
- More on leash and off leash areas for dogs
- Keep dog walking areas
- Stop cutting down old trees for a view – buy else where
- More community festivals
- More community events
- Encourage family and youth programs
- Youth events
- More life: food trucks, music, culture
- Not a bedroom community
- Better restaurants
- A movie theatre
- Outdoor swimming pool
- Outdoor swimming pool
- Bowling alley
- Family restaurant

- A pool
- Child Care

July 16, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- No more towers
- No more towers especially on water
- No high-rises over three stories on Marine Dr.
- Leave village effect – less high rises
- Parking in Ambleside
- Rapid public transit
- Car share program
- UBER
- Sea bus
- Sky train
- Sea bus to Kitsilano / downtown – yes
- Boat launch
- More bike racks in the business area but please don't use sidewalk space or parking stalls
- Taylor Way and Marine Drive corridor has to be addressed. It has become intolerable. Totally agree Taylor way is a mess.
- Flashing left turn lights on 15th
- Bring back boat launch
- Small public ferry boat to Vancouver
- Improve bus system – badly needed
- More parking in Ambleside
- UBER / LYFT
- Uber
- Community arts centre building
- Soft shorelines
- More Community Gardens
- Keep the trees
- Good neighborly behavior
- More floating docks
- More sense of community
- Adjust housing charges and child care fees to match income capabilities
- Library branches
- Tennis Clay court
- More fun adult friendly places to go
- Increase number of dog off leash areas
- Paddle board launch ramp
- MTB Cypress
- More young people

- No more people
- Keep the sailing club
- New ice rink for children / family's
- Boat launch at Ambleside (it's important)
- Grow ops
- Boat launch
- New washroom at John Lawson Park
- Renovate all public washrooms along sea wall – yes please
- More frequent garbage collection in park areas
- Replace washrooms at Ambleside Beach and John Lawson ASAP.
These are the same washrooms I used 50 years ago
- Give police a chill pill
- No boat launch (except sailing club)
- Regulations for catching noisy sports cars during day and night

July 23, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Housing so our children can move back to West Vancouver
- Affordable housing for seniors at all life stages. As well as their children and grandchildren
- Affordable housing
- Housing for seniors
- Bikes on sea wall
- Bike racks in Ambleside
- Busses should be on time – run to schedule
- Bike lanes on Marine Drive and bike racks at Park Royal
- Ferry
- Better planning limiting # of construction projects on one street
- Turn Marine Drive, Ambleside from highway to walk, sit, bike lane – from four lanes; cars and trucks to two.
- Outdoor Ice rink
- More farmers markets
- Water Park with pool
- Music venues
- Less chopping of trees!
- Keep trying to care for trees – balance with development
- Playgrounds
- More programs for toddlers
- More dog parks
- More things to do for teens
- More things on the waterfront like a boat launch
- Dirt bike parks

- More Parks
- More stuff to do
- Outdoor classrooms
- A chill youth bar with music and that doesn't close at 11pm
- More basketball courts
- Rollerblading park
- All bikes to have bells
- Please ask police to earn the respect of kids by smiling, being friendly and being kind
- All year in their own space / venue
- Stop moving the farmers market and give them a permanent home
- Collaboration between Northshore Municipalities

Harmony Arts Festival

August 5, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- FAR capped at 30% per lot
- Pocket neighbourhoods
- No housing above 1200 feet
- More density along Ambleside, Dundarave and Marine Drive
- Affordable housing
- More mixed use developments
- No high rise on shore front
- Sea wall all the way to Horseshoe Bay
- Sea taxi with bikes and free park and ride. Have TransLink support it (subsidize) just like other public transit
- More parking at Ambleside
- More cycling infrastructure, a safe route from North Vancouver to West Vancouver
- Sort traffic out at Taylor Way
- Left turn signals that work all the time on Marine Drive – or have no left turns
- Over pass on Taylor Way, direct route from bridge to highway
- More boat launches and facilities for boating
- More biking and walking lanes
- Bowling alley, movie theatres and pubs
- Monetize recreation opportunities
- Outside pool in Ambleside
- More pickle ball courts
- Boat ramp at Ambleside
- Dog off leash areas

- More off leash parks for dogs
- More sports e.g. squash, tennis, pickle ball, etc.
- Enforce fishing laws
- Less pollution
- Upgrade park at Horseshoe Bay
- Public use meeting space and venue for public events
- More youth groups
- Dogs should be allowed on Ambleside beach and the sea wall
- Even more community space in Ambleside (great work)
- Public Washrooms on Marine Drive – merchants are overwhelmed by 7-11
- Pets on sea wall please
- More dog friendly restaurants
- Enforce the no pets rule on sea wall

August 6, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Stop obscene mansions and foreign investments and empty homes
- No developer touting in condos (displacing seniors e.g. Lincoln Gardens).
- Stop spot zoning
- More affordable housing
- Don't increase building height in 1900 block Marine Drive – we paid for our views and we want to keep them.
- If we want to encourage walking need sidewalks and enough lighting (but not too much).
- Larger sidewalk along Marine Drive
- Canada line
- Train from North Vancouver to West Vancouver and Whistler (not a fancy train).
- Commuter ferry
- Put pedals in bus so you can generate energy
- Ferry taxi at commuter times
- Where is parking
- Where is parking
- Train from Deep Cove to Horseshoe Bay
- New bridge
- Use ferry boats to other parts of Vancouver with bus loops at pickups e.g. Sydney area.
- We need a hotel
- Update existing bylaw regarding Airbnb and support home businesses with legal licensing

- Please move farmers Market back to more the more central Ambleside location
- Another restaurant or two on the water
- All of the North Shore requires a fire break zone. Cut and clear a swath of trees.
- Intermediate senior centre
- Brick oven for the public to bake pizzas and run by senior volunteers
- More social space outside (interactive opportunities).
- Make an additional BBQ (open) area with picnic tables
- Give everyone who lives in Deep Cove \$1,000,000 (including the children).
- New washrooms at John Lawson park (ASAP).
- West Vancouver is very nice ☺

August 9, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Process needs to be transparent
- Need mixed market housing and a mixed demographic
- More outdoor patios restaurants across from seawall
- Stricter bylaws on pollution control
- Bring back the boat ramp
- Don't lose character of Ambleside, allow gentle mixed use density, and maintain independent stores. Avoid North Vancouver look.
- Campaigns around dumping and garbage recycle ad reuse
- Beach clean ups
- Ban plastic bags, single use plastics
- Recycle construction waste
- Limit number of construction projects in one block at any one time
- Allow small dogs on seawall
- Continue to keep community safe
- Not enough amenities, nothing to do, need more youth facilities
- Need to ensure access to low income Vancouverites
- Keep the village look, don't want to look like North Vancouver

August 12, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- More density
- No more condominiums
- Affordable housing
- Yes

- Non market lands
- Keep silk purse as it is
- Cycle and rollerblade trails
- Keep the waterfront accessible for public
- More services and recognition for Sunset Beach Residents (natural gas and sewer)
- More night life – yes
- More day life as well
- More life 😊

Pop Up Planning Office

August 18 and 21, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- No rezoning in the Ambleside Apartment area. Our residential buildings are full enough.
- Options for small homes
- Affordable housing
- More duplexes with coach houses
- More parking
- Do not congest traffic on Bellevue West Vancouver
- More working class housing
- Montreal style triplexes
- Better traffic flow – solutions on Marine and Taylor Way. Between North Vancouver and West Vancouver – Highway, Marine, Welsh. On to Bridge
- Traffic cap/ patrol on Marine and Taylor Way
- A walkable everywhere
- Side walks
- Wide sidewalks
- Improve pedestrian safety
- More bike lanes! And to HDB
- Movie theatre
- Special events
- Need to attract workers
- Grow economy
- The nature house!!
- Save trees
- No internal combustion engines
- More, outdoor activities
- Decent ice rink
- More events

- Seniors shuttle to events

August 28, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Less Development! =less traffic =less bears in your backyard =less pollution =more trees =cleaner water (less runoff)
- Smaller homes
- Coach houses
- Bike Lanes
- Focus on public transport – more buses to British properties
- Strong climate policies / strategies
- Stronger bylaws to protect trees and habitats
- This keeps the local temperature low (its gonna get hotter)
- Nature House!!
- Parks
- Bylaws on lawn fertilizer – this wrecks streams and kills fish
- Accessibility for our seniors
- Ecological education center so newcomers can learn about our amazing natural resources!

August 29, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- Housing for all aging boomers
- Plan for more housing types
- More affordable housing
- Housing
- Affordable housing
- Seniors Housing
- Sidewalks to Horseshoe Bay for Walking
- Better bus service at night
- Sky train from Lions Bay to Downtown
- Bike Lanes!
- UBER
- UBER
- UBER
- More bus availability
- Keep the trees
- More Parks
- New Ice rink
- Space for Youth

- More Events

August 31, 2017

The District's OCP is about planning for the community we want. What's your big idea for the future of West Vancouver?

- The NIMBY Capital – need change
- Affordable housing near transit
- Rental opportunities
- Affordable housing
- Rental affordable housing
- Near transit
- Traffic calming
- More busses
- More busses serving local routes! Caulfield etc.
- Slower speed limit through Dundarave thanks!
- Improve traffic at Marine Drive
- Improve traffic in Ambleside especially
- Improve traffic on the Lions Gate Bridge
- A seabus or small ferry/hovercraft from “Ferry Building” for passengers to Kitsilano and/or Granville Island or Coal Harbour – etc THAT will relief traffic ☺
- Hotel
- Tourist infrastructure
- No more nail salons + banks
- More “charming” stores + cafes “al fresco” that don't close at 6 p.m. on a sunny day
- All medical buildings in West Van must have “handicap” doors!! Many don't!
- Activities for young people *nothing for them to do so just hang out at mall or go downtown)
- Movie theatre may help
- Add bowling alley
- Fun funky affordable eating places (e.g. Mod pizza)
- Youth programs
- More festivals
- A new ice rink

SECTION II: IDEAS FORUMS

In order to engage the community about their ideas for the future and how the District can best meet objectives that emerged in Phase 1, Phase 2 included three Ideas Forums. These forums allowed citizens to share their ideas for each OCP topic, respond to the ideas of their neighbours and see the creativity and diverse perspectives of the ideas shared. In total, over 100 participants came out to engage with their neighbours and generated almost 1,000 ideas for the future of West Vancouver.

Three Ideas Forums were held across the District: Wednesday July 12 at the Gleneagles Golf Course Clubhouse, Tuesday, July 18 at Collingwood School and Thursday July 20 at the West Vancouver Community Centre. These locations were chosen to capture a broad spectrum of the community and give residents the opportunity to attend an event relatively close to their own neighbourhoods.

The Ideas Forums were publicized through a communications plan that included ads in the North Shore News, Paivand, on the front page of the District's website, and throughout community facilities. Social media and District newsletters advertised each Ideas Forum. District stakeholders, including groups the District met with during Phase 1, received invitations to each Ideas Forum.

The Ideas Forums were led by an external facilitator and included a presentation from staff to provide an overview of the OCP Review process, the results from Phase 1 and some context and facts to inform participants. The forums were organized around five topic areas that are required inputs into an OCP: housing, transportation, local economy, environment/climate action and social well-being.

The event format featured small-group "brain writing" sessions, which encouraged residents to be creative and generous with their ideas. The format enabled information sharing as participants completed "Ideas Sheets" that were circulated around the table, allowing them to read and respond to the ideas generated by their neighbours. Following the brain writing sessions, all of the "Ideas Sheets" were posted onto an "Ideas Gallery" and participants were able to review and add to all of the ideas generated in the session.

Ideas Housing:

Idea

- Help first time buyers use the affordable housing plan from Calgary where first time buyers deposit is topped up in exchange for a share of resale.

Idea

- Convenient connections to amenities, work, shopping etc. Together these make a desirable community for the entire family.

Idea

- Encourage gentle densification, yes, for neighbourhoods. CAC's are only for larger developments. We should also encourage diverse housing types such as co-housing.

Idea

- Create appealing opportunities for down-sizers. Many who run / own big homes would like to sell, but have nowhere affordable or appealing to go.

Idea

- Smaller homes rather than large lot homes. Concentrate homes closer to convenient connections.

Idea

- Don't just develop density in one area. Allow density to be in different neighbourhoods.
- Agree, develop "nodes" that are conducive to higher density e.g. near schools parks public transit routes.

Idea

- Mixed use promoting retail at ground levels / office at 2nd and 3rd levels and allow for increased density for residential above.
- I like Ambleside could use an extra floor or two to make the numbers work for residential.
- Requires tax incentives access (parking and transit) infrastructure support.

Idea

- More duplexes with basement suites.
- As well as Single Family residences with suites and or coach houses.
- I like.
- Love.

Idea

- High density around public transportation.
- And good walkability from transit routes to near-by neighbourhoods.

Idea

- Try out different tenures e.g. row houses.

Idea

- Gentle densification can create "affordable in context" housing opportunities.
- Agree with gentle density and affordable in context!
- Gentle density.

- Agree, would like to hear specifics.

Idea

- More townhomes like the ones near West Vancouver United Church.
- (Special zoning).
- Should encourage bedroom and bathroom on main floor or elevators.
- Very good!
- This is a pocket community. Homes that are big enough that form a small community within the community of West Vancouver.
- Yes, encourage neighbourly interaction, such as cohousing or pocket neighbourhoods.

Idea

- Having a District where 80% of the population has an income over 500K per year is not good for anyone, even for those people.

Idea

- Let's really try to encourage a more diverse community.

Idea

- Create duplex coach houses on large lots or two coach houses if FAR not exceeded.

Idea

- Broaden areas where increased density is welcomed / encouraged.

Idea

- Increased density areas should be close to schools and highway access and could be rentals.

Idea

- Reclaim empty homes – use them!

Idea

- Simplify lease application process to provide secondary suite / coach houses.

Idea

- Don't allow houses to remain empty and derelict. West Vancouver to take ownership of some (some lots have been empty for three years!). Fix up and lease out.

Idea

- Gentle densification. Bring slightly higher density into established neighbourhoods, (where suitable).

Idea

- Duplexes and coach houses are ok.
- Yes, City of North Vancouver is allowing both secondary suites and laneway housing. District of West Vancouver should do the same here. Smaller more affordable units will increase our younger population, make the community more diverse and interesting, and support local businesses, also schools.

Idea

- Duplexes work well in Horseshoe Bay. It's a real village with housing, retail and good transportation.

Idea

- More affordable units will increase our younger population, make the community more diverse / interesting, and support local businesses and schools.

Idea

- Establish defined neighbourhoods in West Vancouver.
- Establish quotes for each defined neighbourhood.
- Create a plan for where we want certain housing styles.

Idea

- Remember that nothing gets built without developers: get friendly with them.
- Developers aren't bad people.

Idea

- Higher density "nodes" should be on major arteries close to schools and highway access.

Idea

- Development costs reduced and process speeded up for multi-family other than high rises.

Idea

- Be realistic about how housing in West Vancouver can become "affordable".

Idea

- Speed up the approval process for new development.
- The cost to carry. Waiting is very expensive and affects affordability.

Idea

- Encourage and interest developers / property owners to accommodate various tenures.

Idea

- Have developers see benefits (monetarily) of building rental units.

Idea

- Political will to request additional units for rentals mixed developments.

Idea

- We want to encourage multi-generational extended families. So elders can have their adult kids and grand children live within the region and younger people can help seniors. In turn seniors can babysit etc.

Idea

- Be cost effective to provide diversity (of choice).

Idea

- Clear monetary \$ amount of what is affordable. It is 30% of gross. What is this in \$ amount.

- Different for everyone / depends on income.
- Idea
- Encourage co-ops which requires people to move as their needs change.
- Idea
- Create multi-generational mini communities.
- Idea
- Encourage cross-pollination of generations: schools and day care in senior's homes encourages empathy.
- Idea
- Don't automatically issue demolition permits. Retain moveable housing. This will discourage speculation.
- Idea
- Zone commercial to mixed use and allow higher density to have commercial on ground level 4 to 6 housing above.
- Idea
- Reduce the number of underground parking spaces per unit in multi-family developments.
- Idea
- Provide various pricing in land values lost, to encourage affordability.
 - Worth exploring (Calgary example) we need creative options like that!
- Idea
- Have provincial government subsidize development that builds rental units. Ensuring rents are affordable.
- Idea
- Allow more townhouses and triplexes etc.
 - And coach houses
 - Yes!!
- Idea
- Help others and then first time buyers due to very high land costs.
- Idea
- Don't allow already built duplexes to be torn down and replaced with too high a cost single family homes. Zoning was already in place for duplexes.
 - What? Don't tear them down for single family.
- Idea
- When giving approvals for development request additional units as CAC's for (affordability). YWCA single moms.
- Idea
- "Affordability in context" affordability can come in various forms, not just quality. Most families can live in less than 2,000 square feet.
- Idea
- Encourage more townhouses or row houses rather than single family residences
 - Yes, I like it.

Idea

- Give a tax break for secondary suites and coach houses.

Idea

- A home (duplex, townhouse or coach house) can work for the elderly and young families.

Idea

- Have you heard of “pocket neighbourhoods”? Amazing use of land to create mini-communities.

Idea

- Personal sense of ownership within unique neighbourhoods / communities.

Idea

- Promote sub-division of large lots to create less expensive lots.

Idea

- Relax West Vancouver regulations. Allow more of us to densify our own homes.

Idea

- Encourage innovation.

Idea

- Don't sell our land to developers, lease it to them instead.

Idea

- Use more land for “tiny houses” or “coach houses”.

Idea

- Incentivize coach houses by reducing application costs.

Idea

- Use West Vancouver unused land (i.e. unused parks). Don't sell it. Partner with builders to create affordable housing in exchange for share of profits.

Idea

- Development of portions of “open space” land areas and only core areas to provide more affordability measures.

Idea

- How do we speed up the rezoning exercise?

Idea

- Enable single family homeowners to develop secondary suites and secondary buildings (such as coach houses) to create affordable options for family members and renters.

Idea

- “FAR” should allow for expansion where the primary house has fully used original FAR.
- Yes

Idea

- Accommodate more intensive uses in small measures, not in ground schemes.

Idea

- Review by-laws re: allowing multi-family developments in all areas of West Vancouver.

Idea

- District should create a community land trust for non-market or limit – equity housing.

Idea

- Land could be made available at the cost of developer on 99 year leases.
- Lease land. Use model of Duke of Westminster in London, UK, who owns most of Chelsea and has considerable housing (and income).

Idea

- Land tenure can affect affordability due to land costs and speculation.

Idea

- Council to set specific goals quotas in different building types.

Idea

- Should tie this to overall target population growth, anticipated needs.

Idea

- Increase and offer incentives for new development. Build more density.
- Provide different kinds / types of incentives (allow more density) for Green / Sustainable projects.

Idea

- More high density complexes are required.

Idea

- Reduce the size of single family lots in areas of large lots

Idea

- Allow corner lots to be split in to smaller lots.

Idea

- Create or make it more favorable for basement suites.

Idea

- Allow for multiple smaller houses or duplex, triplex on a large bare land strata.

Idea

- Don't create [REDACTED] Think about more different density areas.

Idea

- Avoid lot by lot, lost opportunity. Do a 40 acre re-zone in the right area near major transit e.g. Taylor Way corridor East to Cedardale.

Idea

- Create more higher density nodes around the District outside the current urbanized areas e.g. near schools / transport routes

Idea

- Allow corner stores and neighbourhood pubs in single family areas.

Idea

- Allow commercial activity everywhere.

Idea

- Allow purpose built accessory buildings that are for commercial use within a “housing” area.

Idea

- Hold developer symposiums to get their ideas but also describe vision.

Idea

- Rezone large residential areas. Townhouse development complexes.

Idea

- Allow coach houses to be built along lanes to create “mews”.

Idea

- Close certain lanes and roads to provide more housing sites.

Idea

- Eliminate the single family zone, allow (at least) duplexes everywhere.

Idea

- Implement row housing (townhouses) on major arteries close to schools.

Idea

- Build both condominium and townhouses. Individually owned townhouses. Keep fee simple.

Idea

- Multi-family homes should be located centrally to take advantage of amenities.

Idea

- Mix of all types without “density ghettos”.

Idea

- Need to study, take and accept lessons from other places that have dealt with the challenges of creating more housing in the same footprint.

Idea

- Mixed diversity housing to encourage multi-generational different economic backgrounds to live together.

Idea

- Find community support to put more than one family on a single family lot.

Idea

- Remove limit on size of suites.

Idea

- Have a vision for housing that can be clearly “seen” by others, based on schools and other communities.

Idea

- Get more utilization out of existing housing that is not used. Many vacant single family houses, vacancy tax (speculation tax).

Idea

- This particular rezoning needs to be carefully selected on public transit routes and close to public infrastructure.

Idea

- Place housing in areas that reduce vehicle / transit requirements.

Idea

- Use “granny flats” owned by West Vancouver to permit families to have temporary accommodation on a lot.

Idea

- Introduce more town-homes. Link houses which are space effective with tax benefits for developers.

Idea

- Have town houses in various nodes.

Idea

- These townhouses if approved need to be located in areas that traffic bottlenecks will not occur and close to parks and schools.

Idea

- Reduce and streamline permitting and inspection.
- Have some quick approval ideas already available.

Idea

- Encourage development of rental units that are rent controlled.
- Is there an ideal target of how much rental there is in a community to drive growth?

Idea

- Integrate rental and ownership housing with “lock off suites”.

Idea

- Co-op housing

Idea

- All ages housing choices, avoid [REDACTED]

Idea

- Need to have some overarching objectives about our community re: demographics, employment etc. to determine demand.

Idea

- Community growth will be stemming from major arteries close to schools and highway access.

Idea

- Reduce parking requirements for housing near transit.

Idea

- Go big: find large areas of single family neighbourhoods that are easy to assemble, flat, easy to build on, etc. and rezone for higher density.

Idea

- Either increase housing stock or limit cost / value through rent controls.

Idea

- Have special tax benefits and zoning process for multi-unit developments.

Idea

- Need to limit “not in my backyard” attitudes and blockages of increased density.
- Agree, have courage, change is okay.

Idea

- Multi complexes and increased density will go over better in neighbourhoods close to parks, schools and on bus routes.

Idea

- Allow for conversion of large Single Family Homes in existing neighbourhood to multi-unit (e.g. four plex, triplex) to exist side by side with old existing houses.
- Good idea need to set up guidelines that help citizens see the potential more easily.

Idea



Idea

- Need to determine how many people we want to live here. Determine job base because the two are related.

Idea

- Affordable housing should be close to schools for young families, who are more cash strapped.

Idea

- Rezone single family lots for multiple housing.
- Maybe focus the rezoning around transit.
- Let development occur in chunks, within rezoned neighbourhoods

Idea

- Set up relocatable modular housing on vacant lots.
- Awesome idea.
- Ditto.
- And let people locate these on their big half acre lots (more than one per lot).
- Good idea to explore further.

Idea

- Creating density around transit.
- Yes and define a transit zone around the main lines that can be a couple of blocks deep.

Idea

- Create a couple smaller commercial centre (like Caulfeild Village) to aid in clustering.

Idea

- Work within communities to better understand their vision of what the community should look like. Start with communities that want a change to greater density.

Idea

- Agreed need to have a target community size and demographic composition – housing should be an enabler not the goal.

Idea

- Keep the people we have but increase the gaps; more kids, younger families, more workers.

Idea

- Somehow create more affordable housing.

Idea

- Partner with companies to run purpose-built rentals (don't expect builders to operate as landlords).

Idea

- Change "unit" definition to permit three small dwellings rather than one large home.

Idea

- Look at some ideal communities who have transitioned from older to a more mixed age population.

Idea

- Pocket community in established neighbourhoods, (duplexes and coach houses).

Idea

- Development doesn't only involve city centres "gentle densification" in existing neighbourhoods can work to provide alternative housing forms.
- Agree!

Idea

- "Affordability in context" can come out of form and location in West Vancouver. We don't need larger houses in prime locations to address affordability.
- West Vancouver has never been affordable and likely never will be.

Idea

- More density (multi-family) on major streets with rapid transit.

Idea

- Gentle densification of single family neighbourhoods, (duplexes, coach houses). Townhouses is another example.

Idea

- Transitional zones that promote increased in density.

Idea

- A greenbelt buffer is critical to prevent urban sprawl and maintain character that is identifiable charming, interesting and specific.

Idea

- Community endorsed density. Get away from Community Amenity Contributions in exchange for more density.

Idea

- Make Council and staff accountable to targets and performance objectives.

Idea

- Provide more tax incentive for home-owner occupied properties.

Idea

- This seems to be a broader goal than an objective. Has this been validated by the community?

Idea

- Prioritize needs for different forms of diversity i.e. is/are senior's housing, care facilities a higher priority than family housing?

Idea

- Before discussing housing diversity need to know who we want to provide housing for; what are their needs and capacity to afford?

Idea

- Remove constraints to new development.

Idea

- Streamline and accelerate OCP, Zoning, Development Permits, and Issuance.
- Increase.

Idea

- West Vancouver is a kind of expensive city, not sure why, but it could be good if we have more zones for townhouse or multifamily buildings. I think some areas near community centres or Marine Dr. or parks would work.
- I agree with more density close to rapid transit routes.

Idea

- It must be that creating housing which serves those of income levels of service industry or trade etc. can be affordable for the District to make available, particularly for District orientated residential employees.

Idea

- Create possibility for industry and housing close by, so that communities and light industry can be at the same location as housing.

Idea

- Keep incentives for companies to assist in housing to keep employees on the North Shore which would lead to less congestion.

Idea

- Promote AirBnB, many homes are empty? Could provide short term rental opportunities.

Idea

- Make sure people live in the houses they buy. Empty houses are not good for the community.

Idea

- Incentivize property owners in select neighbourhoods to release or sell unused parts of large lots for multi-use housing and commercial nodes.

Idea

- Lane housing.
- Lofts on top of stores.
- Review zoning on community centres.

Idea

- A few houses which are smaller on one large lot. Combining garage driveway space.

Idea

- Host a series of public meetings in which Council displays and discusses excess public lands for use in affordable housing.
- Great idea public does not know who owns lands, their use or zoning.

Idea

- High rises on the mountain at the new Cypress shopping area.

Idea

- Bring back legal boarding houses.

Idea

- Increase housing that is less exclusive and cheaper to buy.
- Build pods for students.

Idea

- Promote housing options to provide empty nesters and young families because West Vancouver has the impression of unaffordable.

Idea

- Provide incentives to those who provide rental units.

Idea

- Staff could host a televised series of information sessions to educate the citizens on housing needs, taxation parameters and transportation facts.

Idea

- Biggest incentive is an equitable calculation of FAR rather than number of units.

Idea

- Build up community centres with a variety of housing types.
- Interesting idea to explore further. Need to provide more density and new zoning on the land.
- Agreed, need to review zoning and reassign as needed. Have a clear idea of how you see densified areas.
- Surrounding amenities should be nature and education oriented rather than shops that are discretionary consumer product services.

Idea

- Ensure that building plans are not all in one community i.e. District of North Vancouver has three developments in two blocks.
- I would agree with this.

Idea

- Density is good around transportation services. West Vancouver will need low density options.

Idea

- New developments to include employee housing so people who work in moderate income jobs can afford to live here.

Idea

- Several groups are working on this but several road blocks. Need increased land density and zoning changes.

Idea

- Redesign neighbourhoods to keep friendliness and workability while adding coach houses, reasonably sized multifamily units and supportive retail.

Idea

- Develop communities to meet local needs so they can work & socialize close to where they live.
- Cypress village can achieve this.

Idea

- Consider requiring citizens to vote! Australia does this. That way every voice would be heard.

Idea

- Create a large viable, community in Cypress Village to permit transit, services and amenities and start it now.
- Agree with initial idea and encourage similar developments.

Idea

- Make new lots smaller, mandatory smaller houses, not building up the whole lot.

Idea

- If the housing is owned by the municipality could surrounding park areas be cared for by residents for a reduced rental rate? Gardening / greenhouse made available.

Idea

- Encourage smaller size units in developers.

Idea

- Develop the land at West Port between the old and new highway.

Idea

- The focus could be walkability and expanded public transit.

Idea

- Housing cost is related to available land. Open up the land above the 1200 level.

Idea

- Make it easier to convert an existing garage to a coach house.

Idea

- Maybe more apartment buildings.
- Increase demands are on way but the lands are too restricted, so if the government can get more land resources, that might be a solution.

Idea

- Also there is contradiction between house affordability and economy as 93% of government revenues come from property tax.

Idea

- Allow accessory suites on properties that have a coach house.

Idea

- Government can think of relieving restrictions on conversion from rental buildings to strata.

Idea

- Also complex have restrictions on total rental units for safety reasons / management.

Idea

- Council need to be more willing to accept proposals for new options. Not influenced by public protest.

Idea

- Require garages to be used for automobiles not storage.

Idea

- No big houses, uses too much space to heat, land should be used for growing other things beside pride!
- Agree.
- Agree.
- Agree.

Idea

- A small home is truly a home. A large home is just a house for status. There is no sense of home at all.

Idea

- Need bylaws to encourage not discourage.
- A small home is an alternative, agree should be encouraged.

Idea

- No more luxury dwellings in high-rise apartment buildings we have enough already.
- Yes.
- Agree, no more pent houses in apartment buildings.

Idea

- At the end of the day we live in the best place on earth, the rest of the planet has taken notice. Affordable is going to be difficult for sure.

Idea

- Require all multi-family buildings to have at least some rental units.
- Complex managers allow more rental units.

Idea

- Density is not a bad word. There are great medium density alternatives to a single family home and a condo in a high rise. Duplex, coach houses etc. multiple strata units on a large single family home zoned lot.
- I agree bylaws that encourage not discourage.

Idea

- I don't think increase density is a good way. Increased land resources and rezoning might be a solution.

Idea

- Gentle densification in existing neighbourhoods away from village centres is a great alternative.

Idea

- Density in villages can accommodate additional housing, three or four stories and high rise.

Idea

- Rental is most difficult. City must enforce rental requirements with developers.

Idea

- Timing of phases requiring rental to go at same time as condo.

Idea

- Require all new buildings to be built to passive house design standards.

Idea

- Ensure District of West Vancouver use its growing AHF \$ to lever lower cost housing options.

Idea

- Coach houses or similar are not encouraged in current bylaws, need to be encouraged.
- I agree, when proposed adjacent neighbours protest, Council does not approve it.

Idea

- Government can use revenues to purchase more lands and develop condos and town homes to increase diversity.

Idea

- Rental needs to find way to make it financially affordable, may need subsidises either within each development.
- I agree but District has to be more supportive of additional houses on single lots.

Idea

- Small living spaces are more compatible for family.

Idea

- Must have a positive attitude by city planners and development, not a negative closed door approach.

Idea

- Government use tax credits for the landlords to encourage house rentals.

Idea

- Hollyburn Mews is a fantastic form of housing alternative.

Idea

- Introduce a wide variety / range of housing types (townhouse / retail / condo) in all neighbourhoods.

Idea

- These higher density options should be close to villages and transportation routes.

Idea

- Provide density incentives for rental housing e.g. allow one more floor of building, if all residential.

Idea

- Duplexes and coach houses are a preferable alternative to high-rise condos, need more than one or two bedroom condos.

Idea

- Introduce a wide range of housing tenures; ownership / rentals / co-op.

Idea

- Include co-housing and more rental. Make sure new condos do not prohibit rental.

Idea

- Duplexes and coach houses are a desirable alternative to a high rise condos. Suites needs of our younger populations and affordability fits into this well.

Idea

- Federal purchase of land for housing (Dutch example).
- West Royal example but smaller unit.
- False Creek Southside leases.

Idea

- Work with federal / provincial housing initiative to look for a “West Vancouver cover model” possibly on District hold land.

Idea

- Put a tax on ultra-high value housing for investment in lower cost housing.
- Yes!

Idea

- Bigger isn't better. A smaller home can be equally if not more functional than a large one.
- Not to mention more affordable.

Idea

- Range of housing types, rental, duplex, coach houses, townhouses to be encouraging young families and children.

Idea

- Need families. Yes, too many types of housing.

Idea

- Varied Housing types that fit neighbourhood varieties in West Vancouver with access on possibly greater density.

Idea

- Pocket communities in established neighbourhoods have proven to be successful.

Idea

- Small land assembles outside village centres for gentle densification can be positive and creative.

Idea

- Employer incentives on subsidies for employees who rent, in order to close the income.
- There is a gap.

Idea

- Consider co-op developments where owners are restricted in how much they can sell their unit for (e.g. seniors housing).

Idea

- Smaller houses located on supportive properties does increase new blood.
- Agree with the above. Sub divisional for smaller houses for young families rather than concentrating on multiple family units.

Idea

- This was done in oil patch.

Idea

- I find it hard to come up with ideas without knowing details as to what our changing needs are?

Idea

- Provide a map of what our development lands are.

Idea

- Make public all local, provincial and government unused lands, on lands not critical to current needs. In other words an inventory of these sites.
- What would affordable types and supportive housing look like?

Idea

- Inventory and park land assets.

Idea

- Create infill housing possibilities to occur on large land footprints already in existence.

Idea

- Surplus public lands should be used for affordable housing for safety, security then other civic staff such as teachers.

Idea

- Need more diverse housing options close to village and transportation routes.
- Agree. Maybe improve transit routes to create more “villages” or “centres”.

Idea

- Consider options outside of main transit routes, don't limit density to existing transit corridors.

Idea

- Housing options need to be more affordable. Convert single family lots to higher density zoning.

Idea

- Duplex zoning in single family zones. Coach houses are a great form of housing.

Idea

- Improve transit so that higher level areas can be developed into more affordable housing i.e. smaller lots.

Idea

- I don't want West Vancouver to look like North Vancouver with three to four storey mixed use down Marine and built right out to sidewalk.

Idea

- Invite operative development ideas for underutilized lands. Don't generalize zoning. Spot density / zoning changes can be positive.
- West Vancouver will never be as affordable as say Edmonton we have geographical "challenges" water to the South and mountains to the North.
- Agree with all the above.

Idea

- Advocate for a provincial poverty reduction strategy.

Idea

- Multifamily residences on large parcels of land.

Idea

- Discourage "monster homes, encourage smaller homes. Encourage retention of existing small homes rather than demolition and new build.

Idea

- Subsidized housing on public land, for low income workers.
- Define who the workers are and their ability to afford housing. Also whether they want to live in West Vancouver. Who are we wanting to provide housing for?

Idea

- Promote duplex housing.

Idea

- Provide tax incentives to developers willing to build rental that is accessible to local income households.

Idea

- Consider gentle densification in our single family neighbourhoods such as duplexes and coach houses.
- Agree with this point.
- Good idea.

Idea

- New high density by transportation three to four blocks.
- Focus on existing transit corridors to promote a greater mix of housing types.

Idea

- Develop complete senior facilities not stages.

Idea

- Look at the specific needs of our population (seniors) long-term who would inform where specifically they could be built.

Idea

- Plan housing options and locations to get people out of cars.

Idea

- District of West Vancouver should aggressively pursue an infill (gentle) strategy.

Idea

- Develop small units for singles (workers) couples.

Idea

- Possibly create a very specific formula for each neighbourhood that would ensure smaller units in each zone.

Idea

- Agree with neighbourhood characteristics.

Idea

- Housing that working people (low and middle income) can actually afford.

Idea

- Decreased density for developers who supply more affordable housing.

Idea

- Developers can also be asked to supply transit, healthcare, parks, road ways etc.

Idea

- Reduce good family homes from being torn down by charging for and ensuring that all demolition requires full green recycling.

Idea

- Encourage community amenities such as Day Care in multifamily developments.

Idea

- Reduce influence of the NIMBY's who want no change

Idea

- Housing for service workers and cleaners etc. who commute to West Vancouver.
- Prioritise housing for families with young children; these are the workers.

Idea

- Co-op housing options, rental, multi family ownership options where profits from sales are capped.

Idea

- Consider building for to seniors to stay in place, more level homes.
- Encourage aging in place renovations / construction universal design for all.
- Support seniors aging place by providing housing for young people so they can live in West Vancouver near aging parents.

Idea

- Close to services / transit assistance / not Cypress as too much snow and ice.

Idea

- Once you have an OCP, like we do now.

Idea

- Affordable? So far no success so concentrate on rest.

Idea

- Seniors in transition have no options in West Vancouver.

Idea

- Consider shared housing options mixing students (university / college) with seniors.

Idea

- While developers are allowed to pull down affordable housing for seniors and build huge expensive houses, (this will happen).

Idea

- To change zoning in some sensitive areas to achieve density by building new house.

Idea

- To tie increased density with creating below market housing.

Idea

- Townhouse should be considered as well as condos: some people moving from homes want gardens.
- Also want garages.

Idea

- Change zoning in existing developments like what is being built in British Properties to ensure homes that have giant footprints are multifamily, not single family.

Idea

- Use some public territories that can be sold to the developers with District of West Vancouver benefits.

Idea

- Buildings should have charging stations to encourage turning away from oil and gas.

Idea

- Build housing that reflect OCP desires not developer profits.

Idea

- To build new rental units that people who work here can afford.

Idea

- Mixed use buildings.

Idea

- Encourage development of lower cost housing that suit our children not rich investors.

Idea

- Encourage more geared to lower income housing.

Idea

- Co-ops?
- Duplexes.
- Suites, coach houses do it now not in five years.

Idea

- Prioritize housing for families with young children.

Idea

- Limit developments that are purely for profit.

Idea

- The community can grow fully if that area will go through optimal development with new working places.

Idea

- Unless I work from home and do not want to work and live in the same building.

Idea

- Create disincentives for real estate investment.

Idea

- Encourage development of property the local citizens can afford not offshore investors.

Idea

- Affordable housing for people who live or work in West Vancouver.

Idea

- Housing should be built near greenbelts and have access to parks etc.

Idea

- Property tax incentives for rental building.

Idea

- Make use of District owned land in more urban areas to create co-op owned or non-profit owned housing of various types e.g. if development at Marine and 14th was co-owned by locals.
- Concentrate this type of development in town centres.
- We need to keep the District owned lands but we could encourage development to make these housing types in existing development areas.
- Built it into the OCP that housing should include some below market component.

Idea

- To focus on Horseshoe Bay area and build new multifamily residences.

Idea

- Offer renovation opportunities to convert single family homes to duplexes and four plexes making use of a similar footprint.

Idea

- Use incentives to convert single family to multifamily lots.

- Also encourage secondary suites and coach houses.

Idea

- Encourage town house developments that provide housing for young families.

Idea

- Vacancy Tax, tax empty homes and foreign investors.
- Coach Houses.
- Get rentals out of strata apartments.
- Increase duplex zoning.
- Get moving on property development, too much delay. Could offer incentive for aging in place of homes.
- Encourage suites.
- Increase density particularly around town centres and transit corridors.
- Yes, make significant tax increases for property that is not occupied and not supporting our West Vancouver society.

Idea

- To implement policies related to the strata restrictions and have a possibility to eliminate (apt restrictions, rent and others).

Idea

- Make sense.
- Can include with conversion of single family to duplex and four plex.
- Build rental housing options.

Idea

- Need for multifamily housing, at hub sites like Cypress Park, Eagle Harbour, Caulfeild Village where park and ride sites could be too. Put bus and electric train stations along the ocean.

Idea

- Property tax incentives for multifamily living in one property.

Idea

- From Dunderave to Ambleside the retail corridor should be attractive and consistent in character to attract more developments.

Idea

- More laneway style development if District can buy chunks of land.

Idea

- If we only develop village centres we will always have a disconnect between single family homes and large dense developments.

Idea

- Set targets / incentives / ten years for town house / semi-detached and laneway housing.

Idea

- Make sure that community Amenity Contribution are clearly laid out, as opposed to ambiguous case by case basis.

Idea

- Incentives for higher density housing in PR, Ambleside, Horseshoe Bay, discourage house tear downs and rebuilds.

Idea

- Higher tax for new builds.

Idea

- No further spot zoning by Council. Follow new OCP.

Idea

- Developers need to contribute more to community with respect to funds to support “somewhat” affordable housing.

Idea

- More duplex / townhouse development similar to opposite West Vancouver United Church.

Idea

- Yes.

Idea

- Ban rebuild for ten years.

Idea

- Disallow buyers / developers to join single plots together to build single dwellings.

Idea

- Increase mixed use high rise developments along Marine Drive, restricting development form from ground, (floor retail).

Idea

- Charge developers who don't seek permits. \$2.1 million build should be torn down or fined \$2.1 million payable to West Vancouver.

Idea

- Incentivise building of laneway homes and duplexes on plots.

Idea

- Look to programs like “Rental 100” in Vancouver to see development incentives for affordable housing.

Idea

- Limit off shore buyers.

Idea

- Need to incentivize developers to include 3-bed units by granting additional density or by rezoning amenity contributions.

Idea

- Allow more 3-4 storey units in town centres.
- Townhomes too.
- Yes.

Idea

- Make smaller town centres along transit paths (hubs, nodes) including amenities etc. Caulfeild Village e.g. doctor, vet, liquor, food outlets.

Idea

- To build affordable housing and maintain West Vancouver character we need development form guidelines and sufficient incentives.

Idea

- Build up density overtime on main roads to Upper Levels 15th, 21st etc.

Idea

- Subdivide large lots.

Idea

- Encourage rentals, coach houses, town house especially on Main Street.

Idea

- Subdivide large lots! Allow new forms of development.

Idea

- Convert all single family zoned lots to multifamily zoning but subject to same building restrictions i.e. massive setbacks height such that a duplex or triplex type unit could be built on a single family lot without impairing or diluting physical neighbourhood character i.e. 3x2,000 sq. units rather than one 6,000+ sq. home on a 20,000 sq. lot. More affordable; available for downsizers, increase rental stock, while taking advantage of the physical attributes that make West Vancouver unique.

Idea

- Hold developers accountable for rental units, 10% minimum follow through after completion.

Idea

- Allow buyers to consider semi-detached townhouses instead of single home.

Idea

- Restrict size of rebuilds to size existing property or allow one laneway or lot to be split.

Idea

- Small house communities.

Idea

- Allow for redevelopment of large homes into suites.

Idea

- Have rental units being built have a percentage subsidized by the developer.

Idea

- Consider empty home tax like Vancouver or tax on second property.

Idea

- Developers aren't bad people they are the creative minds behind what most of us live in.

Idea

- Modular housing developments.

Ideas Transportation:

Idea

- Better bus service between Park Royal and downtown.
- And more frequent buses.

Idea

- Many riders travel between Park Royal and downtown in am / pm (park and ride) but buses run infrequently and are often full.

Idea

- Allow parking reductions in new projects that are close to transit or offer car share.

Idea

- Have car free areas (more walking / use of transit).
- And bike lanes.

Idea

- Bike (or electric bike) sharing or even car sharing for remote areas. West Vancouver should encourage car sharing companies to be more active in this area.

Idea

- Create safer bike route (Marine Dr. to Horseshoe Bay) weekends are wild.
- 1 Death, 15 too many.

Idea

- Create bike lanes around the District.

Idea

- Densify Ambelside and Dunderave.
- Make them transit hubs.

Idea

- Keep Horseshoe Bay Village as a model for other mini communities.

Idea

- Use pay parking.
- Don't think this is a big issue. Free parking to allow public transit use.
- Use pay parking to pay for transit, or bike lanes.

Idea

- All new multi-use buildings to have only a single parking space, plus "car-2-go" vehicles and software for ride sharing where people can team-up to have.
- Wider sidewalks!

Idea

- Give every taxpayer a free 10 ride bus pass. It will encourage people to think about using buses.

Idea

- Where is Uber?

Idea

- Light rail transit from Horseshoe Bay to downtown with parking along the way
- Bike lane along the way too

Idea

- Increase population to support the economics of increased public transit capacity / frequency.
- Yes.
- Agree.

Idea

- More frequent smaller buses along Marine Drive, West of Lighthouse Park.
- At more frequent intervals.

Idea

- Better bus service throughout the North Shore (West Vancouver to North Vancouver).
- Agree! Connect both municipalities with a direct route.

Idea

- Create more B-line routes or light rail connecting West Van and North Van.
- From Horseshoe Bay to North Vancouver.

Idea

- Better connectors for West Vancouver to the sea bus and to Canada Line.

Idea

- Tie in West Vancouver's bus system with North Vancouver. Have a specific North Shore route i.e. Horseshoe Bay to Deep Cove.

Idea

- Reduce parking requirements in exchange for car and bike share in multi-family and mixed use developments.

Idea

- Reduce parking could increase salable units to offset cost.

Idea

- Higher density on major roads with rapid transit to reduce the need of cars (personal vehicles).

Idea

- Focus on efficiency of traffic movement, (solution is not necessarily to slow everything down).

Idea

- Late night bus to Horseshoe Bay so people who work late or are downtown after hours can get home after midnight.

Idea

- Changes to Horseshoe Bay 257 express (restricted pick-ups) forces Horseshoe Bay residents into their cars to Park & Ride at Park Royal.

Idea

- Bus service at peak hours (M-F) from Squamish to Park Royal and seabus.

Idea

- Reinstate Van Pool Lane at Lions gate Bridge (Lane that buses use).

Idea

- Create an HOV Lane from Horseshoe Bay to Vancouver during peak times (incl. ferry times).
- Help to reduce idling and emissions.
- Create a HOV Lane (3 person) on Lions gate Bridge at peak times (weekends especially!!)

Idea

- Sidewalks to make being a pedestrian safe in Ambleside, Dundarave and on bus routes.
- Bus routes.

Idea

- Improve sidewalks especially on north and south streets.

Idea

- Create more sidewalks on bus routes.

Idea

- Bus reliability (arrive and leave when schedule says).

Idea

- Provide cycling path and sidewalk along Marine Drive, West of Dundarave.
- Yes current lack of bike path is unsafe, prevents use.

Idea

- Making bike paths separate from roads if possible.

Idea

- Make biking on North Shore safer.

Idea

- Set up bike paths through woods; off street.

Idea

- Cycling lanes that are apart from pedestrians and cars. Dedicated streets to routes that are not used by many cars.

Idea

- Can we expand the spirit trails for cyclists from Ambleside to Horseshoe Bay?

Idea

- Establish more left turn lanes along Marine Drive.

Idea

- West Vancouver should operate its own "car 2 go" they pulled out of Horseshoe Bay as they needed more car movement.

Idea

- Use more mini buses, with increased frequency.

- Yes!

Idea

- Create incentives to use public transit.
- Yes.

Idea

- Bridges for foot traffic and cyclists over Capilano River and our creeks.
- New bridge for pedestrians and bikes (only) to downtown.

Idea

- More bike rack capacity on busses (only two per bus now) or special transport trucks from key transportation hubs (ferries – Park Royal – etc.).
- Good idea – hang on back as well.
- Create a bike truck to transport bikes from ferries to a safe hub (Upper Levels and Marine Drive are unsafe).

Idea

- Put “people” jobs back into transportation and parking. No more automated lots. Need people to direct traffic.

Idea

- Need to improve growing congestion at Taylor Way and Marine Drive intersection.
- Yes, should reconfigure this area to separate bridge traffic.
- Make it easier to bus.
- Consider adding traffic police at intersection to augment traffic lights to direct traffic

Idea

- Having Evo and Modo. Have a sea bus.
- Consider innovative transportation options to deal with West Vancouver’s geography (e.g. marine / sea bus, gondola, rail).
- Encourage bike share and car share.
- Bike share would also be a great tourist attraction near the sea wall (like Stanley Park).
- Light rail!

Idea

- Create more park and ride areas to get us to the bus hubs from areas not well-served by bus routes.

Idea

- Set up neighbourhood shuttles with connections to public transit!
- Allow privately operated shuttle bus systems in different neighbourhoods!

Idea

- Create a car share network throughout West Vancouver.

Idea

- Create community nodes that can have a corner grocery so people can walk, cycle to local.

Idea

- Consider a tunnel from North Shore (with exits downtown) to end at Richmond, (I know this is expensive).
- Establish more water transportation within West Vancouver, Vancouver, and North Vancouver etc.!
- New tunnel under Stanley Park to include buses and light rail.

Idea

- Fix inter-municipal tax restrictions to remove disincentives for taxis from downtown, providing rides over Lions Gate Bridge.

Idea

- Promote “Car 2 Go”, to bring West Vancouver into scope.

Idea

- Allow Uber and lobby province to let them in.
- Agree.

Idea

- There is one bus 254 which brings people from Park Royal to Collingwood School in the morning. It switches direction right after 9am. I cannot use this bus when I go to work and this bus is empty in the mornings as Collingwood [REDACTED] [REDACTED] which is a [REDACTED] school and [REDACTED] take the bus [REDACTED] will miss the bell. Promote transportation for people who need it.

Idea

- West Vancouver, and in general Northshore needs another bridge and more transit between North Vancouver and West Vancouver through highway.

Idea

- Have a Transport Development Manager on staff.

Idea

- Commuter ferry service from Ambleside to City of Vancouver
- Yes.

Idea

- Reduce parking stalls per person in new developments and provide public transportation.

Idea

- Educate pedestrians.

Idea

- Reduce density, reduces vehicles.

Idea

- Improve existing bus service to accommodate needs of current population.

Idea

- More frequent buses night buses. Covering all of West Vancouver. If possible provide / demand more set backs on Marine Drive to add a separate bus lane.

Idea

- Transit frequency wait times needs to be reduced in residential neighbourhoods.

Idea

- Add H.O.V lanes, please no more bike lanes.

Idea

- Incentivise / allow hotel development, this would bring jobs, tourists and all related benefits.

Idea

- I live in this neighbourhood and every day I have to ride to get to Park Royal, needs faster routes in some areas.

Idea

- Private schools should be mandated to have buses, no drop off pick up by each parent.
- Agree.

Idea

- TransLink update to Council last night should be circulated to all groups.

Idea

- Look at bus schedule to fit school schedule to get more students walking or taking transit.

Idea

- Ask ICBC and government to insure? Are asked at DL renewal about sharing the road. Make alternative transport safer, ask companies to provide employees amenities for using alternative transport to get to work. Have a company alternative transport challenge.

Idea

- Operate 24/7 with varying and posted times.

Idea

- Provide a route map for walking and cycling so residents can map their route.

Idea

- Highlight the work being done to improve active transportation.

Idea

- It is returning home from downtown that is less appealing. An attractive “home from the theatre” “home from an evening down town” an attractive, smaller buses would [REDACTED] with standing on the street and the unknown. However, taking cars out of the traffic which goes downtown in the evening.

Idea

- Property tax incentive both for electric car and bicycle and for using bus.

Idea

- Train from North Vancouver through to West Vancouver and to Whistler (down town train to Whistler).

Idea

- West Vancouver does not have any “Car2Go” sites. The Horseshoe Bay one has been closed. City of North Vancouver and District of North Vancouver have many. We need to provide these to incentivize reduced car use.
- Definitely need.
- This along with Uber and ride shares.

Idea

- Actually dig deep and create “real” and safe bike lanes. What we have now is dangerous and the highway has nothing.
- Agreed, our community have committed cycling commuters.

Idea

- More parking for bicycles in our commercial areas.

Idea

- Park Royal offering bicycle parking for commuters.
- Could be locked and secured.

Idea

- Reteach the traffic laws e.g. stop at stop signs, reduce speed. Bikes should be forced to curbside of road.

Idea

- Consider sea wall to UBC and Downtown North side but need particular peer location.

Idea

- More public transport options from Whistler to Squamish to Vancouver to reduce car traffic. Car free Commuter Day for District.

Idea

- Rapid transit from Dunderave Eastward through North Van and through a tunnel under Burrard inlet to waterfront station.

Idea

- Gondola from Cypress Village up the hill to Cypress Bowl.

Idea

- Create commuter bus for West Vancouver employees to get to areas such as works yard.

Idea

- Increase number of buses and frequency and service.

Idea

- Include more options to leave North Shore. Provide more long term parking for people to then take transit.

Idea

- Develop “bus centres” to encourage start-up high tech cars to locate in West Vancouver, to provide local jobs that don’t require significant travel to work.

Idea

- Enhance walkability especially for seniors and mothers with strollers by making sure that new developments provide wider and more commercial pedestrian walkways.

Idea

- Limit parallel parking along Marine Drive.

Idea

- Several transit hubs – Ambleside / Park Royal / Horseshoe Bay.

Idea

- Need a lot more buses to get people out of cars.
- And cycling routes.
- Bike lanes.

Idea

- Rentals; bikes, mini electric cars available at hubs and in addition to public transit.

Idea

- The obvious one is to create ways to travel via car from West to North Vancouver without funnelling all traffic via Park Royal and mix it with bridge traffic.
- Same thing applies to North Vancouver and all traffic going to second narrows bridge.

Idea

- Another bridge to Vancouver.
- Or another sea bus instead.

Idea

- More cross sections to highway.

Idea

- Bike renting.

Idea

- Improved bus service to all areas located within the municipality.

Idea

- Smaller buses (shuttles) on shorter routes with high frequency, particularly in British Properties.

Idea

- EVO

Idea

- Reduce bus size West of Dunderave and double the service i.e. twice as often.
- Agree, provide bus service that accommodates existing population.

Idea

- Extend bus service beyond Marine Drive.

Idea

- Address senior's transport needs, (apartments, homes, senior subsidy).

Idea

- Keep Marine Drive at a slow speed limit to encourage local recreational tourist use. Keep fast traffic up the highway. Make sign along Feeder Street i.e. Eagleridge Dr. to show people on Marine Dr. how to get to the highway.

Idea

- Senior shuttle is a great service. Maybe introduce a shuttle that runs a continuous route from Dundarave to Ambleside to Park Royal (shopper shuttle?).
- Great idea.
- Shuttles are great for youth and young adults as well. High school students getting to and from school.
- Shuttles should connect the entire municipality, not just senior homes.

Idea

- More electric car sharing.

Idea

- Look at car sharing, bike sharing.
- Need better bike lanes to support bike sharing.
- Also need ways to get bikes up steep hills.

Idea

- Make public transport cheaper.

Idea

- Better late night tree service into and from downtown Vancouver.

Idea

- Easy access to public transport shared by high-rises or apartments.

Idea

- Have electronic parking for free.

Idea

- Cheaper transit to and from airport, Canada line is very expensive.

Idea

- Take parking off Marine Drive between 16th and 13th! Yes!

Idea

- Horseshoe Bay should be timed with Nanaimo ferry departures.

Idea

- Support the newly proposed sidewalk improvement incentive. Increase walkability!
- Agree, also need to increase street lighting, wildlife and visibility to vehicles is a concern.

Idea

- Need separate bike lanes.

Idea

- Set up dedicated car chare in apartment buildings e.g. Modo.

Idea

- Prioritise active transportation over single occupant vehicles.

Idea

- Ask province for Uber.

Idea

- Pros and cons for building a larger bridge to Vancouver? I would be curious to know the costs, benefits, etc.
- Building more bridges and roads will not solve congestion. In the long term a few years they will be just as congested.
- Need to focus on alternative modes of transportation instead.

Idea

- Connect town centres via rapid transit and active transport pathways.

Idea

- We have youth and seniors.

Idea

- Increase small shuttle service in loops around the region. Connect the suburbs with Marine Drive.
- Rapid public transit to Cypress Village will be particularly important to make that centre work.
- Agree.

Idea

- Increase night service as well as street lighting.
- Improve service for young people such as indicated above.

Idea

- Have a smart system of car sharing.

Idea

- Share service: cars and bikes.

Idea

- Encourage kids to walk or bike to school.

Idea

- Increase reliable and customer friendly bus service.

Idea

- Kids can go to schools further away.

Idea

- Buying new buses.

Idea

- Improve sidewalks and crossing.

Idea

- Provide more bike parking.

Idea

- Request private schools to provide school bus service as mandatory?
- They do provide it.

Idea

- Look to the future and provide rapid transit, a second crossing and a free ferry.

Idea

- Have smaller cross sections.

Idea

- Cyclists should obey cross walk rules as cars do!

Idea

- Having electronic buses.

Idea

- Need seniors transport?
- And transport for students.

Idea

- Protected cycleway connecting Ambleside to the North end of the Lions Gate Bridge.
- We have a lot of seniors. This will need to be separated quite distinctly from the existing sea walk.

Idea

- Limit left hand turns on Marine Drive.
- Good Idea.

Idea

- To reduce car ownership; offer “Uber” style transport for shopping, travel etc.

Idea

- Free electric shuttle bus service between Dundarave, Ambleside and Park Royal.
- Yes.
- This will in turn improve traffic to commercial areas. Cost may be an issue.

Idea

- Need to ensure new developments and housing consider impacts on transportation.

Idea

- Utilize rail lines; trolley system, rail system.

Idea

- More frequent 253 blue bus service especially later in the day.

Idea

- Express buses early and late from West Vancouver to Vancouver and North Vancouver.

Idea

- Bike and car share at Park Royal Ambleside and Horseshoe Bay.
- I second this.

Idea

- Park 'n' Ride hubs e.g. Caulfeild Mall Cypress Park, Tiddly Cove fire station.

Idea

- Financial incentives for taking others in cars and to downtown Vancouver. Penalise single occupancy cars.

Idea

- Better road markings e.g. reflective paint.

Idea

- Need to resolve bottleneck that is Upper Levels. We need another crossing for auto and transit.
- If we cannot improve we need to slow development.

Idea

- New methods of transportation e.g. quiet train from Horseshoe Bay to Vancouver with stops at hubs along the way.
- Good idea. Utilize train tracks for public transport if possible (Whistler to West Vancouver).
- This is a strong market appeal for West Vancouver. A collaboration between West Vancouver and Whistler / Squamish may attract even more young families. This of course will need to go hand in hand with increased affordable housing (not necessarily non-market).

Idea

- Better transit across GVRD. Transit to and from city okay. Transit between municipalities has very poor regulations which increases traffic congestion.

Idea

- Charge a lot for car parking space in new builds.

Idea

- Pedestrians; more sidewalks, better lighting, more speed reduction measures.

Idea

- Safety; stop at four way stop signs, need to be cleaner as well as more pedestrian crossings.

Idea

- Slowing measures; safer intersections, more traffic "circles".

Idea

- There is too much congestion. Improve road networks particularly when linking Districts together, moving off North Shore.

Idea

- Construction traffic large trucks need to be managed more effectively.

Idea

- More policing of speeding to deter young drivers going through residential areas.

Idea

- Encourage use of buses e.g. express bus stops on HWY 1 at Cypress Bowl Road and Caulfeild Village interchanges.

Idea

- More diverse routes for the blue bus.
- Cheaper fares after a certain # of rides per month.

Idea

- Teach cyclists the rules of the road.
- Motorists as well.

Ideas Local Economy

Idea

- Design Cypress Village to maximize recreation industry jobs.

Idea

- Specify a recreation theme more generally.

Idea

- Promote incubator office space.

Idea

- Office space is challenging to create without offsetting residential development. Add a floor of market residential to pay for reasonable office space.

Idea

- International competitions.

Idea

- Races; bicycle and running.

Idea

- Mountain summer sports competitions; long boating, long boarding. Olympics style.

Idea

- Monetize recreation.

Idea

- Promotion of more residential, commercial and mixed use developments.

Idea

- Creation of more opportunities to work from home.

Idea

- Encourage craft brewing, wine bar, Uber; the youth will come.
- Yes, wine bar by the water would be great.

Idea

- More development and affordable housing.
- Less restrictions on rentals.
- This will result in an increased population that can work and contribute to the economy of West Vancouver.

Idea

- Commerce / businesses thrive on density, our low density does not support businesses, especially when they aren't concentrated in easy access areas, (like Park Royal).

Idea

- Utilization of non-profit societies / organisations to provide businesses and employment opportunities.
- Yes!

Idea

- West Vancouver's real estate values preclude new office space, (drop this from consideration).

Idea

- Promote offices in new developments.

Idea

- Zone for mix of residential and commercial on the same lot.

Idea

- Housing is key to economic development.
- Look at new concepts e.g. some kinds of co-op some ways of excluding land value which is the biggest cost.

Idea

- Make West Vancouver a hub for industry: tech, design etc.

Idea

- The existing businesses in Dunderave are great. Ambleside is mostly a poor example.
- Develop a vision, (big plans for Ambleside), not just "setbacks and heights".

Idea

- Need to be realistic! Stop pushing to change West Vancouver to be something it isn't.

Idea

- Establish a business mentoring program using volunteers.
- Consider working group to address businesses in West Vancouver.

Idea

- Encourage higher density in commercial zones.

Idea

- Businesses that take advantage of our natural beauty.

Idea

- Snow shoe tours, cross country tours, healthy living, and lifestyle choices.
- Yes, city should start to promote this.

Idea

- More adventure events, have more of them to get people into West Vancouver!

Idea

- Cottage industries and display centres where goods can be purchased.
- Craft beer, farmers markets, local products.

Idea

- What possibilities would West Vancouver have to provide some industrial (light) now that Horseshoe Bay has become developed? If we provide industry working space then people will work here.
- Light industrial could be high tech.

Idea

- Reopen Gleneagles Club House.

Idea

- Incentivise for a new office space.

Idea

- Promote “shop local”.

Idea

- Promote office share space keeping some of the 70% of the North Shore.

Idea

- Sharing offices where entrepreneurs can meet making it a hub.

Idea

- Kap 100 has a share of office for many lawyers to operate in a small space – good idea to move on.

Idea

- Investment on tourism particularly eco-tourism, by sharing some facilities with individuals or companies to do guiding, etc.

Idea

- Provide more rentals so people working here can afford to live in West Van.

Idea

- Stores are disappearing with “online shopping”. Think outside the box to revitalize these spaces.
- Good thought! Think about robotics of self-driving cars.

Idea

- Create lower cost office rentals (HUB) to compete with North Vancouver industrial areas. West Vancouver residents end up with offices in North Vancouver or downtown.

Idea

- Influence the Cypress Village design to include office space, small businesses and senior living care.

Idea

- Fast track Cypress Village Planning.

Idea

- Create more residential rental units near hubs (Park Royal, Horseshoe Bay) so that local business is supported.

Idea

- Pop up marina in summer months to attract boaters to local restaurants, grocery stores etc.

Idea

- Create affordable spaces for new / innovative business (incubator hub)
- And parks / recreation spaces inter-linked to such developments.

Idea

- Look to focus on a select few types of industries (commercial activity) whose workers value.
- Something other than retail – [REDACTED]

Idea

- Promote our natural environment, (parks and recreation), which would be attractive for workers.
- Higher earning workers such as knowledge workers.

Idea

- Our greatest asset is our natural environment. We should provide more opportunities for private enterprise to provide recreational facilities.
- This will also encourage social well-being.

Idea

- Expand development on Hollyburn Mountain; hotel, trails etc. with chairlift to get there from Caulfeild shopping centre.
- Building on this; lots of opportunity for tourism based businesses that access local parks, skiing and art galleries.

Idea

- Boutique hotel.

Idea

- Create space where production of goods can take place.
- Under the Lions Gate Bridge; zone light industrial or lease some of these already zoned lands from Squamish Nation. Build a sound studio at Park Royal, employee housing in 752 Marine.

Idea

- Any production in West Vancouver other than the construction would be a first.

Idea

- We need more density along transit routes to allow for new businesses.

Idea

- We need to plan for business of the future (lane houses, robotics, and assembly) and incentivize tech and futuristic businesses not more retail. Work with the feds on visa for business centre premises who want to move to West Vancouver and create business parks.

Idea

- Some educational facilities would attract younger people and keep the economy diverse.

Idea

- Encouragement for locally made crafts and markets. Do not currently present local West Vancouver market. The exception is Harmony Arts but not enough.

Idea

- Local vibrancy, in social spaces. Night Market concept like North Vancouver.

Idea

- I don't know if rental costs are driving businesses out of the District.
- I expect this is true but don't know how to address this.
- Different options for office space; technology / industry centre.
- No. Lack of patrons. Demographic too old.

Idea

- Incentivize for hiring local.

Idea

- Promote seaside village character as a draw.

Idea

- Provide more office zoned properties by giving incentives to developers. This would help with transportation as well so residents wouldn't travel long to go to office.

Idea

- West Vancouver is a predominantly residential community. How much commercial business do we want?

Idea

- Commercial Districts / villages should not include residential zoning as residential increases value of property and drives up commercial lease rates.

Idea

- Smart use of our municipal resources i.e. Klee Wyck is so valuable, and ripe for opportunity.

Idea

- Allow pop up facilities, or food trucks

Idea

- Silos and "fragmentation" / "discontinuously" are a problem of the more development / more density approach / culture e.g. Ambleside Park "concept" says nothing about being part of Ambleside Town Centre revitalization. Important to look at big picture, not just pieces.
- Also, Arts & Culture will be part of Ambleside and the Working Group is just starting. Actually it's the 4th Working Group on Arts and Culture and

we keep going back to square one. Same is true for climate working groups.

Idea

- Create a newcomer family friendly initiative together with Chamber / real estate with an accent on housing services for younger families (to encourage new businesses initiatives).

Idea

- Build opportunities for child care providers to operate. A big draw for young families.

Idea

- Encourage low cost housing for lower and middle income corners to increase local markets.

Idea

- Look for examples existing in other communities which have also encouraged small businesses.

Idea

- Our community needs to drill down what the business community really wants / needs. Then build capacity to draw them here. Are there obstacles we need to consider removing?

Idea

- Fix traffic issues on the bridges so people can visit West Vancouver businesses.

Idea

- Create enticements for businesses to come to West Vancouver is there available quality commercial space?

Idea

- Encourage the development of commercial and office space.

Idea

- Think of businesses as services for our community which could include restaurants, boutiques, etc. as well as job creating investment opportunities.

Idea

- Are the District's commercial tax rates competitive?

Idea

- More rental housing especially in the two new proposed developments Sewell's and Cypress Village.

Idea

- The majority of buildings in West Vancouver have rental restrictions. Such restrictions should be lifted and dis-incentivised.

Idea

- Aggressively encourage more high tech business opportunities.

Idea

- New proposals should have very well planned business areas and developed first to sustain the housing portion.

Idea

- “Expand offices etc.” makes very good sense. District of West Vancouver should offer incentives for businesses to locate here.

Idea

- Change municipal worker hours of work; less impact on our roads.

Idea

- Give all workers incentives to work in West Vancouver. Subsidized bus pass or discounts at retail, or community centre.
- Increase wages or benefits to match the higher price tag of everything?!

Idea

- North Shore should host races like bike and running at national level.

Idea

- Prioritise the economic development of Dundarave and Ambleside areas.

Idea

- Further develop, gently the lower Argyle and Bellevue routes; i.e. rezone for further commercial
- And higher up in British Pacific Property lands Cypress Ski Area, etc.

Idea

- Encourage development of office spaces.

Idea

- Encourage part-time employment opportunities for more senior people.

Idea

- Make Ambleside businesses desirable so we don't have to go to Park Royal.

Idea

- Tax break for small businesses.

Idea

- Give incentives to businesses that support home businesses e.g. rental space for meetings.

Idea

- Specifically target each neighbourhood in our community with the possibility of business growth within that neighbourhood.

Idea

- Encourage tourism / services in certain parts of our community such as small hotels / retail in specific zones.
- Yes!!

Idea

- Be forward thinking about Airbnb, ride sharing, technologies that will change the face of many of our business (traditional).
- Yes.
- Yes.

Idea

- Multi-use business facilities i.e. day-time nursery evening space for community book club or art club.

Idea

- Park Royal is becoming a truly great “big shopping centre experience”. What is Ambleside / Dundarave’s message and appeal as part of a village?

Idea

- More stores related to senior i.e. walkers, wheelchairs, crutches, more than fashion, small décor!
- Yes!

Idea

- Promote professional offices, legal, architecture, etc.

Idea

- Winter sports, ski / snowboard.
- Ski school.

Idea

- Brand West Vancouver as a destination for outdoor recreation.

Idea

- Create a hub for knowledge based industries. Why couldn’t Microsoft or Amazon establish its Canadian Headquarters in West Vancouver? If they did it would bring a younger, energetic population to renew Ambleside and commercial base.

Idea

- Make this an identifiable community through Culture and Arts facilities.

Idea

- A village like Whistler; Cypress Village is in the planning stage.
- This is not suitable for seniors, snow and ice.

Idea

- Expand land use above the 1200ft elevation for commercial, office and housing.

Idea

- Provide affordable housing for families with young children so people can live and work in West Vancouver.

Idea

- Pay parking in parks for non-residents with stickers for their cars (like Hollyburn County Club).

Idea

- Sailboat, Kayak, paddleboard rentals at the beaches in summer.
- Bicycle rentals.
- Yes.
- Yacht club at Ambleside does this, they need to promote it.
- Yes, power assisted bikes as too hilly.

Idea

- More good information to become available.

Idea

- Ride share (Evo) at Park Royal; new business.

Idea

- Pool at Ambleside (exterior).

Idea

- Trail walking tours.

Idea

- There is a lot of bad information in too many recent books, (about soil etc.) considering food is the most important.

Idea

- College and University.
- Need housing for them to live in.

Idea

- Allow more commercial development areas and density.

Idea

- Make sure developers supply rental housing when the building is finished. Hold them accountable.

Idea

- Need to determine what land base is available for commerce / retail.

Idea

- Turn more of city provided services, encourage private to these services, recreational and cultural.

Idea

- Longer hours for entertainment and restaurants, more fun to go out here.

Idea

- Youth (13 – 18yrs) evening activities, used to be bowling.

Idea

- Have someone at city hall who has a tourism portfolio.
- If not at city hall could get a provincial office.

Idea

- A hotel!
- We don't even have postcards for West Vancouver!
- Have a big "I" for West Vancouver a must for the tourist.

Idea

- Promote tourism.
- Yes agree, have city start by having a tourism portfolio.
- Sea tourism.
- Sea bus.

Idea

- Train to run along beach with stops at most roads.
- What happened to the train to Whistler, dinner train?

Ideas Parks and Environment

Idea

- Changing all West Vancouver parks department vehicles and power tools to electric. No gas powered.
- Extend this policy to bylaws restricting commercial and companies use of gas powered tools.

Idea

- Ban diesel vehicles and trucks in communities, (like other big cities).
- Tougher emissions laws regarding vehicles and enforcement.

Idea

- Electric cars are not the panacea they are made out to be by the media. There are serious negative environmental impacts of electric cars.

Idea

- Design buildings that reflect the environment, (solar / hydro).

Idea

- Support retrofit of older buildings to LEED standards. West Vancouver Memorial Library did a great job.

Idea

- Ban gas powered leaf blowers.

Idea

- Improve trail maintenance to prevent more degradation.

Idea

- Utilize volunteers for park maintenance.

Idea

- Education is the key to engage our youth regarding GHG's, climate change and what they can do to make the world a better place.

Idea

- Why do we have 5 gas stations on Marine Drive between 13th and 22nd if we are promoting biking transit? Perhaps that land can be used for affordable housing?

Idea

- Establish benchmarks for new construction that can be used in West Vancouver.
- Have construction limits; limit length of time of projects and limit the number of projects within a block.

Idea

- Provide incentives to developers to follow LEED or any sustainable construction guidelines.

Idea

- Penalize those who cut trees which are greater than a certain size.

Idea

- Set minimum LEED standards and insist new developments meet these standards. No need to encourage or trade amenities. District can demand.

Idea

- Look ten years ahead at impact of ride-sharing, driverless cars, e-cars. Technology may transform our transport plans.
- Agree, public transportation developments should be encouraged.

Idea

- The government can think of giving tax credit to households that use energy efficient appliance.
- Agree.

Idea

- Support more research on hybrid cars.

Idea

- Festivals celebrating environmental issues e.g. trees.

Idea

- Revising storm water by separating from sewer.
- Rain garden.

Idea

- More transit to highway, B.P.P. lands, and Horseshoe Bay.
- Transit available for secondary schools and senior secondary schools

Idea

- Green transportation (hydrogen) especially buses.
- LRT's use the train tracks and move people by trolley.

Idea

- I like that these ideas are brought forward, but they must be economic too. Research and make smart environmental and economic decisions.

Idea

- Encourage smaller homes instead of monster homes. Incentives to retain character homes instead of demolishing.

Idea

- Provide charging stations in multifamily garage or public places to encourage residents to use electric cars.

Idea

- Higher than wider buildings (so more green space and less roof). Promote roof gardens.

Idea

- Education could be held in public spaces (such as on the sea walk).

Idea

- Plant more trees along roadways (especially near busy intersections like Marine and Taylor way) to absorb carbon monoxide.

Idea

- Add recycling stations to sea walk.

Idea

- Greener buses (alternative fuels, hybrid etc.).

Idea

- The focus has to be on pollution reduction; in its many forms and from all sources. That is the ultimate environmental crisis. Climate change is a result of pollution. To mitigating climate change we need to reduce pollution.

Idea

- Incentives for improvements to single family homes that reduce power use e.g. tax reduction if windows replaced.

Idea

- Support all trail uses, not just hiking.

Idea

- Get people to live where they work, (telecommute, office share).

Idea

- Incentives to reduce emissions water metres made big difference.

Idea

- Promote car share, have car share in West Vancouver and across North Shore.

Idea

- Massively incentivise electric vehicles. We need stations and older buildings need to add changes in exchange for something.

Idea

- Reduce greenhouse gas through increased transit (mass).

Idea

- Provide compost bins to homes (single family to have in their backyard) so people can use.

Idea

- Provide and market community gardens.

Idea

- Densify core to reduce sprawl.

Idea

- Set up a working group to address electric cars. It is not a given that WVan policies must embrace electric cars. Electric cars require energy (burning natural gas causing GHG's). Lithium batteries that require nickel, manganese cobalt. These materials come from countries like the DRC (Democratic Republic of Congo). Charging stations for electric cars need to be priced competitively.

Idea

- Find a solution to the "tear down" trend. Almost never see a mindful renovation, maybe a penalty.

Idea

- Elon Musk said it the best way a few days ago. The current world population is 7.4 billion. Our planet cannot sustain population increases which are projected to be 9.8 billion in the next 20-30 years. The additional people cause demands for resource, manufactured goods and more pollution. Elon said that this could cause our demise.

Idea

- The best way to preserve the environment is to minimise the cutting of trees and protecting the creeks with new setbacks from development.
- I agree! Tree bylaw should be stricter. Limit trees cut down within a property.

Idea

- Trees absorb carbon dioxide and produce oxygen. The volumes can be calculated as a contribution to greenhouse gases. The existing private land tree working group can influence this.

Idea

- Protect trees on private land by reducing assessed value for property tax by \$10,000 per tree over 30m tall according to latest LIDAR SCAN, to a max of 5 trees.
- West Vancouver needs a forest management plan. Other municipalities have it. We need a plan.
- Agree, formal plan around long term forest / urban park plan. Requires a 30yr – 50yr view not 10-yr.

Idea

- Reduce property tax for properties with trees.

Idea

- Need to really look at the shipping impact on water quality.

Idea

- Ensure adequate spill response in the harbour.

Idea

- Every school and public building to have solar / renewable.
- It is not appropriate to dictate solar because the economics are so poor in West Vancouver.

Idea

- Include bus passes in school packages for high school.

Idea

- The children are driven to school by their parents in large SUV's.

Idea

- Better bus systems.

Idea

- Reintroduce school bus systems.

Idea

- School buses (revisit this) were halted for cost reasons. Did anyone consider CO2, safety or traffic?

Idea

- Establish formal targets for West Vancouver area emissions and air quality.

Idea

- Better walking system for all ages – environmentally friendly lighting, sidewalks, crossings.

Idea

- Garbage in the community, (roadsides in parks on beaches). More educational and clean up initiatives.

Idea

- Emissions and pollution reduction affects trees, health and air.

Idea

- Forestry a plan supported by professionals.

Idea

- Preserve our environment, (trees, creeks, and natural beauty).

Idea

- Establish formal targets for West Vancouver area emissions and air quality.

Idea

- Change the bylaws so that the land on each lot and adjacent lots control what is built. House must be designed to respect the lot and hillside. Not the lot and hillside “must accommodate human desire”. Let the land speak first. The environment has a true voice.

Idea

- Encourage youth groups / schools to clean debris and brush from our forests to mitigate wildfires. These could be competitive challenges with a cash award for the winning team.

Idea

- Forbid fireplaces inside and outside. Smoke, particles burning wood, all not good.

Idea

- Pass a by-law that limits emissions from all vehicles and homes. End wood burning fireplaces.

Idea

- Require small businesses to recycle and use aggregated bins when they obtain a business licence.

Idea

- Educate kids to clean up the roads.

Idea

- Pass a law so that neighbours can sign off on new developments.

Idea

- Continue work of stream keepers / shoreline protection etc.

Idea

- Encourage educational awareness. Provide informative statistics about emissions impacts of human use.

Idea

- Forbid cutting down trees of 30cm diameter unless it is approved by the District.

Idea

- A standard of energy conservation promoted by the municipality: use of clothes lines / racks, tank less hot water, and heaters. Cool neighbourhood type initiatives of window replacement, weather, stripping adding outdoor insulation and solar roof installation. Municipalities must incentivise and make these efforts the norm.

Idea

- Install a visual billboard type gauge of success in showing # of households who have made these upgrades. Posted on Marine at 13th, 15th, and Hwy etc.

Idea

- Encourage / empower community groups to drive work in their neighbourhoods. Invasive species or have groups that work in other communities than their own.

Idea

- Forbid clearing lots of new housing. Keep old trees alive. It takes years for them to grow.

Idea

- Listen more to own stewardship groups. Have them sponsor an evening session where they supply the speakers and the ideas for the audience to build on.

Idea

- Push for boat waste not to be dumped into the water.

Idea

- Get kids to walk or bike to school, less emissions.

Idea

- Get young children involved in environmental stewardship.

Idea

- Incentives for teenagers to volunteer in environmental efforts.

Idea

- We need to plant new healthy trees rather than keep old mature trees that have reduced productivity.

Idea

- Shouldn't we "promote" our "hidden gem" parks and beaches or not?
- Promote responsible use of natural environment when we do promote our hidden gems.

Idea

- Trees of less than 76cm should be preserved on private lands.

Idea

- Greater subsidies to purchase electric vehicles, including e-bikes to reduce GHG emissions.

Idea

- Make people more aware of invasive plants and damage they cause.

Idea

- Encourage neighbourhood block parties to do weed pulls or learn about nature in their area.

Idea

- We need to understand that we have lost about 30% of our canopy over the last 10yrs.

Idea

- Pay more attention to LEED Building Standards not only for public spaces, but also for single family homes and apartments.

Idea

- Education, both with local students but also broader community about our natural surroundings.
- Yes.
- I agree, I suggest the same.
- By involving UN.
- I agree and add multi-generational not just children.
- Higher charges for “water – hogs” but find out information on why first.

Idea

- Boulevard tree maintenance.

Ideas

- Establish solar gardens on unused public property and on top of municipal building such as schools, resident can buy solar panels and receive a reduction in their hydro bills based on the energy fed into the BC Hydro grid from their solar panels.

Ideas

- Reducing trees contributes to more pollution.

Idea

- Preservation of Parks and promoting them in the community. Some park trails are so quiet and undiscovered by the community. Maybe, make them more entertaining and appealing for various activities, such as camping, picnics, BBQ's and fire pits.

Idea

- Policies for rain barrels/ rain garden.

Idea

- Stop building so we can still enjoy nature.

Idea

- Development and incentivising of electric vehicle programs and charging stations.

Idea

- Change to LED lighting. Street lights are very dim and not bright, (safety).

Idea

- More support of Stream Keepers with an emphasis on education.

- Yes and Coho Society, Naavy Jack Nature House, Pauline Johnson Community Park (outdoor learning emphasis).
- Yes and also some mentoring.
- Agree with this strongly! Education should be for all levels.

Idea

- Safety and lighting on a number of our busy, but dark streets with few sidewalks.
- Safety on seawall; lighting.
- Yes, that can be a way to encourage pedestrian walkability and maybe develop more cycling trails.

Idea

- Recognise and assist stewardship groups and not duplicate their efforts.

Idea

- Erosion protection through tree / VBG planting.

Idea

- Awareness around invasive species plants.

Idea

- Decrease building development as new village centre like Cypress Village will have to destroy forests parks and lots of trees.

Idea

- Are we planning for sea level rise? 1meter rise by 2100.

Idea

- We all want to conserve energy and reduce GHG emissions. But, West Vancouver has achieved very little of climate Working Groups and still no action only “high level motherhood” statements.

Idea

- CEEP was to be action orientated at the community level. Yet, still “higher level”. There are actions that could be immobilized e.g. the current resident booklet says nothing about conserving energy. Simple steps for residents include lower housing temperatures, covers on pools and there is no monitoring. Many years ago it was suggested to get data from BC Hydro and Terasen on electricity and gas consumption.
- I agree! We need to see action on CEEP i.e. all parks vehicles and power tools converted to electric, (no gas powered). West Vancouver needs to show initiative and set an example of emissions reduction.

Idea

- Design and preserve natural features as well as animals for multigenerational members of our community.

Idea

- Build less density buildings to reduce greenhouse emissions from individual households.

Idea

- Incentivise LEED certified buildings with higher density, etc.

Idea

- Development of a zoo / park in West Vancouver since West Vancouver is so intermingled with nature. This will promote preservation of nature both consciously and subconsciously.

Idea

- Encourage public transportation like water taxi and blue bus line to decrease private car driving.

Idea

- Have Evo in West Vancouver.

Idea

- Encourage technology and ride sharing options. Recognize need for more handyDARTS with an aging population.

Idea

- Ride sharing is a good way to encourage carpooling in the community.

Idea

- Monitoring creeks, streams to be coho-friendly by completing ISMP (Integrated Stormwater Management Plan).

Idea

- Capacity building for the public on how to protect environment and nature and educate the public.

Idea

- Information and signage about these topics in our parks and trails.
- Have more signage that introduces our parks and trails. More public engagement and it's educational as well.

Idea

- Create property tax incentives to encourage preservation of old growth trees and trees in general on private property.

Idea

- We can preserve existing trees.

Idea

- Create property tax incentives to reward those with low energy levels.

Idea

- Comprehensive hydrology study of whole community.
- Then indicate where measures are needed.

Idea

- Responsibility. Make sure each property keeps its water retention! (Consideration for environment and neighbours).

Idea

- Create seminars and educational materials that encourage newcomers to appreciate the natural areas in West Vancouver and on their own private property.

Idea

- Design homes to take advantage of topography. Less blasting.

Idea

- Outreach to new Canadian owners and developers about environmental values of Canada.

Idea

- Forests, retain and expand forest cover. The trees are the view!
- Amen!
- Yes to the Amen!

Idea

- Do a hydrology study to make sure creeks and trees are preserved to maintain environment.

Idea

- Expand BC Building Code to increase energy efficiency in all buildings.

Idea

- Each property should have to retain water, reduce run off and keep trees.

Idea

- Make public aware of problem with invasive plants (like need for water).

Idea

- Tie together LEED building with accessibility and aging in places. Encourage both forms of sustainability.

Idea

- Hydrology is sorely needed, (overdue).
- Preserve creeks for the fish.
- Retain water so no landslides or flooding (trees).

Idea

- Public land nature study walks / hikes.

Idea

- Use google mapping with school kids to identify important trees, special features of creeks.

Idea

- Charging stations in all new builds.
- Expand charging stations at community locations.

Idea

- Hydrology study then protect our hillside!

Idea

- Promote science based environmentalism.

Idea

- Expand ideas of charging stations to be drive over charging areas so that aging population can use easily.

Idea

- Develop a tree policy that incorporates planning.

Idea

- Construction and demolition waste should all be recycled efficiently.

Idea

- Education! Inform community of what measures help preserve responsibility.

Idea

- Save the old trees from the eagles etc.

Idea

- All demolition of homes must meet green recycling standards rather than creating garbage.

Ideas Social Well-Being

Idea

- Provide more “mixed use” neighbourhoods for convenient access and better awareness (pedestrian orientation).
- Yes, more housing diversity.
- This housing diversity should have townhouse complexes built with public interaction between the owners / residents in mind. I like.

Idea

- Measures to make people aware of activities and services on a personal level to encourage greater participation.

Idea

- More support for arts and for amenities that cross cultures and incomes.

Idea

- More culture events and promotion for local residents to attend.

Idea

- Encourage density in complexes designed to facilitate connections.

Idea

- Encourage community schools program – use local schools in the evenings for adult programming.

Idea

- Encourage higher density development closer to schools and community centres to allow for easier access to these programs.

Idea

- Provide activities, events to encourage participation by many ethnic people to cross cultural barriers.

Idea

- Hooray for Harmony Arts Festival and Kay Meek.

Idea

- Use school fields for extra space to host more community events.

Idea

- A pocket community (like Hollyburn Mews) improves social well-being.

- I like idea of pocket communities. Should be encouraged, more than single family homes.

Idea

- Encourage neighbourhood events.
- Lane parties, District should encourage this.

Idea

- Know your neighbours! Enjoy your neighbours. Find ways to interact with them.

Idea

- More communication about West Vancouver events.

Idea

- More cultural connections between neighbourhoods e.g. block party.

Idea

- Multigenerational housing.

Idea

- Seniors Care Facility in Cypress Village.

Idea

- Encourage grass roots recruiting for public sports / events through schools.
- How do we blend the varied cultures?

Idea

- Design of new developments, invite the neighbourhoods in!

Idea

- Breaking down barriers and encourage information interaction opportunities.

Idea

- Smaller homes built on grade (not only condos) can help the aging population and create a small community. Could be coach houses or duplexes in existing single family home zones. (pocket community).
- In here open green space do gatherings etc. young families and seniors live together.
- Pocket communities create support and ancillary benefits.

Idea

- Creating community not just homes.

Idea

- People don't know about all the events. Better and different publicity.

Idea

- Allow for free participation with the event itself being the fundraiser for the community events that subcultures want to host.

Idea

- New developments to provide public meeting rooms a function at affordable price for senior events or events for families.

- A great idea encourage public meeting gathering spaces such as for small concerts or pot luck dinners or birthday parties.

Idea

- Partner with non-profits to provide living accommodation that is subsidized.

Idea

- Intergenerational population recovery needed a longer term view than 10yrs.

Idea

- Language school / classes to help new immigrants learn English so they can connect more with the community. (Not have to go over town to language school). Make it accessible.

Idea

- Community groups on Facebook to share the information about community events.

Idea

- Smaller housing forms at grade or with H/C lifts for aging community.

Idea

- Fight for the sea wall.

Idea

- New development to encourage a personal sense of neighbourhood / community.

Idea

- Local language classes.

Idea

- Facilitate more events such as music festivals or sport events (other than running). This could help gather people together and help people to be happier and healthier.

Idea

- Bonus development density; in exchange for creating and encouraging sports facilities and other facilities.

Idea

- Grants for community events such as street parties. Maybe already done
- Is it NSCC.

Idea

- Create pop up events or spaces to connect people

Idea

- Vancouver Foundation study on loneliness and alienation, and West Vancouver Community Foundation work also shows how much we need to address this area of social well-being. Our key to it is more housing diversity, more population diversity and a more interested and engaged community.
- Higher density housing complexes could be hubs for these types of programs.

Idea

- Staff council leadership, stronger leadership needed. Example: the housing Working Group; good idea for multi-house and densification.
- Example old fire hall site at Nelson. Staff and Council “chickened out” because they were in a few objections. Former Mayor admitted (in verbal) that Staff and
- Housing and neighbourhood character.

Idea

- District of West Vancouver needs to use an integrated monitoring tool to help people see the connections between all the OCP priority areas.

Idea

- We need win – win solutions, not win – lose. See the Community Capital Tool Kit out at SFU.

Idea

- Food trucks and public eating areas could encourage more cross cultural communication and add music.

Idea

- Communicate all the different activities in the community.

Idea

- In Horseshoe Bay old fire hall lot multi–unit building with reasonable rents.
- Ideas of housing / neighbourhood Character Working Group did not go anywhere, include idea to build housing at old fire hall site.

Idea

- Events such as Harmony Arts Festival do well.
- Senior Centre.

Idea

- Access organizations like the West Vancouver Historical Society to provide information on the history of communities. What do we want to keep?
- Yes, find a way to strengthen, support organisations like historical society in a bigger, better, bolder way.
- Historical.

Idea

- Celebrate the special / unique history of West Vancouver that everyone would identify with.

Idea

- More events with better grass roots marketing to increase attendance and community involvement.

Idea

- Mix day care with seniors living or centres.

Idea

- Identify what services and facilities are needed and consult community on how and where to accommodate.

Idea

- Many non-West Vancouver residents use our facilities such as community centre but do not pay tax to contribute to upkeep. Charge additional fee for non-West Vancouver residents. Pay parking in parks and community centre.
- No pay parking.
- No pay parking!

Idea

- Buskers, street artists, soap box areas where people can speak about community ideas. This might save money on public hearings, liven up the District, street parties!

Idea

- Arts, arts, arts! Use our laneways to build create / display / sell arts facilities, District built, lease to artists, open to the public. Vibrant! Make our waterfront at Ambleside more diverse and entertaining. Some bistros, some oyster bars, some tea shops would serve so many more of our community also more BBQ areas.

Idea

- More programs by community centre.

Idea

- Have a place maker position on West Vancouver staff.

Idea

- Increase accessibility of businesses.

Idea

- Enable a more active night life along town centre areas.

Idea

- Support local businesses rather than big corporation like Whole Foods.

Idea

- Building affordable housing for seniors.
- Or for anyone but what is “affordable” in West Vancouver?

Idea

- Build affordable low / middle income rental units close to transit.

Idea

- Add incentive density for rental units.
- Yes.

Idea

- How about a community bus that runs continuously in a given area?

Idea

- More historic walks.

Idea

- More “flex” time (or staggered hours) to smooth out traffic pulses (rush hour).

Idea

- Youth orientated café occasions, 5am poetry etc.

Idea



Idea

- Bring inspiring speakers for all age groups.

Idea

- West Vancouver has great events add more ethnicity to connect the 40% who were not raised here.

Idea

- Promote social connectedness for well-being and emergency preparedness.

Idea

- Alcohol free evenings at cool locations, dance / bar oriented.

Idea

- Enforce idling bylaws especially in school zones. Could be a revenue generator for West Vancouver.

Idea

- Keep community centres viable and expand where needed.

Idea

- Community Centres and social spaces, libraries, parks, shopping areas.

Idea

- Encourage activities and events all over community, hiking, music concerts, runs, water sports.

Idea

- Build them for the future not just to meet the present needs. We seem to be full before they open.

Idea

- Reach out to different ethnic groups as they arrive in West Vancouver.

Idea

- Have translators: programs to integrate ethnic groups.

Idea

- Host a global fair 57 languages?!

Idea

- Get more ethnic groups involved in volunteer activities.

Idea

- More community gardens. Interchange network of sharing gardens between those who have and those who do not.

Idea

- More everyday opportunities for youth to sing, dance etc. rather than this form of interaction being saved up for one big event in the year.

Idea

- Library boxes, car stops, less money orientated.

Idea

- Provide more community events to help own citizens design and maintain community gardens and provide food for our citizens who need assistance.

Idea

- Council to reflect what the people (citizens) want not what developers and investors want.

Idea

- Improved access for prescriptions 24hr pharmacy and grocery.

Idea

- Create volunteer programs that encourages community to be more active and helps them to enjoy the community.

Idea

- Urban trails to encourage walking other than seawall
- Improve beach access for walkers and boaters
- Boat rental?

Idea

- Reduce fees for recreation activities, pool, gym and classes.

Idea

- I think in general facilities are good especially Gleneagles. Keep good staffing there.

Idea

- Keep healthy environment in our community. Promote sport and healthy food.

Idea

- Please increase density in commercial areas.

Idea

- Once you have an OCP follow precisely not like you (Council) do today.
- Some construction delays are unacceptable. 4-5 years to build a house is very disruptive to the neighbourhood.

Idea

- Improve low income services such as groceries, food bank, and community meals.

Idea

- Expand hospital. More health services.

Idea

- Recreational; bowling alley, driving range.

Idea

- Implement new policies that attract people to visit the place, (new sand on the beaches, clean from debris).

Idea

- Open the boat ramp!

Idea

- More buses to get people out of cars.

Idea

- Cyclists need to review the traffic rules.

Idea

- Complete the spirit trail.
- Build an upper level spirit trail.

Idea

- Improve traffic congestion.

Idea

- It needs to be easier to get around. Traffic and parking in Ambleside is horrible. This prevents people from getting out enjoying parks. The lack of bike lanes and bike parking makes biking not an option for many.

Idea

- Want to feel safe on the roads and sidewalks.

Idea

- To develop Cypress area by creating new community centres.
- I don't get this idea the houses that are being built there are massive hotel sized mansions (on Chippendale). These people will not be taking transit. Snowy and foggy and cold and slippery in winter.

Idea

- Unfortunately a lot of new West Vancouver people are not here to part take in the society.

Idea

- Isolation amongst seniors. Let's make them a priority.

Idea

- Access to alternative transportation and rides.

Idea

- Emergency rides and services in crisis situations especially for isolated persons.

Idea

- Intergenerational experiences are great for all!

Idea

- Transition houses (options) for seniors.

Idea

- Increase grants to community groups.

Idea

- More Monday night movies at the West Van Memorial Library.
- Reduce fees at Kay Meek.

Idea

- Improve community parade because it is going downhill.

Idea

- Block parties matter and help to get to know your neighbours.
- Small neighbourhood community grants neighbourhood: Vancouver Foundation.

Idea

- Ask developers / builders to more contribute to amenities, parks, and transport.

Idea

- Traffic in Ambleside is ugly.

Idea

- Let's re-establish community neighbourhoods by getting to know one another.

Idea

- Maybe not allow automatic gates on properties and encourage people to talk and protect each other.

Idea

- Improve emergency medical facilities "ER" services 24hr / day.

Idea

- Encourage our Doctors to work for the benefit of their patients and not profit.

Idea

- Build a hospital in Ambleside to help overflow of Lions Gate Hospital (too long wait times).

Idea

- Council should be more integrated in their community and support them rather than developer etc.

Idea

- We need a third bridge and to add one more lane to highway #1.
- Or a tunnel
- Bridges won't solve congestion. Transit would be a better option.

Idea

- Create a volunteer bulletin board online where elderly can post "help" needs.
- How will this help seniors who don't use computers?
- Web page – youth, adults, seniors to sign up.

Idea

- Discourage nail parlors as business, no shoe repairs, and no small businesses. It's unaffordable.

Idea

- Small business is good for the community. Increase vibrancy with unique retail in combination with big business

- Montreal / Quebec city as example, plenty of small unique boutiques.
- Idea
- Increase resident taxes esp. for non – residents.
- Idea
- Find out their interests and provide.
- Idea
- Increase the working hours of businesses in city so the city looks alive.
 - Agree, would also need increased night transit and street lighting.
 - Ambleside night market!
- Idea
- Set up “circles” youth, adult, seniors and have them give you a list!
- Idea
- West Vancouver is a bedroom community, based on families who don’t go out at night.
- Idea
- If 70% of West Vancouver vehicles leave West Vancouver and 70% of workers arrive in West Vancouver and presumably park, why the impossible traffic?
- Idea
- Greenspaces or corridors to walk and “bump” into neighbours.
 - More connections between these areas.
- Idea
- More retail hubs where neighbours meet and support each other.
- Idea
- Change the name of West Vancouver Museum and archives. We don’t have a museum any longer, it’s an art gallery.
 - Build a big art gallery and conference centre.
- Idea
- Call meetings, have web pages for youth, adults and seniors to give ideas.
- Idea
- More patios.
- Idea
- Use West Vancouver legislative tools to improve building / and construction of single family housing.
- Idea
- Ensure our businesses are connected to the community on and offline – with reviews etc.
- Idea
- Increased density of commercial residential opportunities.
 - Build more mixed – use buildings near transit.
- Idea
- Support our community history.

Idea

- Smaller “buses” to more places.

Idea

- Smaller lots, higher density so we can accommodate younger families.

Idea

- Reduce the number of unoccupied residences.
- And “shame” monster houses.

Idea

- Support our community heritage.
- Highlight heritage buildings / centres with attractions / events.

Idea

- Facilities such as a concert hall, small movie theatre that is within walking distance of Ambleside area i.e. Lawson Park.

Idea

- More arts, cultural events that pull us out of our homes.

Idea

- Really enjoy Harmony Arts Festival type of activities.
- More above.
- Harmony Arts has been shrinking every year. Make the festival larger, expand beyond arts / crafts / sales.

Idea

- Match seniors with students.

Idea

- Promote aging in place.

Idea

- Promote aging in place.

Idea

- Get ideas from meetings / open houses, web page for youth, adults, and seniors.

Idea

- Increase diversity of events to reach youth, young families and young adults.

Idea

- Publicize our “private gem” beaches, or not?

Idea

- How about some beach activity particularly in winter time?

Idea

- More activities or educational events during all hours not just evenings or mornings.

Idea

- Improve transit to encourage people to visit public centres.

Idea

- Increase evening night / activity. Later store hours, evening events.
- Amen!

Idea

- I see so many near empty houses.

Idea

- Support our local workers and businesses. Employment posting hub, create local business award for best employer or service.

Idea

- Restore building codes so West Vancouver has fewer speculators building West Vancouver specials.

Idea

- Support arts and culture in West Vancouver.

Idea

- Get the community to submit ideas in categories, youth, adult and seniors.

SECTION III: IDEAS WORKBOOK

In addition to in-person public engagement events, Phase 2 public engagement included an interactive “Ideas Workbook”, which allowed residents to develop ideas at their own pace over the summer. Available online, at District Facilities and all events between July 16 and September 22, 2017, the “Ideas Workbook” asked residents about the five objectives that emerged from Phase 1 and for their ideas on how the District could meet them.

The first section of the Ideas Workbook provided residents with information and context to inform their ideas including: an overview of the OCP Review process, a summary of feedback and events from Phase 1, relevant ideas and recommendations from previous Working Groups and twenty facts and emerging trends about the District (four for each OCP topic). The feedback section of the Ideas Workbook started by asking for comments on the five objectives and then moved into topic-specific sections corresponding to the five OCP topics: housing, transportation, economy, environment and social well-being. Each topic-specific spread included three questions developed based on community input from Phase 1, accompanied by a key fact and related Working Group recommendations designed to spark creativity and ideas. A fourth question asked for any additional ideas.

In addition to promotion at each of the Ideas Forums, outreach events and “Pop-Up” Planning Offices, the communications plan for the Ideas Workbook included ads in the North Shore News, Paivand, the front page of the District website, and throughout District facilities. The Ideas Workbook was featured in District e-newsletters and District stakeholders received multiple email reminders regarding the workbook and the submission deadline. A social media campaign spanning Facebook, Twitter and Instagram to promote the Workbook was also completed throughout July and August.

Workbook Objective Question

Have we understood your objectives correctly? Tell us if there is anything you want to change or add.

WB #	Idea
1.	
2.	
3.	
4.	<ul style="list-style-type: none"> ○ I believe West Vancouver can do more for the environment than as stated above. This community could assume a leadership role for BC and Canada. Richmond now leads the way as an Olympic Legacy project for recycling and waste reduction. West Vancouver could require the best green technologies for new home construction and for renovation. West Vancouver seems to hold back rather than assuming a leadership role.
5.	<ul style="list-style-type: none"> ○ Hire more staff to speed up approvals on rental stock.
6.	<ul style="list-style-type: none"> ○ The objectives are fine, however I remain sceptical of the value of this exercise. Council overrides and gives exemption to plans and regulations / codes, like with Grosvenor Ambleside. It is an attractive building, but does not fit in with Ambleside. Now they are considering giving another variance on the other side of the street. What is the point? They bow to developers. Why? Diverse tax base? I would rather pay more in taxes than have these kinds of decisions. How does Grosvenor help with low income and rental housing?
7.	<ul style="list-style-type: none"> ○ Why are you even trying to satisfy all the wish list of this new group of West Vancouverites need everything residents? After all the high rises, transport, congestion etc. has destroyed all the reasons they come in the first place they will be moving to the next bubble (Sunshine Coast?). ○ I think the tone of this study leads one to believe that things are going to happen. ○ The population has dropped but the prices have gone up so the District has more dollars now for fewer people. People I know that sold their homes left because they wanted to save the 3-4million. They like West Vancouver but they valued the dollars more.
8.	<ul style="list-style-type: none"> ○ They look just fine now let's get on with implementing them.
9.	
10.	
11.	<ul style="list-style-type: none"> ○ It is laughable that you went to so much trouble creating this feedback booklet, when the planning Department and Council have consistently ignored all genuine citizen input for the past ten years. You are quick to enrich developers by changing the rules for them to provide multi-millionaires with housing no matter how it scars the town on centres hardship for those "lower-income" residents already living in the areas affected. The planning department seems to have an out of control edifice complex. How many of the planners live in Ambleside or Dundarave or Council members? How many take public transit, use the green space on the waterfront, which you so desperately want to fill up with edifice.

12.	<ul style="list-style-type: none"> ○ You need to limit the size of housing on large lots, for instance on a 0.9 acre lot 8000 square feet is ample. You should also reinforce the part of the old OCP that required the character of the area to be maintained. This has not been enforced by the Planning Department and Council. In fact I would say the development that now occurs is a result of developers, real estate and foreign investors and not by the long term residence who told you what they wanted in the previous OCP. You have upset a good number of concerned long term residences of West Vancouver, they are the ones you should be caring about.
13.	<p>Economic</p> <ul style="list-style-type: none"> ○ We need to mitigate the downsides of being a bedroom community and encourage the area to be business friendly by: ○ Removing the hurdles for running a business with employees from a home office. More people in the area is good for the local economy overall. ○ Reducing the restrictions for running a B&B to encourage tourists to the area ○ Encouraging rather than discouraging business in general. Make it attractive for investors to build legacy cultural buildings like an Arts & Design Centre, or Youth Activity Centre for example <p>Social Well-Being</p> <ul style="list-style-type: none"> ○ Do everything you can to allow seniors to benefit from having a pet. They are immeasurably good for mental and emotional wellbeing. ○ Allow pets in senior's homes. Allow pets onto transit while ensuring public safety. ○ Allow local businesses to decide whether or not you can bring a pet in. Allow pets on patios. Who are we trying to kid - most of us have pets in our kitchens. They're good for our immune systems!
14.	<ul style="list-style-type: none"> ○ A good summary. Thanks.
15.	
16.	
17.	
18.	
19.	
20.	
21.	
22.	<ul style="list-style-type: none"> ○ Heritage is ignored in the Community Plan. For example, the way that efforts to keep the silk purse as vibrant arts community and a heritage building has been distained by District staff.
23.	<ul style="list-style-type: none"> ○ There not have many sidewalks in Woodgreen Drive and Court. Bus service is irregular. Going downtown by bus takes a long time and you wonder why people drive? Housing – heritage properties are not valued. Many have been pulled down or doomed e.g. Silk Purse.
24.	
25.	<ul style="list-style-type: none"> ○ I think you have your priorities straight: we simply must have more housing that people can afford. Look at your median and average household income! Who can afford West Vancouver? Where will the teachers, police, firefighters, para meds (can you say disaster response?) live? Never mind the countless others we need to make the municipality work. ○ But the only priority that matters now is getting council to commit to the vision of affordable housing; without this commitment we are all just wasting our time.
26.	<ul style="list-style-type: none"> ○ Full agreement with improving transit. As a senior, also agree that walking and cycling are at best marginal options for seniors in our climate and topography. In this regard, would it not be more effective to concentrate proportionately less of your efforts on tourist attractions ('spirit' trails, &c.), and

	<p>children's and millenials' recreation (bike paths, jogging) and--in respect of the real-world demographic of W. Vancouver--more on lower cost rental housing and other serious needs for the growing senior segment of the population and who comprise the majority of those mentioned in your Point 20 under "Social Well-being."</p> <ul style="list-style-type: none"> ○ Due to the real estate market (not in our control), it is fantasy to imagine that WV's average housing costs will see substantial reduction in the foreseeable future. People have chosen and will continue to choose to pay the price to live in West Vancouver, and it is not part of the mandate of our planners to appoint themselves social engineers and deny citizens that choice, whatever you may like to believe is your mission. ○ GHG emissions: Once again, I am moved to point out that it is a fatuous dream to imagine the elimination of trucks and automobiles in Western society. The GHG issue will be addressed by electric, or solar, or fuel-cells, or technologies not even known yet, but eliminating the automobile as prime mover of people and goods in the lifetime of anyone reading this is not going to happen. In fact, this is just a typical, myopic scapegoating exercise to avoid addressing more realistic but politically unpopular solutions.
27.	<ul style="list-style-type: none"> ○ More lower cost rental housing for seniors who wish to stay in their area and for young families so neighbourhoods have a mix of ages, etc.
28.	
29.	<ul style="list-style-type: none"> ○ Environment: higher per capita GHG emissions than the region ○ Of course they would be higher, because we have a greater percentage of detached houses than the overall region. West Van's CO2 E of 6t is much lower than the 14t for BC overall (per capita, ref. BC Environmental Reporting, 2014). ○ Personal transport made up 14% of per capita GHG and residential housing 6% for BC overall (ref. Ministry of Environment, 2014), so there are many other much more significant sources of GHG than personal transport and housing. ○ The point is: West Vancouver is not doing badly at all, compared to BC overall or to other smaller regions in BC. Therefore, GHG emissions should not play an overriding roll in West Van's municipal planning.
30.	<ul style="list-style-type: none"> ○ Strict focus on affordable housing to fill in "missing generation" and prevent further decline in residence. ○ New build apartments should not be able to have a starting price of four million dollars. Should not need annual income of 400K to buy a home that's absurd and unachievable. ○ More enforcement of rules of road for all and increased monitoring of pedestrian only areas i.e. Ambleside dog park. ○ Stop letting people clear cut lots to build houses! So many old growth trees are being replaced by concrete mansions, by laws need to be more strictly enforced.
31.	
32.	<ul style="list-style-type: none"> ○ Housing: we must encourage the construction of additional retirement and especially care homes and rental apartments. ○ Transportation: enforce laws including by laws re cycling which is often dangerous. No enforcement is now in effect. ○ Social well-being: see comments re housing all apply here.
33.	<ul style="list-style-type: none"> ○ Housing for young adults. More duplexes and townhouses for those making changes both downsizing and up sizing. ○ Encourage neighbourhood interaction. ○ Require below market rentals in all new developments. Council must commit to vision of affordable housing.
34.	<ul style="list-style-type: none"> ○ How about many hours – it took me four hours after even more thought. ○ The over-riding integrated objective should be to improve i.e.

	<p>(reduce)affordability and supply of the housing stock in order to attract a younger, new family population base which can re-energize the community by providing density to support</p> <ul style="list-style-type: none"> ○ (a) improved intra-community transit capacity, ○ (b) an increased and younger and family population. Base to support new business investment and employment opportunities (including filling currently available opportunities), ○ (c) increase the tax base to support the large capital investments required to extend, and more importantly renew infrastructure services, ○ (d) building a new grassroots connectivity base for social development in the community, and ○ (e) provide a more diverse (in type, size, cost and tenure) housing stock which will support a more viable and sustainable West Vancouver going forward. <p>Comments re: Objectives</p> <ul style="list-style-type: none"> ○ Improve transportation for all modes...within the community not for in and out of the community. ○ Create new investment, business.....needs a younger demographic and renewed young family economic base ○ Protect our natural systems and reduce our greenhouse gas emissions – only achievable with increased intra community transit and more compact housing units. ○ Provide more services for an engaged, active, creative, inclusive and diverse community – we don't need more services, we need a more balanced age demographic and an influx of new young families which is the grassroots of a connected community.
35.	
36.	<ul style="list-style-type: none"> ○ It is nonsense to propose more diverse housing in West Vancouver where the land costs are the highest in the GVRD. Low cost housing should be provided in areas where land costs are lower. ○ You are effectively proposing imitating the destruction of the effective movement of vehicles as practised by the hated Vancouver Council. Consider the numbers. About 75% of travellers use the automobile. We presently have the best opportunity for walking and hiking in the GVRD. Protect it. ○ Under economy the proposition is illogical. West Vancouver is primarily a residential community and commercial zoning was only ever intended to provide minimum services to the residents. West Vancouver is not an employment centre. ○ Already West Vancouver Staff is much too large and the goal should be to reduce the local government, not increase those services which should be provided by the province.
37.	
38.	<ul style="list-style-type: none"> ○ Support the five Phase 1 - Objectives with the exception that the objective in relation to Economy should be amended as follows: - maintain and create new investment, business and employment opportunities. ○ This will ensure that the focus is not just on new investment but also on retaining key employers in the District.
39.	
40.	<ul style="list-style-type: none"> ○ The OCP workbook is a good high level summary, thank you.
41.	
42.	<ul style="list-style-type: none"> ○ I notice that "public safety" is not being addressed. Police and Fire consume roughly half WVD budget and are growing at an unsustainable rate. ○ Clearly the opportunity costs of this have to be analyzed and WVD has to implement smarter (technology), more efficient, more focused and ultimately

	<p>more cost effect Police and Fire services - in a community with little crime and few fire emergencies we are spending much more than we should be. (e.g. refer to Globe and Mail article Jan 22, 2016 on "Outdated thinking on Policing" and read work by Peter Soley, Deputy Chief Toronto PD).</p> <ul style="list-style-type: none"> ○ This is an opportunity cost that significantly impairs our ability to fund other programs and amenities that benefit our community.
43.	
44.	
45.	<p>As a resident of West Vancouver:</p> <ul style="list-style-type: none"> ○ Housing: developments not be approved or built at the expense of existing residences. ○ Transportation: keep public transit costs down or level, in order to make it affordable for seniors and others; improve its efficiency. ○ Economy: encourage a diversity of science types and costs (increase competition to lower and keep prices relatively stable). ○ Social well-being: make government subsidized supportive services for seniors and their family members, more easily accessible.
46.	<ul style="list-style-type: none"> ○ West Vancouver is a residential suburb of the Lower Mainland with unique characteristics including challenging physical geography and, because of its location, highly valued residential properties. It is not the place for industrial commercial development nor multiple high density housing developments. It is recognized that some change is likely inevitable but it needs to be more adequately considered including the limitations of geography and the differences from the other "bedroom" suburbs with relatively unlimited space.
47.	
48.	
49.	
50.	
51.	
52.	<ul style="list-style-type: none"> ○ Transportation - tie into north shore and more broadly lower mainland.
53.	<ul style="list-style-type: none"> ○ These so-called "objectives" are not actionable or measurable. At best you have listed some very broad goals. ○ Many of the Working Group recommendations quoted here (particularly from the Community Dialogue on Neighbourhood Character & Housing report) cannot be found in the original document as worded or with the same meaning as implied here. ○ I don't think what is outlined in this book is reflective of how I feel or what I heard at the "World Cafes". I see nothing about preserving our seaside village character or protecting views and quality of life. Everything in this Workbook reads like an endorsement for increased density. What staff have "heard" is no more than Planning principles and the mother of all seems to be putting density along transit corridors. I'm sure there must be other options we can explore. I don't want WV to look like every other municipality who has embraced this concept resulting in development like we see along Marine Drive in North Van or the high-rises that line Lonsdale. ○ I want West Vancouver to retain our small-town village character.
54.	
55.	<p>Greetings! Re: Transportation</p> <ul style="list-style-type: none"> ○ I ride my bicycle to work downtown. I am aghast at how Marine Drive is becoming more and more biker dangerous, in light of the new curbs now

	<p>installed at the Gleneagles, Eagle Harbour and Cypress Park Schools. These curbs, jutting out as they do are especially dangerous to bikers.</p> <ul style="list-style-type: none"> ○ My recommendation is that you become realistic in assessing a bicycle route that most bikers will travel. One would have to have monumental strength to employ the bike route you've instated in West Vancouver. My guess is that your bike route is employed by 2% of the bikers. There are streets south of Marine which bicyclists will divert to, but the bulk Marine Drive, will be the primary choice for most cyclists. ○ Mandate to pick away at providing a bike route along Marine Drive 100 yards at a time.... but with the idea of making it biker safe in the long term. Use as a guide the City of North Vancouver, which is providing a safer bike environment <p>Re: Environment</p> <ul style="list-style-type: none"> ○ The current level of maintenance and care of the Horseshoe Bay Park Land and common roads and sidewalks is in a sad state of affairs. ○ Many out of town relatives, commented on the broken chairs, poor garden/ landscaping, and generally unclean streets and sidewalks in Horseshoe Bay. ○ Recommendation: A greater allotment of monies must be allotted to the care of Horseshoe Bay. <p>Trusting these recommendations are helpful.</p>
56.	
57.	
58.	
59.	
60.	<ul style="list-style-type: none"> ○ West Vancouver doesn't need housing diversification. Low density is its uniqueness. West Vancouver residents don't like too many apartment buildings [REDACTED] Housing shouldn't be the top priority of West Vancouver.
61.	
62.	
63.	
64.	
65.	<ul style="list-style-type: none"> ○ Please design West Vancouver for people and not cars! Redesign West Vancouver commercial areas at right angles to Marine Drive with pedestrian alleys between the rows of shops – some hope? ○ You have not addressed the issue that distresses [REDACTED] the most i.e. traffic noise on Marine Drive. We have enjoyed living in [REDACTED] [REDACTED] area for decades because we can live in a house not an apartment and walk to everywhere / everything we need or enjoy. Much of our time is spent walking to shops and restaurants on marine Drive but sadly the recent noise level precludes conversation. We realise noise reduction is a complex political / technical issue but the need to address it is a common subject for discussion with so many of our friends and acquaintances. Please give it a higher public profile! Have courage!
66.	
67.	<ul style="list-style-type: none"> ○ We must add a lot of low-cost rental housing to spare the need for workers to commute here from elsewhere and create traffic problems. Many of those who grew up here would also have the opportunity to move back, transportation would also be more efficient if we had more population to utilize it. (Perhaps 100, 000+ residents).
68.	<ul style="list-style-type: none"> ○ Land values are high which reflects housing costs. Higher and bulkier buildings have not resulted in cheaper costs, quite the opposite.

	<ul style="list-style-type: none"> ○ West Vancouver is proud and protective of its natural environment and its beauty. Please do not allow every square foot of space to be paved over and build to the sky. Retain beauty and livability in all neighbourhoods.
69.	<ul style="list-style-type: none"> ○ Preserve people's connection to the environment. ○ Stick to the OCP. ○ Spot zoning and variances are negatively impacting our quality of life. Ensure there is no conflict of interest between working groups and reflected policies. Is the fox minding the henhouse?
70.	<ul style="list-style-type: none"> ○ It is fantasy that low cost housing can be provided in West Vancouver with the land costs! It should be encouraged where there are realistic land costs. Common sense. West Vancouver was created as a residential community and as a bedroom community away from the big city. (Originally as a holiday cottage area!). While it is acknowledged that this is no longer the case its ambiance should not be sacrificed so that it is just an extension of the big city. Its seaside ambiance must be retained with sympathetic understanding of why people moved here in the first place – for open space and a laid back seaside community. ○ All needs are already met here with the Park Royal shopping centre. What needs to be retained are the small private businesses that provide needs for everyday life, so that driving for necessities can be lessened. ○ Reduce staffing at Municipal hall. ○ By not refuting many of the suggestions it does not mean I accept them!
71.	
72.	<ul style="list-style-type: none"> ○ I do not think we need diversified housing. I think the District thinks we need diversified housing and is steering the population towards that goal regardless of community values. In my opinion, there is nothing wrong with the District of West Vancouver being predominantly single family residential. That is why many people chose DWV to live in. It seems to me there is some planning concept that every city needs to be composed of a variety of housing. I would argue that this premise is false. You can have some Cities which have more densification than others. Density makes sense at transportation hubs for instance. It makes no sense having densification spread out throughout the district as this makes greater demands on roads and public transit over a wider area thereby increasing those costs across the entire District. It also, in my view, undermines the distinct nature of DWV.
73.	
74.	<ul style="list-style-type: none"> ○ Housing - Meeting our changing needs and building more diverse housing types, sizes, cost, and tenures does not mean changing neighborhoods. Also, it does not mean changing our community so that we as residents do not feel the beauty of nature that surrounds us. The decisions currently being made by council continue to erode the vistas that are the reasons one wants to live in West Vancouver. Those vistas belong to the entire community - not just those with views from their places of residence. From meetings that I have attended, it is very strongly felt that the character of West Vancouver must be maintained in all parts of our community. ○ Transportation - Why has driving been put last. Many of us in West Vancouver cannot cycle, or walk to the amenities we need. Stop making us feel like we are a problem in our community. We are not. ○ Economy. It is not the responsibility of community to create new investment, business and employment opportunities. It is not the municipality's responsibility to support entrepreneurs - they should stand on their own merits. ○ Environment - Protect the vistas that we enjoy of our environment. ○ Social Well-Being - This is far too broad of a statement and would encompass too many concerns of small interest groups. This is not the responsibility of our community as a whole or of council. ○ West Vancouver cannot be everything to everyone.

75.	<ul style="list-style-type: none"> ○ A major issue that is missing is regional connectedness. Without coordinating with other North Shore communities, Vancouver and other Lower Mainland communities the 5 stated goals are unachievable. Considering the 5 goals only in the context of West Vancouver will only ensure that West Vancouver remains an "island" not properly connected to the Lower Mainland.
76.	
77.	<p>Transportation:</p> <ul style="list-style-type: none"> ○ Utilize the waterway from Ferry building West Vancouver to Vancouver City / Kitsilano / Granville Island - relieving street congestion. ○ Housing/Rentals: Crucial to put rental price "caps" on skyrocketing apartment rentals <p>Economy:</p> <ul style="list-style-type: none"> ○ Stop allowing "spas", "nail salons", medical clinics, banks to overwhelm the "shopping district" of Ambleside - Make room for "charming" "quaint" "unique" shops & cafe's that locals and tourists so desperately seek. District MUST lower leases and/or "cap" the cost of leasing retail property of new and existing shops. Without this, wonderful shops cannot open up and existing shop owners are stressed to the max.
78.	<ul style="list-style-type: none"> ○ Do not allow the development of the proposed Cypress Village on the side of our mountains! This proposal is sheer greed and madness in terms of consequence to the environment!! NO public transport to site = more cars on the road
79.	<ul style="list-style-type: none"> ○ General statements made are too much motherhood and apple pie ○ I hope this is not a waste of time: you failed to follow the last community plan. My priorities would be: ○ Housing: No more "spot" zoning (e.g. Grosvenor development) very, very unfair to residents. Encourage low-rise townhomes as opposed to high-rises. Encourage subdivision of large lots, consider laneway housing on large lots (e.g. townhomes opposite West Vancouver United Church). Stop all attempts to consolidate lots except for low-rise townhome developments. ○ Transportation: stop all developments till problem of traffic getting on and off the North Shore is solved. ○ Work with provincial government on increasing fines to developers for failure to follow bylaws.
80.	<ul style="list-style-type: none"> ○ Housing: Adult care centres (nursing homes) required, affordable housing for seniors ○ Transportation: Think infrastructure (roads etc.) before anymore development ○ Social Well-Being: A happy, healthy community includes seniors. Where are they mentioned in this report? We need more places for seniors and dementia people.
81.	<ul style="list-style-type: none"> ○ Yes
82.	<ul style="list-style-type: none"> ○ As a resident of West Vancouver, I want to see: ○ Housing: developments not be approved or built at the expense of existing residents ○ Transportation: Keep public transportation costs down or level in order to make it affordable to seniors and others; improve its efficiency ○ Economy: encourage a diversity of service types and costs (increase competition to lower and keep prices relatively stable) ○ Social well-being: make government subsidized services for seniors and their family members more easily accessible

83.	<ul style="list-style-type: none"> ○ Housing: People WANT more and bigger! Diverse? Costs? ○ Economy: Do we want to grow a city? X beside “Create new investment, business and employment opportunities” What for? ○ Environment: #1 ○ West Vancouver is a residential area on the edge of a big city and we have a quality of life worth protecting and preserving in the best natural location in the lower mainland with fresh air from the prevailing SW winds. Why would we want to risk losing that in developing an employment centre and high-rise or business enterprises? What is the <u>intention</u>? What is the purpose of that? We have easy access to a city over the bridge?
84.	
85.	
86.	
87.	<ul style="list-style-type: none"> ○ Invest in housing that attracts the missing middle. Use the power and tools that the municipality already has available.
88.	
89.	<ul style="list-style-type: none"> ○ I would like to congratulate you on the Harmony Arts Festival that you have every year. I like the crafts when they were on the hill. It was very unique. Now they are just a long by the railway tracks. The saying is bigger is better, I prefer less is more.
90.	<ul style="list-style-type: none"> ○ “Create new investment, business and employment opportunities” – green alternatives. ○ “Protect our natural systems and reduce our greenhouse gas emissions” – Pollution. Housing ○ Development needs to be controlled too many developments and too long in duration equals excessive pollution, congestion, noise. Solution: limit number of construction sites within a given area and length of time for completion.
91.	<ul style="list-style-type: none"> ○ I think you have your priorities straight: West Van simply must have more housing that people can afford. If you look at the median and average household income! Who can afford West Van? Where will the teachers, police, firefighters, para-medics, staff for shops and services and support persons for all of the seniors live? ○ The only priority that matters now is getting COUNCIL to commit to the vision of affordable housing; without this commitment West Vancouver will be left behind as the other two municipalities diversify, densify and thrive.
92.	
93.	<ul style="list-style-type: none"> ○ I totally agree with your summary view of what needs to happen in our community. Thank you for the effort it has taken to get to such clear thinking.
94.	
95.	<ul style="list-style-type: none"> ○ Increase % of townhomes zoning changes.
96.	<ul style="list-style-type: none"> ○ I attended two meetings. I don't see any of my ideas here re a small theatre or movie venue that is within walking distance of Lower Ambleside N.V has 6 such venues and we have 1 i.e. KayMeek – not accessible for seniors. ○ Suggestion #2 no parking on Marine Drive. 18th or 19th to 13th or 14th. Make more parking i.e. Clyde and Bellevue. Very common in English seaside Towns and Carmel U.S.A.

97.	<ul style="list-style-type: none"> ○ I don't think you have. I think you've cherry picked what you <u>wanted</u> to them, and conveniently omitted what doesn't fit your narrow plans.
98.	<ul style="list-style-type: none"> ○ "Have we understood your objectives correctly?" - No ○ Where is protect livability of current residents. 2. Village Character. 3 Neighbourhood Character. 4 View Protection. 5 Daylight, sun light, 6 Seaside ambiance and small town feel. 7 Low buildings strict height restrictions. Look at page 19 of 2016 Residents Guide published by W. Van. Why list expand development on transit network 4 times? It must meet the objective of Planning – but this is not what residents who went to World Cafes said.
99.	<ul style="list-style-type: none"> ○ These are vague. ○ You cannot measure. ○ I want low small buildings. ○ I want views protected. ○ I don't want economy.
100.	<ul style="list-style-type: none"> ○ While these topics are important (although too broad) solutions / policies must not be at the expense of existing residents. Quality of life and preserving views are of paramount importance.
101.	<ul style="list-style-type: none"> ○ No I don't agree with a lot of what's in this book nor do I think it's reflective of how I feel or what I heard at the "World Cafes". Many of the "Working Group" recommendations quoted here cannot be found in the original documents as worded or with the same meaning as implied here. ○ Everything in here seems to lead people to endorse increased density (particularly at transit "hubs" and corridors). Everything planning has "heard" is just a shortened version of their planning principles/ ○ What you have listed above are not actionable objectives and lack clear definition – such as what our changing needs are (see Housing) or what does vibrant mean in commercial terms? What does better transportation mobility mean? Etc.
102.	<ul style="list-style-type: none"> ○ No
103.	<ul style="list-style-type: none"> ○ Page 4 number 10 – how about current data ○ Page 4 number 12 – good! ○ Page 4 number 18 – quit the seniors hate this is a good thing ○ Page 4 number 19 – good ○ Page 5 Housing – which are what ○ Page 5 Transportation – less density will help ○ Page 5 Economy – Why? We are residential ○ No – I went to ideas fairs and listened to <u>many</u> say keep bldgs. <u>Low</u> 2 story in Ambleside. Keep sunlight. Protect views. Where is that? ○ Why do you do this over summer when so many away; seniors entre closed?
105.	<ul style="list-style-type: none"> ○ It's not the objectives that's at issue – it's the decisions that are made to fulfill the objectives.
106.	<ul style="list-style-type: none"> ○ Housing – would co-ops work? They are less expensive to purchase but usually require a 35% deposit and owners approval. City of Vancouver requires some development of social housing in new builds – do any of our new bldgs. Have this requirement? ○ Transportation – yes more transit. Because of the typography here cycling is difficult. ○ Economy – Why does North Vancouver have almost all if the medical offices? ○ Environment – what is mean by "natural systems"? Streams, and tree?

	<ul style="list-style-type: none"> ○ Social Well-being – Yes, thank you for not referencing “seniors”. We over 60 are engaged, working, creative, etc. not mausoleum fixtures to be dusted off!
107.	
108.	<ul style="list-style-type: none"> ○ The topics of protecting wildlife habitat and reducing human-wildlife conflicts require addressing. So far this year, seven bears have been destroyed within West Vancouver and it is imperative that decision making documents, such as the OCP, address the municipality's commitment to reducing human-wildlife conflict - even in high level documents such as the OCP. ○ The District of Squamish incorporated wildlife habitat protection and human-wildlife conflict mitigation measures into their OCP revisions in 2009, here is an example of what could be addressed within the West Vancouver OCP: District of Squamish Official Community Plan Section 16 Natural Environment Bear Management <ul style="list-style-type: none"> ○ 16 - 29 ○ The District will work towards becoming a Bear Smart Community in accordance with the provincial Bear Smart Community Program. ○ 16 - 30 The District will continue to develop and implement a Bear Management Plan, including conducting a bear hazard assessment and developing strategies to prevent conflicts between people and bears in accordance with the provincial Bear Smart Community Program. ○ 16 - 31 The District supports continued community education about attractant management and Bear Smart principles. ○ 16 - 32 The District will consider updates to the Zoning Bylaw, Building Bylaw, Garbage Collection and Disposal Bylaw and other municipal bylaws to reflect Bear Smart principles for waste management. ○ 16 - 33 In partnership with the District's waste management provider, the District will work towards improvements in waste handling and landfill operations to reduce bear attractants. ○ 16 - 34 The District will develop and maintain a bear proof municipal solid waste management program. ○ 16 - 35 Bear habitat mapping and travel corridor data will be considered as part of the environmentally sensitive areas mapping. ○ 16 - 36 New public green spaces, trails and development are to take into consideration the potential disturbance of bear habitats and travel corridors.
109.	
110.	
111.	
112.	<ul style="list-style-type: none"> ○ Yes, these are accurate expressions of what we need.
113.	<ul style="list-style-type: none"> ○ Planning Dept: if in doubt, even if there is no “law” check out with Council. (Case in point – house across from WV high). ○ Please check on narrow streets with limited parking, why driveways are across from each other. Before changing location of driveway at inconvenience and safety of other households.
114.	
115.	
116.	
117.	<ul style="list-style-type: none"> ○ Housing in West Vancouver needs to change. Right now it is not affordable to most of the people who would love to live in the community. I would like to see more apartments and multi-level residence in West Vancouver.

118.	<ul style="list-style-type: none"> ○ I would say promoting more housing but also hotels to attract tourists. Right now, people who come to West Vancouver from outside is there only to walk on our beautiful sea wall. We can expand that by creating more tourist destinations in West Vancouver.
119.	
120.	<ul style="list-style-type: none"> ○ One objective that is missing is tourist attractions. West Vancouver currently does not have much here to attract tourists, so there could be a new source of revenue from tapping into that market.
121.	<ul style="list-style-type: none"> ○ Add support for business ○ Reduce regulation on real estate development ○ More retail stores
122.	
123.	
124.	<p>For housing we need</p> <ul style="list-style-type: none"> ○ Apartments that are affordable by young people ○ Condominiums that are alternative to the houses ○ Smaller houses to make most use out of the land <p>For transportation</p> <ul style="list-style-type: none"> ○ More bus routes ○ More number of buses (251,256 are only once every hour) ○ Bus drivers that stick to their time schedule <p>For Economy/ Social Well-being</p> <ul style="list-style-type: none"> ○ More Ambleside businesses to attract people from outside as well as locally ○ More public facilities where people among all generations can get together ○ More businesses in West Vancouver to get younger people in the city ○ Environment ○ Reward and Acknowledge groups of organization that are actively enforcing environmental care
125.	<ul style="list-style-type: none"> ○ We have to streamline the application process for building permits and for developments that fit the when-current OCP. We have to think out of the box and allow smaller and create easier paths to approve density in the neighbourhoods. Faster & easier processes are the way to have supply-side changes. The barriers to entry keep the prices too high. ○ The attitude that "I am in West Vancouver, so now close the door" is obviously working, population has fallen, and prices have skyrocketed. ○ The other attitude that we can somehow stay the same, is not realistic. Time trundles along, making what was new, old. Streetscapes change with time. Forgotten hedges are some neighbourhoods biggest problems i.e. Caulfeild was clear cut before development, mostly hedges left with inadequate supervision.
126.	
127.	
128.	<p>Better infrastructure for:</p> <ul style="list-style-type: none"> ○ <u>Crosswalks</u> – properly painted and lit = it is dangerous to walk with all the seniors that drive. ○ <u>Internet</u> – high speed will attract business ○ <u>Cell Service</u> – for heaven's sake; build some towers.
129.	<ul style="list-style-type: none"> ○ Unfortunate OCP process does not include a master working group!
130.	<ul style="list-style-type: none"> ○ I'd like to add that the plan is of course, only as good as the implementation/enforcement/authentic everyday actions taken in these

	<p>areas....I'm not sure where this falls in the grand scheme of things but tactical actions, such as enforcing existing regulations-consistently, with sufficient manpower for oversight and follow-through – must be addressed simultaneously.</p> <ul style="list-style-type: none"> ○ We can construct lots of “traffic-calming” measures, but if residents are running stop signs every day and everywhere with no consequences, then we’ll fall far short of the intentions outlined in the OCP under transportation. Ditto with housing regulations – as we see many rules, by-laws, etc. are routinely broken without consequence. ○ So I would implore the architects of the OCP to consider carefully elements of the OCP that would ensure that its vision and intent can actually be realized by tying its directives/guidance to the resources required to actually enact and preserve them.
131.	
132.	<ul style="list-style-type: none"> ○ I am favor of low scale development while preserving the village character of WV. We moved to WV because it is a small residential community, because it only has few high-rise buildings, great green spaces and low crime rates. It’s a safe place.
133.	<ul style="list-style-type: none"> ○ There is considerable concern about how the municipality of West Vancouver is managing the consultation process for its OCP review, specifically in terms of its organization and portrayal of resident input. For example, many recommendations and suggestions put forth by West Vancouver residents at the various forums attended were not included in West Vancouver’s documentation regarding its Phase 2 review of the OCP. (See “Ideas Workbook: Official Review – Phase 2). ○ There is no reference to livability issues such as desire for low scale development, preservation and enhancement of village/neighbourhood character, or preservation of view corridors to create and enhance seaside ambience. Correspondence to Council demonstrates these are consistently areas of public interest. Furthermore, they were expressed at the forums yet somehow they have been overlooked in the preparation of the Workbook. ○ There is a fear that the consultation process is being scripted for specific outcomes. The transparency of the process is, and should be, of great concern to all residents of West Vancouver. ○ It has been publicly stated by ██████████ of the West Vancouver Planning Department prior to this consultation process that regardless of input from residents, they intend to propose increased density in the Ambleside and Taylor Way corridors because in the planning department’s professional view this is just good planning practice. The problem with this perception, however, is that it assumes that good planning practice is evident and all good planners will conclude similarly. This is not the case, in practice. This perception also assumes that good planning practice can occur in isolation of its environment and the people who live in that environment, supporting an attitude of “we are professionals, we know better than you... trust us”. Finally, this perception denies the reality that disciplines must evolve to meet the realities of environmental change and public choice. In this day and age, “limits to growth” is a valid principle informing planners and public policy decision-makers. It was not so long ago that Charles Lindblom posited that professional planning practice equated to the science of “muddling through”. Fortunately, today “planning” practice is generally more interdisciplinary, particularly when accompanied by meaningful consultation. ○ WV was created to be a residential community – with small-scale commercial villages to provide shops and services to meet resident needs. It was done purposely create a high quality of life for those that live here. While West

Vancouver has evolved it is very evident that values pertaining to quality of life remain as strong as they ever were. With informed public opinion, it is possible to plan win-win scenarios – scenarios that reflect sustainable futures supported by the community not a few vested interests.

- If the real issue is that the municipality is concerned about increasing service costs and a declining or stagnant tax base, then be transparent and let's have that discussion. If there are other issues in the balance, let's air them. Many who attended an Idea's Fair or World Café do not see their contributions here. Consultation in its best sense in an extension of democracy: allowing for meaningful and considered public feedback to inform decision-makers. Is this what is occurring here? Why can't we find the old OCPs in the library anymore? Is this truly one of those processes practiced in some municipalities which equates consultation with allowing public forums, checking the boxes and then doing what municipal decision makers wanted to do all along? If that is the case, and at some levels it certainly seems so, then clearly WV residents deserve better. It is not enough to prepare expensive glossy documents (with taxpayers footing the bill) to pre-frame the issues and direct the outcomes, ostensibly through a democratic process.
- Here are a number of general and specific questions and comments pertaining both to this OCP process and the assumptions that are being made.
- It is well-known within consultation circles that if you wish to limit public input, schedule it in the summer. (or Christmas) One of the designated distribution centres for these Ideas Workbooks – the Senior's Centre - closes in the summer for maintenance. Has there been any discussion about why summer was determined to be the best time for Phase 2 of the OCP Review?
- With the exception of the Upper Lands Working Group, there are many working groups that are completely unknown to me, and I assume the general public. Yet there are quotes from these working groups interspersed through the Ideas Workbook – quotes that appear to support a pre-conceived agenda and written in a way that are meant to be taken as "facts". For instance, a working group recommendation to consider reducing FAR is not mentioned but increasing density on transit corridors is mentioned several times.
- While working group reports have been selectively edited, completely omitted are references to the livability and enjoyment of current residents. as articulated in the recent (2016) Residents Guide: New developments should consider how they impact neighbours and ask: How will it fit in with existing buildings in the areas? How will the design affect neighbours? Will the new development reduce the livability of a neighbour's home? Have you considered the neighbour's view? How does the new development affect privacy of current residents?
- There is a concern that in this public process, proposals are made in the planning department that are recommended without weighing the pros and cons and not considering other alternatives. There seems to be a serious lack of data (i.e. job numbers quoted are not current but rather from 2011) to help inform dialogue and input from the public, further reinforcing the notion that the OCP review is neither inclusive nor comprehensive.
- We are primarily a residential community. But if, for example, one of the goals of the WV municipality is to increase commercial development, before assuming that increased density and changing zoning is the immediate solution, there must be a more comprehensive dialogue with the stakeholders who are most immediately affected in the relevant neighbourhoods, including residents and existing businesses and commercial ventures in the area. There may be more acceptable and innovative solutions to date unconsidered.
- In a more transparent process we need to set up mechanisms that more effectively receive input, review possibilities and plan for a future that is sustainable and sets an example to future generations. We need to be up front

	<p>about how we weigh the input from outside developers otherwise it brings into question whether we are merely pandering to density arguments and development proposals. Reflecting its constituency, the City of Victoria, for example, has been quite clear in recent years about the types of commercial developments it has an interest in. Perhaps the community decides to recommend capping density in WV, in consideration both to the cost of development and land in this community but also to the quality of life we wish to maintain in WV. With proper review and input, this would be a made-in West Vancouver solution that works for West Vancouver rather than being simply a blueprint for standardized planning approaches for municipal development.</p> <ul style="list-style-type: none"> ○ What happened to the amphitheater model to development in WV? (Lower rise development nearer the water increasing to a set limit further away from the water.) This is a quality of life model that continues to support WV values. ○ With respect to the Housing section in the Ideas Workbook, with reference to “builds more diverse housing types, sizes costs and tenures” further questions/comments include: ○ Lack of clarity: Do you mean housing that is more diverse than what we have or build more housing? ○ This is so open ended it allows developers to decide what we build – which has been a problem for a long time. ○ What types of housing do we need? What has been suggested? Where is the research and data?
134.	<ul style="list-style-type: none"> ○ Local Economy: West Vancouver was created to be a residential community with shops and services to accommodate the residents and should retain this objective ○ Concerns regarding the Ideas Workbook – OCP Review and a suggestion: We found reading this Work Book – OCP Review time consuming and too complicated and have heard that other residents have had a similar experience. About 10 years ago a simple “Yes-No” survey was conducted regarding residential and business areas in Ambleside and Dundarave – and the response level was high. We are attaching a similar survey which perhaps our staff could look at, modify and expand to get the information they need.
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137.	The following comments are submitted in lieu of filling out the Ideas Workbook. My main concerns regard housing and I feel that improving West Vancouver's Housing situation will benefit the local economy, transportation and environment down the line.
138.	
139.	<ul style="list-style-type: none"> ○ Our community has approximately 42,000 residents without much fluctuation over the past few years. We are not necessarily the cause of congestion at LGB but we deal with it on a daily basis. Our community is a residential, non-industrial entity that derived from a cottage community. Early on DWV decided against industrial in favour of residential. That is our history. Today we are still a rather sleepy residential community that is separated by the Capilano River and the waterways around Stanley Park. ○ Early on, residents and councillors decided this was a place unique and worth setting apart from the development of close by municipalities. ○ When you speak to long time and new residents, there is a common thread as to why they have come here....a beautiful park like setting on the ocean and mountain side. Slow and conservative development. They did not want to reside in the density and development of the west end and similar. West Vancouver had something different and special to offer.
140.	
141.	
142.	<ul style="list-style-type: none"> ○ I moved to West Vancouver [REDACTED] years ago because it was a quiet residential community. I am continually dismayed by all the development and densification and the ongoing destruction of our neighbourhoods due to this. ○ West Van is not an area for commercial development. The commercial enterprises located here are to service the needs of the residents. ○ Park land must be preserved for the ongoing use of residents and not turned over or sold to developers. The building of monster homes must be stopped. Diversity of housing is not a solution for anything except the destruction of communities. Leave high rise and high density housing for other areas of the Greater Vancouver Regional District. This type of development should not be considered for West Van.
143.	<ul style="list-style-type: none"> ○ I am favor of low scale development while preserving the village character of WV. We moved to WV because it is a small residential community, because it only has few high-rise buildings, great green spaces and low crime rates. It's a safe place.
144.	
145.	<ul style="list-style-type: none"> ○ WV currently has no landmark or tourist attraction that significantly stands out, my understanding is that we need a symbol for WV in order to develop the city.
146.	
147.	
148.	<ul style="list-style-type: none"> ○ We need vibrant, walkable town centres. In that regard, Dundarave works well but Ambleside doesn't. Park Royal has pre-empted Ambleside development, to some degree, with Main Street, which has a good atmosphere. ○ Cypress Village is mentioned several time in the following but don't forget the potential of Horseshoe Bay.
149.	
150.	<ul style="list-style-type: none"> ○ I am wondering about safety. What mechanisms exist for survival if West Vancouver is cut-off from Lions Gate Hospital, or access to Vancouver in the evident of an earthquake or forest fire? We have limited health resources, so perhaps there should be some consideration given to establish a health facility in West Vancouver.
151.	

152.	
153.	<ul style="list-style-type: none"> ○ I like these objectives.
154.	<ul style="list-style-type: none"> ○ Great objectives. Now let's try to implement them.
155.	
156.	<ul style="list-style-type: none"> ○ You seem to have heard what we want. Not sure that you are implementing what we want.
157.	<ul style="list-style-type: none"> ○ We have a sign on the North side of Marine Drive and 13th Ave. "Ambleside by the Sea" below it is W.Vanc. Coat of Arms. So, where's the sea! And if you can find it, there's nowhere to park so you can go and "put your toes" in and enjoy it.
158.	<ul style="list-style-type: none"> ○ All of these draft objectives will foster a healthy and vibrant community for the future of West Vancouver citizens! You have done an excellent job in identifying strategies and defining objectives for the plan. These strategies and objectives provide an ideal blueprint to guide the District's planning. You have set high ideals and standards that are exactly what we need to foster a healthy, vibrant and sustainable community. The challenge will be in implementing the plan as it will take a high degree of communication, political will and determination to carry it forward due to the inertia of humans accepting change. Well done. Beware the powers of NIMBY!
159.	
160.	<ul style="list-style-type: none"> ○ See page 6, 9, 12 and 8.
161.	<ul style="list-style-type: none"> ○ Improve our roads and bridges to eliminate congestion. ○ Cycling was not discussed at the meetings I was at, it was decided nobody would bike North-South so it was not an option that needed further discussion.
162.	
163.	<ul style="list-style-type: none"> ○ Nowhere that I can see in the Public Engagement Summary Report (May, 2017) is there a statement of objectives. There is much reporting on events, and summaries of those events, but nowhere an affirmation of overarching objectives. ○ In a search for some coherent statement of objectives, I reviewed the OCP of June, 2004. In that comprehensive document there are three sections, (the last part of) "Community Context", "Challenges for Tomorrow", and "Framework for Action" which, in my view, form a much more thoughtful basis for a future OCP than the somewhat breathless and numbingly ambitious process currently underway. In particular, as near as I can tell all the effort to produce the May, 2017 has only resulted in restatement of previous conclusions. ○ My conclusion: I have no idea why a new OCP, including this fabulous and elaborate consultative process, is necessary. The present OCP gives us a fine blueprint. Finally, I have made some comments in some sections below, but they are subsidiary to this respectful submission.
164.	<p>We need another category (#6) which sets out the District's overall operating approach. Something along the following lines: OPERATING PRINCIPLES - West Vancouver will:</p> <ul style="list-style-type: none"> ○ 1. Advance its fundamental Vision to "inspire excellent and lead by example" in all of its activities. ○ 2. Exhibit strong leadership, undeterred by vocal minorities. (Council & staff have a record of "caving-in".) ○ 3. Actively engage its residents in policy formulation, civic decision making and implementation. (Currently we have a "disconnect" at implementation). ○ 4. Recognize its privileged position of being in the "top 1%" in terms of wealth and talent, and be an innovative and pro-active leader in civic governance and operations ... a "test bed" for new ideas.

	<ul style="list-style-type: none"> ○ 5. Actively manage its operations to be efficient and effective - reflecting the four basic, well established principles of KPI: 1. Output/activity level; 2. Efficiency/cost; 3. Community impact; 4. Customer service. ○ Thus, MODUS OPERANDI is the ESSENTIAL KEY to all "HOW" QUESTIONS in this Excellent Workbook ... "sine qua non". Without strong, focused leadership by Council and staff, things won't happen efficiently and effectively.
165.	
166.	
167.	<ul style="list-style-type: none"> ○ Related to Housing and Economy, OCP can also address the issue of creating and updating more purpose-built commercial and mix-use facilities for offices and small businesses from vibrant sectors such as technology/coding/maker/creative. ○ Specifically include a "renewable energy adoption" clause in Environment, and perhaps Housing.
168.	<ul style="list-style-type: none"> ○ Housing - I disagree with your assumptions and strategy. West Vancouver has a special character, architecture and ambiance that needs to be preserved. A diversity of building types can occur at Cypress Village where a high density node there could create its own unique vibrant village community, but changing the existing housing types in established neighborhoods is not supported by me. It is a fact that generally West Van is unaffordable by the vast majority but you are kidding yourself if you think you can make it affordable to young people. This is nothing but an excuse by developers and their supporters to increase density to build highly unaffordable condo's in single family neighborhoods. ○ Transportation - You are right to say transit does not lend itself to this community. I have lived here [REDACTED] years and for me transit is functionally useless for where I live. I certainly can't rely on it for my commuter needs at all. I am better served by a bicycle. The one useful bus connection is Marine Drive to downtown but when I tried to use (more than once) the bus drove past me purportedly full but with plenty of standing room in the back. That is why it is unreliable even on the few routes it is useful. We need to twin the Second Narrows Bridge to end the bottleneck there. Better accommodation for bicycles and pedestrians where ever possible would also be helpful. I strongly support bringing in Uber. The taxi service on the North Shore has always been terrible. Uber is a new transportation model that would be far more reliable so that the one to two hour waits for a taxi becomes a thing of the past. Protecting taxis from competition by Uber is not in the public interest. Taxis are not a viable alternative to car ownership. Uber can be. ○ Economy - This is a wealthy suburban community. We don't need to bring in hotels and tourist features which undermine residential use of the village. We have gotten this far generally working outside our community and will continue to. There is a unique opportunity for Cypress Village to develop high tech employment for Internet companies if the right infrastructure was built into it like server farms. People could live and work in the same village in a non-polluting service industry. I also suspect that your employment numbers do not include the widespread employment in West Van of sub-contractors for renovations and construction. There is a lot of employment here for that. ○ Environment - Follow the Upper Land report recommendations. No development above the 1200 ft line. Transfer density from west of Eagle Creek to Cypress Village to preserve the Nelson Creek/Eagle Creek watersheds as green space. Enjoy the rich park heritage we have been blessed with that has made us one of the best communities in Canada to live in.

	<ul style="list-style-type: none"> ○ Social Well-Being - Recognize the rich mountain hiking and outdoor culture that has developed here and drawn so many people to the North Shore. Celebrate it and do not interfere with it through development.
169.	<ul style="list-style-type: none"> ○ There are not enough jobs on the north Shore for its population. That is why North shore residents create congestion at the 2 bridges. On the other hand there are too many jobs in Vancouver for its population with most of its workforce commuting from the suburbs West Vancouver and the rest of metro need BALANCED zoning. More office and other ICI zoning is needed in West Van with no more residential until there are an equal number going north and south during rush hour.
170.	
171.	<ul style="list-style-type: none"> ○ 64% SRH, 20% High Rise, 8% low rise apt, 3% townhouse, 2% duplex, 3% mixed use – not enough for townhouse, duplex and mixed use. ○ 93% residential, 7% commercial industrial (tax base). Highest home-based business 18% (v's 8% average) – not in commercial. ○ ¼ > older than 65 – declining population ○ Attract a younger demographic into the District. – ¼ over 65 is too much and not going to get any better ○ Leverage idea that young demo. Come to N.Shore for the recreation opportunities.
172.	

Housing Workbooks:

Tell us how we can integrate more housing choices into our neighbourhoods

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Neighbourhoods need to look at a variety of housing options so as to include opportunities for downsizing and affordability. ○ This should not be limited to a small number of delegated / chosen neighbours.
2.	<ul style="list-style-type: none"> ○ We need more downsizing opportunities, not just the four million dollar apartments. ○ Along traffic corridors and neighbourhood “hubs” e.g. Cypress Park, Eagle Harbour, Horseshoe Bay.
3.	
4.	<ul style="list-style-type: none"> ○ Be bold and move to increased density for all neighbourhoods rather than episodic multimillion dollar condo options. Laneway housing, duplexes, tri-plexes and townhomes are all needed.
5.	<ul style="list-style-type: none"> ○ Allow duplexes and town houses in single family zoned areas on main streets. ○ Allow subdivision of large single family lots. ○ Reduce building permit fees for coach houses and other rental infill.
6.	<ul style="list-style-type: none"> ○ It seems to be Ambleside that is getting the “integration”. It is the poorest part of West Vancouver, is this the economic class system at work? ○ Why don't the wealthier neighbourhoods get high-rises? ○ I don't want Marine Drive in Ambleside to become a walked canyon like driving into North Vancouver on Marine. It is ugly and totally changes the character of our community.

7.	<ul style="list-style-type: none"> ○ All the areas around the schools in West Vancouver should have the zoning changed to include town houses, new houses and low rise buildings/. Also stores etc. Stop building up Ambleside, Dundarave unless it is near a school.
8.	<ul style="list-style-type: none"> ○ Have more mixed use zones. ○ Allow suites ad coach houses on a lot. ○ Encourage smaller lots. ○ Increase duplex zoning along transit corridors.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations: ○ Add more duplex and town houses zoning ○ Add more mixed retail and residential (not just retail and office) ○ Push for more freehold ownership with duplex and townhouses (as, in Toronto with much more attractive condo communities).
10.	
11.	
12.	<ul style="list-style-type: none"> ○ We need to reduce the area of a lot that can be covered by a new house. By allowing huge houses to be constructed on small lots you are allowing developers and investors to force our young citizens out of the areas because they can no longer afford a house that is way too large. ○ Limit the size on the 60 by 120 foot lot to 25% coverage but allow 35% if you add an apartment above the garage or you allow a rental town house to also build on the lot.
13	<ul style="list-style-type: none"> ○ We need affordable townhouses and apartments to bring about more diversity in our demographic. ○ Allow lots to be subdivided - actively encourage this, so that smaller, more affordable dwellings can be built. ○ Encourage construction of duplexes in all neighbourhoods. ○ Encourage construction of townhouse complexes. ○ Encourage building smaller homes for downsizing ○ Disallow one investor to buy multiple units in a given multi-unit property so that others have an opportunity to purchase a home.
14.	<ul style="list-style-type: none"> ○ Greater diversity is urgently needed.
15.	<ul style="list-style-type: none"> ○ We need to change the zoning [REDACTED] Some lots are 50 ft frontage others are required to be much larger. [REDACTED] It is much larger than required for a single family dwelling. The OCP needs to allow, as of right, with no penalty to the owners, the ability to subdivide lots to the standard city lot size. Families with kids (who have these types of large lots) can then have the option of providing a lot to their kids so the kids can stay in the community.
16.	<ul style="list-style-type: none"> ○ Perhaps tax incentives to encourage owners of single-family homes to add a cottage or subdivide their own homes. ○ Look at the potential to subdivide the very large homes into multiple units. For a very large house, six units or more might not be unreasonable. ○ Provide free architectural advice for basic options on how to subdivide large houses. This advice would be simple schemes that the owner pay an outside architect for the actual drawings.
17.	<ul style="list-style-type: none"> ○ Without intervention or significant change in demand I believe the existing ratio will be maintained. I conclude therefore that more direct intervention by the city and planning dept. to drive/steer development is required to broaden and diversify housing choices.
18.	<ul style="list-style-type: none"> ○ Add more density into the Ambleside / Dundarave corridor and as part of the Cypress Village Master Plan above the highway. ○ More units and unit typologies, and more housing choices (not just detached single family).
19.	

20.	<ul style="list-style-type: none"> ○ Consider new density in decreasing volume - from high rise to low rise, low rise to row housing then duplex and triplex zoning pocket neighborhoods - allowing for smaller single family homes sharing a lot. ○ Pre-approve areas and even floor plans to avoid costly and lengthy re development process and effectively restricting the work to only those with deep pockets who will not provide affordable options.
21.	<ul style="list-style-type: none"> ○ Mixed in amongst a neighbourhood of single dwelling homes can be the odd visual difference of a mixed dwelling i.e. a four-plex or low-rise apartment complex. This would work particularly well lower down, with suggestion that some of the older houses that - really now - require a massive renovation to be habitable, could be block slated for different housing types.
22.	<ul style="list-style-type: none"> ○ More Choices for conversion of single family dwellings to duplex etc.
23.	<ul style="list-style-type: none"> ○ Stop giving permits to enormous houses that take 2-3 years to build and inconvenience neighbours and others. ○ Have some co-op housing for lower income workers.
24.	<ul style="list-style-type: none"> ○ Don't wait for developers to apply to change the zoning. The municipality should take it upon itself to change zoning. Increase density.
25.	<ul style="list-style-type: none"> ○ Announce that gentle infill-such as duplexes, triplexes, row housing and laneway housing, is a major way forward! ○ Council has to declare publicly that this is so and repeat and repeat. But, we have to sell it to the people. For any of this to actually happen Council has to declare it. They will want cover on these issues so get a housing W/Group on it now. ○ Find a way to make the property tax system fair to renters. ○ And advocate fiercely for improvements to SAFER and RAP programs.
26.	<ul style="list-style-type: none"> ○ Agree with heritage conservation/sensitive development. Also entry-level and downsizing options. ○ Strongly question present examples of "integrating range of housing forms into neighbourhoods." Current bad examples--Sewell's Landing nightmare in Horseshoe Bay; higher and higher buildings in lower Ambleside and Dundarave forming a wall cutting off smaller homes from waterfront. These and others are inappropriate to smaller-scaled communities and disrupt their fabric.
27.	<ul style="list-style-type: none"> ○ Pay more attention to new homes fitting into the streetscape and neighbourhood. Consider reducing the size of building envelopes to leave more space for people to breathe.
28.	<ul style="list-style-type: none"> ○ In addition to these recommendations: Build more high-rise apartments, in clusters, (to make it possible to provide dedicated bus service connecting with service across the Lion's Gate Bridge).
29.	<ul style="list-style-type: none"> ○ Allow small secondary houses on larger lots, subject to combined square footage restrictions and not allowing the secondary house to be sold later as a separate entity. ○ Heritage conservation of old houses can restrict housing affordability if not done intelligently.
30.	<ul style="list-style-type: none"> ○ Lane way style housing ○ Legal secondary suites ○ Limit size of new builds ○ Do not allow people to push two lots together and build a massive house i.e. [REDACTED] who let that happen? ○ Encourage subdivision of large lots in areas like Altamont and British Pacific Properties.
31.	<ul style="list-style-type: none"> ○ Stop changing the bylaws to accommodate large developers in Grosvenor. ○ Stop increasing the height of condo's going into West Vancouver limit 4-7 stories max. ○ Stop giving permits to high rises and insist on low rise mixed use in duplex. This is the responsibility of West Vancouver council.
32.	<ul style="list-style-type: none"> ○ Allow more apartment buildings in areas where some exist. Do not try to mix large houses with small houses and do not mix apartments with areas almost entirely made up of houses.

	<ul style="list-style-type: none"> ○ Tall not short apartment buildings in the Ambleside area (Fulton to and including Bellevue).
33.	<ul style="list-style-type: none"> ○ We have so few townhouses that we don't score on real estate board of greater Vancouver statistic recording. ○ Encourage creation of attractive low houses i.e. 11-1200 block of Clyde Duchess etc. area.
34.	<ul style="list-style-type: none"> ○ See my attached memo at bottom of page – (none there) ○ Convert all existing single family zoning / neighbourhoods to multifamily but subject to existing per lot constraints / restraints and limitations such as FAR, setbacks, height restrictions, parking capacity, etc. to retain physical neighbourhood character, and environmental values while sustainability increasing occupancy density and supply. Time is of the essence if we are to have an impact on supply and affordability within a five year time horizon. Change the policy framework broadly and let the market drive the implementation.
35.	<ul style="list-style-type: none"> ○ Focus on low-rise and townhouse, not high rises. The former is much more desirable, studies show it encourages community involvement, high rises increase isolation. ○ Put these around schools / community centres for young families, not just clumped near Park Royal (malls should not be community hubs).
36.	<ul style="list-style-type: none"> ○ You have listed the wrong question. The appropriate question is how the residents can convince Council that the existing zoning and OCP should be respected and that Council should not grant spot zoning requests as it has done in the past. ○ Spot zoning is destroying the neighbourhoods. As stated by [REDACTED] these policies are "Paving Paradise".
37.	<ul style="list-style-type: none"> ○ By offering flexibility to rezone property. ○ Larger properties should be able to be considered for rezoning and subdividing to allow for more affordable living.
38.	<ul style="list-style-type: none"> ○ Support working group recommendations.
39.	<ul style="list-style-type: none"> ○ Greater focus on options such as Duplex, Townhouse, Mixed-use and Low-rise. ○ There should be more encouragement for coach house/laneway house where possible. ○ High-rise, though has its benefits and merits, should not be the focus of density efforts.
40.	<ul style="list-style-type: none"> ○ Preserve our parks and green areas. Cluster development, create compact neighborhoods in areas of already higher density dev such Dundarave-Ambleside, Caulfield, Horseshoe Bay, offering lower cost, multi-family residential housing. ○ Promote current Villages and new developments that integrate senior living into the community, with some entry-level options for renting and owning as affordable as those in Vancouver or North Van. Put in place mechanisms to make homes more affordable to younger generations and seniors with a West Vancouver connection: "locals first", priority purchasing for West Vancouver residents and controls on flipping and foreign ownership. The last thing we want any part of is an empty home development.
41.	
42.	<ul style="list-style-type: none"> ○ We need more housing choices and local government needs to start supporting them. ○ Stop blocking the use of lane-ways. Allow lane-way housing in Ambleside and Dundarave as well as the neighborhoods to the West. Promote well-constructed efficient townhouses, duplexes, tri and quadraplex housing in e.g. Ambleside lower Dundarave and HSB.
43.	<ul style="list-style-type: none"> ○ Make it easier to renovations/update older, non-conforming houses (when it's easier to build new than to update, as it is now, you get ugly monsters instead of rejuvenating character homes). ○ Zone for coach houses and give a density bonus for them - now it is too hard to get a permit for a coach house, and there is no incentive to build one. ○ Zone for infill/townhouses in areas within a few blocks of Dundarave, Ambleside

	and Park Royal.
44.	<ul style="list-style-type: none"> ○ My main concerns regard housing, and I feel that improving West Vancouver's housing situation will benefit the local economy, transportation and environment down the line. ○ I know the mantra for West Vancouver is “higher density.” More rental and affordable housing are desperately needed, but the powers that be do not seem interested in that kind of higher density. Businesses and restaurants all around West Van have “Help Wanted” signs in their windows because few low-wage individuals can afford to live in the area. It would be commendable for the community leaders to incentivise affordable new housing developments in addition to the big money projects. Redevelopment and new development across various income levels are crucial to the economic health and future growth of the municipality. ○ Additionally, the scale of the villages of West Vancouver is being ignored by both developers and the parties who are rubber-stamping new developments. The Grosvenor is a monstrous structure that will loom over Marine Drive and Ambleside Village. The new Horseshoe Bay development is equally offensive. In considering new developments, please be sensitive to the scale of the surrounding area. ○ Higher density can be achieved using tasteful, sensible and green solutions. The lovely village of West Vancouver can be made even better by using a practical and sensitive approach to aesthetically pleasing housing for an economically diverse population.
45.	
46.	<ul style="list-style-type: none"> ○ It is not clear to me what the comments mean here. I would not favour huge apartment blocks in my neighbourhood, because of the limitations of roads and traffic problems and the limitations of general service amenities. For example – there is no gas station west of Ambleside and the only grocery store and pharmacy is at Caulfeild. How much development can that support in the West half of West Vancouver? Not much.
47.	<ul style="list-style-type: none"> ○ More townhomes, coach houses. ○ Reduce size of new homes to allow coach houses on single lots. ○ No permits granted for a 1 family income on 2 city lots. ○ Attempt to retain village character.
48.	
49.	<ul style="list-style-type: none"> ○ There should be a mix of townhouses and single family homes so it becomes more affordable for young families. It would also allow options for seniors who want to downsize to smaller homes i.e. townhomes when they cannot live in their family homes any more.
50.	<ul style="list-style-type: none"> ○ We need more rental choices and more supportive housing options.
51.	<ul style="list-style-type: none"> ○ Rezone some neighbourhoods for duplex and townhouses ○ Zoning new development areas with mixed housing and services ○ Allowing suites and second buildings (spilt title) in large portions of city ○ Continuing to increase density near Marine Drive and along designated transportation corridors.
52.	<ul style="list-style-type: none"> ○ More lane and townhouses integrated into neighbourhoods, especially Ambleside and Dundarave.
53.	<ul style="list-style-type: none"> ○ Secondary suites, coach houses, townhomes, duplexes, triplexes, smaller single family lots.
54.	<ul style="list-style-type: none"> ○ Change zoning to allow for duplexes, townhomes, and low-rise apartments. Perhaps have developers of higher rise buildings include a portion of units for lower-income rentals.
55.	
56.	
57.	<ul style="list-style-type: none"> ○ Increase land zoned for duplex and triplex. ○ Make it easier to assemble land for development. ○ Reduce the time and complexity of the approval process.
58.	<ul style="list-style-type: none"> ○ 1. Up zone Ambleside to allow for 3-5 stories above grade with u/g parking required along Marine Drive, Bellevue, Clyde. Second level commercial or Residential, 3rd, 4th

	<p>and 5th residential.</p> <ul style="list-style-type: none"> ○ 2. Zone for duplex, multiplex and townhouses to exist. Single family neighbourhoods above Fulton to highway in Ambleside, Hollyburn and Dundarave to accommodate future growth.
59.	
60.	<ul style="list-style-type: none"> ○ West Vancouver doesn't need housing diversification. Low density is its uniqueness. West Vancouver residents don't like too many apartment buildings of [REDACTED]. [REDACTED] Housing shouldn't be the top priority of West Vancouver.
61.	
62.	<ul style="list-style-type: none"> ○ Add more co-op housing ○ More mixed-use housing ○ More subsidized housing ○ Support "easier" coach houses ○ Agree with first two recommendations: ○ Support heritage conservation with sensitive development. ○ Integrate a range of housing forms into neighbourhoods.
63.	<ul style="list-style-type: none"> ○ Subsidized housing ○ Duplexes ○ Row houses
64.	<ul style="list-style-type: none"> ○ I think that 64% single family / 36% other housing diversity for West Vancouver seems reasonable. ○ I don't know that I agree that more housing choices should be integrated into our neighbourhoods. More choices / diversity will change the character of some neighbourhoods which may not be desirable.
65.	<ul style="list-style-type: none"> ○ We need small pockets of low rise entry level housing in all neighbourhoods. In order to be affordable the land will need to be municipally owned and leased. [REDACTED] lane way house [REDACTED] – this is the best way to increase density – well done!
66.	<ul style="list-style-type: none"> ○ Encourage "Lane way" houses, including rental to non-family. ○ Allow transition of single family lots that are adjacent to Ambleside and Dundarave into duplex and townhouses. ○ For the proposed First Nations development adjacent to the Fisheries Research Station – allow low / high rise adjacent to the northern embankment. Then transition down to town house at marine Drive. No single family homes.
67.	<ul style="list-style-type: none"> ○ Mixed zoning in many neighbourhoods, giving for more townhouses, duplexes. Low rises and also more local shops within walking distance thereof.
68.	<ul style="list-style-type: none"> ○ Allow large lots to subdivide. ○ Allow large homes to convert to suites. ○ Spread development across community don't just pack multi-family units into Ambleside and turn it into a rabbit warren. ○ Development should not mean Ambleside alone.
69.	<ul style="list-style-type: none"> ○ [REDACTED] Expand multiple family zoning areas. Ambleside should not be built up and up [REDACTED]. ○ Horseshoe Bay and Caulfeild village should have multiple family options. ○ Expand Ambleside multifamily zoning up to at least Haywood to reduce pressure on current boundaries and to Park Royal from 13th.
69.	
70.	<ul style="list-style-type: none"> ○ Look at the big picture. Stop spot zoning with the developers doing the planning. West Vancouver was originally well laid out with many able to enjoy views. ○ The blight began when apartments were allowed to be built on the waterfront instead of stepping back with low rise buildings. Many retirees want townhouses and one level, low maintenance properties. Cultivate more greenspace around low-rise and townhouse developments.

71.	<ul style="list-style-type: none"> ○ Allow gentle in-fill into existing neighbourhoods. Council members need to promote this as a desired outcome for the future. ○ Create incentives for the Upper Lands for a broader range of housing types. ○ Make changes to property tax system to make it fairer to renters. ○ Work with BC Government and Federal Government to create more housing options ○ Establish housing working groups. ○ Reduce municipal barriers to creating more housing choices in our neighbourhoods. ○ Need more family oriented housing including family rental units. ○ Create housing options for seniors so that they can downsize and stay in West Vancouver.
72.	<ul style="list-style-type: none"> ○ I do not believe we should integrate more housing choices into all our neighbourhoods. It makes sense I suppose at transportation hubs like Horseshoe Bay or Park Royal. Any increased density discussions should take into consideration the need for additional parking, the available water and sewage services and all the other infrastructure components and those should be put into place before densification occurs. Densification would destroy the character of certain areas of West Vancouver and should not even be considered in those areas.
73.	
74.	<ul style="list-style-type: none"> ○ I do not want more housing choices in my neighborhood. There are currently significant housing choices in the area where I live. ○ What is entry level housing? Entry level for who? West Van is full of entry level housing - single family houses and condos, and other. Just look at the real-estate listing for West Vancouver.
75.	<ul style="list-style-type: none"> ○ Provide tax incentives for traditionally single family areas that would encourage densification. Without providing some increased density throughout all areas of West Vancouver there will be far flung islands of densification (Ambleside/Dundarave, Cypress, and Horseshoe Bay) that really will add little to West Vancouver and the Lower Mainland as a whole.
76.	<ul style="list-style-type: none"> ○ Concern about how much heritage conservation is needed. Does this impede providing a variety of housing types? ○ Would support Upper Lands for providing a variety of housing types if a second access road could be built to avoid potential congestion. A variety of housing types needs more efficient transportation to the rest of West Vancouver / Vancouver / Universities / Schools and lots of commercial development. ○ More subsidized housing is needed for low income families, persons with disabilities, and students. ○ Support entry level housing and / or concept of rent to own. CLBC involvement? ○ Force developers to incorporate some of the recommendations such as providing a variety of housing types at a reduced cost per square foot based on the size of the development. Perhaps 10% of the development potential goes to entry level housing and/or to community support like a social enterprise business. Perhaps the developers in return could have smaller parking requirements.
77.	<ul style="list-style-type: none"> ○ Allow for lane way homes and "cap" the rental price for affordable rents ○ Whatever idea comes your way, make sure it doesn't involve cutting more trees and natural habitats for bears and other wildlife trying to stay alive. We have already burned away most of their natural food sources and environment then we are surprised

	when we see more bears trying to enter homes and helping themselves to a sandwich from the fridge!
78.	<ul style="list-style-type: none"> ○ Re former Kiwanis/Vancouver Coastal Health Property @ 22nd and Gordon now owned by the District of West Vancouver: ○ Do not expand/develop with more seniors housing. [REDACTED] Instead build housing for families (i.e. municipal workers). This is an ideal site for families as there are schools, daycare, community centre, ice rink, library and churches within walking distance plus very good bus service at the corner of 22nd and Marine Drive. [REDACTED] We need more young people in our community!
79.	<ul style="list-style-type: none"> ○ Need to restrict size of homes to be built on existing consolidated lots – no more lot consolidations ○ Encourage low-rise townhouse (like opposite West Vancouver United Church – no more high-rises!!) ○ New builds/replacement should fit character of neighbourhood – we have allowed many homes to be destroyed by demolition and replaced with monster homes not keeping with neighbourhood
80.	
81.	<ul style="list-style-type: none"> ○ Town housing: Location & Character: Smaller and better adapted to senior living, primarily within easy walking distance (3 or 4 blocks of convenience shopping vs. fashion etc.), randomly integrated within single family zones, ground oriented – 2 storey with elevators, limited to duplex up to say 4-plex Features: still have most of the features of a single family home, non-strata (simplicity, independence, bureaucracy-free) – could use zero lot-line freehold, airspace title, etc., small garden and or private patio, could enjoy community courtyard entrance (security), vehicle ‘storage’ could be multiple 4-plex etc. underground garages.
82.	
83.	
84.	<ul style="list-style-type: none"> ○ Concentrate higher density housing around transportation corridors and service locations i.e. Marine Drive, Ambleside and Dunderave and Cypress Village. Do not try to sprinkle multiple residential housing around all neighbourhoods and it will destroy the character of these neighbourhoods and lead to more traffic congestion as more residents will need cars on the road.
85.	<ul style="list-style-type: none"> ○ Consider townhouses, duplexes and coach houses with stratification potential. Permit subdivision of large or appropriate shaped lots to accommodate smaller homes.
86.	<ul style="list-style-type: none"> ○ More housing can be added to neighborhoods which because of their man made or natural physical constraints isolate them in such a way that they can accommodate additional residential density in a manner that does not negatively affect the quality and character of the adjacent housing typologies.
87.	<ul style="list-style-type: none"> ○ Re purpose some of the Municipal lands or expensive-to-maintain, unused parks. Keep ownership of said land. Invite groups of local families to partner with you to create downsize homes or places their children can afford. With the most expensive component (the land) out of the equation, this is achievable. ○ Also - invite other organizations with under-used land (i.e.: churches) to do same. ○ Allow homeowners to densify themselves, with the addition on suites. Loosen the FAR restrictions.
88.	<ul style="list-style-type: none"> ○ Where you have old large houses coming down allow for re-zoning of these lots to easily accommodate duplexes, triplexes and four plexes.

89.	
90.	<p>Agree with:</p> <ul style="list-style-type: none"> ○ Integrate a range of housing forms into neighbourhoods ○ Provide a variety of housing types ○ Create entry level and downsizing options in neighbourhoods.
91.	<ul style="list-style-type: none"> ○ Announce that gentle infill such as; duplexes, triplexes, row housing and lane-way housing, is a major way forward! Council has to declare publicly that this is the new West Van and repeat and repeat. ○ For any of this to actually happen Council has to declare it. ○ They will want cover on these issues so get a housing Working Group on it now. ○ Find a way to make the property tax system incentify owners to open their doors or build for renters. ○ And advocate fiercely for improvements to SAFER and RAP programs.
92.	<ul style="list-style-type: none"> ○ More townhouses would be good, maybe small cottages or garage apartments so that the young families can have the house and the aging parents can have a small apartment on the property. ○ Let's face it, most West Van residents do not want to see changes in their neighbourhoods.
93.	<ul style="list-style-type: none"> ○ I think zoning for only single family homes needs to be amended. A mix of choices within neighbourhoods would ensure people would be able to stay within their neighbourhoods, if that was a high value, and to diversify where density happens. As we see more people moving out of the municipality, we need to find more ways to encourage them to stay and to see young families have a chance of being a part of us. There is no reason we cannot create density in the British Properties, for example, on transit lines and then provide more transit service. It wouldn't interfere with view corridors and could be an interesting new approach.
94.	<p>Add</p> <ul style="list-style-type: none"> ○ Row houses, townhouses, purpose built rental, allows SF4 lots to be subdivided to allow for multigene rations to live on family and lane way houses. ○ Low income (\$75.00) rental rate ○ Duplex and triplex options ○ Vancouver Resource Society
95.	
96.	<ul style="list-style-type: none"> ○ Take developers out of decisions. ○ Get the OCP underway and develop Ambleside – Marine Dr. – no more than 3 sites. Then we would develop a wonderful shopping area – walkable and no need for Park Royal Village ugh!
97.	<ul style="list-style-type: none"> ○ Smaller is better.
98.	<ul style="list-style-type: none"> ○ Keep or reduce FAR (that was a working group recommendation you did not see fit to print) ○ Encourage duplex / multiplex in all areas ○ Add density in single family areas – suits and coach houses much smaller homes ○ Stop allowing developers to decide ○ Where is the research and data to say what we need???
99.	<ul style="list-style-type: none"> ○ More suites in homes to rent. ○ Small homes. ○ No towns. ○ Nothing bigger than Dundarave is now. ○ No more Grosvenor buildings.

	<ul style="list-style-type: none"> ○ Duplexes.
100.	<ul style="list-style-type: none"> ○ Duplexes, triplexes, townhomes.
101.	<ul style="list-style-type: none"> ○ Secondary suites. ○ Coach houses. ○ Allowing two modest houses on one lot.
102.	<ul style="list-style-type: none"> ○ Increase small homes tax rate as square footage increases. ○ 0-500 sq. ft. low ○ 501-1000 modest ○ 1000-1500 bit more ○ 1500 – 2000 more ○ 2000 – 2500 more still ○ 2500 – 3000 lots ○ 3000 – 3500 – high etc.
103.	<ul style="list-style-type: none"> ○ Look at marine Drive / Ambleside. Have stores at street level with 3 story apartments on top. Rental, so that it is affordable to those on less incomes.
104.	<ul style="list-style-type: none"> ○ More rental suites in homes. ○ Change monster homes to apartments. ○ “Support heritage conservation” – circle around, “sensitive development” – x through. ○ “Integrate a range of housing forms into neighbourhoods” – ?? beside ○ “Provide a variety of housing types” - ?? beside ○ Create entry level and downsizing options in neighbourhoods – circle around entry level - WV will not be
105.	<ul style="list-style-type: none"> ○ Put more focus on suites / in fill housing in <u>all</u> neighbourhoods.
106.	<ul style="list-style-type: none"> ○ First, your density increase should be in central areas or your transportation ideas will be unfulfilled. ○ “Provide a variety of housing types” – meaning? BP? Nature.
107.	<ul style="list-style-type: none"> ○ Mixed use building and townhouses etc. will work in areas where bus transport is available or an be put in.
108.	
109.	
110.	
111.	<ul style="list-style-type: none"> ○ Create more possibility for second dwelling on property for children or aging parents to share space. ○ Allow some large multi storey buildings to infill with lower density townhomes etc ○ Create an advantage for developers to build duplex or triplex units on lots larger than about 15000 sq. feet.
112.	<ul style="list-style-type: none"> ○ Allow more suites in houses – basement / attic. ○ Lane coach houses that are affordable ○ Stop allowing 2 lots to be made into one dwelling – if the housing supply and many times only 2 people live there or they are left empty. ○ Provide suites at the shops and businesses.
113.	<ul style="list-style-type: none"> ○ Stop building “hotels” in neighbourhoods. Elevators, gated lots do nothing but add costs. Huge homes!! Many of these homes “house” 2 or people who are part time visitors (or “stow”) students as family.
114.	

115.	<ul style="list-style-type: none"> ○ Provide extra financial incentives for the building of duplexes, fourplexes and town homes, esp. in new areas like the upper lands. ○ Incentives to sub-divide large lots and financial penalties for building large houses on large lots. ○ Significantly limit further housing on the mountain as these only ever are built as large properties and sell for high prices.
116.	<ul style="list-style-type: none"> ○ Favorable decisions on single family land subdivisions. ○ Relax laws for legal suits. ○ Higher density for mixed used properties. ○ Rental incentives to developers.
117.	<ul style="list-style-type: none"> ○ Increase highrise residential building to increase capacity. Right now the supply is not sufficient to support the demand. I would like to see more people joining our community in the future.
118.	<ul style="list-style-type: none"> ○ The houses in West Vancouver are considered very large thus subsidizing those houses would be a great solution as property that 1 big house is built on can be used to build 2 smaller houses or even a town house.
119.	<ul style="list-style-type: none"> ○ More complex housing options. ○ Building high over wide.
120.	<ul style="list-style-type: none"> ○ The dominant housing is for single families, which makes it hard to continue to grow West Vancouver. A larger amount of low-rises and more compact housing in general would be beneficial.
121.	<ul style="list-style-type: none"> ○ Add higher density housing ○ Compact housing helps reduce prices
122.	<ul style="list-style-type: none"> ○ Speed up approvals for plans that keep heritage housing. ○ Use public land where big trees do not have to be cleared and provide tax and planning incentives to create co-op housing, co-share ownership options, and rental ○ Prevent ghettoization of seniors in senior housing complexes by providing tax etc. incentives for these developments old and new to incorporate housing for students or young families. ○ Provide incentives for conversion of single family homes to duplexes, triplexes etc., ○ Add modular apts. to current buildings on top and around and to single family home sites. ○ Zone single family home areas being developed in BPP lands for multi-family, duplex, four plex etc. so large homes the size of hotel complexes must house more than one family.- ○ Incentivize plans for homes that can easily be converted to multi-unit. ○ Incentivize all residential whether single family or multi to build or renovate for aging in place by adopting Safer Homes or Rick Hansen Fdn Accessibility Certified residential.
123.	<ul style="list-style-type: none"> ○ More place to rent I see a lot of big vacant houses in WV. There should be more incentive for the owners to put out their houses for a rent if they are not home. A lot of people are buying houses in WV as a villa or a summer home. Thus most of the time the owner is not home. Make affordable homes by putting out a lot of them on a list.
124.	<ul style="list-style-type: none"> ○ Affordable housing options for youth ○ Apartments ○ Condominium ○ Smaller houses

125.	<ul style="list-style-type: none"> ○ Faster processing. Allow more subdivision, allow secondary suites and coach houses if the lot allows (either by sheer size or back lanes). ○ Allow more duplexes and townhouse. We have to think “Supply-side” economics. Allow mini-homes, close to transit and corridors.
126.	<ul style="list-style-type: none"> ○ Encourage rental suites.
127.	
128.	<ul style="list-style-type: none"> ○ I think we need to be more creative with density <u>WITHOUT</u> allowing properties to encroach on the waterways such as Lawson Creek. ○ The District is extremely weak on enforcement and has anticipated zoning bylaws that allow developers to take advantage of it.
129.	<ul style="list-style-type: none"> ○ <u>More housing choices into our neighbourhoods</u>. Choices are limited because of the high cost of land in WV. Focus on high density in Ambleside / Dundarave only.
130.	<ul style="list-style-type: none"> ○ This may be more appropriate to Q3 (opposite) ○ I believe it’s time to overtly disallow certain types of construction. No building over 8,000 sf (and I’m being very generous on that latitude) can possibly be considered a “single family dwelling”. “Single family homes” the size of hotels are an incredible drain on our waters, sewers, energy, and significant detractors from the public good. These must be disallowed. ○ So I would recommend that the consolidation of lots for the purpose of constructing a single family dwelling within any of the targeted density areas (Ambleside, Gleneagles/Horseshoe Bay, Cypress Village, and ?) and esp. in transit corridors and near schools/shopping areas be prohibited to secure the ability to create density solutions, such as a bungalow court or a cluster of townhomes. ○ Just as homes along Argyle are being razed to claim back public green/beach space, so too should the District consider zoning that preserves the ability of PPP’s to develop smaller and even possibly market-restricted housing stock to support social and economic diversity, and to allow downsizing residents to remain connected and engaged in the community.
131.	<ul style="list-style-type: none"> ○ Tenure options, particularly co-op housing units, that can include a mix of incomes in new buildings while increasing density and diversity ○ Accessible Design Guidelines (including for coach houses). Consider benefits for projects that include accessibility features ○ Support for more types of units: duplexes, triplexes and townhouses
132.	<ul style="list-style-type: none"> ○ Convert more basements to rental suites. Allow laneway houses, where appropriate. No high-rises.
133.	
134.	
135.	
136.	
137.	
138.	
139.	
140.	
141.	
142.	<ul style="list-style-type: none"> ○ I do not want greater diversity of housing. I want neighbourhoods protected and not turned over to developers. In my opinion the building of high rises should be discontinued. Spot planning and spot rezoning should stop period!
143.	<ul style="list-style-type: none"> ○ Convert more basements to rental suites. ○ Allow laneway houses, where appropriate.

	<ul style="list-style-type: none"> o No high-rises.
144.	<ul style="list-style-type: none"> o *More complex housing.
145.	<ul style="list-style-type: none"> o Larger number of high-rise building that have capacity to provide housing for more people would be beneficial to WV.
146.	<ul style="list-style-type: none"> o I would personally love to (legally) build one or two small cottages in our back yard for our [REDACTED] to live in. We have a [REDACTED] but aside from going the basement suite route, there's not much choice but to kick my kids out, forcing them to look elsewhere in the lower mainland for housing and making it difficult for us to casually look after their own kids (when they have them). I certainly don't want to have to drive my car to go see my grandkids or pick them up/drop them off every day, nor do I want everyone living in my house. I'm not talking about full on houses either... even just having the ability to let them legally park a tiny-house (built on a wheeled trailer) nestled artistically into the garden would be nice. Permits would be required of course but right now that isn't even an option.
147.	<ul style="list-style-type: none"> o Create more residences. o Add more townhouses and duplexes in particular.
148.	<ul style="list-style-type: none"> o All new developments on Marine Drive in Amble-side should be mixed use, as has been done in North Vancouver. o Allow amalgamation of lots to provide town house developments near transit, as Vancouver is doing.
149.	<ul style="list-style-type: none"> o Add more housing options and reduce single family homes. o Change zoning rule to do this.
150.	<ul style="list-style-type: none"> o I would like to see some communities of tiny/small houses like they have in Palm Springs. People could maintain their own space, but these would be little communities.
151.	<ul style="list-style-type: none"> o We need more high-rise housing to add more diversity. o Add a range of apartments from affordable to luxury.
152.	<ul style="list-style-type: none"> o Do a good job with this OCP review process with a 10year horizon. o Don't make the process change overly costly, complicated or log o Outright zone future land uses for goal specific desired outcomes. o Preserve village character of Ambleside / Dunderave. Densify uphill not downhill from villages.
153.	<ul style="list-style-type: none"> o "Townhouses and mixed use buildings together comprise 6% of our housing stock" - X beside. o Build more townhomes suitable for young families.
154.	<ul style="list-style-type: none"> o Build more townhomes and medium density buildings that are more affordable than what has gone up to date. Restrict seniors (baby boomers) from buying them. As they cash up and sell their houses they also push up the demand for these types of smaller properties. Instead of having a minimum age limit (such as 55) have an upper age limit – to encourage younger people to move in and give them an opportunity to move into our community [REDACTED] by the way so I'm not being ageist). I just think our generation has benefited from numerous housing booms already and it's time to give back to future generations.
155.	
156.	<ul style="list-style-type: none"> o Encourage in-law suites, "laneway" housing etc. Right now the bureaucrats; building department engineering, planning have not bought in to the concepts and put up too many road blocks to innovations and proposals.
157.	<ul style="list-style-type: none"> o "Support heritage conservation with sensitive development" – Quit destroying our past! o "Integrate a range of housing forms into neighbourhoods" – only if they "fit in" to the area. o "Provide a variety of housing types" – BPP is showing only condos or apartments – no single family homes o "Create entry level and downsizing options in neighbourhoods" – Where and how?
158.	<ul style="list-style-type: none"> o Constructive recommendations!

159.	<ul style="list-style-type: none"> ○ I would like to see more townhouses, rows of them spread into the neighbourhoods. * say groups of five or six within say four or three lots. This is much preferable to monster houses with huge footprints, no gardens to speak of, gates and automatic garage doors so that contact with neighbours can be avoided. [REDACTED] example of the later are the three [REDACTED] which have ruined the immediate neighbourhood. * The townhouses on [REDACTED] [REDACTED] [REDACTED] are a good model.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ With increase in density and allow more development on under used (under development) properties. ○ Also subdivision of big lots (bigger than the average of the neighborhood) will allow for more housing and choices. ○ Allowing for more apartments will increase the opportunity for downsizing without moving from West Vancouver to other municipalities.
163.	<ul style="list-style-type: none"> ○ From whom did you hear that? In the sessions I attended I heard it from seniors and a (very few) 18-25. I did not hear it from [REDACTED] The reprehensible practice of spot zoning in the densified areas of Ambleside and Dundarave must stop.
164.	<p>West Vancouver missed a great opportunity to build innovative housing at the site of the old fire station (top of Nelson) - multi-unit, senior oriented, affordable,</p> <ul style="list-style-type: none"> ○ 1. The Mayor in office at the time has since publicly acknowledged that Council and Staff had "chickened out", due opposition and lack of understanding by a vocal minority. ○ 2. District had difficulty selling the property, which now accommodates three very ordinary houses. ○ 3. THUS, we need stronger, forward-looking leadership from Council and Staff.
165.	<ul style="list-style-type: none"> ○ Create larger amount of duplex, townhouse, and mixed-use housing. ○ Decrease amount of single family housing.
166.	<ul style="list-style-type: none"> ○ Build taller buildings in Ambleside.
167.	<ul style="list-style-type: none"> ○ 1. Better utilize land+single house (RS zoning) by encouraging and relaxing requirements for coach houses, laneway houses, and legal suites. ○ 2. Encourage the development and conversion of duplexes and townhouses in zoning by-laws. ○ 3. Consider more areas for middle to high-rise units, and rental units.
168.	<ul style="list-style-type: none"> ○ I do NOT want greater diversity of housing in my neighborhood. I really do not like the way this workbook puts words in my mouth.
169.	
170.	
171.	<ul style="list-style-type: none"> ○ House choice – allow for <u>pre-zoning</u> of needed housing types in existing neighbourhoods and esp. those where buildable land and transit access makes a lot of sense. ○ Allow for more mixed use, zone for home-based businesses, exempt h.b. business that do not have heavy traffic needs from parking constraints. ○ Allow h.b.b. in apartments ○ Allow for services to support h.b.b. to be integrated into residential (get over the not in that commercial = retail).
172.	

Tell us how we can increase rental, affordable and supportive housing options

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Incentivize developers with possible trade-offs such as, upsizing, reduction in Community Amenity Contribution requirement if they provide a certain portion of housing to fit the above needs.
2.	<ul style="list-style-type: none"> ○ Trade-offs with developers e.g. increased density v. community amenities.
3.	
4.	<ul style="list-style-type: none"> ○ Promote lots more rental housing for entry level and for downsizing ownership. People need more options.
5.	<ul style="list-style-type: none"> ○ Minimize parking requirements to reduce housing costs.
6.	<ul style="list-style-type: none"> ○ Yes more rental would be great. How many staff at city hall can afford to live in this community? It can't be more expensive rental buildings. Who is going to stand up for lower income housing in West Vancouver? Higher density is fine as long as it is not all concentrated in one area – like Ambleside.
7.	<ul style="list-style-type: none"> ○ You can only do it by re zoning and then let the market place dictate what happens.
8.	<ul style="list-style-type: none"> ○ Require re-zoning applications to include some rental. ○ Seek funding assistance from higher levels of government for affordable / supportive housing options and use District Land to build.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations. ○ Bring back panhandle lots that allow rear lot subdivision. ○ Reduce parking requirements along or near transit corridors.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ Don't approve the changes to property development for plans that have expensive housing. ○ Also Revenue Canada needs to know who is living in these new homes that are being purchased for millions of dollars so they can ensure our society is getting the tax it deserves. ○ You need to stop the development of these extremely expensive apartments that most of the young people and downsizing seniors can afford. For instance the Grosvenor development at Ambleside.
13.	<ul style="list-style-type: none"> ○ We need more rental space. Allow homes that have a secondary suite in the basement, and also a coach house, to rent out both. ○ Make it attractive for home owners to rent out their secondary suites. ○ Build apartment rental units wherever possible.
14.	
15.	
16.	<ul style="list-style-type: none"> ○ Some single-family owners might want to duplex their home or build a cottage but may not have the financial means to do so. It may be useful for the District to explore ways of filling this gap and advertise the options to the public so that they understand how they might be able to go forward.
17.	<ul style="list-style-type: none"> ○ Promote more suites and allow lane houses. Lanes are a currently underutilized space in the community.
18.	<ul style="list-style-type: none"> ○ Support purpose built rental via re-zoning incentives such as added density, CAC waivers, etc.

19.	
20.	
21.	<ul style="list-style-type: none"> ○ My ideas are very thin here. I'm not sure you can. ○ A concept to put forward may be for the District to solicit/accept housing from an estate / will. Very few would take this option, but there may be the odd individual - either without family - or with family who otherwise is looked after enough - who wouldn't care about the gifting of a property to the District. Not saying this would go over really well - but a regulation introduction that a property gifted to the District can be re-developed at the District's discretion, could be implemented.
22.	<ul style="list-style-type: none"> ○ Tax which are unoccupied for more than three months a year. Use income to subsidize rents of the poorest.
23.	<ul style="list-style-type: none"> ○ Just give permits for more affordable housing instead of high-cost luxury housing e.g. Grosvenor in Ambleside.
24.	<ul style="list-style-type: none"> ○ Provide incentives to developers to build rental by increasing density for rental.
25.	<ul style="list-style-type: none"> ○ Get behind a subsidy program-big time. Tell employer, present and future that we need them to begin offering rent subsidies to their employees; push the new provincial government to increase the \$400/year-which is simply silly (really, \$35 a month?). Should be income-tested of course but priority to families. Do we want them or not? If so, give them a reason to come live here-and work here. ○ Tell our MPs we need breaks on building supplies (GST?) ○ Next, offer incentives to developers and builders. Get moving on the muni-owned land on 22nd. Now. ○ And jump on the government money coming-from both federal and provincial governments. ○ West Vancouver needs a workshop-supported affordable housing policy, open to selected stakeholders-including developers as they must be in on this whole thing. ○ What concessions will they make to get business in West Vancouver?
26.	<ul style="list-style-type: none"> ○ Agree with smaller homes/supportive housing, and utilizing surplus public land (other than parkland and open space). ○ So-called "sustainability" is not synonymous with density. Very often the opposite, as witness most urban cores. ○ Minimizing parking regulations "to reduce costs" is a false economy which punishes people in that housing who have no reasonable alternative to their car for vital needs. Transit will never go everywhere for everybody.
27.	<ul style="list-style-type: none"> ○ Duplexes are already allowed to be four plexes, smaller homes, and lane way homes.
28.	<ul style="list-style-type: none"> ○ In addition to these recommendations: Build high-rise, affordable units (in clusters) on surplus public lands ○ Encourage cooperative management units in high-rise apartments.
29.	
30.	<ul style="list-style-type: none"> ○ Stop letting "luxury condos" be built with starting prices of four million i.e. marine Drive at 23rd. Replace with co-op housing. Who let that happen? ○ Stop allowing new condos and instead promote rental builds. ○ Create incentives for land lords and monitor landlord behavior and actions. ○ Mandate pet friendly living in rental spaces like Edmonton.
31.	<ul style="list-style-type: none"> ○ Council stop giving permits for expensive high rise buildings or make certain that part of the building is for handicapped or lower incomes. In the latest high rise there is no condo under four million. ○ Vote for paid parking for non-residents of West Vancouver.
32.	
33.	<ul style="list-style-type: none"> ○ Require developers to donate below market rentals as an encouragement for added F.S.R. only one since 1970?! ○ Subsidy program: Employer's present and future offer rent subsidies to employees. ○ Push provincial government to increase the rental grant for the handicapped. ○ Offer incentives to developers and builders.

34.	<ul style="list-style-type: none"> ○ Allow more flexible conversions of single family properties into secondary suites, coach houses, and the stratification of single family lots into duplexes and triplexes subject to constraints referred to above and in attached memo. Time is of the essence; if we are to have an impact on supply and affordability within a five year time horizon, we need to accelerate transformation of the existing housing stock. We can't wait for new greenfield development or widespread redevelopment to have an impact within that time frame.
35.	<ul style="list-style-type: none"> ○ Reduce vacant housing. West Vancouver is overbuilt for our population already with many empty / under occupied housing. ○ Maximise use of what we have already before making any new changes. ○ Limit size of new houses for sake of community and the environment.
36.	<ul style="list-style-type: none"> ○ Again you have the wrong question. ○ The question should be how we can educate staff to understand that West Vancouver is "Some Place Special" as eloquently echoed by former Mayor Humphreys. ○ West Vancouver is not the correct community for the housing types listed. They should be located in areas where the cost of land is much lower. For fairness to long-time residents we should be lobbying the Province to bring in the equivalent of Howards Jarvis Proposition 13.
37.	
38.	<ul style="list-style-type: none"> ○ Support working group recommendations.
39.	<ul style="list-style-type: none"> ○ Secondary suite policy should be more encouraging (i.e. low/no fee). (Unrelated, but Airbnb type situation should be more explicitly regulated.) ○ Encourage cooperative housing complex or even co-housing options for independent seniors who want to downsize.
40.	
41.	
42.	<ul style="list-style-type: none"> ○ See comments on housing diversity ○ "We need more housing choices and local government needs to start supporting them. ○ Stop blocking the use of lane-ways. Allow lane-way housing in Ambleside and Dundarave as well as the neighborhoods to the West. Promote well-constructed efficient townhouses, duplexes, tri and quadraplex housing in e.g. Ambleside lower Dundarave and HSB".
43.	<ul style="list-style-type: none"> ○ By encouraging maintenance of the existing housing stock instead of encouraging builders to tear them down and build ever more expensive new homes by encouraging developers to build low-rise density close to the town centres ○ Current regulations make it so hard for builders to do anything, they always go for the maximum density towers. If it's going to take all that time and trouble and expense to get a permit, they may as well go for the max; instead you should offer incentives to build what we want, low rise affordable housing - and make it easy for them to get permits for what we want.
44.	
45.	
46.	<ul style="list-style-type: none"> ○ Based on the current development of West Vancouver, it is difficult to imagine where you could shove more housing without destroying the shoreline that seems to be a desirable feature of the community. It is hard to imagine that with the cost of land in West Vancouver that anything approaching affordable rental housing is even possible.
47.	<ul style="list-style-type: none"> ○ Promote sustainability (but not through higher density) housing. ○ Agree to - create smaller homes and supportive housing; ○ as well as consider housing pilot projects and developing surplus public lands.
48.	
49.	<ul style="list-style-type: none"> ○ I think we need more housing co-ops so middle class can afford to stay in West Vancouver. ○ As well as more senior supportive housing we also need for federal, provincial and

	municipality to acquire land to build more residential care facilities.
49.	<ul style="list-style-type: none"> ○ I think we need more housing co-ops so middle class can afford to stay in West Vancouver. ○ As well as more senior supportive housing we also need for federal, provincial and municipality to acquire land to build more residential care facilities.
50.	
51.	<ul style="list-style-type: none"> ○ Leased units built on public land ○ Tax relief / increased density to be exchanged for long term reduced (from market) cost housing – such as co-op – whole or part of new building ○ Provincial funding? ○ Higher density on single family properties ○ In West Vancouver housing price is based on assets (wealth) not income. More income correlation in working neighbourhoods.
52.	<ul style="list-style-type: none"> ○ More townhouses, rental and mixed use.
53.	<ul style="list-style-type: none"> ○ Housing in WV will never be truly affordable, especially while real estate speculation runs rampant and locals compete with foreign investment. We don't have a housing crisis, we have a real estate speculation crisis. I would support advocating for restriction on foreign ownership of residential property. ○ Co-op housing such as the seniors' residence at 14th & Duchess or the format/policy Whistler has used to provide housing for local residents/workers. ○ Reducing parking requirements will only cause people to park on the street - so I don't agree with that.
54.	
55.	
56.	<ul style="list-style-type: none"> ○ Offer a variety of supportive housing models. Provide incentives for developers to include supportive housing in their proposals. Help developers to understand that such housing is necessary, and that it doesn't have to be outrageously expensive. Provide opportunities for developers to become knowledgeable about what housing options can be provided, and how it can be done, thereby reducing stigma. ○ Incorporating housing for persons with disabilities can be advantageous! Such groups have much to offer.
57.	<ul style="list-style-type: none"> ○ Provide incentives for new rental through density / f.s.r. bonuses. ○ Facilitate approvals for new assisted-living projects. ○ Actions such as minimizing parking requirements will cause other problems while having a very small impact on housing costs.
58.	<ul style="list-style-type: none"> ○ Provide density bonuses for including lower cost residential in any multifamily development.
59.	<ul style="list-style-type: none"> ○ Use the 15% tax on the sale of real estate to non-Canadians to subsidize rental housing. Build low/moderate income housing projects.
60.	<ul style="list-style-type: none"> ○ I don't want rental, affordable or supportive housing for West Vancouver. West Vancouver has always been a place young families or low income families cannot afford. Most families choose to live here because they enjoy the slow pace and half-retired life style in West Vancouver.
61.	
62.	<ul style="list-style-type: none"> ○ Require developers to build % of rental and supportive ○ Low income apartment buildings ○ Minimize parking – agree with recommendation.
63.	<ul style="list-style-type: none"> ○ Tax non-residents owners and put into affordable housing. ○ Minimize home parking requirements near transit.
64.	<ul style="list-style-type: none"> ○ I am not sure I agree with the objective. My gut reaction is that market forces should drive housing options. Government policies while well intentioned are often not effective. ○ I applaud citizen work group members but I fear that they represent a small minority advancing their own personal agenda. On the other hand, if the majority remain silent then shame on them. Perhaps government should play a role in weighing the loud activities voices against the silent majority. Good luck!

65.	<ul style="list-style-type: none"> ○ We cannot look to the most influential industry (real estate) to provide these options. It will take courageous political action to promote affordable housing, action based on housing provision not maximum profit is needed. ○ Use municipally owned land to give us more affordable housing – other cities / countries have been doing this for decades, learn from their experience.
66.	<ul style="list-style-type: none"> ○ Require developer (BPP, FN at Fisheries, etc.) to provide some rental units should include smaller units (i.e. 750-1000sq. ft.) not all units 3,000 sq. ft. ○ Parking can only be minimized if the housing is near public transport, if you live even 100m above Marine Drive you won't get people to carry their groceries uphill from the bus stop. Even the 31st park and Ride was seldom used. You need a car if you live on the hillside, and most of us do.
67.	<ul style="list-style-type: none"> ○ Simply build more, especially smaller, less luxurious suites. In some places pre lab pop-up housing could be quickly installed without a permit and moved later when the need arises.
68.	<ul style="list-style-type: none"> ○ Tax Air B&B. ○ Surtax empty homes. ○ Lobby senior governments to ensure non-resident homeowners are paying their fair share. ○ Does this mean 300 square foot apartments in 50 storey buildings? How does this help families? ○ Spread out zoning – don't just build up Ambleside to make it unliveable. ○ Tax incentives to renovate existing commercial and residential spaces – cheaper now to let buildings deteriorate and sell out to a developer.
69.	<ul style="list-style-type: none"> ○ Regulate and tax short term rentals like AirB&B. ○ Put premium tax on empty homes. ○ Allow higher density throughout district – not just pack it into Ambleside. ○ Allow larger homes to subdivide. ○ Allow larger lots to subdivide. ○ Density is not the only answer.
70.	<ul style="list-style-type: none"> ○ Nothing is affordable any more unless the major Governments tightens up regulations and brings back co-ops. ○ Allow boarding houses, group homes, suites in homes with strata's to prevent short term rentals. ○ Forbid monster homes that are merely money banks.
71.	<ul style="list-style-type: none"> ○ Create Employer rental housing subsidy programs for local workers. ○ Create West Van government rental housing subsidy programs for local first responders. ○ Work with senior governments to encourage supportive housing options.
72.	<ul style="list-style-type: none"> ○ West Vancouver is not an "affordable" area and I do not think there is any obligation to strive for that objective. I grew up in [REDACTED]. The natural progression of development is that areas become unaffordable to offspring. One simply has to move to where one can afford accommodation. When I was young my family home [REDACTED]. When my turn came to buy, I could not afford that area and so had to buy [REDACTED] further out. That's life. To start housing projects is not what anyone I know in DWV wants. Minimizing parking requirements should not be done unless public transportation is greatly improved. There might be some merit in restricting "monster home" sizes. No one family needs more than say 4000sf of space to live in. Even if you built smaller homes and a multitude of apartments I do not believe they will be more affordable. DWV is a desirable area and the prices will remain high no matter how much housing supply you create.
73.	
74.	<ul style="list-style-type: none"> ○ Affordable for who? The cost of property in WV and the lower mainland is what it is. We do not need to change West Vancouver as a community to make it 'affordable'.
75.	<ul style="list-style-type: none"> ○ Regardless of what types of housing are encouraged, West Vancouver will remain extremely expensive. Without rent controls and social housing (under fair market

	<p>value) requirements for large developments nothing will really change. An example of a missed opportunity was the Sewell's development in Horseshoe Bay - should a 160 unit development be allowed without at least 20% social housing? If the District is serious about tacking this issue they have not demonstrated it.</p> <ul style="list-style-type: none"> ○ The District should also consider being involved in subsidized housing options if that is what the population truly wants.
76.	<ul style="list-style-type: none"> ○ Like all current recommendations. ○ Thinking that the developers need to be given more guidelines to incorporate rental, affordable and supportive housing in return for minimizing the parking requirements., but this may only be possible if transit is addressed (increased frequency of bussing; better biking route that are safe).
77.	<ul style="list-style-type: none"> ○ One big way to help those to pay for sky high rent prices is to lower the age of the "Shelter Aid For Elderly Renters" program ○ Currently one must be of the age of 60 years to apply but there are many residents younger that live "paycheque to paycheque" and getting some government help would make a huge difference. Lowering the age to 55 years would instantly help hundreds.
78.	<ul style="list-style-type: none"> ○ See Above (family housing at 22nd and Gordon on former VCH site). These could be low rise apartment, modest townhouses with play space for children and green space for esthetics! ○ <u>Stop</u> allowing the building of monster houses in our community! Get zoning in place immediately! i.e. monster complex on three lots [REDACTED]
79.	<ul style="list-style-type: none"> ○ Firstly ensure with Province a CRA that we have proper tax enforcement and bylaw enforcement – we do not!! ○ Low rise townhouse and laneway houses – support subdivision but <u>not</u> consolidation of large lots (except for low-rise coach and townhouses) ○ Consider 2nd home tax or vacant home tax – we have too many empty homes destroying our sense of community ○ Yes: create smaller homes and supportive housing ○ No high-rises: promote sustainability through higher density housing ○ No: minimize parking requirements to reduce housing costs
80.	
81.	
82.	
83.	<ul style="list-style-type: none"> ○ We have a land speculation problem that needs to be solved, otherwise affordable housing is impossible.
84.	<ul style="list-style-type: none"> ○ Let the market determine the viability of housing projects – the District should not get involved in pilot projects. ○ Reducing parking requirements is only viable in locations serviced by frequent convenient and efficient public transportation. Otherwise we just add to the already shortage of road-side parking.
85.	<ul style="list-style-type: none"> ○ The District recently approved substantial housing at the former (?) Earls site, White Spot site and 600 Marie Drive. Hopefully rental, affordable and supportive options will be included at those sites. Truly “affordable” housing within West Vancouver can be achieved only by development of surplus public lands where rental control measures can be instituted.
86.	<ul style="list-style-type: none"> ○ The key to creating affordable and rental housing options is in keeping the capital and developmental costs down. Relaxation of CAC's, especially where rental housing developments are considered, reduced parking requirements (when supported by nearby transit), permitted strata titling of coach house developments, and improvements in approval process timing, (planning and engineering), would go a long way to make the market approachable for rental and more affordable housing.
87.	<ul style="list-style-type: none"> ○ Make it easier for folks to build affordable rental properties. ○ Be creative: Look at the solutions in other dense cities.

88.	<ul style="list-style-type: none"> ○ Developers should supply these options within every development. Don't allow for segregation or the creation of ghettos.
89.	
90.	<ul style="list-style-type: none"> ○ Allow lane way houses carriage / coach houses / tiny houses etc. as secondary housing on residential; lots. ○ "Create smaller homes and supportive housing" – agree.
91.	<ul style="list-style-type: none"> ○ Get behind a subsidy program. Push the new Provincial Government to increase the \$400/year-which is simply not enough (equals \$33 a month). Should be income-tested of course but priority to families. Does West Van want to revitalize or not? If so, give them a reason to come live here and work here. ○ Tell our MPs we need breaks on building supplies (GST). ○ Next, offer incentives to developers and builders. Get moving on the municipal owned land on 22nd. ○ Jump on the government money coming from both Federal and Provincial Government. ○ West Van needs a workshop on supported affordable housing policy, open to selected stakeholders-including developers as they must be in on this whole thing. ○ What concessions will THEY make to get business in West Van??
92.	<ul style="list-style-type: none"> ○ I don't see that higher density housing and sustainability go together. Just more congestion. ○ How are we going to have smaller homes when land values are so high? ○ We do not have surplus public lands, and if we did I don't think we should necessarily develop them. ○ We need parking.
93.	<ul style="list-style-type: none"> ○ Small home alternatives sound great. We need to be creative. Space requirements are changing as long as we have access to green space. Think New York or London - shared green space means living in modest square footage can work.
94.	<ul style="list-style-type: none"> ○ Restrict foreign ownership and empty dwellings ○ Have organisations like VR's, SR, BRC control plus \$375 rentals ○ Incentivize developers to build purpose built rentals in perpetuity.
95.	
96.	<ul style="list-style-type: none"> ○ I understand that the municipality has land set aside for low cost housing. Get on with it and stop developers. Breaking our existing rules. Kiwanis or 21st is an excellent example of lo. Cost. Just be sure the rules re/; income are not broken.
97.	<ul style="list-style-type: none"> ○ Don't let profit be the sole factor in determining which projects go ahead.
98.	<ul style="list-style-type: none"> ○ You cannot minimize park reqs. without requiring these developments to have fewer cars. Permit large old homes to divide within current height and footprint. "Hive"
99.	
100.	<ul style="list-style-type: none"> ○ Housing (rental or otherwise) will never be truly affordable in West Vancouver. But we should encourage smaller homes, not these multimillion dollar mansions. ○ Perpetual population growth is not sustainable.
101.	<ul style="list-style-type: none"> ○ Consider construction of senior's co-op housing on such exists at 14th and Duchess on District owned land. ○ Advocate other levels of government to restrict residential ownership to Canadian citizens only. ○ "Promote sustainability through higher-density housing" – No!

	<ul style="list-style-type: none"> ○ “Create smaller homes and supportive housing” – Yes, smaller single family homes, more density discussion / info needed. ○ “Minimize parking requirements to reduce housing costs” – No! This just puts parking on the streets.
102.	<ul style="list-style-type: none"> ○ To minimize parking requirements would require minimizing cars. Can you do that?
103.	<ul style="list-style-type: none"> ○ Construct rental town houses close to Marine Drive, where the transport hub is.
104.	<ul style="list-style-type: none"> ○ “Sustainability through higher-density” – circle around - but not in area by dense built areas if it is needed put it in your single fam areas. ○ “Create smaller home” – circle around – yes and reduce FAR ○ “Housing pilot projects” – circle around – like what? ○ “Minimize parking requirements to reduce housing costs – circle around – stupid unless prohibit car ownership in these places.
105.	<ul style="list-style-type: none"> ○ Quit allowing developments that are only affordable to the extremely wealthy.
106.	<ul style="list-style-type: none"> ○ When you allow subdivisions with mansions you don’t get 2 smaller houses – you get 2 built to the max expensive homes. I am unaware of surplus lands and their location but do not want to open parks to developers. These parks are part of the fabric West Vancouver and can help reduce GHG. The people we want in condos need respite from urban life. The parks rejuvenate.
107.	<ul style="list-style-type: none"> ○ Developers who want to subdivide a large lot requiring a variance should be restricted to a smaller foot print of each house. This gives the municipality their tax revenue, and not have the monster houses crammed in on the lot.
108.	
109.	
110.	
111.	<ul style="list-style-type: none"> ○ Same answers, more 2nd dwellings, some infill. ○ Do not build large multi storey and think they will blend into Ambleside, Dundarave or Horseshoe bay. ○ Put much larger charges on development. Perhaps an additional 5% of market value to be dedicated to creating low cost rental units. ○ Do not approve expensive developments in the areas that have had historically low housing cost. Ambleside and Horseshoe Bay have been those areas to now. The introduction of \$3000/sq. ft. in Ambleside and \$1000+/ sq. ft. in Horseshoe Bay will have already driven up the prices of existing units at the detriment of affordability.
112.	<ul style="list-style-type: none"> ○ Stipulate that a percentage of new high rises include lower cost housing or rental.
113.	
114.	
115.	<ul style="list-style-type: none"> ○ Provide financial incentives for people who provide rental suites and rental buildings. ○ Expand housing development on the Sea2Skt corridor, such as Seascapes, where though only 4 minutes from Horseshoe Bay house prices are much more reasonable.
116.	<ul style="list-style-type: none"> ○ Higher density for mixed used properties. ○ Rental incentives to developers.
117.	<ul style="list-style-type: none"> ○ Right now there is almost none vacant rental home in West Vancouver. In the near future I would like to see more options available as choosing where to live is a big part of our life.

118.	<ul style="list-style-type: none"> ○ Houses in West Vancouver is not affordable at all. If we want more people coming in we need to provide cheaper housing options. In my mind if we can build hotels in West Vancouver. A lot of couples and tourists would pay a visit to explore our beautiful city.
119.	<ul style="list-style-type: none"> ○ More apartments ○ Smaller houses adopt townhouse style
120.	<ul style="list-style-type: none"> ○ We need more compact housing, so there should be more development of high-density housing. Changing regulations to support compact housing development is one possible path.
121.	<ul style="list-style-type: none"> ○ Reduce regulation on real estate development to help reduce price ○ Create much more non single family housing
122.	<ul style="list-style-type: none"> ○ See above for adding housing options for younger people to seniors' housing complexes. ○ Incentivize and create social watchdog role that pairs seniors living in single family homes with young families, single or married people who will move in and share the homes of the seniors and help with chores, groceries etc. for them. Watchdog ensures contracts in place and visitation to ensure these new "roommates" cannot acquire POA and cannot abuse the seniors. I.e. it is still the senior's castle they are not now living in the dungeon. ○ Incentivize current rental buildings to build social housing units (low rise, townhomes etc.) on existing not well used parts of properties. E.g. pool not used much or parking can be reorganized and new infill buildings can be added. ○ Add modular options to existing buildings and single family, co-ops, co-share. ○ Pass bylaws to prevent co-op housing or rental being replaced by condos when these current places age out--they must be replaced by same rental or co-op structure. ○ Incentivize car share options in multifamily so less parking is required.
123.	<ul style="list-style-type: none"> ○ More rents and more apartments on listing.
124.	<ul style="list-style-type: none"> ○ Complex buildings ○ Hybrid Buildings that have retails/office and residential
125.	<ul style="list-style-type: none"> ○ We can allow the builder/developers to have 5 extra floors in towers, but they have to be designed rental. We say to park Royal, HY Louie, Grosvenor, Cressey, Westbank that we want less floors and so they have to cut amenity contributions, reduce the height of the buildings where should let them have the height, and more if they will provide social housing, housing that is subsidized or purpose-built for the handicapped, or age restricted, subsidized rental. ○ Allow more office space development so that residents will not have to drive to work over the bridge, also that will create a daytime population for our shops and offices mean daytime expenditures.
126.	<ul style="list-style-type: none"> ○ Find the reasons for 1 in 10 West Vancouver homes being "unoccupied" (Statistics Canada) search for ways to use this vacant space.
127.	
128.	<ul style="list-style-type: none"> ○ We could easily institute a "Whistler Style" of residential housing with price controls. The adult day care site and Klee Wyck are prime for this kind of development.
129.	<ul style="list-style-type: none"> ○ There is no "<u>affordable</u>" housing in WV. With prices at \$2000 to \$3000 / sq. ft. land prices are too high.

130.	<ul style="list-style-type: none"> ○ Look to Whistler, to Vail and similar resort communities for market-restricted housing solutions that enable their service economy and professional service providers to remain in the community where they work. Explore public-private partnerships to facilitate this. ○ Allow for/encourage modifications of single family homes to duplexes. Incentivize building permits that seek to add appropriate density (laneway housing, infill housing) on a lot and disincentivize demolition permits that raze "normal single family homes" to add energy-and water-intensive mega homes on a site that would support a duplex or townhomes.
131.	<ul style="list-style-type: none"> ○ Need to include and be supportive of low income units in new developments. ○ Need to include supportive units in particular for individuals at the Persons with Disabilities rate. ○ Should be a mandatory number of units in new developments set aside for both low income units and units for persons with a disability.
132.	<ul style="list-style-type: none"> ○ Smaller houses would be one option. With our limited road space and traffic congestion a daily occurrence, high rises are not the answer.
133.	
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142.	<ul style="list-style-type: none"> ○ I do not want higher density housing. The building of smaller single family homes would be acceptable. Each home constructed should provide parking for its residents.
143.	<ul style="list-style-type: none"> ○ Smaller houses would be one option. With our limited road space and traffic congestion a daily occurrence, high rises are not the answer.
144.	<ul style="list-style-type: none"> ○ *Cheaper rental housing
145.	<ul style="list-style-type: none"> ○ Encouraging building of more compact housing ○ High-density housing will grant affordable rent
146.	<ul style="list-style-type: none"> ○ We got lucky. [REDACTED]. This doesn't apply to us but we're the exception, not the rule. Our household income is not even [REDACTED] We'd never be able to afford this area had we not previously bought in the path of development. Make more rules on foreign money coming in--that's the only way to stem the rising tide of house prices.
147.	<ul style="list-style-type: none"> ○ Regulations on housing currently too high which prevents developers from creating affordable housing. ○ Reduce home size.
148.	
149.	<ul style="list-style-type: none"> ○ Too much demand for housing supply. ○ Reduce speculative purchases and create more housing.
150.	<ul style="list-style-type: none"> ○ Co-housing, more social housing, and a demand that every developer include at least 25% subsidized housing in their development.
151.	<ul style="list-style-type: none"> ○ Crack down on vacant single family housing to increase the supply of housing. ○ Create more apartments.
152.	<ul style="list-style-type: none"> ○ Zone outright designated sites for purpose built rental housing; controlled through a D.P. Process. ○ Affordability is not a municipal responsibility. Stop politicizing affordability at municipal level and be open about this as "policy".

	<ul style="list-style-type: none"> ○ Seniors housing / hospice / special needs housing requires more flexibility in zoning bylaw text across the District of West Vancouver. ○ Use bonus density.
153.	<ul style="list-style-type: none"> ○ “One purpose-built rental unit has been constructed annually since the 1970’s” – X beside. ○ Stop approving permits for monster homes. ○ Institute a tax on empty houses.
154.	<ul style="list-style-type: none"> ○ “Our medium income is half that required to finance the average apartment” – x beside. ○ As above ○ Plus restrict the development of expensive residential units. I was shocked by the price of the units going in at 23rd and Marine Dr. A real shame and another lost opportunity. ○ That land could have gone to families by the Rec Centre, walking distance to Irwin Park – why are they luxury units? ○ Restrict the development of large homes that are not in line with the environmental; or community goals. ○ Restrict non-Permanent Residents from parking their money in our community, thus driving up demand and prices with aggressive policies.
155.	
156.	<ul style="list-style-type: none"> ○ Do like California and keep a properties assessment and taxes the same as when it’s purchased. Only increase it when it’s sold. This would allow long term residents to stay in their houses and keep them in the family.
157.	<ul style="list-style-type: none"> ○ “One purpose built rental unit has been constructed <u>annually</u>? since the 1970s” – No! Where did anyone get that info!! ○ Rental housing is really needed. – However, how do you convince companies to build rentals. We at least have one just starting to be built – monthly \$ rentals – hard to say. Can the District offer any incentives to build rentals? ○ “Consider housing pilot projects and developing <u>surplus public lands</u>” – No do we have any surplus public lands left! ○ “Minimize parking requirements to reduce housing costs” – No! – parking reduction will be the death of Ambleside and Dundarave!!
158.	<ul style="list-style-type: none"> ○ Constructive recommendations.
159.	<ul style="list-style-type: none"> ○ Houses are places for people to live in, to raise families, to share space and conviviality in shared space. They are <u>not</u> mainly commodities for parking off shore money or for laundering or for holding on to and not living in as an investment strategy. These latter views undercut civil society and hollow out the sense of community. The Mayor and Council, above all, should be protecting and encouraging community and civil society not encouraging in and encouraging property developers. ○ No one should be able to flip a house tax free without living in it for 10years and all unoccupied houses should be taxed 30% of assessed value <u>each year</u>.
160.	<ul style="list-style-type: none"> ○ Beats me. The municipality talks about a variety of housing options. Why then, did it allow the coop housing property at 24th and Marine to become another multimillion dollar condo development?
161.	<ul style="list-style-type: none"> ○ West van is not affordable and will never be.
162.	<ul style="list-style-type: none"> ○ Higher density and high-rises will increase the supply. The olds rule in economic is always true. The higher the supplies the lower the prices are. ○ District can also create incentives for developer to build more rental units (Via increased density for rental) ○ Another method is providing incentive for developer to provide below market value rental units.

	<ul style="list-style-type: none"> o District and City of North Vancouver has been successful with this method.
163.	<ul style="list-style-type: none"> o Of course.
164.	<ul style="list-style-type: none"> o It's not sufficient to identify needs and ideas!! HOW to do it must be part of the picture. o As stated above, Leadership and Vision are essential.
165.	<ul style="list-style-type: none"> o Continue development of housing. o Emphasis on apartments.
166.	<ul style="list-style-type: none"> o District to build rental on land that is owned by district.
167.	
168.	<ul style="list-style-type: none"> o [REDACTED] from an economic point of view it is absolute rubbish for you to claim to be able to achieve this goal in West Van. This is just a phony excuse to increase density. Do you seriously think the higher density buildings you have currently approved in Horseshoe Bay are going to be affordable, supportive rental accommodation? I'll gladly bet you any money it won't be. You are promoting a fiction here. The economics of demand and supply will keep our prices high unless the taxpayer subsidizes housing for select individuals which I do not believe we should.
169.	<ul style="list-style-type: none"> o Almost everyone wants to live in West Van. If there were 10,000 more units there would a shortage of affordable housing.
170.	
171.	<ul style="list-style-type: none"> o PRE-ZONE the areas near enough to major transit to ac. into greater intensified use of land – for all types – and mix commercial and res. o Accelerate process for land assembles where the use is greater intensified of use e.g. allow lots along major transit corridors to assemble, to getting pre-zoning or re-zoning for intense use <u>LATER</u>. o Identify these areas particularly with some natural boundaries. E.g. Taylor Way corridors, both sides. o Taylor Way East to church and southern on Brothers Creek. o Integrate or plan out to link to parks/trails.
172.	

Tell us how we can locate housing to support community objectives

WB #	Idea
1.	<ul style="list-style-type: none"> o Clustering housing along transit corridors o Cypress Village will be a great asset to the future of West Vancouver but we need action in the interim.
2.	<ul style="list-style-type: none"> o Clustering housing in hubs where there is park and ride and bus services along transit corridors.
3.	<ul style="list-style-type: none"> o Relax zoning and / or taxing for developments that change 1-4 single family homes into multiple 2-3 bedroom condos. (3 bedrooms esp. for families).

4.	<ul style="list-style-type: none"> ○ Allow densification closet to housing. Resist opening the door to rampant upscale development by careful building guidelines. Hire more staff for appropriate building construction monitoring.
5.	<ul style="list-style-type: none"> ○ Promote multifamily rental housing on main transit lines.
6.	<ul style="list-style-type: none"> ○ Grosvenor is not in keeping with our neighbourhood character. ○ Neither is a four story (or more) building on the other side of the street where a variance is being requested. If they get it then others will think they should get it.
7.	<ul style="list-style-type: none"> ○ Change the zoning for the direction that council wants to go.
8.	<ul style="list-style-type: none"> ○ Housing should be close to services and transit ○ Change RS zones in appropriate areas to allow 2/3 or 4 units on a lot. ○ Develop Cypress Village as a dense node of more affordable housing and served by transit.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations ○ Concentrate more housing development along transit corridors.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ You can limit the size of house square footage on a lot from what it is today and only allow increased coverage for town house developments which are affordable not high end.
13.	
14.	<ul style="list-style-type: none"> ○ We need to urgently restrict housing bulk. Current regulations allow for the building of homes that are too large for the lot size. Mature trees are cut down and replacement landscaping is not adequate.
15.	
16.	<ul style="list-style-type: none"> ○ Clustering housing to centres and transit lines would exclude many homeowners who would like to add to housing diversity in their neighbourhoods. Why not an old-fashioned idea of providing a variety store or a small cluster of shops at planned distances apart so that every household in West Vancouver can walk to a store or stores to shop for the basics thus avoiding the need to drive, drive, drive? For example, what harm would it do to put a variety store in or adjacent to the Gleneagles Community Centre. I know that Horseshoe Bay is not far away from Gleneagles, but it's a long uphill climb for some if they walk.
17.	<ul style="list-style-type: none"> ○ Demand (price) is greatest near community hubs. I think the housing diversification and densification challenge will need to be met opportunistically with transit being the enabler and link to community hubs. If suitable locations can be identified for diversified housing development it is relatively easy to flex transit to support this development.
18.	<ul style="list-style-type: none"> ○ More density along Marine Drive in Ambleside, Dundarave, Cypress Village around or at Thunderbird Marina (Masterplan in parking lot) and possibly near Gleneagles community centre.
19.	
20.	
21.	<ul style="list-style-type: none"> ○ Taylor Way, both above and below the Upper Levels is a good place to start; Keith Road both West and slightly East of Taylor Way; the area of St. David's United Church - [REDACTED] - [REDACTED] - [REDACTED] I have no idea how the British Properties survives with no tiny grocery market anywhere. [REDACTED] - [REDACTED] [REDACTED]; previously regulations prevented any new ideas from going forth with City Council. And I do know the British Properties is an entity unto

	<p>itself... Additionally there may be some room around the Elementary School, [REDACTED] [REDACTED] mixed housing developments would be brilliant in that area - and near an Elementary School yet.</p>
22.	
23.	<ul style="list-style-type: none"> ○ Have a bus along the Upper Levels from Horseshoe Bay to second narrows to stop at intersections and connect with other bus routes.
24.	<ul style="list-style-type: none"> ○ Again change zoning.
25.	<ul style="list-style-type: none"> ○ Do whatever it takes to secure housing along and near transit, but you know this. Marine Dr. Earls to Dunderave, up 25th, up 22nd up 15th and up Taylor Way. Buy land if you have to, because the land is crucial, as you know. ○ Very important, maybe most, is to protect and preserve the existing affordable housing we already have-via ongoing regular maintenance, upgrades and retrofits. ○ And go after federal supports for this effort. ○ In other words, reinvest in what West Vancouver already has. We need a fair redevelopment commitment.
26.	<ul style="list-style-type: none"> ○ Connecting mixed use centres with "trails"? To what end--so people can camp their way back and forth during the winter? So seniors can shop (or forage?) for groceries and necessities by backpacking?
27.	<ul style="list-style-type: none"> ○ Protect environmentally sensitive areas by not building there. ○ West Vancouver is a corridor, we all use cars, buses, etc. ○ Cluster development at Cypress Village? What does this mean? They build where it is flat and make parkland out of the side of a mountain? Sounds like a BPP scam so they can overbuild yet again.
28.	
29.	<ul style="list-style-type: none"> ○ Allow small secondary houses, per previous section, but cut the "red tape" and the exorbitant permit fees. ○ Higher density housing is also an option, but do not locate this type of housing within established single residence neighborhoods.
30.	<ul style="list-style-type: none"> ○ What transit? ○ Stop paying our taxes into a bus and transit system we don't benefit from. ○ Increase bus routes, look at smaller buses that can go more places.
31.	<ul style="list-style-type: none"> ○ There is very little property on FTN available for development so this is not a practical solution. ○ Protect environmentally sensitive areas by clustering housing: this objective is unrealistic i.e. with Cypress Village too much of the environment will be destroyed.
32.	<ul style="list-style-type: none"> ○ Housing should be allowed in high rise up to 7 floors (as is the Grosvenor building) and those should be allowed in the area bounded by 13th St. to 17th St. and by Fulton to and including Bellevue.
33.	<ul style="list-style-type: none"> ○ Higher density near transit. ○ Protect and preserve existing affordable housing.
34.	<ul style="list-style-type: none"> ○ We should first densify housing throughout the municipality and provide transit services for this density. We are outing the cart before the horse when we choose to locate density adjacent to existing transit roots and amenities. Either way, transit capacity has to be increased meaningfully in West Vancouver to satisfy increased density and population, so we should spread the density out into the community not concentrate it further on current transit corridors, and then improve transportation services to meet new density traffic. See my comment under transportation.
35.	<ul style="list-style-type: none"> ○ Around schools and community centres ○ Ensure walking access for community through areas ○ Around transit less important – who is using transit? Probably many from out of West Vancouver i.e. going to Horseshoe Bay.
36.	<ul style="list-style-type: none"> ○ You have a wrong conclusion. There is no need for additional housing beyond that possible with existing zoning. West Vancouver is essentially built out. Re-zoning of existing zones should not be permitted. The maximum density is 2.5 units per acre on

	land outside of creek protection zones. On land above the Upper Levels development should be limited to two storey single family units in clusters. The proposal for mixed use centres connected by transit is not acceptable and is merely another proposal for higher density development – much must be rejected.
37.	
38.	<ul style="list-style-type: none"> ○ Supportive of this objective. Locating new housing within neighbourhood centres and adjacent to transportation hubs including ferry terminals, transit centres as well as providing better facilities for walking and cycling and car sharing opportunities will help to achieve these objectives.
39.	
40.	
41.	
42.	<ul style="list-style-type: none"> ○ Stop blocking the use of lane-ways. Allow lane-way housing in Ambleside and Dundarave as well as the neighborhoods to the West. ○ Promote well-constructed efficient townhouses, duplexes, tri and quadraplex housing in e.g. Ambleside lower Dundarave and HSB.
43.	
44.	
45.	<ul style="list-style-type: none"> ○ (Wide load garbage trucks and SUV's) and increasing volume of traffic, particular lily on lanes with residential apartment garage entrances like the lane between ■■■ ■■■ ■■■ ■■■■■■■■
46.	<ul style="list-style-type: none"> ○ Based on the cost of getting a place to live and actually living in West Vancouver, I am not clear on who you are planning to try and attract. The current development projects in Horseshoe Bay and along Marine Drive are going to increase traffic on already crowded Marine Drive. The developments proposed for the Park Royal area are absurd considering the near impossibility of safe and reasonable driving at the intersection on Marine Drive and Taylor Way already. If the so called community objectives are to increase the tax base and support the developers, I can't imagine the opinion of a resident is going to matter much.
47.	<ul style="list-style-type: none"> ○ A key objective would be to increase frequency of service along present bus routes, rather than to build more housing (especially high-rise) along those routes.
48.	<ul style="list-style-type: none"> ○ Maintain low rise (no more than 3 storeys) along Marine Drive including Ambleside and Dundarave area to maintain village character.
49.	<ul style="list-style-type: none"> ○ We need better transit routes to senior homes i.e. Inglewood and West Vancouver care centre.
50.	
51.	<ul style="list-style-type: none"> ○ Re-create mixed use centres connected by transit and trails – could include in many existing neighbourhoods! (Along marine Drive and other municipalities).
52.	<ul style="list-style-type: none"> ○ Particularly from Park Royal through to lower Ambleside and Dundarave.
53.	<ul style="list-style-type: none"> ○ Create new, small villages (such as Cypress) instead of trying to cram all development in Ambleside.
54.	
55.	
56.	<ul style="list-style-type: none"> ○ Such amenities as child care centres and adult day care programs can be located on the perimeter of parks, amongst residential neighbourhoods. This reduces the use of cars, and greatly enhances the neighbourhoods. Families are attracted to such amenities.
57.	<ul style="list-style-type: none"> ○ This is well-established policy already, the challenge is the lack of new development in these areas.
58.	
59.	
60.	<ul style="list-style-type: none"> ○ I don't want housing near transit or services. Just keep it as it is. ○ Choosing a place to live 1) to choose a way of life style. The existing apartment buildings in West Vancouver are already close to all buses and transit services. We don't need more housing to congest the traffic.

61.	
62.	
63.	<ul style="list-style-type: none"> ○ Use census results to identify demographic needs. ○ Work with federal and provincial government to build supportive housing.
64.	
65.	<ul style="list-style-type: none"> ○ Use spot zoning for multi-family housing in single family zoned areas in ways that do not change the character of the area.
66.	<ul style="list-style-type: none"> ○ Allow more dense development in Horseshoe Bay, Dundarave and Ambleside including adjacent single family lots.
67.	<ul style="list-style-type: none"> ○ Where single family housing exists near hubs many more laneway houses can be added. Families should be encouraged to rent out rooms – the bigger the house the more rental space possible.
68.	<ul style="list-style-type: none"> ○ Multifamily development across district, in areas beside Ambleside.
69.	<ul style="list-style-type: none"> ○ Allow monster houses to convert to strata's.
70.	<ul style="list-style-type: none"> ○ "Expand development along the transit corridor" – no! ○ Determine what is the saturation point for sustainability? ○ Ambleside is becoming too built up while Dundarave still comfortable. ○ No one likes high density. It is costly to service and maintain with little privacy or comfort to anyone. ○ If West Vancouver is built out then it is built out! People are already leaving, there is a message here, listen! ○ Ensure that community zoning is kept for the use of the community. ○ Create transit to move around the community, it moves, don't move the development to the transit. This creates unlivable congestion, noise, air pollution and added safety and infrastructure issues.
71.	<ul style="list-style-type: none"> ○ Protect existing rental housing stock via ongoing maintenance programs. ○ Purchase land near the transit network. ○ Leverage existing land assets via long term leases.
72.	<ul style="list-style-type: none"> ○ If you must create new housing, the citizen working group recommendations sound sensible. If you are creating any development on the water, it is critical that as much public space be created on the waterfront for all of the public to enjoy. You should discourage private developers from having gated communities for just those residents buying there to enjoy. At least some part of every shoreline project should have some public space component. How many public boat launch sites are there in West Vancouver? How many beaches? For example, Park Royal shopping centre should have been required to install a green roof park for everyone to enjoy the mountain and ocean vistas.
73.	<ul style="list-style-type: none"> ○ Densify in areas of West Vancouver outside of the already densified areas meaning Ambleside. Consider densifying in Altamont. ○ It is ludicrous to continue to speak of Ambleside as a village.
74.	
75.	<ul style="list-style-type: none"> ○ As transit runs through all of West Vancouver densification should be encouraged along all routes. For example, Marine Drive runs through the entire lower portion of the District and townhouse and low rise densification should be encouraged along the entire route. Eagle Harbour is ripe for increased densification as are the former West Van labs lands.
76.	<ul style="list-style-type: none"> ○ Like all current recommendations.

77.	<ul style="list-style-type: none"> ○ I am sure there are at least 50 "Monster Mansions" sitting empty that can house 5 families in one home. That doesn't count the massive garages and pool homes. I would set up a "team" to research these homes. ○ Perhaps give a property tax break to the above empty home owners to allow the rental of some of their bedrooms with en-suite bathrooms - money talks!
78.	<ul style="list-style-type: none"> ○ See Above (family housing at 22nd and Gordon on former VCH site).
79.	<ul style="list-style-type: none"> ○ Need to listen to long-term residents not to developers often catering to offshore investors. ○ No more spot zoning for high-rises. If you want more density look at low-rise townhomes and coach houses – the shit to create affordable housing sailed many years ago. ○ Clustering housing to protect environmentally sensitive areas: not a priority ○ Direct new housing to centres: What centres? ○ Expand development along the transit network: What are you proposing? We do <u>not</u> need more high rises or spot zoning by decree of Council
80.	<ul style="list-style-type: none"> ○ Request developers to put adult day cares centres on the ground floor of various apartment buildings
81.	<ul style="list-style-type: none"> ○ Town housing: Location & Character: Smaller and better adapted to senior living, primarily within easy walking distance (3 or 4 blocks of convenience shopping vs. fashion etc.), randomly integrated within single family zones, ground oriented – 2 storey with elevators, limited to duplex up to say 4-plex ○ Features: still have most of the features of a single family home, non-strata (simplicity, independence, bureaucracy-free) – could use zero lot-line freehold, airspace title, etc., small garden and or private patio, could enjoy community courtyard entrance (security), vehicle 'storage' could be multiple 4-plex etc. underground garages.
82.	<ul style="list-style-type: none"> ○ When considering new developments increase the setback allowance to accommodate many types of vehicles (wide-load garbage trucks, SUVs) and increasing volumes of traffic, particularly in lanes with residential apartments garage entrances, like the lane between 13th and 14th behind 7-11 ○ Do not reward "demolition through neglect" by permitting re-zoning to increase height and density ○ Discourage mixed-use development to maintain the village character of the commercial corridor along Marine Drive.
83.	
84.	<ul style="list-style-type: none"> ○ Agreed, multifamily housing should be concentrated along transportation networks and service centres.
85.	<ul style="list-style-type: none"> ○ Instead of creating dense housing clusters along transportation corridors (note pollution are issue) consider expansion of transit network – providing better transit along feeder routes (i.e. upper lands etc.) ○ Speed up the approval process for Cypress Village which could potentially offer a range of hopefully more affordable housing options and appropriate bus service.
86.	
87.	<ul style="list-style-type: none"> ○ Encourage the car-sharing industry? ○ Start one of our own? ○ Densify along bus routes?

88.	<ul style="list-style-type: none"> ○ Mixed use development should be at the centre of sites. Surrounded by all the other options working outward to create many shop / amenities sites surrounded by housing options. No more Park Royal take over.
89.	
90.	
91.	<ul style="list-style-type: none"> ○ Secure housing along and near transit and services. Marine Dr., Capilano to Dundarave, up the main roads towards the highway. ○ Very important, maybe most, is to protect and preserve the existing affordable housing we already have via ongoing regular maintenance, upgrades and retrofits and go after federal supports for this effort. ○ In other words, reinvest in what West Van already has. We need a fair redevelopment commitment that gives back to the community.
92.	<ul style="list-style-type: none"> ○ We do not have much land to develop except above the Upper Levels Highway. BPP is planning its development creatively in Cypress Village and elsewhere (Rodgers Creek).
93.	<ul style="list-style-type: none"> ○ Create corridors of development - not just along Marine Drive and Bellevue, for example, but perhaps up 15th or 22nd or Taylor Way, where bus services would be easy to integrate. Even points further west - density via more duplexes along Marine Drive in the western region of our town and two blocks up or down from there. ○ I would love to see expanded bus services - I note that many get very full particularly at Park Royal. More service with less waits is what will get people out of their cars. ○ I am a big fan of the Cypress Village concept.
94.	<ul style="list-style-type: none"> ○ Use all available municipal lands.
95.	<ul style="list-style-type: none"> ○ If the new suggested affordable housing location is not near transit. Then take transit to it! We don't need trails think of safety for children.
96.	
97.	<ul style="list-style-type: none"> ○ Listen to the people who live in the communities.
98.	<ul style="list-style-type: none"> ○ Prohibit monster homes. Do not build bigger in Ambleside. ○ Do not expand current apartment area. ○ Look at what single fam hoods you want to convert do not over build areas already the most dense in West Vancouver.
99.	<ul style="list-style-type: none"> ○ Make rules same for all the District if a tower is ok in Horseshoe Bay it is ok everywhere? ○ If not don't build it.
100.	
101.	<ul style="list-style-type: none"> ○ Create new, small villages rather than trying to over-develop existing ones. ○ "Direct new housing to centres" - this report does not say this.
102.	<ul style="list-style-type: none"> ○ No ○ Don't make our busy areas any fuller
103.	
104.	<ul style="list-style-type: none"> ○ "Protect environmentally sensitive areas by clustering housing" – full stop after areas. Do not build if centre is middle – square with an x in centre drawn onto map in centre of West Vancouver. ○ "Expand development along the transit network" – No expand transit.

	<ul style="list-style-type: none"> ○ “Cluster development within Cypress Village” – enough housing for future needs so stop. ○ “Create mixed use centres connected by transit and trails – no keep commercial and residential separate. Only shops to serve locals.
105.	<ul style="list-style-type: none"> ○ Don’t destroy neighbourhoods (Ambleside / Dunderave) to chase after “increased density”
106.	<ul style="list-style-type: none"> ○ Cypress Village has no plans to build single family detached homes according to BP. ○ Caulfeild area already has townhomes and duplexes. Increase density there – close to schools amenities and transit.
107.	
108.	
109.	
110.	
111.	<ul style="list-style-type: none"> ○ Housing should be located in walkable clusters. Housing density should not be concentrated along or close to busy roads. ○ Walkability and health are both severely impacted by traffic already. Suggest Council implement monitoring of nox, ozone and pm along Marine between Taylor Way and 20th street. ○ Additional density in Ambleside Dunderave not supported by current conditions.
112.	
113.	<ul style="list-style-type: none"> ○ Forget gates – they open onto street (many do) and resident stops in middle of block (can’t get by) waiting for them to open.
114.	
115.	<ul style="list-style-type: none"> ○ Bowen Island could be expanded significantly if increased ferry options and water taxis were encouraged and perhaps subsidised as part of Blue Bus.
116.	<ul style="list-style-type: none"> ○ More apartments in corridor areas like Marine Drive, Bellevue Avenue, 15th Street and Taylor Way.
117.	<ul style="list-style-type: none"> ○ Too many what we call "monster houses" in West Vancouver, instead of building one big house we could use that land to build residential building that can be home for more people.
118.	<ul style="list-style-type: none"> ○ Apartments alongside Bellevue Avenue, marine drive, and dundrave are absolutely crucial. They are in very convenient location near the accessible bus stops.
119.	<ul style="list-style-type: none"> ○ Allow service such as Car2Go and EVO into West Vancouver
120.	<ul style="list-style-type: none"> ○ The housing should ideally be close to transit to help improve use of transit and decrease congestion. Transit could be expanded to include more areas to allow for a wider range of housing.
121.	<ul style="list-style-type: none"> ○ Place the housing along the transits ○ Place housing close to community centres
122.	
123.	<ul style="list-style-type: none"> ○ Increase number of homes around the main streets instead of in the mountains. West Vancouver will become more and more prosperous once Marine and Dunderave fills with businesses.

124.	<ul style="list-style-type: none"> ○ Around the centre of West Vancouver businesses ○ Alongside Marine Dr. Dunderave ○ Those locations are ideal for everyone
125.	<ul style="list-style-type: none"> ○ Actually less traffic and cars result from putting the density in corridors and clustered in easily transit-centric areas. ○ The congestion that flows down Taylor Way isn't West Vancouver. The solution is multi-level government commitment. It's our problem, but not our fault.
126.	
127.	
128.	<ul style="list-style-type: none"> ○ Housing at Park Royal and increased bus service would be welcome. ○ We should let the gas station across from the Community Centre be bought for housing for local workers. ○ Cypress Village needs real transit options.
129.	<ul style="list-style-type: none"> ○ "Expand development along transit network" – Along Marine Drive at Dunderave and Ambleside only.
130.	<ul style="list-style-type: none"> ○ (This answer to opposite black) ○ Balance permitting for luxury developments with permitting for social / market-restricted or simply more needed / desirable housing types. Absolutely direct clustered housing to mixed use areas. ○ Enable / incentivize commercial building owners with single-story or 2 story buildings in Ambleside to redevelop to include residential on 2nd and 3rd levels (with street setbacks so you maintain character of neighbourhood and don't over power the sidewalk below).
131.	
132.	<ul style="list-style-type: none"> ○ No development along transit networks as this is not Metro Vancouver.
133.	
134.	
135.	
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137.	
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140.	
141.	
142.	<ul style="list-style-type: none"> ○ Park land must be protected. Transit networks need to be developed along housing corridors not the other way around. Transit should meet the requirements of existing neighbourhoods not established to encourage development.
143.	<ul style="list-style-type: none"> ○ No development along transit networks as this is not Metro Vancouver.
144.	<ul style="list-style-type: none"> ○ *Around the city centre
145.	<ul style="list-style-type: none"> ○ -Close to the main streets and transit centres for the maximum convenience
146.	<ul style="list-style-type: none"> ○ Me personally, we moved to West Van to get AWAY from being close to everything. Where we were before was convenient alright... [REDACTED] We want isolation and low crime. [REDACTED] By the way I commute by bus and sky train every day and I'm happy doing it. I've tried driving and I will die of a heart attack from road rage stress if I had to keep doing that but the bus is empty and scenic and I read a book and drink my coffee. It is bliss.

147.	<ul style="list-style-type: none"> ○ Create more bus stops in areas that are planned to have high density housing.
148.	
149.	<ul style="list-style-type: none"> ○ Cluster housing in attractive areas. ○ Create mixed use housing.
150.	<ul style="list-style-type: none"> ○ I think the issue isn't housing, it is expanding transit to catch-up with housing. For example, there is no bus service east to west along Fulton that reaches the Recreation Centre. You need to either take transit along Marine, or go via the Upper Levels/Queens bus and transfer to the Whitby Estates/Park Royal bus. ○ I also would like to see the return of the corner store/coffee house, so one does not have to travel down the mountain all the time for goods.
151.	<ul style="list-style-type: none"> ○ Expand the Frequent Transit Network to more areas and then create high density housing in those areas.
152.	<p>Logic behind densifying new areas should be based on</p> <ul style="list-style-type: none"> ○ Lot sizes ○ Buffering from or within existing neighbourhoods ○ Transportation options ○ Community support ○ Density transfers ○ Protecting established heritage structures ○ Acknowledge existing view corridors, privacy and shadowing concerns.
153.	<ul style="list-style-type: none"> ○ "90% of existing multifamily is along the Frequent Transit Network" – line through this sentence.
154.	<ul style="list-style-type: none"> ○ "90% of existing multifamily housing is along the Frequent Transit Network" – X beside. ○ It is a good idea to build medium density housing in areas with services, transport and schools. Along Marine Dr. (build up Ambleside corridor), Caulfeild, lower Caulfeild (the vacant Crown land there?), etc.
155.	
156.	
157.	<ul style="list-style-type: none"> ○ "Protect environmentally sensitive areas by clustering housing" – how and where? ○ "Direct new housing to centres" – where? ○ "Expand development along the transit network" – How? Cluster housing at end of transit lines to force better service. ○ "Cluster development within Cypress Village" – They are but no buses to go up there – see next page re BPP plans.
158.	<ul style="list-style-type: none"> ○ Constructive recommendations!
159.	<ul style="list-style-type: none"> ○ We need to encourage densification and build corridors to transit access. Pick up zones should shuttle people to main stops with rapid access to Vancouver.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ Transit plays a major role in indicating where the density of population should be located. ○ Mixed used centres alongside Marine Drive and Bellevue will provide the additional housing and retail that West Vancouver desperately needs. ○ West Vancouver, alongside Marine Drive looks like a tired and old neighbourhood and need revitalization that is long overdue.
163.	<ul style="list-style-type: none"> ○ Of course.
164.	<ul style="list-style-type: none"> ○ The location of the old fire station was ideal to advance this objective!!
165.	<ul style="list-style-type: none"> ○ Locate housing by community centers. ○ Place more bus stops.

166.	<ul style="list-style-type: none"> ○ Transit will always follow density. ○ Cypress Village BP has always been for off shore people with high prices this housing is not for local people.
167.	<ul style="list-style-type: none"> ○ Modify zoning by-laws to encourage more offerings for small businesses and compulsory mix-use contribution from new developments and rezoning projects, thereby create the possibilities and supplies for businesses and offices to operating locally.
168.	<ul style="list-style-type: none"> ○ Concentrate density in Cypress Village to create a unique high density environment on the mountainside in a new community rather than planting high density in established neighborhoods. ○ Putting higher density around transit lines is meaningless because the buses drive past you full many times in the day in Ambleside anyway.
169.	<ul style="list-style-type: none"> ○ All new development should be on transit routes.
170.	
171.	<ul style="list-style-type: none"> ○ Smaller family units ○ Purpose built rental ○ Purpose built accessible units in a supportive ○ Variety of form: high-rise, accessory buildings to SFH, combination of townhouses / coach houses cluster. ○ Focus on areas close to transit and services.
172.	

Have we understood your housing ideas correctly? Tell us if there is anything you want to change or add.

WB #	Idea
1.	
2.	
3.	
4.	<ul style="list-style-type: none"> ○ The only housing projects of any size I have seen recently have been multi-million dollar condos (Grosvenor, new construction at Bellevue 23rd) which add little or nothing to actual housing stock. Creativity is the only way to move toward additional housing options. Vancouver City has gone a long way in this direction but so have other cities. New options need to be explored and adopted. ○ When building new centres make sure basic amenities are there too so people don't have to drive for groceries etc.
5.	<ul style="list-style-type: none"> ○ Reduce impact of "NIMBY" neighbours who want no change in West Vancouver.
6.	<ul style="list-style-type: none"> ○ Any new housing in Ambleside should be required to be set back in order to give a more open feel. The shell station at 13th and Marine is an example of this.
7.	<ul style="list-style-type: none"> ○ It requires a new strong mayor and council to enforce any of your housing ideas. It is almost impossible to rezone for any change in the single family areas, everyone wants it only in the higher density areas. Ask those that are requesting for all these changes if you can build them on their street!

8.	<ul style="list-style-type: none"> ○ Duplexes are ideal for downsizing. Out aging population would like to stay in the community – more duplex zoning.
9.	
10.	
11.	<ul style="list-style-type: none"> ○ Yes the old OCP required in certain areas that the neighbourhood character be maintained. Council and the Planning Department have ignored these requirements for years so what are we going to do now. Have another OCP which the planning department will completely ignore to support developers. What are you going to do to ensure the OCP is followed until it is revised with citizen approval in the future?
12.	
13.	
14.	
15.	
16.	<ul style="list-style-type: none"> ○ I think that the direction West Vancouver has chosen is excellent. The uphill battle is breaking down people's fixation that single-family neighbourhoods are elite and multi-family neighbourhoods are not desirable. What so many people today – who were probably brought up in single-family neighbourhoods – do not understand is that the great elite neighbourhoods in older cities across the country (e.g. Rosedale in Toronto etc.) are a mix of large and small single-family homes, duplexes, triplexes, carriage houses and so forth. People who have not experienced living in these old elite neighbourhoods need to be educated regarding the value of having neighbourhoods such as these – aging in place, young marrieds being able to live in neighbourhoods they grew up in and so forth . . .
17.	
18.	
19.	<ul style="list-style-type: none"> ○ I certainly do NOT agree with higher/taller density in Ambleside, [REDACTED]
20.	<ul style="list-style-type: none"> ○ Small single family homes in “pocket neighbourhood” type development. ○ How to keep affordable? ○ Challenging if only done through redevelopment- too costly too laborious and beyond the average homeowner in risk and time – see heritage redevelopment on Gordon where cottages cost \$2.7 million- not meeting more affordable needs. ○ Blanket Zone specific areas or lots so homeowners can do it without going through an expensive redevelopment process- or contentious neighbour consultation some examples could be. <ul style="list-style-type: none"> ○ Ambleside- where cottage look is appropriate. ○ Cedardale and./or Mathers where there are very large lots. ○ Blocks adjacent to multifamily zones (great transition). ○ Busy streets that already have heavy traffic- Taylor Way, 15th Street, 21st etc. ○ Corner lots. ○ In those areas consider allowing small homes up to the allowable SFR for the lot and allow lot consolidation for same. ○ Specify setbacks, parking and access- consider reducing setbacks at rear to a single family lot can have four small houses- two in front and two behind without shadowing middle of neighbours property. ○ Allow parking on front set back. ○ Limit setbacks between the houses on the lots to 10 feet- same as side yard setbacks. ○ Run a competition for preapproved designs (Portland did this for city infill housing- if homeowner chooses a preapproved design there is a simplified process) – perhaps in the “heritage” and “modern” themes so building permit fast tracked and the public approval is granted for those designs.
21.	
22.	<ul style="list-style-type: none"> ○ The current great amount of building is poorly controlled. Almost all adjacent properties have problems, but no resource. Neighbours are usually ignored or abused.

	No signs detailing builders company name or whom to contact in case of emergency or complaints. Contractors seem to bear no responsibility for damage to adjacent property.
23.	<ul style="list-style-type: none"> o I do hope that the silk purse is not pulled down but preserved for what it is, an historic, heritage building on the shoreline. West Vancouver started as a cottage community (after most of the trees were cut down in 19th century.
24.	
25.	<ul style="list-style-type: none"> o Before anything good is to happen, Council has to announce over and over that they support whatever it is going to take to build housing that real people can afford-real people who work in West Vancouver and want to live here, with their families and get them off the road and on to buses. These two have to go hand in glove. The market will take care of itself, but the housing that West Vancouver really needs will not take care of itself! o You must put an end to the Monte Carlo on Marine thinking. There is no future in it, not one that is sustainable for the municipality and, stop unfettered speculative investments. Want to buy here? Then you must live here. Look at London, England.
26.	<ul style="list-style-type: none"> o Special consideration must be given to preventing the demolition of character homes and neighbourhoods just to further density goals. Look at how much damage is being done in Vancouver in the overriding interest of density and act to prevent this. o Housing choices must encourage the retention of the neighbourhood character through design guidelines and perhaps lower FSR allowances.
27.	
28.	
29.	
30.	<ul style="list-style-type: none"> o Stop catering to the rich and neglecting old time family west Vancouverites. o Start tracking empty homes and taxing owners as per Vancouver City because there are a lot here that are changing faces of the neighbourhoods and limiting community building. We don't need an elitist enclave.
31.	<ul style="list-style-type: none"> o Bus service will have to be increased in numbers and times if development is to be expanded.
32.	<ul style="list-style-type: none"> o West Vancouver is almost the slowest to approve and permit the construction of buildings. We have sufficient staff to result in efficient and speedy response to permit applications. The current response is shoddy.
33.	<ul style="list-style-type: none"> o Support buildings that real people can afford people who work in West Vancouver and want to live here. Encourage use of transit. They must go together.
34.	<ul style="list-style-type: none"> o In my opinion, the only way to improve affordability and supply of housing in a practical timeframe to address the current crisis and avoid permanent damage to the community (in the broadest definition of the term "community") is to permit, and even promote, the occupancy density of the current single family housing / developed property stock. o I propose that all current single family properties be rezoned to multifamily zoning to permit secondary suites, coach houses, stratification of single family homes and the redevelopment of single family properties into duplexes, triplexes, etc. But all subject to existing constraints / restraints / requirements on FAR (per lot) height restrictions, setbacks, parking capacity, site coverage, etc. in order to retain physical neighbourhood character, environmental values, view potential, property values on currently developed lots, etc. o Like many properties over the last 5 years, when sold, that property will become a 7000+ sq. ft., huge mass, single family mansion on redevelopment. Yet this property could easily incorporate even today a coach house (but prohibited by covenant), a duplex or a secondary suite by new extension of existing structure, or perhaps a stratified triplex by complete redevelopment offering 2,000 sq. ft. per unit without overwhelming the lot and still retaining its trees and hedges. Hence supply of housing capacity on this lot could easily be tripled, affordability per unit cut by 50%, while the total equity value in the existing lot is maintained compared to redevelopment into one mega single family house, while neighbourhood character need not be compromised

	and environmental and most building parameters for current development i.e. FAR are fully complied up.
35.	<ul style="list-style-type: none"> ○ Learn lesson from North Vancouver Marine Drive – these new mixed developments along route have done nothing to enhance community. Along transit is much less important than developments being close to amenities like community centres or schools, esp. if you want to attract younger adults / families which is exactly what West Vancouver needs.
36.	<ul style="list-style-type: none"> ○ You do not understand the declaration by former Mayor Derrick Humphreys that West Vancouver is “Some Place Special”. He stated “I believe there has to be places in this world for some excellence. I believe West Vancouver is such a place, and it is the duty, not only of the Council but of all its residents to maintain a standard of quality and style for the place we have chosen to live”. ○ It is not acceptable to propose conversion of existing zoning to higher density use. It is important to study the many attractive neighbourhoods of West Vancouver and consider implementing height controls and set back regulations which mimic the best practice of existing older development. Re building on existing lots should be required to preserve the trees and maintain about the same height and setbacks as the existing housing. ○ The sage advice of ██████████ should be our guide: “Preserve the future by protecting the present”.
37.	<ul style="list-style-type: none"> ○ We have lived in West Vancouver for ██████ years and would like to stay here in retirement, preferably on the same lot. Within the blocks of our home, there is commercial property as well as a duplex backing onto our property. We would like to see the rezoning broadened to our area. ○ Our property is close to amenities, which makes it very desirable as a retirement option, without having to move into an apartment. ○ I’m sure many residents have equity tied up in property and would like to downsize. Providing an option for smaller lot size and greater diversity is how we can integrate more housing choices into our neighbourhood.
38.	<ul style="list-style-type: none"> ○ Support the objective of providing more affordable housing and increased housing choice within the District. BC Ferries and its terminal at Horseshoe Bay is one of the largest employers in the District of West Vancouver. Employees who work at the terminal are often unable to afford housing within the District resulting in employees traveling further in order to be able to continue to work at the terminal or finding employment elsewhere, which results in BC Ferries not able to fill key positions.
39.	
40.	<ul style="list-style-type: none"> ○ Redevelop the “aging rental stock”, creating compact neighborhoods within already developed areas (Dundarave, Ambleside, Horseshoe bay) with smaller units and lower quality of finishing than those being developed (Bellevue, Grosvenor). ○ Address our declining population (youth and children) in compact areas, rather than promoting growth everywhere, keeping an overall low population density.
41.	
42.	<ul style="list-style-type: none"> ○ Support logical heritage conservation. Just because something is old doesn't make it a valuable heritage asset (e.g. Navy Jack/John Lawson house has little heritage value: it is poorly constructed, poorly located and aesthetically unpleasing. The cost of retention and renovation is likely very high). However, the Ferry building, while useless for public events, it is at least aesthetically pleasing.
43.	
44.	
45.	<p>As a resident of West Vancouver I want to see:</p> <ul style="list-style-type: none"> ○ “Gentle” densification, not densification though increasing height variances and rezoning to accommodate higher density use. “Gentle” densification can be through encouraging renovations of current structures (apartments and houses), permit multiple affordable rental suits in existing older homes. ○ Ambleside and Dundarave must retain a minimal height allowance (1-2 stories) along the Marine Drive commercial corridor, to maintain its character and density, in order to

	<p>not compromise existing residents' investment values of their homes, as it would be detrimental to their over-all quality of life.</p> <ul style="list-style-type: none"> ○ Discourage mixed-use developments to maintain the village character of the commercial corridor along marine Drive. ○ When considering new developments, increase the setback regulations, (allowance), to accommodate many types of vehicles.
46.	<ul style="list-style-type: none"> ○ In addition to the problem of finding space to put affordable housing of whatever type, there is the problem of providing adequate transportation and general commercial services to whoever might be able to occupy such spaces. There is also the second problem of the mega houses that are [REDACTED]. In a municipality "supposedly" wanting to preserve the "ambiance" of our community, developers come in and get approvals for gigantic so called private homes – buildings that lead to near total destruction of all trees, disruption of water flows, and almost greater destruction of the neighbourhoods as an apartment block. I don't know where the minds of council members are who permit such wholesale wasting of the landscape they say they are committed to preserving.
47.	
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52.	<ul style="list-style-type: none"> ○ Yes.
53.	<ul style="list-style-type: none"> ○ Reduce Floor Area Ratio for single family homes. ○ Convert existing "monster" homes into apartments (as Shaughnessy did in the 1950's and '60's). ○ Protect views. ○ Eliminate Community Amenity Contributions from the development process. Policy should be clear and transparent enough to eliminate the need for discretionary and negotiated C.A.C.'s. ○ Replace with Development Cost Charges.
54.	
55.	
56.	
57.	<ul style="list-style-type: none"> ○ It seems unrealistic to suggest that housing can somehow become "affordable" in West Van. Land values have increased due to larger, international economic trends that are beyond local government control. For most of our housing stock, purchases are financed based on assets and wealth, not employment income. ○ The rate of new development is too slow to meet changing housing priorities. This will probably continue, with an over-supply of single family houses and a dearth of options. ○ DWV needs to devote more attention to simplifying the approval process for new multi-unit residential development.
58.	<ul style="list-style-type: none"> ○ Limit new detached house size to 8,000 sq. ft. in all areas.
59.	
60.	<ul style="list-style-type: none"> ○ I don't think we need more housing. If the government can remove / revise the Tenant Act that will definitely encourage more rental options.
61.	
62.	
63.	
64.	<ul style="list-style-type: none"> ○ I guess that I do not agree with the objective. I enjoy living in a single family house. I'm happy that it has appreciated a lot over the years. Maybe I'm an outlier. ○ My neighbourhood already feels quite dense. Homes are close to each other. Traffic is worsening. The street parking is nearly always full. In-fill housing and business expansion will only make things worse in my opinion.

65.	<ul style="list-style-type: none"> ○ The duplex / lane way / house per lot is a great idea that needs to be expanded to other single family zoned areas. ○ Our experience of this confirms it increases the sense of community and increases density in a way that high rise apartment building do not.
66.	<ul style="list-style-type: none"> ○ The house to the West is [REDACTED] and the house to the East is occupied by a student and [REDACTED] who does not reside there. The District should implement a tax on empty homes and pressurise the Federal government to ensure all house owners pay property and income taxes in Canada. ○ Regarding Cypress Village. The private land holdings West of Eagle Creek (mainly BPP) should have the development heights transferred to Cypress Village. This provides a twofold benefit. ○ 1. There will be sufficient density in the Village to support public transportation, a viable village economy and make the East – West mountain trail viable. ○ 2. The cost of servicing the lands West of Eagle Creek will be eliminated. Lease include, extension of roads, water, sewers, drainage system, hydro, telephone, gas etc. A significant cost saving in the tens of trillions of dollars. ○ West Vancouver must negotiate with BPP to ensure this cost saving is properly shared with the District (i.e. not a gift to the developer).
67.	<ul style="list-style-type: none"> ○ Some large homes with many bathrooms and electric fixtures could be made into duplexes or triplexes. Building permits could be processed promptly. Perhaps within two weeks. ○ Allowance for taller view – blocking buildings so that many new comers can benefit even when a few lose parts of their views.
68.	<ul style="list-style-type: none"> ○ Livability is important for everyone – need a connection to nature ○ Listen to the community; no one wants us to turn into Metro town, MonteCarlo, HongKong or Miami. Development does not have to be packed into Ambleside.
69.	<ul style="list-style-type: none"> ○ Planning department works for us. Listen to the community at large. Density can be increased without massive buildings with massive height and bulk. Stick to OCP.
70.	<ul style="list-style-type: none"> ○ Stop catering to the ultra-rich with luxury this and that! Only the top 1% can afford to maintain them! ○ The majority of people just want a durable roof over their heads. ○ Families with children do not fit into condominiums. They need houses with gardens to safely play in, this is a basic necessity. ○ Create smaller houses on smaller lots. ○ Encourage updating older homes for families rather than tearing down. (They are more often than not more solidly built). Thus landfill waste will be minimized too.
71.	<ul style="list-style-type: none"> ○ Discourage speculative housing investments so that owners live in their properties. (Tax changes). ○ Take bold leadership in promoting the use of transit vs cars. (Change parking requirements, use of car cop programs etc.). ○ Huge shortage of purpose built rental units. So need incentives. Financial and quicker approval system.
72.	<ul style="list-style-type: none"> ○ No you have not understood my housing ideas correctly. We do not need more density. It will destroy the character of DWV and will do very little to reduce housing costs.
73.	
74.	<ul style="list-style-type: none"> ○ No. You have not understood my housing ideas correctly. I do not agree with these objectives. ○ These objectives open up West Vancouver to complete change without protecting our neighborhoods which was a prime concern in all past elections. ○ This OCP is a developer's dream - it seems to allow them to do anything they want anywhere they want.

75.	
76.	
77.	<ul style="list-style-type: none"> ○ The District must find a way to CAP the rental prices in this town. If not Cap it then a new law such as a Landlord must not raise a tenants rent for the first three years. This is more than fair for both parties. ○ Also Landlords seems to have more rights than tenants and that has to be looked at. ○ Also if a Landlord wants to rent a basement suite or apartment, they must have: ○ A parking space that does not cost an "arm and a leg". Most buildings are charging \$50 - \$70 a month average for a parking space or an "air space". Ridiculous and they get away with it because they are allowed to get away with it. Super high rents for shabby suites, old appliances, suites the size of dog houses etc. Landlords need to audit as many are ripping off your residents.
78.	<ul style="list-style-type: none"> ○ Put more restrictive building-size bylaws in place! ○ Address the empty house issues with are now proliferating in our community ○ <u>Zoning, Zoning, Zoning, with "teeth"</u>
79.	<ul style="list-style-type: none"> ○ If we spend time on new OCP then we must follow – spot zoning should not be allowed (i.e. Grosvenor) ○ Listen to long-term residents and not real estate developers and realtors ○ Ensure bylaws are rigorously enforced and work with provincial government to increase fines that can be applied to developers and owners who fail to maintain their homes and gardens
80.	
81.	
82.	<p>As a resident of West Van, I want to see:</p> <ul style="list-style-type: none"> ○ "Gentle" densification, not densification through increasing height variance and re-zoning to accommodate higher density use. "Gentle" densification can be through encourage renovations of current structures (apartments and houses) and permit multiple affordable rental suites in exiting older homes ○ Ambleside and Dundarave must retain a minimal height allowance (1 to 2 stories) along the Marine Drive commercial corridor to maintain its character and density, in order to <u>not</u> compromise existing resident's investment values of their homes, as it would be detrimental to their over-all quality of life.
83.	<ul style="list-style-type: none"> ○ Encourage renovation/prohibit monster homes. Allow suites in larger older homes/discourage tear-downs and waste. Require larger setbacks for green space on each lot. Protect view lines. ○ Preserve Dundarave's character and stop the high buildings in Ambleside. Respect present OCP height restrictions.
84.	<ul style="list-style-type: none"> ○ Regarding secondary suites: 1. Ensure property controls and procedures in place to properly affect safety, parking, noise, congestion and minimize impact on existing neighbourhoods. 2. No Air B and B or short term (nightly or weekly rentals). 3. Only issue secondary suite licences to resident owners – not absentee landlords.
85.	<ul style="list-style-type: none"> ○ Development (if high density) will create further congestion along traffic corridors particularly along Marine Drive. It will create a mass of concrete as evidenced by the Grosvenor Building, blocking sunlight and daylight to the street. No more Grosvenor's please. Instead lower-scale buildings to preserve the neighbourhood character, views and seaside ambience we love throughout West Vancouver. ○ P 6, 7, 9, 10, 13: It appears that we are being encourage to ask for increased density via the "Citizen Working Group recommendations". That has not been my experience at the various forums I have attended. In fact the recommendations and suggests at these forums indicated public desire for low-scale development, preservation and enhancement of village character and preservation of view corridors to create and enhance seaside ambience, particularly in Ambleside. At all of the forums I attended

	these desires were expressed as paramount, yet they have been ignored or overlooked in the preparation of the Workbook. They were also downplayed by coordinators who prepared the summaries presented at the conclusion of those forums.
86.	
87.	<ul style="list-style-type: none"> ○ The current housing situation is a hardship on all family generations. West Vancouver could demonstrate their #1 priority is families by inviting the children of current landowners to engage in this conversation. ○ Houses that have been empty for 2+ years should become the property of West Vancouver. Empty houses hurt neighbourhoods.
88.	
89.	
90.	<ul style="list-style-type: none"> ○ Eliminate ‘monster homes” they take too long to build causing disruption in neighbourhoods and decimate the landscapes by clear cutting.
91.	<ul style="list-style-type: none"> ○ Before anything good can happen, Council has to announce over and over that they support whatever it is going to take to build housing that real people can afford-real people who work in West Van and want to live here, with their families, and get them off the road and onto buses. These two have to go hand in hand. Live and work in West Van is the goal here. ○ The market will take care of itself, but the housing that West Van really needs will NOT take care of itself! ○ You must put an end to the Monte Carlo on Marine thinking-there is no future in it-not one that is sustainable for the municipality.
92.	<ul style="list-style-type: none"> ○ The main problem is the very high price of housing and rentals. As this is caused mainly by foreigners there is not much we can do. We build more high-rise and they are bought up by foreigners or recent arrivals. Canadians don't have a place to live anymore. The only solutions lie with Ottawa and Victoria but they are not likely to do much to limit immigration, deal with land speculation, money laundering, tax evasion, etc. The newcomers have great amounts of money, make heavy uses of services, and do not always pay their fair share of taxes. ○ We had a good chance to improve our neighbourhoods when Council instructed the planners to find means of reducing monster housing. For some reason the Planning Department stonewalled and did nothing. Council let them get away with it. Why? In the OCP we talk about preserving neighbourhoods, but we do nothing tangible to bring this about. In the meantime our neighbourhoods become uglier and uglier.
93.	<ul style="list-style-type: none"> ○ All good.
94.	<ul style="list-style-type: none"> ○ Need low income housing, better options for seniors and downsizer, need to bring young families back to West Vancouver Community. ○ Need housing diversity options.
95.	<ul style="list-style-type: none"> ○ Yes, I believe the ideas are actionable. What are the timelines?
96.	
97.	<ul style="list-style-type: none"> ○ Give the residents of neighbourhoods and communities a more substantial voice in the decision making process. They have to live there!
98.	<ul style="list-style-type: none"> ○ You say our population has decreased but ████████ of Engineering has said our built form density has at the same time increase. It would seem building “more” doesn't work. How about vacant home tax?

	<ul style="list-style-type: none"> ○ Smaller homes Keep “Ambleside amphitheatre” – think of a stadium – you do not put big box seats in front and block everyone’s views! Keep smaller and lower the closer to the water.
99.	
100.	<ul style="list-style-type: none"> ○ Smaller single family homes, protect views.
101.	<ul style="list-style-type: none"> ○ Amend single family zoning to address concerns of “monster homes” – include basements, garages, etc. in total FAR ○ Reduce FAR for single family homes ○ Convert existing “monster homes to apartments (as was done in Shaughnessy in the 1950’s and 60’s). ○ Protect views ○ Eliminate Community Amenity Contributions from the development process. OCP should be clear and transparent enough to eliminate need for discretionary and negotiated CAC’s – replace with development cost charges instead.
102.	<ul style="list-style-type: none"> ○ No housing or anything should not infringe on views and livability of neighbours.
103.	<ul style="list-style-type: none"> ○ A hotel – provides temporary accommodation and encourages tourism. Cypress would be a good place for a start as it has restricted areas and could attract international conferences. ○ Rooming houses for people working in low paying jobs.
104.	<ul style="list-style-type: none"> ○ Ambleside is too big – lower heights – make smaller ○ Dundarave is nice – keep it size it is choose a few new areas and make another Dundarave.
105.	<ul style="list-style-type: none"> ○ <u>Quit</u> allowing developers and the development community to drive the discussion over housing.
	<ul style="list-style-type: none"> ○ Co-ops? All recent bldgs. – Grosvenor, Crssey on Bellevue, Horseshoe Bay, Unni – none would be considered affordable. Do any have a social housing component? Buyers who purchase in these luxury bldgs. Do not want a social housing component – especially foreign buyers and wealthy locals. ○ Can this component be part of a community benefit?
107.	<ul style="list-style-type: none"> ○ The planned Horseshoe bay development will not be affordable for most people. The developer should also have to build a complex in the same area, at the same time that is affordable for the average person.
108.	
109.	
110.	
111.	
112.	<ul style="list-style-type: none"> ○ Stop allowing more and more high-rises to be built. We get a more dense population so long as these are no additional roads it contributes to congestion – which we are already seeing. People do not leave their cars at home.
113.	<ul style="list-style-type: none"> ○ Get contractors to post hours of work on job sites. ○ In new builds (that are in immediate area) and when they start work early or stay late, are always ready with “I didn’t know the work hours” duh! ○ Also keep 7:30 – 5:30 hrs and 8-5pm – Sat. Power tool could be reduced to 5:30 too. When you have builds in front and behind, trust me, 5:30 can’t come soon enough, [REDACTED]
114.	

115.	<ul style="list-style-type: none"> ○ Which comes first, housing or transit? Usually transit follows urban concentrations. From a transit perspective, can Sky train be extended to the North Shore and all the way to Horseshoe Bay? (Via Deep Cove bridge or tunnel?) ○ Operate passenger ferries from Ambleside and Dunderave to downtown and Point Grey (UBC). ○ Encourage water taxis (Sydney Australia does this very well!). Ferries could be part of transit system, or, if private should be regulated in respect of pricing. Ferry terminals should have reasonable parking (or Park & Ride) with regular public transit access. Ferries would also work to bring more visitors into West Van (without cars). <p>In conjunction with Vancouver build a cable car system across Burrard Inlet. (Barcelona and some Mexican cities have these). We have the expertise (i.e. Peak2Peak construction).</p>
116.	
117.	West Vancouver is a beautiful place, and it should not be only owned by the wealthy people, I would like to see more affordable housing options in West Vancouver.
118.	<ul style="list-style-type: none"> ○ [REDACTED] I use busses a lot in daily basis, what I would like to see is increased number of busses and the buses that keep their schedule. I am still living with my parents now because I can not afford any rent here so I would like to see more affordable rents in this beautiful city.
119.	
120.	The current housing situation in West Vancouver is very expensive, so it is hard to attract people to come here, especially those in the younger generations. Without greatly increasing the amount of affordable housing, the population of West Vancouver will stagnate or decline. That is why development of new compact housing should be prioritized.
121.	<ul style="list-style-type: none"> ○ Need to create more apartments in West Vancouver ○ More housing means more young people means more economic prosperity
122.	<ul style="list-style-type: none"> ○ Limit size of homes on private land. ○ Examine ways for District to prevent money laundering and other ways that people who drive up housing prices but do not live in the community are able to purchase homes or land. ○ Ensure a real person and not a numbered company is registered to pay property taxes. ○ Severely restrict property development options for non-residents. ○ Incentivize renovations of existing buildings/homes. ○ Create stringent rules for the disposal/recycling of homes that are torn down to build new homes. Ensure a plan to dispose of materials and recycle materials from demolitions is in place and provide enforcement rules that ensure monitoring and proof of these disposals is provided to the District before new building can occur. ○ See page 15 for additional shared housing rental or co-ownership or sharing idea based on succession concept.
123.	
124.	We have enough big houses, what we need now is more options for rental and making the best use out of limited space around the business centre in West Vancouver.
125.	<ul style="list-style-type: none"> ○ Our attitude can't be one of restriction, it has to be one of inclusion. How do we get better housing options is to allow creative processes to be the guide, not restrictive bylaws. You don't get creativity through containment, we have to be "open" to new ideas.
126.	
127.	

128.	<ul style="list-style-type: none"> ○ Where there are steep grades but usable lands; we could add funiculars so that they can be accessed from transit. It works great in countries like Columbia.
129.	<ul style="list-style-type: none"> ○ Cypress Village should be put on hold until the transportation plan is put together and approved by WVan Council.
130.	<ul style="list-style-type: none"> ○ Limit/disincentive wholesale demolition of housing stock. ○ Incentivize landowners (residential and commercial) to add density creatively and respectfully to create housing suitable for young adults/families, professional services/first responders and teachers who live & work in the community. ○ Experiment with PPPs to develop pilot micro-communities, either market-restricted or co-op housing. ○ Require an element of market housing within luxury housing sites to preserve and foster social and economic diversity and avoid hollowing out the heart of the community with absentee / disengaged part time residents. ○ Do not allow new construction in environmentally sensitive areas where plans call destabilizing / damaging natural run-offs, public park areas, etc. with flimsy evidence of “environmental protection”.
131.	<ul style="list-style-type: none"> ○ Adaptable Design: Target a percentage of units in new developments for adaptability. Should have a percentage of units in each building built to specific accessibility standards – Look to the District of North Vancouver, which have embedded accessible design into their Zoning Bylaw. ○ All buildings should look at “universal design”: in particular automatic doors for building entry, thresholds for balconies, visitability for multifamily buildings (including ramp access to all multifamily buildings) and building to ensure units can be easily upgraded for increased accessibility after construction.
132.	<ul style="list-style-type: none"> ○ No spot zoning. No more monster homes. No high rises.
133.	<ul style="list-style-type: none"> ○ Create housing choices by taking developers out of the decision process. ○ Permit multiple suites in large (older) homes. (Not new ones) ○ Prohibit monster homes. ○ Build smaller homes. ○ Reduce lot size ○ Reduce FAR (floor area ratio) ○ Allow multi units and other benefits if a house is re-developed in same envelope and footprint or smaller but do not if they re-develop bigger. ○ Consider ways of converting suites in homes to strata title. ○ Keep lands zoned for community use zoned as community use. ○ Combine seniors and student housing (like in the Netherlands) ○ Quit making our most built up areas more built up. If we need more housing look for some new locations in the entire district. ○ Don't increase the size you are allowed to build but do consider easing regulation to permit duplexes/multiplexes in every neighbourhood. This would mean instead of one 6,000 square foot home you get three 2000 square foot homes. This is “gentle” densification. ○ Encourage renovations and discourage demolitions. ○ Housing does <u>not</u> have to clustered around <u>existing</u> transit! We have busses. They can go on any road we like! We don't want to look like the Cambie corridor or Marine Dr. in North Van. ○ Expand transit. ○ Start putting clusters of housing at the end of transit service lines to encourage better transit for the entire line. ○ Make new small villages rather than ruin our existing ones by over-development. ○ Dunderave is a nice size – don't let it get bigger. Ambleside is too big. Make it smaller.

	<ul style="list-style-type: none"> ○ Higher density housing is often <u>not</u> always environmentally sustainable. Sustainability is decreased with height. (power for elevators, etc.) ○ Grosvenor development is Ambleside's own "monster home" and it is just as (if not more) distasteful than the one on [REDACTED] ○ You cannot minimize parking requirements in new development unless you also require the new residents and their guests, service people to not own/use vehicles. When you reduce parking requirements you just end up with more residents parking on the street or in front of their neighbours. This also impedes traffic flow, is a safety issues for cyclists, etc. ○ If you retain the zoning on lands zoned for community use you keep the land value (somewhat) affordable making it possible for non-profits and other government organizations to provide community supports, accessible public housing, etc. ○ We have very little land zoned for community use – it must be kept exclusively for community use! This is its' <u>best</u> and highest <u>community</u> value. ○ A full disclosure of how much development and/or housing our existing zoning will produce when built out is required before any consideration of re-zoning is made. (I have been told that the Cypress Village development will not just meet, but exceed ongoing housing commitments as per the GVRD growth strategy.) ○ The proposal for mixed use centres connected by transit is <u>not</u> acceptable and is merely another proposal for higher built form density development in areas that are already the most densely built. – this must be rejected. ○ Study the many attractive neighbourhoods of WV and consider implementing height controls and set back regulations which mimic the best practice of existing older development. ○ Re-building on existing lots should be required to preserve trees and allow no more than height and set backs of existing housing.
134.	<ul style="list-style-type: none"> ○ Prohibit any more monster houses ○ Reduce FAR in lots that have been consolidated ○ Encourage renovations and discourage demolitions ○ The FAR and height of the Grosvenor project is excessive, unaffordable and should not be duplicated elsewhere in the Ambleside Business District ○ Limit additional building height on Ambleside Village Marine Drive to 3 stories
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137	<ul style="list-style-type: none"> ○ I know the mantra for West Vancouver is "higher density". More rental and affordable housing are desperately needed, but the powers that be do not seem interested in that kind of higher density. Businesses and restaurants all around West Van have "Help Wanted" signs in their windows because few low-wage individuals can afford to live in the area. It would be commendable for the community leaders to incentivise affordable new housing developments in addition to the big money projects. ○ Redevelopment and new development across various income levels are crucial to the economic health and future growth of the municipality.

	<ul style="list-style-type: none"> ○ Additionally the scale of the villages of West Vancouver is being ignored by both developers and the parties who are rubber-stamping new developments. The Grosvenor is a monstrous structure that will loom over Marine Drive and Ambleside Village. The new Horseshoe Bay development is equally offensive. In considering new developments, please be sensitive to the scale of the surrounding area. ○ Higher density can be achieved using tasteful, sensible and green solutions. The lovely village of West Vancouver can be made even better by using a practical and sensitive approach to aesthetically pleasing housing for an economically diverse population.
138.	<ul style="list-style-type: none"> ○ Proceed with development of Ambleside/Marine Drive ASAP! Limit of 3 stories with offices and small suites above. Could encourage millennials back to our community.
139.	<ul style="list-style-type: none"> ○ Housing is a big issue here. Land prices have escalated beyond the beyond. Who can really afford to live here? People with money. No two ways about it. Our children have no expectations to live here and that they should be entitled to live here. I know many WV families with children and they live in North Vancouver, different parts of Canada, the world. I would like to see the discussion about having our children live here take out of the discussion. It is simply not realistic. With a minimum house price of probably \$2 million, not realistic. ○ We talk about downsizing and alternate housing for seniors. I know a number of people who are "cashing" out of their home and heading to [REDACTED]. I am not certain how you will keep the prices of real estate down....you won't. ○ Affordable housing.....at best, what is that? In DWV does it exist? DWV has BC Housing and Kiwanis who provide low income/subsidized housing and have done a very good job. We should work closely with these two entities. ○ We need to be up front with our citizens in terms of what the DWV has signed on to with the GVRD and how much rental housing we will provide. Already we have started to see infill rental housing. Is this what we want going forward? Who wants it? We need to ask those questions.
140.	<ul style="list-style-type: none"> ○ May we strongly recommend that your OCP Review provide areas in which housing facilities are allowed so that affordable rentable housing can become available within West Vancouver. ○ All new senior housing and care facilities on the North Shore should stipulate that included in their planning they provide rental accommodation for one third of their non-professional care givers on-site or nearby. ○ If no commitment is made to arrive at a realistic provision for accommodation locally it will lead to a shortage of these service workers as they will decide to apply for available jobs which don't require crossing over the inlet to the North Shore. Don't blame other levels of government while failing to face this real problem Be aware that severe local businesses are closing or going to reduced hours of operation due to lack of service and sales employees, as affordable housing is unavailable.
141.	<ul style="list-style-type: none"> ○ May we strongly recommend that your OCP Review provide areas in which housing facilities are allowed so that affordable rentable housing can become available within West Vancouver. ○ All new senior housing and care facilities on the North Shore should stipulate that included in their planning they provide rental accommodation for one third of their non-professional care givers on-site or nearby. ○ If no commitment is made to arrive at a realistic provision for accommodation locally it will lead to a shortage of these service workers as they will decide to apply for available jobs which don't require crossing over the inlet to the North Shore. Don't blame other levels of government while failing to face this real problem Be aware that severe local businesses are closing or going to reduced hours of operation due to lack of service and sales employees, as affordable housing is unavailable.
142.	<ul style="list-style-type: none"> ○ No monster homes. No spot zoning must be eliminated.

143.	○ *Affordable housing in West Vancouver
144.	
145.	○ The aging population in WV is very serious and at this rate the population will decline in near future. It is crucial that the city offers affordable housing to target younger generations to move in.
146.	○ Us and our needs? Not a thing. We recently moved to West Van because of the type of housing it currently offers. We don't want it to change a lot, though we know areas from Dundarave to Park Royal will continue to grow over time.
147.	
148.	
149.	
150.	
151.	
152.	○ Site specific land use re-designations on a new plan, particularly Ambleside, Dundarave, Park Royal, Cypress, Horseshoe Bay should be very specific in defining height, density, FAR, Parking and Bonus Density. The changes should be highlighted for full transparency.
153.	
154.	<ul style="list-style-type: none"> ○ I think the municipal by laws are way too lax in allowing decent size homes to come down and be replaced by homes which are 2x the size. Does not fit into the community's environmental or housing plans. ○ If you need a salary of 500K to buy a house in WV, then basically no one working in Vancouver will be buying our houses. [REDACTED] the only reason we all own homes in WV is because we were lucky to get into the market a while ago, and we have already benefited from previous housing booms which helped us buy a single family home. [REDACTED] Therefore, the majority of people with that kind of money are arriving into our community with money earned overseas. Vancouver is still relative "deal" on a global scale, especially given the quality of life here. But we are squeezing out normal, professional working adults and their families. It's very disheartening.
155.	
156.	○ See diverse and vibrant community
157.	○ Does it make any difference what we want? The head of the Planning Department has said his Dept. will recommend increased height and density in Ambleside <u>NO MATTER WHAT PUBLIC OPINION WAS!!</u> Why are we filling out this Workbook then? Has this been decided already? Does he not understand he and his staff <u>work for us, paid by us</u> and why do they not listen to us? Why are we telling you what we would like when no one is going to listen to us? What an incredible waste of time and money. Maybe Council and the CAC should take a good hard look at this attitude coming from the Director of Planning and his staff – maybe the Directors contract should be closely reviewed. Please, please listen to what <u>your residents</u> want – I assume most of the Planning Dept. don't even live in West Van.
158.	○ The stress on housing changes should emphasize strategies for foster as optimal demographic mix – e.g. young families, cross generational neighbourhoods and housing for employees.
159.	○ There is a lot of talk from Council about protecting neighbourhoods. I just don't see any real protection happening.
160.	
161.	<ul style="list-style-type: none"> ○ No more density ○ Work within the existing OCP and zoning until the traffic issues have been improved.

162.	<ul style="list-style-type: none"> ○ The district of West Vancouver has listened to the minority of residents that are anti-development for a long time. As a result the neighborhood, residents and business have suffered the consequences [REDACTED] [REDACTED] Today, when I walk alongside Marine drive, there is little change in neighborhood, buildings and shops. By comparison, the city and district of North Vancouver have improved significantly during the same time period. ○ The population of West Vancouver is on the decline, because housing cannot keep up with what people are looking for and the limited housing that are available become unaffordable. ○ The housing problem in West Vancouver and greater Vancouver is the result of more than 25 years of bad planning by municipalities. ○ The council responsibility is to do what is best for West Vancouver residents and does not reflect the ideas of very few loud voices that are opposed to everything pro development without any justification.
163.	<ul style="list-style-type: none"> ○ The schizophrenic densification of WV west and east of 25th creates all kinds of problems: accessibility, economic, decreased diversity among them. Your "ideas" are simplistic and intended to camouflage a development agenda, one which it is not clear residents want.
164.	
165.	
166.	<ul style="list-style-type: none"> ○ This survey is all about Cypress Village BP fix Ambleside provide housing for local people young and old.
167.	
168.	<ul style="list-style-type: none"> ○ Accept that house prices in West Van are what they are and focus on providing services to those who live here and those who can afford to move here. ○ I also see a lot of hypocrisy from staff. You want higher density but on single family lots you want to make the houses as small as possible. Every initiative I hear from planning seems to be to reduce what we can do on our lot. That is misguided. For instance it makes perfect sense to me to not include basements in FSR because the space is underground out of sight. I have heard you are now trying to backtrack from some of those good sense policies of the past. ○ I think we need more flexibility in what we can build on single family lots, not less. I see coach houses as a good thing but the current FSR formula doesn't allow for sufficient size to make it feasible. I am not going to build a separate 400 sq. ft. coach house. I have a larger lot than my neighbors with a relatively small [REDACTED] and I can't build a coach house on it under current rules so why even pretend to have it as an option.
169.	<ul style="list-style-type: none"> ○ No compulsory parking for new development. It should be a choice. Each one adds \$50,000 to the cost.
170.	
171.	<ul style="list-style-type: none"> ○ Be bold ○ PRE-ZONE Cedardale completely, starting with Taylor Way to School / Church / Brothers Creek. ○ Plan out for large existing areas. E.g. how to add fire / security services ○ Park and rec. access ○ Public walkways to link to shopping (not private property trespass). ○ Complete integration not just houses.
172.	

Transportation Workbooks:

Tell us how we can locate housing, jobs and amenities to lessen congestion

WB #	Idea
1.	<ul style="list-style-type: none"> ○ See previous page of clustering higher density / mixed housing on transit corridors. ○ Could we talk to CNB about using the rail line for light rapid transit commuter line?
2.	<ul style="list-style-type: none"> ○ Traffic hubs and traffic corridors ○ Increase bus service and extend bus route hours e.g. 253.
3.	<ul style="list-style-type: none"> ○ Much more park and ride, don't reduce parking. People driving around and around the block doesn't reduce congestion! ○ Why not have pay parking? More people will use transit and people who are willing to pay can find a spot.
4.	<ul style="list-style-type: none"> ○ As state on the previous page – new centres need to have the basics for new communities so people don't need to drive for everything. Include: food liquor, a gym, library, school, clinic, banking, hardware etc. or you will just create more traffic.
5.	<ul style="list-style-type: none"> ○ Make Horseshoe Bay to Ambleside bus transit more effective by reducing bus size and doubling frequency along Marine Drive.
6.	<ul style="list-style-type: none"> ○ This is a big issue in Ambleside all the way to the bridge. Building more housing and no new options for transportation make it worse. ○ Do not limit parking. That is not the issue. Too many cars going through the community is the issue few limiting parking huts local business.
7.	<ul style="list-style-type: none"> ○ Few have created the congestion over the last 10-15 years Grosvenor has made it worse, you wanted the money so you fix the mess you created.
8.	<ul style="list-style-type: none"> ○ Space them closer together (duh!)
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. Recommendations
10.	
11.	
12.	<ul style="list-style-type: none"> ○ Firstly, mark parking spots so we have more efficient parking. Charge people for taking their vehicles over Lions Gate Bridge during rush hours and use these fees to support the public transit system.
13.	
14.	
15.	
16.	<ul style="list-style-type: none"> ○ Corner stores and more mixed use complexes might be the first place to go because West Vancouver has so many opportunities to fit in corner stores across the district. This would keep a lot of trips confined to local neighbourhoods. ○ Lanes for walking and biking on major routes (especially Marine Drive) might encourage more people to walk or bike to a local store. Right now, driving on Marine Drive is a bit scary with bikers either riding two abreast or simply taking up road space needed by cars.
17.	
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23.	<ul style="list-style-type: none"> ○ Have frequent buses along the Upper Levels to connect with other bus routes.
24.	<ul style="list-style-type: none"> ○ Accelerate Rodgers Creek.
25.	
26.	<ul style="list-style-type: none"> ○ Support high quality & high-speed transit. ○ Do not see priority lanes and limiting parking working so far in other areas where it is being tried. Actually increases congestion in many cases. ○ Comment on Cypress Village: an area of extremely high-cost housing where most residents can be expected to drive, not cycle, jog, hike, canoe, or need to take the bus.

27.	<ul style="list-style-type: none"> ○ Improve West Vancouver Transit. ○ More routes for the smaller buses. ○ Address the change to Horseshoe Bay 257 Express no longer serving upper area residents by going to the ferry via the highway. Ferry patrons over residents!
28.	<ul style="list-style-type: none"> ○ If high-rise apartments are built in clusters, then a bus service dedicated to such clusters could transport residents to connect with buses traveling across the Lion's Gate Bridge.
29.	<ul style="list-style-type: none"> ○ Further to: Reduce congestion by limiting parking and creating priority lanes ○ Disagree with any plans to limit parking; if cars cannot find a place to park they will continue circling the streets looking for a parking spot, which does nothing for reducing congestion on our streets, or GHG emissions. ○ Priority lanes are often a waste of costly road infrastructure because they are underutilized.
30.	<ul style="list-style-type: none"> ○ No more construction of homes of any type near Taylor Way. ○ Stop gardening the Upper Levels during peak mid-week, pay the over time for weekend work. ○ Toll Lions Gate Bridge.
31.	<ul style="list-style-type: none"> ○ It cannot be done especially if housing continues to be expensive. People employed in West Vancouver cannot walk or cycle to work if there is no moderately priced housing and yet council keeps approving expensive condos in West Vancouver.
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all Working Group Recommendations.
34.	<p>As set out in the previous topic on housing</p> <ul style="list-style-type: none"> ○ Increase density of occupancy on current single family housing stock, thus making for a substantial improvement in supply and affordability, thus attracting those who work in West Vancouver and thus reduce commuting traffic into and out of West Vancouver and significantly improving the economic base (in jobs) and the market for current business community. ○ Improve intra West transit capacity, availability and frequency rather than commuter transit in and out of community.
35.	<ul style="list-style-type: none"> ○ Spread out development so less concentrated at bottlenecks. ○ Create walkable routes, not reliance on transit (how full is transit British Properties which is dependent on transit?).
36.	<ul style="list-style-type: none"> ○ Again the wrong question is asked. West Vancouver is presently almost fully developed. The Question should be how to improve the amenities for the existing community – not destroy the character of West Vancouver by increasing density and mimicking the practice of Burnaby.
37.	
38.	<ul style="list-style-type: none"> ○ Further integration of smart mobility options including ferry, transit, walking and cycling and car share.
39.	
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42.	<ul style="list-style-type: none"> ○ Priority lanes for buses that we currently have are adequate. More will not improve overall traffic flow. ○ People who pay several million dollars for housing will typically not use transit. They will drive [REDACTED] You cannot change this enough to matter. ○ As electric vehicles become available, WVD residents will no doubt be early adapters of this technology. ○ Focus on other issues.
43.	<ul style="list-style-type: none"> ○ Don't allow Cypress Lands development unless it comes at the same time with good, regular B-Line bus service to Ambleside, Dundarave and Park Royal.
44.	
45.	

46.	<ul style="list-style-type: none"> ○ In case you haven't noticed, West Vancouver is a very hilly place. There is one main arterial route for buses – Marine Drive. This is not an area for development of high speed transit. Where would you put it? There are some buses that climb the hills and that is important and perhaps could be expanded. I'm not sure what other transportation options you panels had in mind. One of the demographics of West Vancouver is the aging population – cycling and trails aren't their solution to getting around. Limiting parking is not a solution – already I never go to Ambleside because I can't ever find a place to park so those businesses lose my \$\$\$. I go to North Vancouver.
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51.	<ul style="list-style-type: none"> ○ Disperse services into neighbourhoods for cornerstone / coffee etc. to reduce need to travel.
52.	<ul style="list-style-type: none"> ○ Development near transit to encourage public transit. - Park Royal, lower Ambleside and Dundarave.
53.	<ul style="list-style-type: none"> ○ Limit development (instead of parking) until infrastructure is in place to accommodate growth.
54.	<ul style="list-style-type: none"> ○ Improve the congestion issue at Marine Dr. and Taylor Way. This problem is only going to get worse with the development of high rise apartment buildings along Marine in both North and West Van. A high-speed transit option that links with the downtown sky train system would really help the congestion problem.
55.	
56.	
57.	<ul style="list-style-type: none"> ○ Ambleside is becoming too congested. Restrict parking on Marine Drive and provide more left-turn lanes.
58.	<ul style="list-style-type: none"> ○ Up- zone to accommodate more housing within four blocks of public transportation.
59.	
60.	<ul style="list-style-type: none"> ○ Yes I want the transportation and land use to be integrated better for the environment. ○ To keep the density low is a way to keep the transportation less congested to fit in with the environment needs when the District cannot do anything to improve the traffic condition on Lions Gate Bridge.
61.	
62.	<ul style="list-style-type: none"> ○ More frequent buses, especially around Park Royal ○ Express buses between North Vancouver to West Vancouver ○ Everything close together ○ Service and amenity hubs ○ Increase housing near transit ○ Give advantage to hiring people who live in West Vancouver ○ Change alleys and laneways to bike lanes ○ Support work at home policies for staff.
63.	<ul style="list-style-type: none"> ○ Subsidized housing for our workforce ○ Create seniors sticker to go with seniors parking spots for West Vancouver seniors over 65 who can park in Ambleside and Dundarave in front of certain services, etc.
64.	
65.	<ul style="list-style-type: none"> ○ A growing population will happen eventually meaning more cars unless active measures are taken to reduce the number of cars on the road and reduce the places where they can be parked. This will require intestinal fortitude because “the money” will resist favouring the commercial approach rather than the individual.
66.	<ul style="list-style-type: none"> ○ Support the Upper Lands Report re. development of Cypress Village. ○ Ensure the First Nations development at the Fisheries Research Station is patterned after Cypress Village to ensure a lease and mixed use development.
67.	<ul style="list-style-type: none"> ○ More light industry in new and existing commercial neighbourhoods and in households.

	<ul style="list-style-type: none"> o More low cost housing to minimise commutes.
68.	<ul style="list-style-type: none"> o Business centres in Horseshoe Bay so buses are full both ways. o Greater commercial and multi-family development in Caulfield and Cypress Park. o Ambleside business district will die if more parking is lost; parking needs to be regulated to reduce all-day parking and perhaps meters put in.
69.	<ul style="list-style-type: none"> o Parking meters along Marine Drive and in Ambleside Park and various parking lots. o Limit parking on surrounding streets to 2-4 hours to promote turnaround; surrounding streets are filled with construction workers, park and ride and Marine Drive workers. o Work with senior government to improve Taylor Way and Marine intersection.
70.	<ul style="list-style-type: none"> o In Europe the infrastructure is built before the housing this equals common sense. o A condition of any new business or housing must be to provide adequate parking within their development. This is to be enforced. This also applies to all seasonal events. o Your question is ambitious! Housing, jobs, and amenities will create congestion! The answer is to not create bottlenecks. Park Royal is a prime example of development gone wrong!
71.	
72.	<ul style="list-style-type: none"> o Locate them at the transportation nodes.
73.	<ul style="list-style-type: none"> o Please can we have more sidewalks and cut back overgrown bushes? There are places (e.g. between 15th Street & 17th Street on Queens Avenue) where overgrown shrubbery & hedges impinge on the roadway, forcing pedestrians into the travelled road where traffic moves very too fast for residential areas. o Maybe we need reduced speed limits in our urban area (like USA?) or more speed bumps to deter speeding on side roads - the "share the road" signs seem to have outlived their usefulness as they are now so prevalent that no one seems to take any notice of them.
74.	<ul style="list-style-type: none"> o Idyllic. Not reality. o Densifying, and increasing housing contributes to congestion. o I disagree that development should be directed to locations with transportation options. o How would you limit parking and where? Already there is a 2 hour time limit. Many times it is not enough time for a doctor's appointment or to run errands. It is increasingly difficult to support Ambleside and Dundarave businesses because of parking congestion problems. As a driver, I have as much right as those who are able to walk to those areas. Do not make it more difficult for me to access the commercial areas of the community I live in or to be able to use the sea walk. o I do not agree that new development should be a reason for attracting transit.
75.	
76.	
77.	
78.	<ul style="list-style-type: none"> o Use District Land @ Gordon and 22nd to build and affordable family complex for our local workers. Include rentals or fully rental or a housing co-op
79.	<ul style="list-style-type: none"> o Have our Police Force more visible and active in our community monitoring: o Speeding on Marine Drive o Right turns with no regard for pedestrians o U-Turns on Marine Drive (Ambleside and Dundarave) o Speeding in school zones o Where are our police? Speeding on 21st despite calming circles which drivers <u>do not</u> respect!! o Reduce
80.	
81.	<ul style="list-style-type: none"> o Keep housing clear of primary arterials, especially bridgeheads o Focus housing on community centres (vs. 'Regional' Centres)
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85.	
86.	<ul style="list-style-type: none"> ○ Densify neighborhoods that already benefit from close proximity to major transit hubs and corridors; those neighborhoods that are close to schools, shopping, and Community amenities. The ability to reduce commuter traffic, which leads to congestion, is a direct function of ease of access to the major business, shopping, transportation, and cultural centers within the GVRD. We have an accessible and reliable transit system in West Vancouver and to further promote its use by locating concentrated housing stock in close proximity would ease congestion, as well as diminish costs associated with parking, automotive operating expenses, and environmental impacts.
87.	<ul style="list-style-type: none"> ○ Not my area of expertise but certainly younger people are more invested in the car-free life-style.
88.	<ul style="list-style-type: none"> ○ You have already allowed Park Royal to dictate development. You have created that congestion site. Learn from that example to spread out shopping / living sites. You will have to expand roads Park Royal now since it exists.
89.	
90.	<ul style="list-style-type: none"> ○ Housing density should not occur near already congested arteries i.e. Taylor Way / Marine Drive and Park Royal area. ○ “Attract high quality, high speed transit with supportive new development” - agree
91.	<ul style="list-style-type: none"> ○ Do whatever it takes to secure housing along- and near transit and services - Hubs if you will, so that people can walk to amenities and not jump into their car to go to the store etc. Marine Drive corridor - Capilano to Dundarave, and up the main roads towards the highway.
92.	<ul style="list-style-type: none"> ○ We do not have much land to develop in WV. You can increase density somewhat along Marine Drive, but that simply causes more congestion. People are getting tired of sitting in traffic jams, especially in North Van and increasingly in West Va. Limiting parking would be a disaster for local businesses.
93.	<ul style="list-style-type: none"> ○ You are correct on all fronts. If we could find an alternative to driving that worked, super! However, cars will be hard to give up. Self-driving will be a boon and need to be considered in planning. More car sharing will mean less congestion eventually.
94.	<ul style="list-style-type: none"> ○ Traffic will always be congested – make better transit opportunities to connect to NS and DT. ○ Affordable housing means local employees may not need to drive to work but can walk, cycle and transit.
95.	<ul style="list-style-type: none"> ○ Promote walking, cycling and transit in Cypress Village – agree. ○ Promote walking, cycling in Ambleside and Dundarave as well.
96.	<ul style="list-style-type: none"> ○ Use areas where walkability is feasible!
97.	<ul style="list-style-type: none"> ○ Don't put all “new density” in Ambleside Dundarave.
98.	<ul style="list-style-type: none"> ○ Improve transit ○ Pay parking get parked cars off streets except in villages then only for customers. ○ “Direct development to locations with transportation options” – No! We have buses – direct them to where is needed not other way around. Most people in W. Van do not want to live where their jobs are. ○ “Attract high quality, high-speed transit with supportive new development” – No! sky train ruins neighbourhoods.
99.	<ul style="list-style-type: none"> ○ Road pricing ○ Pay parking ○ Maybe with passes like the West End.
100.	<ul style="list-style-type: none"> ○ Limit development to ease congestion.
101.	<ul style="list-style-type: none"> ○ X beside – “create mixed use centres to support sustainable transportation”. This report does not say this. ○ “Reduce congestion by limiting parking and creating priority lanes” – no limit development instead. ○ Attract high quality, high speed transit with supportive new development” – No!
102.	<ul style="list-style-type: none"> ○ Don't improve traffic issues. ○ Spread housing through entire District – do not just dump in Ambleside.

103.	<ul style="list-style-type: none"> ○ A train from Squamish stopping in Horseshoe bay Dunderave and Ambleside connecting with Sea Bus in North Van.
104.	<ul style="list-style-type: none"> ○ “Congestion mixed use centres to support sustainable transportation’ – x through ○ “Direct development to locations with transportation options” – x through ○ “reduce congestion by limiting parking and creating priority” – pay parking esp. for staff at city hall get cars parked on streets onto their own property ○ Improve transit. ○ “Promote walking, cycling and transit in Cypress Village – x through Cypress Village with the word “everywhere” added. ○ Attract high quality, high speed transit with supportive new development – x through the words “just run more small bus routes” added.
105.	<ul style="list-style-type: none"> ○ New development does <u>not</u> lessen congestion. ○ Less cars, more buses.
106.	<ul style="list-style-type: none"> ○ Yes, high speed transit near new developments – did bus lanes near Park Royal reduce congestion? ○ Would a HOV lane from Park Royal to Vancouver and W. North Vancouver help? I did utilize it when it was on the bridge. All that idling to get out of West Vancouver is contributing to our GHG.
107.	<ul style="list-style-type: none"> ○ Eliminate parking on Marine Drive. From 08:00 – 18:00 Monday – Saturday, from 13th St. to 19th St. ○ Policing at Marine Dr. and Taylor Way during rush hour to deter people breaking the law on right hand turns etc.
108.	
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111.	<ul style="list-style-type: none"> ○ Make housing clusters walkable...Because of mistakes made in the past this might mean walkways or tunnels over major roads. ○ Do not place large attractions in the proximity of such walkable neighbourhoods. ○ What I mean is that one needs local stores and services but very large restaurants, cinemas etc. in the middle of a cluster will confound any attempt to reduce traffic or pollution. ○ Add ferry system from Ambleside, Dunderave and Horseshoe Bay. If impractical then we need to think about a rail corridor through to downtown...even if this goes via existing sea bus service.
112.	<ul style="list-style-type: none"> ○ “Create mixed use centres to support sustainable transportation” – tick beside ○ “Direct development to locations with transportation options” – tick beside ○ “Reduce congestion by limiting parking and creating priority” – tick beside - Yes, particularly Marine Drive 13th – 16th. Should be no parking along Marine Drive and dedicated bus lanes.
113.	
114.	
115.	<ul style="list-style-type: none"> ○ Firstly you do not lessen congestion by reducing parking. Priority lanes do not work. The HOV lane on Highway 1 increases traffic density in the other two lanes. Traffic would flow more easily if all three lanes were used. Few people live close to where they work so unless your neighbour works at the same site it is difficult to pair up.
116.	<ul style="list-style-type: none"> ○ More residential units close to transit at Marine Drive and surrounding area by increasing the density.
117.	<ul style="list-style-type: none"> ○ Our transit system should be improved significantly. The busses need to come on time as it is the only transit system we have in the city. I wish to see other form of transit such as subway or skytrain in West Vancouver that wouldnt be influenced by the traffic on lions gate bridge.
118.	<ul style="list-style-type: none"> ○ Lions Gate Bridge is absolutely a nightmare for me every morning I take 258 and I get stuck there. And on the way back is much worse. I think this problem needs to be adressed very soon. I would like to see an alternative route to get to downtown Vancouver.

119.	<ul style="list-style-type: none"> ○ More residence near the Marine Drive so the bus stop becomes more accessible to more people.
120.	<ul style="list-style-type: none"> ○ Housing, jobs, and amenities should be located close to public transit, or within walking distance of population clusters. Encouraging use of public transit is very important.
121.	<ul style="list-style-type: none"> ○ Locate housing near to stores or amenities for more walking ○ Improve transit access to these locations
122.	<ul style="list-style-type: none"> ○ Change zoning bylaws in current BPP lands to severely restrict large single family homes. Providing zoning for more residences in these current development or existing spaces can encourage population increases that require transit. ○ Require BPP and Upper Lands to provide areas for car share or car pool pickups so less cars on road for commuting. ○ Incentivize shuttle services for under-serviced areas.
123.	<ul style="list-style-type: none"> ○ More buses and more bus routes. More transit options in West Vancouver.
124.	<ul style="list-style-type: none"> ○ More housing alongside the main streets ○ More bus routes to improve the coverage area
125.	<ul style="list-style-type: none"> ○ Allow density along the Upper Levels, below and above, allow smaller lots and TH development lot assemblies near Marine Drive and allow smaller lots closer to transportation, like Cedardale, Sentinel Hill and Ambleside, Dundarave.
126.	<ul style="list-style-type: none"> ○ Seems like a zero sum game. Distributing housing across a wider area doesn't create an additional lane on the Lions Gate Bridge.
127.	
128.	
129.	<ul style="list-style-type: none"> ○ "Direct development to locations with transportation options" – Yes – Dundarave / Ambleside only.
130.	<ul style="list-style-type: none"> ○ Again, incentivize/streamline the process for commercial owner's esp. in Ambleside / Dundarave to add 2nd and 3rd story for office and residential space. Consider consolidating some lots for pilot project housing of micro-development, market-restricted townhomes and simply other housing types that are needed, including low rise apartments (of sufficient livable size for a young family). ○ Rethink any number of parking lots that are contrived in such a way that entry and exit causes confusion and congestion, such as Shopper at Marine & 16th.
131.	<ul style="list-style-type: none"> ○ Need to consider how you are allocating and organizing parking in developments ○ Increasing the number of accessible parking stalls required in new buildings and on-street. Need to consider: <ul style="list-style-type: none"> ○ Bigger spaces and distances between spaces ○ Where accessible parking spaces are located in relation to building entrances and curb cuts ○ Look at standards for letdowns at corners and crosswalks to improve safety for those using mobility aides
132.	<ul style="list-style-type: none"> ○ I don't support mix use centres or attracting high quality, high speed transit with supportive new development.
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142.	<ul style="list-style-type: none"> ○ Congestion can be lessened by adding additional bike lanes and walking paths/sidewalks and transit can be provided to meet the needs of established communities. Transit and housing development should not go hand in hand.

143.	<ul style="list-style-type: none"> ○ I don't support mix use centres or attracting high quality, high speed transit with supportive new development.
144.	<ul style="list-style-type: none"> ○ *Better transit network
145.	<ul style="list-style-type: none"> ○ Houses and businesses should be located very close to the public transit.
146.	<ul style="list-style-type: none"> ○ There is no issue at the Eagle Harbour end of things. I would have thought Marine Drive would be the busy street but it merely feeds small drive-sheds of vehicles toward the roads like Westport that go up or down the hill to the Upper Levels. Congestion is non-existent for cars, though something could certainly be done to get the road bikers off Marine onto an east-west trail similar to Seaview. Fat chance the Province/CN Rail would settle their dispute with West Van over the Centennial Seawall by abandoning the line all together and it could become an east-west bikeway... maybe 1,000 years from now.
147.	<ul style="list-style-type: none"> ○ Locate mixed use centres near to transit hubs. ○ Make it easy for pedestrians and cyclists and harder for drivers.
148.	
149.	<ul style="list-style-type: none"> ○ Expand the bus program and create more stops and bus lanes.
150.	<ul style="list-style-type: none"> ○ I would like to see a streetcar run along the waterfront from at least Dundarave to Lonsdale Quay. There is one in Astoria, Oregon, and it connects people along its route. It is operated without charge. ○ Connecting people to their employment is a must.
151.	<ul style="list-style-type: none"> ○ Locate housing, jobs, and amenities along the Frequent Transit Network and expand it to more areas.
152.	
153.	
154.	<ul style="list-style-type: none"> ○ "Expand access to centres aligns with the Regional Growth Strategy" – X beside. ○ Development should ideally be along transit routes and in areas with schools, services, etc. accessible. However the reality in WV is that due to our topography that isn't always possible. ○ Congestion does have to be tackled – e.g. the Park Royal, Taylor Way area can really not handle any more development until congestion in that area has been addressed with bold transit and infrastructure plans. ○ Marine Drive should be considered for densification from Dundarave to Park Royal. These 2 story shops/spaces are from a different time. Build up this corridor to include office, commercial and resident space.
155.	
156.	<ul style="list-style-type: none"> ○ West Van has limited access to waterfront for boating services and recreation. You have already driven out 3 businesses and made it extremely difficult for mercury Marine Water taxi and Marine services by allowing Sewell's to sell out to Westbank for condominiums and leasing the majority of Horseshoe Bay to them (Sewell's). Now you are squeezing Hollyburn Sailing School boat ramp out.
157.	<ul style="list-style-type: none"> ○ If you limit parking anymore, you can say goodbye to Ambleside! People from the properties, Caulfeild etc. will not come here – off to Park Royal. You can hike down "the mountain" – how do you get up? ○ "Reduce congestion by limiting parking and creating priority lanes" – We only have 2 lanes each way – which ones would be the priority lanes – the ones closest to the sidewalk? ○ "Promote walking, cycling and transit in Cypress Village" – Circle around transit - no transit planned.
158.	<ul style="list-style-type: none"> ○ Constructive recommendations!
159.	<ul style="list-style-type: none"> ○ Council should designate density zones that can be linked to modern (eventually) transit.
160.	
161.	

162.	<ul style="list-style-type: none"> ○ West Vancouver demographic is in a way that is difficult to have people walk and bike to complete their everyday household duties, with the exception of Marine drive corridor. (Most of West Vancouver housing is located on hills). ○ Having a sound and viable transit system is the best way to reduce congestion in any neighborhood, including West Vancouver.
163.	<ul style="list-style-type: none"> ○ The inclusion of "jobs" is a strategy for shaping a response that advocates further commercialization, a goal not articulated.
164.	<ul style="list-style-type: none"> ○ In accordance with W-Van's Vision (to lead by example) and its bountiful resources ... HOW ABOUT initiatives such as?? ○ 1. Be a leader in promoting "alternative fuels" ... use for District vehicles, Blue Bus ... such as CNG, LNG, LPG (compressed, liquid, natural gas, propane) hydrogen. ○ 2. By the way, Hydrogen is produced locally. It's a by-product at the Canexus plant in North Vancouver.
165.	<ul style="list-style-type: none"> ○ Locate near rapid transit. ○ High density housing near transit. ○ Develop office space near transit.
166.	<ul style="list-style-type: none"> ○ No to Cypress Village.
167.	
168.	<ul style="list-style-type: none"> ○ ██████████ ██████████ Fortunately we are very close to downtown and that transportation connection needs to be enhanced to accommodate the vehicle flow to and from downtown. It used to be easy to get to North Van court but periodic bottlenecks from Second Narrows have created backups on the highway as far as Capilano. In the last few years highway backups have even delayed me getting from West Van to the North Van ██████████ We need a twinned Second Narrows crossing.
169.	<ul style="list-style-type: none"> ○ Parking fees would encourage active transportation and transit use. More turnover of parking spots.
170.	<ul style="list-style-type: none"> ○ The congestion happens because the Lions Gate Bridge is inadequate.
171.	<ul style="list-style-type: none"> ○ Locate most of this in the centre part of DWV, been LGBridge / Taylor Way ramps. - The transit is already there. They can easily adjust frequency of service.
172.	

Tell us how we can improve options for walking and cycling

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Bring in ride shares throughout West Vancouver (especially along the previously mentioned transit corridors). ○ Upgrading trails to promote accessibility is also necessary!
2.	<ul style="list-style-type: none"> ○ Sidewalks.
3.	<ul style="list-style-type: none"> ○ Improve walking and transit stops.
4.	
5.	
6.	<ul style="list-style-type: none"> ○ Complete the spirit trail, loop the parts on native land – bridge over Capilano. Good vehicle bike lanes, separate from walkers, are essential here. ○ Yes create walkable neighbourhood parks near housing, we have put together great walks by connecting roads and trails in the Caulfeild area.
7.	<ul style="list-style-type: none"> ○ It is fine the way it is – fix some of the crumbled sidewalks in Ambleside.
8.	<ul style="list-style-type: none"> ○ Complete the spirit trail and ban cyclists from Marine Drive. ○ Bring back Village Walks. ○ Better street lighting and sensitive sidewalks in housing neighbourhoods.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations. ○ Increase car share facilities. ○ Increase taxi-cab alternatives (Uber etc.) ○ Complete spirit trail and then ban all bicycles from Marine Drive.
10.	

11.	
12.	<ul style="list-style-type: none"> o Yes, this is fine provided you have our police force make the cyclists follow the laws and you don't ruin walking trails by letting cyclists use them.
13.	<ul style="list-style-type: none"> o Have a car sharing option available in West Vancouver. There used to be one that used Hollyburn Plaza as its central location. If these were available it could encourage West Vancouverites to have fewer cars per family.
14.	
15.	<ul style="list-style-type: none"> o I bike to work downtown. The only dangerous part of my ride is the part in West Vancouver. There needs to be designated bike lanes on Taylor Way. Ideally it would be the same as on the Lions Gate Bridge. Taylor Way is a major bike corridor. It is hazardous for cyclists. I was hit by an elderly gentleman whose peripheral vision was a bit impaired. Taylor Way needs to be improved to make biking from West Van a real option for more people. o Also, I almost never bike to any destination in West Van because there are no safe bike lanes. Moreover, there are unbelievably no bike lock ups at the soccer / field hockey / baseball fields at Ambleside. I'm just a commuter biker, and recreational biker. For me, West Van feels bike-averse.
16.	<ul style="list-style-type: none"> o Shared walking and cycling paths along well used routes to various facilities (shopping, community centres, etc.) might help. Bikers and walkers respect each other on the Seaview Walk and so it is possible that shared paths might work. A defined pathway or sidewalk might also reduce the dangers caused by people walking four abreast along the side of suburban streets without sidewalks or defined paths.
17.	<ul style="list-style-type: none"> o Frankly, 5km's of cycling paths is embarrassing. Need to look at Copenhagen, DK to see a real cycling community. Simply, significant increase in dedicated, segregated and interconnected bike paths are required. Hills are no longer an issue with new ebikes. o Need to create bicycle highways. Way to do this is to make some cross streets one way and making the now available former vehicle lane a two way bicycle path. o Local bylaws are also required to greater protect cyclists. In Denmark for example if a car hits a bike the driver is by default in the wrong unless clear evidence can produced otherwise. Penalties for hitting a cyclist are severe.
18.	
19.	
20.	<ul style="list-style-type: none"> o Create walkable commercial areas- small shops, medical offices, coffee shops etc. sprinkled in residential areas.
21.	
22.	<ul style="list-style-type: none"> o Majority of West Vancouver residents cannot use cycling as an option because of demographics. More buses are needed, smaller ones if necessary and later at night.
23.	<ul style="list-style-type: none"> o Put in proper sidewalks in the [REDACTED] area. It is dangerous just going for a walk around here.
24.	<ul style="list-style-type: none"> o Expropriate the rail corridor land, pave it over for walking and cycling (but keep the rails). Allow CN to run freight, only in the wee hours. o Run electric light rail from Horseshoe Bay to Lonsdale. Put up electric sign posts every couple of hundred metres warning the arrival time of the next train.
25.	
26.	<ul style="list-style-type: none"> o Make the rain go away? o Many of the solutions shown relate almost entirely to recreational use. Fine, but should not be characterized as applicable generally to large segments of the West Vancouver demographic.
27.	<ul style="list-style-type: none"> o Enforce bicycle laws - no riding on sidewalks. o Educate bike and car users to share the road. Bicycles are the same as a vehicle. They are not special. They do not need special lanes. o Traffic calming only causes irritation. o Road improvements by Gleneagles, Eagle Harbour and Cypress Schools did

	absolutely nothing to help bicycle traffic. Get your District Road Engineers on side!
28.	<ul style="list-style-type: none"> o Will need to create many more bicycle lanes, particularly on heavily traveled routes that lead to the Lion's Gate Bridge.
29.	<ul style="list-style-type: none"> o Bravo for the folks that want to walk, run or cycle, but do not create obstacles for the majority of people for whom those are not practical options and who have to drive e.g. granny buying a load of groceries or the tradesman lugging tools and supplies, to name just a couple of obvious examples.
30.	<ul style="list-style-type: none"> o Start actually enforcing rules of the road cyclists! They don't stop at stop signs, they treat spirit trail like a personal highway to detriment of pedestrians, and they have no respect for pedestrian only pathways. o Old people live here and are going to get run over by a bike if something doesn't change.
31.	<ul style="list-style-type: none"> o Since most of the population in West Vancouver are seniors we cannot be expected to cycle in the area so areas for walking should be developed further.
32.	<ul style="list-style-type: none"> o Cycling should be prohibited on Marine Drive from 25th St. to Capilano Road. There is an alternative with the Spirit Trail. It's too dangerous to the cyclists.
33.	<ul style="list-style-type: none"> o Agree with all Working Group recommendations.
34.	<ul style="list-style-type: none"> o I am a [REDACTED] living on [REDACTED] above the West Vancouver shopping districts and community amenity complex and seaside parks. Even though I walk daily in my neighbourhood I am not going to walk or cycle from my home to Ambleside, or Park Royal or the Community Centre, or Arena and back under any circumstances. o I think the prospect of separating lanes is a pipe dream as the main street corridors through the arterial routes up and down the mountain and parallel to Marine Drive have totally insufficient width to support separated lanes and where applicable parking and vehicle movement.
35.	<ul style="list-style-type: none"> o Ensure roads which are dangerous for pedestrians are improved by making it harder for cars to use i.e. Esquimalt on Sentinel Hill has been created as thoroughly by District which is ridiculous.
36.	<ul style="list-style-type: none"> o There is little demand for cycling in West Vancouver. With the steep hills and narrow streets there is little attraction for cycling. Vancouver has provided excessive accommodation for cyclists and seriously damaged the viability of adjacent commercial property and seriously impeded vehicle movement. o Walking opportunities are excellent in West Vancouver and need little improvement. Walking paths should be exclusively for pedestrians.
37.	<ul style="list-style-type: none"> o Possibility of bike lanes making cycling a safe choice of transportation.
38.	<ul style="list-style-type: none"> o Create safe walking and cycling access to the neighbourhood centres and regional employment centres such as Horseshoe Bay terminal.
39.	<ul style="list-style-type: none"> o Examine some street side parking issues in the areas above the upper level highway. (Stevens Dr. bicycling lane doesn't look very bicycle friendly when there're always cars parked on it.) o Similarly, in (relatively) high traffic roads in these areas (e.g. Bonnymuir) that doesn't have sidewalks, visibility should be improved to allow car/walker to see each other. (This could be done by, looking at street side parking on narrow streets so walkers aren't having to walk into the road - and at trees and shrubs maintenance.)
40.	<ul style="list-style-type: none"> o Cycling, hiking and walking are suitable for a younger population and smoother topography than we have in West Vancouver. As per the "Ideas workbook" our population is aging. This also requires increasing local low difficult walking paths and trails, walkable neighborhoods parks, disable parking spaces, more community shuttles for seniors and disable (beyond Ambleside Dundarave areas). o Improve Marine Drive between Dundarave and Gleneagles community center, make it safer for cyclist, pedestrians and vehicles. Marine Drive is a traditional cycling route in the North Shore, promote it and improve it.
41.	
42.	<ul style="list-style-type: none"> o In a community where there are lots of hills and where it is cold and rains most of the year the vast majority of people will not walk or cycle as a commuting option in

	<p>our community.</p> <ul style="list-style-type: none"> ○ Tie the demand for recreational cycling and walking corridors to the potential for commuting by the small percentage of people who will do that. People in WVD as they age will support cycling but largely as a recreational activity.
43.	
44.	
45.	
46.	<ul style="list-style-type: none"> ○ Again, in case you haven't noticed, West Vancouver is very hilly. I used to commute to VGH from Horseshoe Bay by bike and it was a terrible run. About the only thing I can imagine that might be useful would be a widening of Marine Drive to allow for a bike lane in either direction. I used to go the Upper Levels route because the shoulders are wider but it was a chore to access. On one trail I have noticed, you have actually made it more dangerous. The trail down to Nelson Creek from Seaview trail used to have stairs and a chain on posts for safety. Not only has all that been removed, very fine gravel has been put down that means many people cannot use that trail, this is your idea of improvement?
47.	<ul style="list-style-type: none"> ○ Add cycle lanes.
48.	<ul style="list-style-type: none"> ○ Improve and repair broken pavement along marine Drive. ○ Add routes for cycling.
49.	<ul style="list-style-type: none"> ○ I'm very concerned that the spirit trail on Bellevue is not taking into account the seniors who use Bellevue with their care givers to walk the path to John Lawson or Ambleside. Cyclists tend to ride fast oblivious to shared pathway.
50.	
51.	<ul style="list-style-type: none"> ○ Connecting and continuing to develop East – West bike trail opportunities ○ Reserve walking / cycling trails in new developments.
52.	<ul style="list-style-type: none"> ○ Active discouragement of vehicular traffic with continued traffic calming, bike routes, public transit.
53.	<ul style="list-style-type: none"> ○ Sidewalks near schools, parks and community services. ○ Improve sidewalks in Ambleside business area.
54.	<ul style="list-style-type: none"> ○ Provide more bike racks in the business centre and allow for more bike lanes. Widen sidewalks in Ambleside to allow for more walkability and accommodate bike racks.
55.	<ul style="list-style-type: none"> ○ I live in ██████████ of West Vancouver and ride my bicycle to work downtown. I am aghast at how Marine Drive is becoming more and more biker dangerous, in light of the new curbs now installed at the Gleneagles, Eagle Harbour and Cypress Park Schools. These curbs, jutting out as they do are especially dangerous to bikers. ○ My recommendation is that you become realistic in assessing a bicycle route that most bikers will travel. One would have to have monumental strength to employ the bike route you've instated in West Vancouver. My guess is that your bike route is employed by 2% of the bikers. There are streets south of Marine which bicyclists will divert to, but the bulk Marine Drive, will be the primary choice for most cyclists. ○ Mandate to pick away at providing a bike route along Marine Drive 100 yards at a time.... but with the idea of making it biker safe in the long term. Use as a guide the City of North Vancouver, which is providing a safer bike environment.
56.	<ul style="list-style-type: none"> ○ Trails need to be smooth - uneven ground (such as gravel, tree roots) greatly reduces accessibility for walking. Trails also need to be wide enough for at least 2 people to walk comfortably side by side. Provision of handrails on slopes is important, and can even be facilitated in a wooded environment.
57.	<ul style="list-style-type: none"> ○ Make Marine Drive west of Dundarave safe and usable for pedestrians and cyclists. ○ Review traffic calming measures on busy streets. Too often they create unnecessary hazards, particularly for cyclists, and interfere with the efficient movement of traffic.
58.	<ul style="list-style-type: none"> ○ Increase minimum width of sidewalks in Ambleside to 12 ft. Encourage further building setbacks at corners and on north (sunny side of streets) to provide for

	<p>outdoor seating (especially for restaurants, coffee shops) and other amenities.</p> <ul style="list-style-type: none"> ○ Require continuous weather protection to all sidewalks in commercial areas. ○ Upgrade all sidewalks in Ambleside as a proactive measure to encourage high quality development (not just waiting to improve sidewalks as new development is introduced).
59.	
60.	<ul style="list-style-type: none"> ○ Improve walking lanes to encourage residents to walk to place nearby and create separate and safer cycling lanes for cyclists.
61.	
62.	<ul style="list-style-type: none"> ○ Enforce traffic speeds. ○ Do not need more upgrades or optimising trails (except Spirit Trail). ○ Need more bike routes.
63.	<ul style="list-style-type: none"> ○ Create car share and bike shares connected to North Vancouver and downtown. ○ Create more separate bike lanes and separate from pedestrians.
64.	<ul style="list-style-type: none"> ○ Build out biking trail west of Dundarave. Marine Drive is too dangerous for most bikers.
65.	<ul style="list-style-type: none"> ○ Remove street parking in the commercial areas and provide public multi-story parking instead. The standard sidewalk width should be four meters allowing two couples walking hand in hand in opposite directions and two battery scooters passing each other (remember the aging demographic).
66.	<ul style="list-style-type: none"> ○ Again for those who live on the hillside trekking uphill or cycling doesn't apply to about 90% of residents. ○ Support all other recommendations.
67.	
68.	<ul style="list-style-type: none"> ○ Flatten the mountain; I will never bike up and down the mountain with groceries, dry cleaning etc. impractical due to older population. ○ Free shuttle bus within West Vancouver. ○ Car share moved out of the North Shore ○ Parking meters in parks and business areas to encourage movement ○ Limit parking in areas surrounding business community to discourage all-day parking.
69.	<ul style="list-style-type: none"> ○ West Vancouver has an older population. Biking up and down hills (in bad weather often) is never an option.
70.	<ul style="list-style-type: none"> ○ The West Vancouver population is primarily made up of seniors. Cycling is not possible for the majority of them. ○ Safe, wide and even sidewalks with consistent height crosswalk buttons that give sufficient time for the disabled to cross the roads. Stronger penalties and signage to stop vehicles turning into pedestrians crossing while the light is in the pedestrian favour.
71.	
72.	<ul style="list-style-type: none"> ○ Create more designated paths and separate bike lanes, particularly along Marine Drive. And start with the narrow hairpin turns, which are particularly dangerous.
73.	
74.	<ul style="list-style-type: none"> ○ This is over-rated as a concept. West Vancouver is built on a mountainside with seniors as a large part of our community. ○ All of us want to walk when we can. It is healthy - what we all want to be. We are a community that necessitates the use of a car. ○ The engineering departments approach to traffic calming is mistakenly applied. There are many examples of this. No one wants road bumps. Increased density causes most of the traffic problems in West Vancouver. ○ Not all trails can be made accessible - Please. ○ Bike share options? Really? Unlikely to have many users due to our demographics.
75.	<ul style="list-style-type: none"> ○ There needs to be support for environmentally friendly vehicles. It is naive to think that a wealthy population such as West Van will not remain a hotbed for private motor vehicles. The District needs to develop a plan for promoting electric and

	other environmentally friendly vehicles by residents.
76.	
77.	<ul style="list-style-type: none"> ○ Traffic lights have to be re-set so they give more time for the elderly to cross ○ Bring back free shuttle bus from the north side of Park Royal to the South. (Or get a company to sponsor it - then they could advertise their place on the bus - With the bigger expansion it is very overwhelming for people and elderly especially in the winter. ○ Stops could be to Whole Foods/Simons/London Drugs/ The Bay - to parkade etc.
78.	<ul style="list-style-type: none"> ○ Have our Police Force more visible and active in our community monitoring: ○ Speeding on Marine Drive ○ Right turns with no regard for pedestrians ○ U-Turns on Marine Drive (Ambleside and Dundarave) ○ <u>Speeding in school zones</u> ○ Where are our police? Speeding on 21st despite calming circles which drivers <u>do not</u> respect!! ○ Reduce speed zones to 30 km/h around <u>Gordon Avenue</u> 21st and 22nd avenue to Seniors, Community Centre access and daycares and church ○ Better driver training for new immigrants and testing for senior drivers ○ Our current trails need maintenance now! ○ Good start with separated pedestrian/cycle paths on Argyle 13th-14th street. <u>Remove all cars from Argyle between 13th and 17th (and parking!)</u>
79.	<ul style="list-style-type: none"> ○ All very well but most cannot cycle or walk to work and we need to often commute to Burnaby/Richmond and other regional centres ○ Not sure more bike lanes helps anyone' ○ Create alternatives to private car: what and at what cost? ○ Improve safety with traffic calming: but not at expense so you create traffic jams ○ Create walkable neighbourhood parks near transit: we already have lots of parks ○ Improve accessibility of trails: be careful – only for certain parks and not all ○ Increase cycling and bike share options: <u>No</u>
80.	
81.	<ul style="list-style-type: none"> ○ AMBLESIDE: Ambleside is one of the oldest and best located retail centres in West Vancouver but it demands a more locally relevant approach to its configuration than can be achieved through the simplistic “pedestrian-first” mantra adopted by the City of Vancouver. Having spent a lifetime in the shopping centre development field and on many traffic planning advisory groups, I'd like to offer the following observations: ○ 1. Size Matters: Ambleside is 6 blocks long (12 if you include both north and south sides) too 'extensive' for satisfactory pedestrian shopping – too far to walk. It leads; some might say has already lead to, a proliferation of smaller and often less viable businesses. This OCP review presents an opportunity to pull this back, to “shorten” its length or consider a 3rd dimension by say, embracing Clyde Avenue and/or Bellevue e.g. as in Edgemont Village ○ 2. Pedestrians: Ambleside is also impracticably wide for safe and easy cross-over shopping. It's also comprised by arterial traffic: not a good mix. Dundarave however offers us an outstanding example a feature – the central boulevard – that adapts this existing streetscape to both: define the key shopping block(s) and provide safe cross-over shopping opportunities (see photos). There's also a formal mid-block crossing for those less able or comfortable with informal crossing. ○ Central medians and island refuges (see pictures attached) are infinitely more effective safety features for pedestrians than kerb bulges. They: calm the traffic flow, without obstructing turns, allow pedestrians to assess just a single0direction traffic flow, before safely crossing, effective halve the crossing distance ○ Public Transportation: Bus – priority lanes already in place should be expanded wherever practicable; identify them. Sky train - could connect the entire North Shore to the Vancouver CBD 0- reserve the corridor, identify the stations

	<ul style="list-style-type: none"> ○ Bikes: agree and set Performance Standards for bike paths that address the convenience, comfort and safety of (primarily) recreational users and as far as possible: well separated from both arterial and pedestrian traffic, segregated – excluding other through-traffic (local, block traffic only), unimpeded by stop signs etc (close off side roads or use roundabouts), as level as possible: optimising low-gradient, otherwise ensure integration with City bike paths. Acknowledge that shopping and commuter biking is not a viable option for the topography and age profiles of most local residents. Identify and reserve a low-level corridor across the North Shore adapted primarily for recreational users.
82.	
83.	<ul style="list-style-type: none"> ○ Wide sidewalks on Marine Drive between 13th and 16th street. ○ Get those huge trucks off Marine Drive somehow.
84.	
85.	<ul style="list-style-type: none"> ○ Agree with CWG recommendations but question the proposed disposition of neighbourhood park (i.e. Brissenden Park) which is contained in a “compact community”
86.	
87.	<ul style="list-style-type: none"> ○ Maybe a bus/trailer to pick up cyclists exiting the Horseshoe Bay ferry - transporting them to Park Royal, and eliminating the scary ride along either the Upper Levels or Marine Drive. ○ Create more secure bike parking lots as in Holland or Denmark.
88.	<ul style="list-style-type: none"> ○ Marine Drive is not wide enough for both driving and cycling especially when they double up and take over the lane. The cyclists do not obey traffic laws. They go through stop signs and red lights. When I got my bike I was thought how to ride and the laws in traffic. Ambleside Park they zoom by and almost knock you over. This should be addressed now not down the road.
90.	<ul style="list-style-type: none"> ○ Cyclists should be licenced and insured as cars are. Cyclists consistently disobey rules of the road causing confusion and dangerous situations. ○ Pedestrians must also follow traffic signs i.e. don't walk on red hand. Better enforcement of above to ensure safety and smooth flow.
91.	
92.	<ul style="list-style-type: none"> ○ People are wedded to cars. With steep terrain and rainy weather people are not going to take to bikes in any number. Vancouver is not Copenhagen. ○ Please no traffic humps and bumps, and let us not overdo the traffic calming; it is already calmed because of congestion.
93.	<ul style="list-style-type: none"> ○ Safety in cycling would be great. Avoid interactions between cars. BUT be careful about taking away space to give to bikes. ○ There has been some really dumb, in my view, traffic calming that has happened around WV (I think of the circle at Mathers and 30th as an example). I hope traffic calming is thoughtfully done.
94.	<ul style="list-style-type: none"> ○ Dedicated cycle routes that do not impede pedestrians, allow motorized wheelchairs to use bike lanes ○ Wide sidewalks to accommodate all modes of pedestrians.
95.	<ul style="list-style-type: none"> ○ To reduce reliance on vehicles open up on leash. Dog walking areas. Now we have to drive to walk the dog. ○ Speed bumps are better than [REDACTED]
96.	<ul style="list-style-type: none"> ○ Cyclists should obey stop signs especially when a walker is at the curb a walker is at the curb where a stop sign exists. I was clipped once and have had to step back many times even when a car driver has waved me on but cyclists didn't stop! ○ No lefts on Marine in rush hour. ○ No motor home parking unless adequate parking exists for both car and motor home.
97.	
98.	<ul style="list-style-type: none"> ○ Improve widen sidewalks ○ Better crosswalks with buttons in consistent place ○ More customer parking in Ambleside by prohibiting any more residential in commercial area

	<ul style="list-style-type: none"> o Enforce traffic laws.
99.	<ul style="list-style-type: none"> o Better sidewalks o Safer crossroads o More benches
100.	<ul style="list-style-type: none"> o Improve sidewalks.
101.	<ul style="list-style-type: none"> o Sidewalks near schools, parks and community services. o Improve sidewalks in Ambleside business District. o Mandatory school buses for private schools (No car drop off) encourage walking, biking or school bus instead. o "Increase cycling and bike share options" – I don't think this will help much.
102.	<ul style="list-style-type: none"> o More seniors! Disabled parking o Better and wider sidewalks o Crosswalks cross walk buttons o More traffic enforcement
103.	
104.	<ul style="list-style-type: none"> o Sidewalks need fixing and widened. o Nobody bikes here! Too steep. o "Create walkable neighbourhood parks near housing" – like Brissenden o Dog parks
105.	
106.	<ul style="list-style-type: none"> o We should promote electric cars – add more charging stations. Maybe we could link the new Provincial Gov't to grant a rebate for those purchasing an electric vehicle. NDP and Greens might look at this. I don't hear about the \$5000 rebate – gone? I'll check. o Cycling in many steep grade areas is difficult for many. Poor Gregor Robertson is being beaten over the head because of his bike only routes.
107.	<ul style="list-style-type: none"> o Except for a few streets in West Vancouver it's difficult to cycle.
108.	
109.	
110.	
111.	<ul style="list-style-type: none"> o Again walkable neighbourhoods with shopping, services and hopefully even employment within walking distance o Traffic calming is needed desperately in Ambleside. It is dangerous and given that this is where most seniors live nonsensical that more has not been done. o To hear ██████████ residents complain that they need traffic calming while they have the luxury of a 30km limit is a little disappointing. o Driving the limit down to 30km/hour everywhere but upper levels would make people think about driving as well as keeping most of us safer. o Red light cameras and more speed checks a necessity in Ambleside.
112.	<ul style="list-style-type: none"> o Make more sidewalks – many West Vancouver streets are dangerous for pedestrians particularly at night. o "Improve safety modes with traffic calming and separated lanes" – tick beside o "Upgrade trails to be fully accessible to resident with disabilities" – tick beside o "optimize trails for hikers, joggers, cyclists and others" – tick beside o "Increase cycling and bike share options" – more cyclists adhere to the rules by the road.
113.	<ul style="list-style-type: none"> o Teach pedestrians and cyclists some basic manners, they are ██████████ on many occasions and drivers get blamed. o (Drawing of a Square with a hand inside beside this sentence.) Do not leave curve the countdown just gives them leeway to saunter or run.
114.	
115.	<ul style="list-style-type: none"> o Do NOT put in bike lanes as has happened in Vancouver. This will only increase the traffic problems. Perhaps there is a way of "sharing" some of the rail track and constructing a bike lane alongside this.
116.	<ul style="list-style-type: none"> o Build more flat-walking trails like seawall.

117.	<ul style="list-style-type: none"> ○ I would like to see more side walk lights at night, currently driving and walking at night is nothing more than risking your life with such limited vision.
118.	<ul style="list-style-type: none"> ○ Walking in the West Vancouver seawall is one of the most relaxing activities I do. For now I'm happy with walking in West Vancouver.
119.	<ul style="list-style-type: none"> ○ More street lights for walking at night.
120	<ul style="list-style-type: none"> ○ Add more specialized bike lanes on the edges of roads would help bike use. It is currently somewhat difficult to ride bikes around West Vancouver, and that is why bike use is not that high.
121	<ul style="list-style-type: none"> ○ Separate lanes for bus and bike ○ Improve trail maintenance
122.	<ul style="list-style-type: none"> ○ Repaint zebra crossings add flashing red lights around stop signs as tried on Bellevue to catch drivers' attention. ○ Provide sidewalks with good curb cuts to enable universal access for wheelchairs and strollers to travel on sidewalks. ○ Create separated bike lanes to improve safety.
123.	
124.	<ul style="list-style-type: none"> ○ Bikers on the road is too dangerous for both cars and bikers, allow bikers to use the sidewalk ○ If bikers continue to use the same road as cars, some further enforcement of laws should be applied to all bikers, as they seem to believe that they do not have to follow the same laws as cars even though they share the same road.
125.	<ul style="list-style-type: none"> ○ Provide more office space, through incentives and better hub transit options to get the office workers off the hill.
126.	<ul style="list-style-type: none"> ○ Introduce a ferry service, for foot passengers and cyclists, between Ambleside and Vancouver. ○ Provide for car parking and secure bicycle storage.
127.	
128.	
129.	<ul style="list-style-type: none"> ○ Cycling will be limited because of the mountainous terrain. Use smaller buses.
130.	<ul style="list-style-type: none"> ○ A genuine missed opp with the Grosvenor bldg. to widen the sidewalk and improve walkability as in Dundarave. Further Ambleside development should heavily favour widening sidewalks (increase setback but bonus density upward for any new building). ○ Push parking to rear of buildings where possible to keep street fronts less congested and safer for pedestrians and cyclists. ○ Consider node-node bus routes and improved school to centre service to eliminate single car use. Widen sidewalks along the heaviest school community routes (Inglewood – 3 Schools use this route) calm traffic and paint bike lanes the full length of this area. Other areas are similar I'm sure. ○ Add widen sidewalks to key areas for enhanced safety (15th both sides) ○ Create a more continuous/wider seawall (a la Whistlers Valley Trail) that is sufficiently wide and adequately signed to foster co-existence of walkers (fast, slow, dog), cyclists. The disjointedness of this is half the cause of confrontations no one can follow the rule changes that occur every km. ○ If you build traffic roundabouts build them so people can't simply fly through them. In some areas it may be wise to consider West End / M Pleasant style traffic calming by cutting off throughways.
131.	<ul style="list-style-type: none"> ○ Accessible pedestrian signals across the District – Must be fully accessible (not just chirps and cuckoo). ○ Accessible bus stops across the District. ○ Look at standards for letdowns at corners and crosswalks to improve safety for those using mobility aides. ○ Pursue “universal design” in public space throughout the district through the use of ramps or ramp/stair combinations.
132.	<ul style="list-style-type: none"> ○ Agree with some of working group's recommendations.
133.	

134.	
135.	
136.	
137.	
138.	
139.	
140.	
141.	<ul style="list-style-type: none"> ○ Walking paths and cycling paths should be separated. It is far too dangerous to have them share the same pathways. ○ West Van should develop more walking and cycling pathways.
142.	
143.	<ul style="list-style-type: none"> ○ Agree with working group's general recommendations.
144.	<ul style="list-style-type: none"> ○ *Bike lanes are just horrible idea
145.	<ul style="list-style-type: none"> ○ Personally WV has a great sidewalk to walk onto.
146.	<ul style="list-style-type: none"> ○ Safety of other modes, and topography seems like the two biggest hindrances that you're never going to (cheaply) solve. I'd give up trying to make bikes and walking more viable at least west of █████st Street and focus on better bus service.
147.	<ul style="list-style-type: none"> ○ Parks are good for walking and cycling, and there should be differentiated bike and foot lanes in the parks.
148.	
149.	<ul style="list-style-type: none"> ○ Options for walking and cycling are good as they are now.
150.	<ul style="list-style-type: none"> ○ Cycling demands user only bicycle paths, and no cars or people. These would be dedicated routes.
151.	<ul style="list-style-type: none"> ○ Create more bike lanes on the sides of roads to allow more cyclists.
152.	
153.	<ul style="list-style-type: none"> ○ Replace the railway line with a bike path.
154.	
155.	
156.	<ul style="list-style-type: none"> ○ B.C. rail once proposed bud cars running from Lonsdale Quay to Whistler. W.V. Council veto it because they said W.V. would be parking lots for visitors to Whistler. Now B.C. rail has sold out to CN so this is an impossibility and in fact CN is trying to screw W.V. ○ Develop cycling and walking routes on secondary streets not on main routes such as Marine Drive from 31st to North Van.
157.	<ul style="list-style-type: none"> ○ Create attractive alternatives to private car use” – like what? ○ Make sure cyclists understand they <u>must</u> stop at stop signs and red lights. I have almost been hit 3 or 4 times crossing street in a crosswalk. I have been told to F___off, given the finger and even saw a small child in a seat at back of bike – belt on? – couldn't see but no helmet. If he had hit me and lost control of bike, that child could have ended up brain-dead! HELP – where are the police? ○ “Increase cycling and bike share options” – Only if cyclists obey rules of the road, they need to be licensed like cars and drivers – they should have to pass an exam as drivers do.
158.	<ul style="list-style-type: none"> ○ Constructive recommendations!
159.	<ul style="list-style-type: none"> ○ Well make some decisions and do it. There is no magic wand.
160.	<ul style="list-style-type: none"> ○ Allow dogs onto schools grounds and beaches at special times. Victoria has a brilliant multi use plan in effect. E.g. dogs on school grounds before 8am and after 5pm. The same kind of schedule applies on beaches.
161.	<ul style="list-style-type: none"> ○ Only people who cycle for fitness go North / South. ○ East / West is only feasible from Ambleside to Dundarave. ○ Don't waste any of tax payers money on further improvements.
162.	<ul style="list-style-type: none"> ○ Recreational walking for pleasure and exercise is great. Trail can be improved to achieve that, but for the purpose of decline private car traffic, look no further than city of Vancouver. Bike lane has done little to reduce the traffic and has only added to the

	<p>congestion and as a result negative environmental impact. Changes should be meaningful rather than symbolic.</p> <ul style="list-style-type: none"> ○ Please create an almost flat cycling track.
163.	<ul style="list-style-type: none"> ○ Forget it. We're fine.
164.	<ul style="list-style-type: none"> ○ 3. Restrict parking in (new?) condo towers, by providing only single parking spot per unit. ○ 4. Use modern "ride share" technology to schedule & co-ordinate transport needs, in areas where regular buses are uneconomic. Something like "Uber".
165.	<ul style="list-style-type: none"> ○ No need to improve options.
166.	
167.	
168.	<ul style="list-style-type: none"> ○ "Improved walking and cycling" are just promises that never happen. We can't even get sidewalks on ██████████ We are forced to walk on the driving lanes for cars hoping not to be hit by cars. Cycling routes here are haphazard with stops and starts that make cycling dangerous overall. You can't stop and turn around where the cycle lane ends when you are a bicycle commuter. When I get to 13th and Marine trying to ride my bike east I either have to ride Marine which has no room for cyclists (since it was rebuilt with a central boulevard that took all the extra space), or take the Spirit Trail where I'll be conflicting with walkers and dogs on the same trail and can not ride safely at a commuter speed. We need dedicated bike lanes on the roads that fully connect like you are seeing in Vancouver, Burnaby, etc. Otherwise you are promoting a very dangerous activity. I know too many people who have been hit by cars while riding bikes. These are people I know are responsible riders who didn't cause the accidents. As a result I do NOT want my grandkids riding bicycles in West Van.
169.	<ul style="list-style-type: none"> ○ Shorter wait for WALK signal at traffic light. ○ More time to cross the road. ○ Make Ambleside pedestrian friendly like Dundarave. ○ Pedestrian crossing at Park Royal East to bus stop.
170.	<ul style="list-style-type: none"> ○ Could we place a separate deck under the car deck of the Lions gate Bridge just for walking and cycling therefore covered from the elements? ○ Where are people going to park to use the seawall when argyle parking is gone – Fresh St. Store? Or other businesses will be impacted.
171.	<ul style="list-style-type: none"> ○ Make sure DWV is actually building there rates and that these will be public, not on private land.
172.	<ul style="list-style-type: none"> ○ Pedestrian network needs to be improved i.e. sidewalks and traffic calming, particularly near schools!

Tell us how we can make the most of regional transit investment

WB #	Idea
1.	<ul style="list-style-type: none"> ○ We need to be more active players in Metro Transit discussions and planning. ○ We need to coordinate a plan with other North Shore municipalities, Squamish, Howe Sound. ○ How about the lower level road?
2.	<ul style="list-style-type: none"> ○ Cooperation with North Vancouver, Metro and Squamish and Provincial Government.
3.	<ul style="list-style-type: none"> ○ Rapid train or if not an option express buses running frequently East to West route.
4.	<ul style="list-style-type: none"> ○ Interest in more buses. I am frequently passed by 2 or 3 buses at Georgia and Burrard at the 5-6 traffic hour. The 250 and Dundarave buses are full by Georgia and Granville. No wonder people still take their cars when service is not meeting demand. More and more frequent buses please.
5.	
6.	<ul style="list-style-type: none"> ○ More money for more buses? All that is needed to get more buses passing at the bus stop because they are all full.

7.	<ul style="list-style-type: none"> ○ Why stop at Dundarave, take it all the way to Horseshoe Bay. Run it along the Upper Lands Highway with further transit to the areas needed.
8.	<ul style="list-style-type: none"> ○ Make it easier and cheaper to take the bus. Somewhere then use a car. More buses – more bus lanes – higher cost of parking – less parking available.
9.	<ul style="list-style-type: none"> ○ Agree with Mayor's Council ○ Agree with all C.W.G. recommendations. ○ Add bus service direct from Horseshoe Bay through to Phibbs Exchange. ○ Add more buses. ○ Add more Horseshoe Bay express bus during high ferry traffic times to lighten load (including luggage) onto Marine Drive Horseshoe Bay bus for local passengers.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ Provide park and ride facilities. ○ Provide more buses during peak hours. Charge cars who use Lions Gate Bridge during rush hour and use those funds to pay for the buses. ○ If council is really worried about the environment you need to do this soon.
13.	<ul style="list-style-type: none"> ○ Make getting across the North Shore on transit easier. There is very little linkage. Many service workers come from that side. Make it easy to get from Phibbs Exchange to Park Royal. Make it easy to get from the sea bus to Park Royal. Currently two buses are required. The 255 runs too infrequently. ○ Think out of the box - encourage an arrangement with taxi companies to act as shuttles. They need the business given Uber is coming so it could be a win win.
14.	
15.	
16.	<ul style="list-style-type: none"> ○ It would be lovely to have real rapid transit. When we lived in Toronto, it was a delight to be able to go from Etobicoke into Toronto's downtown centre very quickly. West Van's topography creates challenges and so, maybe simply more frequent buses on Marine would help. Where we lived in Toronto, we usually didn't have to wait more than five minutes for a bus to the subway. So, if more housing choices come to pass along Marine Drive, more frequent buses might work.
17.	<ul style="list-style-type: none"> ○ Need a park and ride location in Ambleside or within 2-3km's that is supported by direct to city transit.
18.	
19.	
20.	<ul style="list-style-type: none"> ○ Advocate for an innovation increase in access to Vancouver (transit crossing built on double decker lanes with the current bridges?). Low regional priority and costly improvements- need to build it into future plans.
21.	<ul style="list-style-type: none"> ○ People need to be able to get around close to nooks and crannies (I wonder about Sentinel Hill and the British Properties); I don't know the public transport system well enough, but I know that waiting an hour for a bus would never convince me to give up a car. If every 15 minutes is too expensive to organize can we shoot for every 22 minutes? Every hour, no one is waiting that long, every half an hour, most would say shove it, 22 on weekends. Outside, time is 22, anytime of the day, and people have to get home. A lot of people move because they can't have a life; they can't go to an event in Vancouver, hang around, eat, and get home, using public transport. It's too difficult, not for what you are paying to live here.
22.	
23.	<ul style="list-style-type: none"> ○ Have more buses. They are often jam packed in the rush hour particularly going down town. Have more park and ride bus routes.
24.	<ul style="list-style-type: none"> ○ Run electric light rail from Horseshoe bay to Whistler and toll all internal combustion vehicles heading up the Sea to Sky Highway. ○ Approach federal and provincial governments for support to build a gondola from Horseshoe Bay to Gibsons via Bowen and Keats Island. The distance between islands is 2km. The distance between towers on Peak to Peak gondola is 3km.
25.	
26.	<ul style="list-style-type: none"> ○ All for enhancing Blue Bus system and integrating into regional connections.

	<ul style="list-style-type: none"> ○ What defines Cypress Village as a "mountain gateway"? Gateway to what, and for whom, exactly?
27.	<ul style="list-style-type: none"> ○ More buses. ○ Cypress Village gets a bus so the nannies and housekeepers can get to work while anyone who lives there has 2-4 cars? Seriously?
28.	
29.	
30.	<ul style="list-style-type: none"> ○ Start advocating for increased transit services considering the tax money we pay in to a system only Vancouver city benefits from. ○ It should not take two hours to get from West Vancouver to SFU by transit.
31.	<ul style="list-style-type: none"> ○ Provide lanes solely for more than one person in a car – perhaps then 2-4 cars.
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all working group recommendations.
34.	<ul style="list-style-type: none"> ○ Improve walking and cycling to key destination – given inclement weather and elevation change for most residents, this is a totally impractical solution to transportation congestion.
35.	<ul style="list-style-type: none"> ○ Improve walking / cycling routes as priority ○ Monitor how transit is being used / utilized – if not used, get rid of it or improve i.e. increase “seniors” buses around West Vancouver which seem to be empty most of time. What a waste.
36.	<ul style="list-style-type: none"> ○ More parking is required in the Ambleside area. There is virtually no desire by motorists to convert to buses since auto travel is more secure, faster, and much more pleasant.
37.	
38.	<ul style="list-style-type: none"> ○ BC Ferries works closely with BC Transit, and the District to assist in the future planning of transit arriving and departing from Horseshoe Bay terminal, a key regional destination for customers traveling to and from the terminal, particularly from Downtown Vancouver. BC Ferries is seeing increased growth in foot passenger traffic at the terminal and therefore it will be important to ensure that there is a safe, reliable transit service to and from the terminal in the future to accommodate this future growth.
39.	<ul style="list-style-type: none"> ○ Establish more/better connections between West Van and Downtown. ○ Perhaps specific service between Park Royal/Downtown. This is a huge issue - have had some hard times with bus service and have heard frustrating and even sob stories from other passengers about not finding reliable transportation between West Vancouver and Downtown. ○ Some type of night time transit shuttle service if possible. Since after a certain time at night, taxi becomes the only option to get around.
40.	
41.	
42.	<ul style="list-style-type: none"> ○ This is the extent of transit options that we may wish pursue in the near-medium term. I would be very surprised if the Mayor or anyone he knows takes the bus! ○ I often take the bus downtown and my kids use it frequently to get around. It is a great service and Translink has already indicated that more buses are to be added to busy routes. ○ People will tend to use transit to go to and from DT Vancouver. Few, other than teens & elderly/nannies who don't drive will use transit within WVD. ○ The community make-up has to change dramatically before many transit options become feasible...plan for it but don't implement any changes if/when it happens.
43.	<ul style="list-style-type: none"> ○ Push for the low road connector across the Capilano River, below Park Royal. ○ Make Capilano Road the primary Lions Gate Bridge access route, and encourage local and Park Royal traffic to use the Taylor Way intersection ○ Move the Nanaimo ferries from Horseshoe Bay elsewhere (Sea Island has better transit connections and parking...) ○ Push for an alternate route to Squamish/Whistler to better serve the eastern metro areas, and reduce traffic on the Second Narrows Bridge.

44.	
45.	
46.	<ul style="list-style-type: none"> ○ Buses are a major transportation option in an area where the car is simpler, faster and more reliable. On occasion when I have tried to use the bus, the driver just blows past me, leaving me stranding at the stop with at least half an hour to wait for the next one – no wonder I use my car. Has anyone considered using similar buses on routes without a high rider load on off hours? Like the shuttle that goes to Caulfeild.
47.	<ul style="list-style-type: none"> ○ To improve transportation and reduce traffic congestion do not build more high rise housing.
48.	<ul style="list-style-type: none"> ○ Improve bus service in the evening and night.
49.	<ul style="list-style-type: none"> ○ Is there any way that TransLink or municipality can build a temporary bus covered shelter on 13th and Marine Drive that is in front of police station while Grosvenor is built? It's difficult to stand in pouring rain waiting for bus which is not protected from rain – thanks!
50.	
51.	<ul style="list-style-type: none"> ○ Long – term rapid transit connection to North Shore. ○ Buses are often full to downtown and late – hard to rely on. ○ Cypress Village transit doesn't help the rest very much. ○ Uber / ride share would be helpful also car to go. ○ Minivans through neighbourhoods.
52.	<ul style="list-style-type: none"> ○ Not sure how to do this but would be ideal if there was a way that West Van vehicle drivers could leave cars on north shore and then take transit, sea bus, or ferries to various points downtown.
53.	<ul style="list-style-type: none"> ○ Improve bus frequency and reliability. ○ More shuttle bus services, including on North/South routes.
54.	
55.	
56.	
57.	<ul style="list-style-type: none"> ○ Make greater use of smaller buses. ○ The bus system already works quite well, for those routes where it makes sense to use transit.
58.	
59.	
60.	<ul style="list-style-type: none"> ○ Enhance the blue bus system. ○ Improve regional connections for all types of transportation. ○ Improve walking and cycling to keep destinations.
61.	
62.	<ul style="list-style-type: none"> ○ Connect town centre hubs by transit (i.e. Ambleside to Westview) ○ Cycling lanes to and from hubs and downtown Vancouver.
63.	<ul style="list-style-type: none"> ○ Do not build more highway! ○ Car share hubs ○ More small neighbourhood blue buses ○ Use mini-buses between hubs ○ Improve transit and increase density around existing infrastructure i.e. Park Royal, Ambleside, Dundarave, Horseshoe Bay – not new development (i.e. Cypress Village).
64.	<ul style="list-style-type: none"> ○ Encourage bus use! ○ Penalize multi-car families.
65.	<ul style="list-style-type: none"> ○ Provide buses that do not rattle so loudly that it encourages car usage. ○ So not buy future buses from this current manufacturers who only provide an inferior produce. Please investigate why luxury tour buses so not rattle and insist on similar features in future bus purchases.
66.	<ul style="list-style-type: none"> ○ Support all recommendations.
67.	<ul style="list-style-type: none"> ○ Transit tunnel from downtown core to North Vancouver. ○ Cross town streetcar from Dundarave to Seymour.

68.	<ul style="list-style-type: none"> ○ Lobby TransLink; cannot do it ourselves ○ Rapid bus service to Squamish ○ Business centres in Horseshoe bay so buses are full both ways.
69.	<ul style="list-style-type: none"> ○ Bus routes reflect demand ○ Put in more sidewalks. ○ Park and ride lots at Horseshoe Bay and Caulfeild exits.
70	<ul style="list-style-type: none"> ○ Smaller shuttle buses going on north and south routes every five blocks. ○ Allowing "Uber" taxi service. ○ Hop-on-hop-off light rail across the whole North Shore. The majority of seniors cannot cycle. Our hills are forbidding and inclement weather also plays a big part. ○ Again, disability shuttle vehicles specifically designed are a necessity.
71.	
72.	<ul style="list-style-type: none"> ○ Invest in or support a fleet of self-driving cars. I think the reality is that many in West Van are not public transit types. If you give them private space they would be more likely to leave their own car at home or do away with a car. This is especially important for an aging population. Partner with some private company like Google to use West Van as a show place for self-driving Uber type vehicles. West Van should be a leader in transportation technological innovation. Something needs to be done to improve cycling along the Marine Drive corridor. It is not safe. You have an extremely narrow and winding road being shared by cars and bicycles - recipe for disaster and discourages use by the more cautious cyclists. There should be a dedicated bicycle path all the way from Horseshoe Bay to Park Royal.
73.	
74.	
75.	
76.	
77.	<ul style="list-style-type: none"> ○ Turn the Ferry building into a full functioning "ferry building". ○ Introduce a "sea bus" or "hydrofoil" water vehicle for pedestrians only -use the existing pier for boarding (with some enhancement/practical design that blends into the beach surrounding" - this water ferry would take people to Kitsilano, Granville Island and Coal Harbour. This idea would relieve traffic, relieve the old bridge, make money from tickets sold, cafe at ferry building. Great for tourist business and an invigorating new launch for West Vancouver.
78.	<ul style="list-style-type: none"> ○ Cross town bus service between West Vancouver and Phibbs Exchange and/or Deep Cove needs an express bus! ○ Bridge toll for Lions Care ○ See 100s of 1 car/1 person commuters every day – all day! ○ Speed moderators/indicators on Lions Gate ○ <u>Cheap bus fares to encourage use</u> ○ Better access to Kay Meek Theatre by bus for evening events
79.	<ul style="list-style-type: none"> ○ Support building new bridge or tunnel ○ Better transit North Shore to regional centres ○ On North Shore walking and cycling is only recreational ○ Not viable to help most who work off North Shore or those who travel to North Shore to work ○ Enhance Blue Bus system: yes ○ Improve regional connections for all types of transportation ○ Improve walking and cycling to key destinations: No – waste of money & time. See my comments – no not agree with many of your statements – all too much motherhood and apple pie ○ Encourage develops and contractors to ride share – Many homes under construction have 20+ large vehicles outside blocking easy access for residents – you could start with larger develops like British Pacific Properties, Grosvener & Cressy
80.	

81.	<ul style="list-style-type: none"> ○ Top “North Shore” priority is “3rd Crossing” – lobby vigorously to <u>start</u> planning process. Affects thousands of entry level jobs and hundreds of first responders...amongst others ○ “3rd Harbour Crossing” The biggest single mobility/congestion issue by far, for the entire North Shore is the unquestionable imperative for a 3rd Harbour Crossing. It underlies a viable Regional transportation system and is not simply a matter of personal convenience but one of economic necessity and emergency management. We cannot plan effectively until this element is decided. It cannot be managed locally but must have local impetus and input. It also naturally begs the much bigger question of a much needed restructure of Metropolitan governance. ○ Plan Today (implement later): for a 3rd Harbour crossing, sustainable connection to the Regional road network, ultimately connect Skytrain to Horseshoe Bay ferry terminal ○ Plan Early to: Reserve lands for tunnel portal + highway connections and mitigate impact on residential areas ○ But first establish the functional criteria, along the lines advanced by the Transvision proposal presented to Council in 2001, below: ○ Criteria for 3rd Crossing per Transvision (a joint West Vancouver/DVA initiative ○ 1. Location – distribute load between two Narrows bridges, probably by means of a tunnel but consider short-term measure of aerial Cable car ○ 2. Mode – Multi-modal Road and Rail link to all major Transportation hubs – ferry terminals (Tsawwassen, Horseshoe Bay), Raul & Bus terminals – North Shore, Skytrain, Pacific Central service to Calgary and USA, Float Plane services, international airports, Hwy 1 to Abbotsford, Hwy 99 to Squamish, Hwy 99 to USA ○ Performance standards: avoid through-traffic the City and West End, still provide a viable link of North Shore to Vancouver CBD, provide functional connection to Hwy 1 for Ferry traffic and for Upper Capilano/Lonsdale area e.g. at Westview ○ The attached plan attempts to meet these Criteria (see image) Roundabouts: Stop/go traffic management (traffic lights, stop-signs) are the next biggest contributors to congestion and immobility. They’re also a major contributor to air pollution, as much from constant braking, as from increased fuel consumption. If ever there was a device that all but eliminates this and the need for many traffic lights and stop signs (a rare sight in Europe), it is the roundabout, albeit as modest as a painted circle. Roundabouts are: democratic – everyone slows down and yields, user friendly -0 traffic-calming devices, you cannot “race” a roundabout, safe – for pedestrians, especially in conjunction with traffic islands to shorten distances and pedestrian exposure (see attached image)
82.	
83.	
84.	
85.	<p>Agree with Citizen Work Group recommendations. Please note: evening and weekend bus service to and from West Vancouver in need of substantial improvement. Currently bus service after 8 pm is almost non-existent leaving travellers stranded downtown.</p>
86.	
87.	<ul style="list-style-type: none"> ○ Give everyone a free bus pass for 10 rides. It will be like having money in your jeans - people will want to use it. Encourage new ways of thinking about taking transit i.e.: "Hey, I have a Bus Pass - maybe I could take the bus to Park Royal".
88.	<ul style="list-style-type: none"> ○ The wealthy and super rich are not interested in public transportation and will never use it no matter how you try to enforce it. Perhaps the region should discourage mega-houses. You are losing to population that uses transit. It's wasteful to expand transit until you encourage average citizens to live here again.
89.	<ul style="list-style-type: none"> ○ We need a lot more buses especially when we are told to drive less and take a bus. Often they are full and just drive by, also the seats at front are for the elderly and handicapped only. These are people who have no right to sit in those seats especially when the bus is crowded and you have to stand [REDACTED] shouldn't

	have to ask someone to give up the seat for you. Maybe the driver should say something or he doesn't want to get involved.
90.	<ul style="list-style-type: none"> ○ Increase bus frequency to Horseshoe Bay (no bus service after midnight = residents stranded who work late or wish to be downtown for entertainment. ○ There needs to be an across North Shore route. (Horseshoe Bay to 2nd Narrows). ○ "Enhance the Blue Bus system" – agree ○ Improve regional connections for all types of transportation" - agree
91.	
92.	<ul style="list-style-type: none"> ○ All these are good ideas but difficult to realize. With all the high rise buildings going on in the vicinity of Marine Drive, Taylor Way, and Capilano Road, plus the Squamish lands, it will be impossible to get across the Lions Gate Bridge in a few years. We will need a rapid transit connection to downtown to get anywhere, but I doubt that will happen for a while. Maybe pedestrian ferries from Ambleside (but where is the parking?).
93.	<ul style="list-style-type: none"> ○ Ask for more buses! LRT would be fabulous but likely not in my lifetime! However, keep making it easier and people will use it.
94.	<ul style="list-style-type: none"> ○ More frequent buses ○ More bus access to BP and locations where senior housing exists. ○ TransLink Universal Accessible bus stop design, UABs* APS with audio street name, braille, vidrotactile push button. ○ See document provided.
95.	
96.	
97.	<ul style="list-style-type: none"> ○ Putting new development at Marine / Taylor Way without a plan to resolve traffic issues at Marine / Taylor Way is foolhandy!
98.	<ul style="list-style-type: none"> ○ Fix Taylor Way and Marine Dr. before you develop there. ○ More seniors shuttle type services, especially North, South.
99.	<ul style="list-style-type: none"> ○ Put new housing cluster furthest away to get transit there and stop in between. ○ Better buses in more places.
100.	<ul style="list-style-type: none"> ○ More frequent and reliable bus service ○ More shuttle buses
101.	<ul style="list-style-type: none"> ○ More shuttle bus service on North / South routes. ○ Improve transit in existing neighbourhoods instead of trying to densify around transit. ○ Better bus service. ○ "Improve regional connections for all types of transportation" – this report does not say this!
102.	<ul style="list-style-type: none"> ○ Expand the seniors shuttle to others ○ Uber ○ Pay parking everywhere get parked cars off streets in residential areas. [REDACTED] and sick of everyone parking in my drive.
103	<ul style="list-style-type: none"> ○ "Enhance the Blue Bus system" – tick beside ○ "improve regional connections for all types of transportation" – tick beside ○ A train from Squamish to North Vancouver could reduce commuters on Upper Levels, Taylor Way etc.
104.	<ul style="list-style-type: none"> ○ "The mayor's council has prioritized Marine Drive rapid transit as far as Dundarave" – circle around ○ It's a <u>bus</u> – not <u>rapid</u> service needs expanding with mini buses. Most won't take transit until reliable, frequent can get seat.
105.	
106.	<ul style="list-style-type: none"> ○ I think that the blue bus that stops at Dundarave should have an extended route to from Caulfeild (new fire hall) to make better use of this bus.
107.	<ul style="list-style-type: none"> ○ The 250A Dundarave bus extended to the Fire Hall on Marine at the Dale.
108.	
109.	
110.	

111.	<ul style="list-style-type: none"> ○ Having more diesel buses along marine not really a long term solution. ○ Need dedicated rail whether it be elevated or at ground level.
112.	<ul style="list-style-type: none"> ○ “Enhance the Blue Bus system” - tick beside ○ “Improve regional connections for all types of transportation” – tick beside ○ Improve walking and cycling to key destinations” – tick beside
113.	<ul style="list-style-type: none"> ○ Excellent blue bus service
114.	
115.	<ul style="list-style-type: none"> ○ Why priority only to Dundarave? Horseshoe Bay is having a massive development. There are a lot of residents between HB and Dundarave that would hope for a more frequent bus service from downtown. ○ The Blue Bus should also operate directly to North Van and the Sea Bus without having to make a change at Park Royal. This is especially important for people wanting to go the airport.
116.	<ul style="list-style-type: none"> ○ More bus routes.
117.	<ul style="list-style-type: none"> ○ Currently, cycling in North America is more of a sports than as a transportation method. I hope to see some changes to that. Also, the lion's gate bridge by itself is not enough to deal with the traffic we have now so that needs to be changed.
118.	<ul style="list-style-type: none"> ○ Another transit system such as sea bus.
119.	<ul style="list-style-type: none"> ○ More buses ○ Bigger buses ○ Car2go and EVO in West Vancouver
120.	<ul style="list-style-type: none"> ○ Expand the bus system so that it is a good alternative to cars, even for people who own their own car. Running more buses, and more reliable buses in particular, would help.
121.	<ul style="list-style-type: none"> ○ Run more buses ○ Increase number of bus routes ○ Develop more bike and bus lanes
122.	<ul style="list-style-type: none"> ○ As Park Royal expands exert pressure to ensure it keeps its existing park and ride and expands it. It seems they are ticketing cars and want registration and are making taking transit harder. ○ Incentivize buildings, apts etc. with underused parking to provide parking spaces for transit and car shares. ○ Encourage better bus service between West Van and North Van. It's easier to bus downtown than travel across the North Shore. ○ Look for ways to improve transit or train travel from Squamish to North Shore. Look to Aboriginal groups to participate or provide some of these improved service options. Perhaps Squamish Nation can partner to provide small bus services.
123.	<ul style="list-style-type: none"> ○ More and bigger buses. Cheaper bus fair to attract people who are currently using cars as their main way of transportation.
124.	<ul style="list-style-type: none"> ○ Electric Powered bus ○ More bus ○ Bigger bus
125.	<ul style="list-style-type: none"> ○ Coordinate the multilevel government to solve the Taylor Way & Marine Drive interchange, which may be an elevated 4-6 lane straight north connector from Lions Gate Bridge to the Highway #1. Then the only people getting off the bridge will be the people that want to be in North or West Van.
126.	<ul style="list-style-type: none"> ○ Provide free parking for commuters who use electric minicars, i.e. less than 3 metres long, and carry a passenger.
127.	
128.	
129.	<ul style="list-style-type: none"> ○ Enhance the Blue Bus system” - Use smaller buses. Right now only a few people per bus.
130.	<ul style="list-style-type: none"> ○ The Blue Bus used to be great – calm, timely, a pleasant ride. It is painful to ride. And I’m an environmentalist. The over-crowding. Less frequency makes it a toss-up choice if I need to be somewhere. While I appreciate the Vancouver traffic overall causes

	<p>issue. Consider fewer stop, point-to-point routes, esp. for downtown, Lonsdale Quay, park & Tilford-as exists for Horseshoe Bay. The elimination of school buses onto the 15th/Inglewood/Mathers/21st routes which could be eliminated by either blue bus or restoration of school routes. Consider including school specials for the private schools as well that offer a “drop & ride” solution. Cyclists must be delivered off 15th and 21st with the exception of where they would connect to the highway – say Queens & above.</p>
131.	<ul style="list-style-type: none"> ○ Improve public transportation across the North Shore with an uninterrupted route east-west. This could include a dedicated bus lane either continuously or only at peak times. East-west improvements are key to improving transit across the North Shore. ○ Shuttle bus system to residential neighbourhoods, including the British Properties, could also improve service along a north-south corridor off of Taylor Way. ○ Update bus stops to the TransLink universally accessible bus stop design standards. In particular improve the overall design of the Park Royal transit hub. ○ Improve transit services to centres and ensure that accessibility improvements to the public realm accompany any expanded or improved service. ○ Increase bus service across the North Shore.
132.	<ul style="list-style-type: none"> ○ Agree with working group's general recommendations
133.	
134.	
135.	
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143.	<ul style="list-style-type: none"> ○ Agree with working group's general recommendations
144.	<ul style="list-style-type: none"> ○ *More transit options
145.	<ul style="list-style-type: none"> ○ Increase the number of buses running
146.	<ul style="list-style-type: none"> ○ Eventually enough people will settle on the North Shore that TransLink will be forced to put in a sky train link to at least Lonsdale and maybe even have it terminate at Park Royal. Maybe that will happen as part of a tunnel boring project under Coal Harbour for the eventual Lions Gate Bridge replacement. For now, Blue Bus is wonderful, especially given the traffic it has to put up with. They're marvellously clean buses driven by pleasant drivers. You guys should be proud of your unique municipal service!
147.	<ul style="list-style-type: none"> ○ Create more bus lanes and subsidize costs of transit. ○ Add more footpaths and bike lanes.
148.	<ul style="list-style-type: none"> ○ Consider a passenger ferry to Vancouver. ○ Present the Provincial Government with feasible measures to address Taylor Way/Lions Gate Bridge congestion. They have done nothing.
149.	<ul style="list-style-type: none"> ○ Create rail transit to other regions and add more double articulated buses.
150.	<ul style="list-style-type: none"> ○ Rapid transit along Marine Drive is a must.
151.	<ul style="list-style-type: none"> ○ Add more frequent buses throughout West Vancouver and to the more remote locations in West Vancouver.
152.	
153.	<ul style="list-style-type: none"> ○ Extend the underground system to Lonsdale.
154.	<ul style="list-style-type: none"> ○ “The Mayor’s Council has prioritized Marine Drive rapid transit as far as Dundarave” – X beside. ○ Lions Gate Bridge and Stanley Park causeway should be widened to 4 lanes. ○ Subway line to the North Shore should be a long term goal. ○ Increase bus routes, especially to areas which are not served well by buses. ○ Rapid transit along busier routes like Taylor Way, Marine Drive.

155.	
156.	
157.	<ul style="list-style-type: none"> ○ “Define Cypress Village as a mountain gateway <u>connected by transit</u>” – At Harmony Arts, there are NO PLANS for bus service according to people at the BPP booth. ○ “The Mayor’s Council has prioritized Marine Drive rapid transit as far as Dundarave” – Does the Mayor’s Council not understand that West Vanc, does not end at Dundarave? Could our mayor let them know this!! ○ “Improve walking and cycling to key destinations” – No one seems to remember we live on the side of a mountain! (Very small amounts of “flat land”) We need smaller type busses going north and south up mountain and not just east and west along Marine Drive.
158.	<ul style="list-style-type: none"> ○ Constructive recommendations!
159.	<ul style="list-style-type: none"> ○ Get people out of their cars by improving bus service, by subsidizing if necessary several depots for co-op cars, by putting in more bike lanes (see below) and eventually by linking WV-NV-Vancouver by rail. The corridor from Taylor Way to Dundarave should have <u>wide</u> sidewalks, lots of pocket parks, benches, places for people to hang out and loiter while shopping, banking, going to the library or the community centre. Get the huge trucks and fast cars off of this <u>highway</u>. That’s what it has become.
160.	<ul style="list-style-type: none"> ○ “The Mayor’s Council has prioritized marine Drive rapid transit as far as Dundarave” – What does this mean? ○ “Enhance the Blue Bus system” – circle around.
161.	
162.	<ul style="list-style-type: none"> ○ West Vancouver has a decent walking infrastructure; bike lane hardly will be utilized given the demographic and will add to congestion. ○ Improving the transit system is the only meaningful and viable option.
163.	<ul style="list-style-type: none"> ○ Absolutely.
164.	
165.	<ul style="list-style-type: none"> ○ Invest in an underground train for West Vancouver to other city. ○ More buses.
166.	<ul style="list-style-type: none"> ○ No to Cypress Village. ○ Yes for Marine drive corridor.
167.	
168.	<ul style="list-style-type: none"> ○ I agree that Cypress Village would benefit greatly from a highly effective transit link to the point that they should be allowed to have their own transit system controlled by the combined strata councils in the village. Having direct control over their transit would be the only way to ensure effective service and would likely be very profitable because all the customers would be picked up in one relatively small area for transport to Park Royal and downtown where it would link up to the regional system. A strata run transit system would have to be permitted to go downtown otherwise customers will be stuck at Park Royal watching full buses drive by thus making the whole transit system ineffective as it is now.
169.	<ul style="list-style-type: none"> ○ BUS & HOV lanes ○ More seating at bus stops and ads NOT blocking view when bus coming ○ TransLink ferry to downtown and kits. The private ferry failed 7 years ago because the UN subsidized service had to charge full cost recover while competing with the subsidized bus ○ 251 and 252 EAST bound bus exit into Taylor Wat above Park Royal ○ Horseshoe Bay buses via Caulfeild as well as Eagle Harbour ○ WEST bound 255 along Esquimalt or Fulton to 17th. More people would use transit if they did not have to walk UP the hill.
170.	
171.	

172.	
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Have we understood your transportation ideas correctly? Tell us if there is anything you want to change or add.

WB #	Idea
1.	
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6.	<ul style="list-style-type: none"> ○ Reliable and frequent bus service is what will bring more riders. ○ I actually loved this idea of a tunnel under first narrows to the other side of the city. That would reduce a major load of traffic on the bridge. Keeps it but siphon off the people going across town not to downtown.
7.	
8.	<ul style="list-style-type: none"> ○ I suppose it's impossible to get a small commuter train going to Squamish on the CN line (especially in the present circumstances). Perhaps the Feds need to change some laws around this but it would be nice to think someone is working on it, perhaps a Mayor council (West Vancouver, North Vancouver, Bowen Island, Lions Bay and Squamish).
9.	
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11.	
12.	<ul style="list-style-type: none"> ○ The North Shore Councils should have tolls applied to crossing Ironworkers and Lions Gate bridges to encourage people to use public transit, especially in West Vancouver. Use the tolls to fund the public transit system. From what I can see the majority of people using public transit in West Vancouver are people that come here to work. Also get a more effective hook up to the ferry from the foot of Lonsdale.
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21.	<ul style="list-style-type: none"> ○ I would begin to plan for some back door passage routes. As an idea, extend Keith Road through to North Vancouver, and allow people to get off Marine and the Upper Levels Highway. ○ I have already suggested a pedestrian/bike bridge underneath / beside the new bridge into West Van across the Capilano River, allowing avoidance of the main bridge on foot or by Bike. Would keep your mental flow going.
22.	<ul style="list-style-type: none"> ○ More buses and all day long to downtown. Explore extending the use of parking hubs to connect with transit. One at Park Royal is difficult to access much of the time as feeder roads are congested anyway. And there are just not enough buses to take volume of passenger's downtown at peak times. Explore hubs near the Upper Levels from Horseshoe Bay to Taylor Way with hubs at Westmount, (current parking at Westmount connects with 253 going out of town!).
23.	<ul style="list-style-type: none"> ○ Use more and small buses on routes not so frequently used. So many buses go to Park Royal. It is hard to get on these. Taylor Way / Marine Drive is a nightmare for traffic yet only one bus 252 goes on Upper Levels highway, the connector for the North Shore.
24.	
25.	

26.	<ul style="list-style-type: none"> o Many methods suggested, while presented in the flattering light of “sustainability” and “environmentalism,” turn out to be neither more nor less than thinly disguised social engineering by those manifesting a felt superiority but not empathy for the ultimate effect on a population being manipulated to suit their own ideologies.
27.	
28.	
29.	
30.	<ul style="list-style-type: none"> o Stop closing lanes of traffic for construction and lying about when they will be replaced i.e. Bellevue and 13th.
31.	<ul style="list-style-type: none"> o More frequent bus service to Vancouver centre even in non-business hours. o Build an underground tunnel from West Vancouver to Vancouver.
32.	
33.	
34.	<ul style="list-style-type: none"> o I believe that transit in West Vancouver has developed over time to accommodate movement in and out of West Vancouver (either commuting to and from work, to medical services, shopping or entertainment options and events all located outside of West Vancouver, or traffic to the Ferry terminal at Horseshoe bay) with Park Royal emerging as the central hub. I think that if transit is to encourage West Vancouver residents out of their cars, it must substantially improve capacity, both availability and frequency intra West Vancouver; and I think that the “hub” for West Vancouver transit should be the community centre complex (library, arena, pool, etc.) and the connection between the Ambleside and Dundarave business Districts and Municipal hall as well. On the North Shore (i.e. Ferry terminal, sea bus or North Vancouver). [REDACTED] I have to leave my house 1.5 hours before my [REDACTED] time at the arena by bus compared to 10-15 minutes by car. There is no way I will use transit by bus unless frequency and routing to the community amenity complex are significantly enhanced. I think a hub at the Community Centre complex could be a major boost to the business community in Ambleside and Dundarave.
35.	<ul style="list-style-type: none"> o Transport should be 2degrees to non-vehicle transportation like walking whenever possible. Do not create developments which rely heavily on transit – it will just mean more cars for people who will not use transit.
36.	<ul style="list-style-type: none"> o The loss of parking in Ambleside area was a mistake. Streets should not be made one way. Traffic on Marine Drive tends to travel too fast. More signs with the speed limit are required and more enforcement would help. Traffic lights should be synchronized for a low speed. Removing the pull off for bus stops was a mistake and causes congestion and accidents from autos passing stopped buses by changing lanes.
37.	
38.	<ul style="list-style-type: none"> o [REDACTED] supports the objective of providing better mobility to create less congestion. [REDACTED] seen increasing numbers of foot passengers using transit to go to and from Horseshoe Bay terminal, downtown Vancouver, Bowen Island, Sunshine Coast, Squamish and Whistler, and Vancouver Island. Future plans for Horseshoe Bay village and the terminal should positively plan to accommodate and encourage more transit use and ensure sufficient space for safe, convenient and accessible transit pick up and drop off areas to create a smart mobility hub. o [REDACTED] will be developing a Terminal Development Plan which will plan the long term future of this local and regionally important terminal including addressing mobility options or arriving departing from the terminal. It will be important that future OCP policies positively plan for the future of this important terminal.
39.	<ul style="list-style-type: none"> o Please add car share options in the transportation plan. o I often work in Vancouver and has now accumulated memberships for Car2Go, Evo, and Modo. I would love to see West Vancouver actively working with these organizations to somehow make Car Share a possibility. o Better Transit and active transportations are great visions - but the reality is that cars are still the relied-upon mode of transportation in West Vancouver. If there is a way to

	make car share a reality, even just in main transport hubs - that can possibly reduce the number of cars that exists in West Vancouver.
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43.	<ul style="list-style-type: none"> ○ A big picture transportation plan for the North Shore seems to be missing. The "current" transportation plan was developed before our horrendous traffic issues of the past 3 years. ○ West Van should have a list of specifics they want that will serves as goals for long-term planning, including: <ul style="list-style-type: none"> ○ move the major ferries ○ alternate route to Whistler ○ shared or repurposed use of the rail line to allow its use for transit, with service from Lions Bay to the SeaBus terminal, stopping at Horseshoe Bay, Dundarave, Ambleside and Park Royal; bus connections at PR to downtown ○ Collectively the North Shore needs better east-west connections in addition to the Upper Levels Highway and Marine Drive.
44.	
45.	<p>As a resident of West Vancouver, I want to see:</p> <ul style="list-style-type: none"> ○ Sidewalks need to be wider and eliminate tripping hazards. ○ Commercial areas remain commercial, and residential as residential, no mixed-use development along Marine Drive corridor. ○ Do not allow developers to close roads and disrupt traffic and pedestrian flow by allowing them to operate and store equipment and supplies on the street and sidewalks. ○ Current transit services must be improved and made more reliable and efficient before new developments. ○ Bus efficiency from West Vancouver to downtown has declined in the past few years. During the afternoons , the 250 bus is frequently full by the time it arrives at its 15th St. Marine Dr. stop, and the express downtown 257 bus drives past the Marine Dr. stops and is only partially filled (doesn't stop at all). ○ Marine Drive Street is necessary for residents to access commercial services, and street block residential parking is necessary for contractors to access residences to provide them their services. Therefore, parking availability should be encouraged. ○ Install reflective raised pavement markers to increase visibility of opposing traffic direction lines, especially helpful for driving during dark rainy days. Decreases accidents and increases pedestrian safety. ○ Improve traffic flow in the 14th St. Marine Drive block, (an area of hazard for pedestrians), by eliminating he left turn onto marine Drive northbound and direction or by installing a left turn signal. Pedestrians have been killed and numerous have been injured crossing here, and will get worse especially with new developments like Grosvenor. ○ A bottleneck of bus passengers heading downtown is created at park Royal, inhibiting boarding onto the buses.
46.	<ul style="list-style-type: none"> ○ When commercial development is approved on Marine Drive, or anywhere for that matter, underground parking should be required. We have to recognise that this is not flat Surrey, we have to consider the geography or we will make a mess of things, and drive the people away we want to attract.
47.	
48.	
49.	<ul style="list-style-type: none"> ○ We need a sidewalk on 14th street from Mathers down to Gordon Ave. It's very dangerous for school age children to walk down from school as they have to walk on the street. / Council has discussed before about this issue and nothing has been done.
50.	
51.	

52.	
53.	<ul style="list-style-type: none"> ○ Encourage services such as Uber. ○ Pay parking at Community Centre and Ambleside and John Lawson parks (maybe with a parking pass for WV residents). ○ Pay parking for staff at municipal hall (staff should take transit, cycle, and walk if West Vancouver residents are expected to). ○ Bus pullouts on Marine Drive. ○ Left turn restrictions on Marine Drive.
54.	
55.	
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57.	<ul style="list-style-type: none"> ○ There is only so much that can be accomplished through public transit when the majority of the municipality is of low density and devoted to single-family homes.
58.	<ul style="list-style-type: none"> ○ Ensure all bus stops are located and designed to allow ample room for pedestrian through movement. At 17th is the ideal example and at 15th especially the S.E. side the worst possible situation (totally unacceptable). Please do whatever it takes to remedy that particular situation. ○ Consider a casual shuttle bus service between Dundarave and Ambleside along Marine drive. ○ Plan for future development along Fulton as an E-W connector street. Up zone both sides of street to provide for more diverse and higher density housing.
59.	
60.	<ul style="list-style-type: none"> ○ Keep low density instead of increasing it is a good way to improve the transportation condition on Lions Gate Bridge.
61.	
62.	<ul style="list-style-type: none"> ○ Staggered start-times for all schools!
63.	
64.	<ul style="list-style-type: none"> ○ Can the District encourage (with either a carrot or a stick) school children to take a school bus instead of parents driving them to school? More school buses should mean less cars on the road. ○ Ensure that new developments (either new-build, infill housing or commercial) have adequate parking facilities for their residents, guests and customers. I think it's false that limiting parking leads to less congestion.
65.	<ul style="list-style-type: none"> ○ You have not addressed the issue of traffic noise. ○ You have not addressed the essential issued disincentives for car usage. The number of cars has to reduce by means used elsewhere e.g. no car crosses Lions gate or 2nd Narrows Bridge with less than two occupants. Even and odd number plates coincide with even and odd dates for car usage. ○ Promote electric vehicles and limit decibel levels from exhausts.
66.	<ul style="list-style-type: none"> ○ Deal with CN Rail to introduce "bud cars" from Squamish through West Vancouver to station in North Vancouver. This would complement the Blue Bus along Marine Drive and equally important, lessen the cars that commute from Squamish and down Taylor Way and 15th. ○ Don't limit parking in Ambleside, Dundarave, Horseshoe bay, etc. If you live on the hillside, you need a car and have to be able to park to buy your groceries, etc. ○ Too many kids drive to school. Schools should arrange for bus pick-up along routes to school, and at car park areas. If you are within 1km from school – walk or cycle – don't drive.
67.	<ul style="list-style-type: none"> ○ Regular passenger trains out of a railway station by the waterfront. Foot ferries from an improved pier to downtown, Bowen Island, Sunshine Coast and like destinations.
68.	<ul style="list-style-type: none"> ○ TransLink needs to be onboard.
69.	<ul style="list-style-type: none"> ○ Talk to GVRD; we cannot change transportation plan on our own.
70.	<ul style="list-style-type: none"> ○ Encourage more use of public school buses whether "walking buses" or vehicular. Create incentives to parents to motivate their use. ○ Keep bicycle lanes to secondary roads only.

	<ul style="list-style-type: none"> ○ Create more taxi ranks in shopping centres including Uber. ○ Stop Marine Drive from being used a racetrack by [REDACTED] vehicles. Enforce the speed limits and the mufflers on these vehicles. The noise pollution from these vehicles has become unbearable at all hours of the day and night. ○ Enforce heavy construction vehicles to adhere to certain roads and times.
71.	
72.	
73.	
74.	<ul style="list-style-type: none"> ○ No, you have not understood my transportation ideas correctly. ○ These areas of discussion do not focus on the problem of congestion that exists in West Vancouver. ○ Where there are serious congestion problems that can be solved by the Engineering Dept. i.e. school zones, the engineering department does nothing to solve the problem. Widen the streets near schools and provide more parking spots for pick-up and drop-off.
75.	
76.	<ul style="list-style-type: none"> ○ Cypress Village gateway sounds wonderful, but a secondary entrance to the highway should be considered. Is high speed transit still in discussion above the rail line? (Assuming rail line has to stay). Is the rail line necessary? Could rail activity be handled differently with the actual railway becoming bike and walking lanes? ○ Can Marine Drive be widened? Can there be a continuous sidewalk on Marine Drive? ○ Is there a Sea Bus option being considered between a point in West Vancouver and someplace in Vancouver to ease the Lions Gate congestion. Perhaps more people would use the sea bus instead of taking a private car? Definitely would like to see the bike lanes improved.
77.	<ul style="list-style-type: none"> ○ West Van is surrounded by water so the time has come that we use our waterways as our new highway - by having water taxi, small ferry's and or small sea bus to transport people from one shore to the other shore is the answer to not only a nightmare traffic situation whether its tourist season or not - to the heavy burden we are putting the old Lions Gate Bridge under - it will not tolerate this kind of pressure for too long ○ By utilizing docks that already exist such as Granville Island - Canada Place - Coal Harbour - people can leave their cars behind and enjoy a scenic ride to work, school, shops or tourist sites. The Ferry Building was once that - a "Ferry Building" - resurrect it with class, charm and heart and watch West Van come alive and thrive!
78.	<ul style="list-style-type: none"> ○ See above ○ Have speed monitors or police patrols on Lions Gate Bridge to (downward arrow) speeding! ○ More park and ride options ○ <u>Lower bus fares</u> to get people out of their cars
79.	<ul style="list-style-type: none"> ○ See my comments – no not agree with many of your statements – all too much motherhood and apple pie ○ Encourage develops and contractors to ride share – Many homes under construction have 20+ large vehicles outside blocking easy access for residents – you could start with larger develops like British Pacific Properties, Grosvener & Cressy
80.	
81.	<ul style="list-style-type: none"> ○ See attachment re: 3rd harbour Crossing, mobility – roundabouts replacing stop signs and lights
82.	<ul style="list-style-type: none"> ○ As a resident of West Van I want to see, ○ Sidewalks need to be wider and eliminate tripping hazards ○ Commercial area remain commercial, and residential as residential. <u>No</u> mix-use development along Marine Drive corridor. ○ <u>Do Not</u> allow developers to close roads and disrupt traffic and pedestrian flow by allow them to operate and store equipment and supplies on the street and sidewalks. ○ Current transit service must be improved and made more reliable and efficient before New Developments

	<ul style="list-style-type: none"> ○ Bus efficiency from West Van to Downtown has declined in the past few years. During the afternoon the 250 bus is frequently <u>FULL</u> by the time it arrives at its 15th street Marine Drive stop and the 257 express downtown bus drives <u>past</u> Marine Drive stops only partially filled. A bottleneck of passengers is created at Park Royal, inhibiting boarding. ○ Marine Drive street parking is necessary for residents to access commercial services and street block residential parking is necessary for contractors to access residents to provide them with their services, therefore parking availability should be encouraged. ○ Install <u>reflective raised pavement markers</u> to increase visibility of opposing traffic direction lines, especially helpful for driving during dark rainy days. Decreases accidents and increases pedestrian safety ○ Improve traffic flow in the 14th Street/Marine Drive block (an area of hazard for pedestrians) by eliminating the left turn onto Marine Drive north bound direction or by installing a left turn signal. Pedestrians have been killed and numerous have been injured crossing here and will just get worse after Grosvenor project complete.
83.	<ul style="list-style-type: none"> ○ Cars are a reality into the electric future for people who living on the side of the mountain in W. Van. Will always need parking and Park Royal will be the major shopping area, while Marine Drive mostly for local shoppers needing services.
84.	<ul style="list-style-type: none"> ○ Yes, creating mixed-use centres which can be serviced with effective and efficient public transportation systems will go a long way to reduce traffic congestion.
85.	<ul style="list-style-type: none"> ○
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87.	
88.	
89.	<ul style="list-style-type: none"> ○ Someone said certain people from another country do not have traffic laws where they come from. They took out Canadian citizenship and should obey and respect our laws. I was brought up to obey and respect laws. ○ By the way, you might as well take out all the stop signs even the ones with the flashing red lights because they are not stopping at stop signs. You can see who the drivers are. Were the street lights changed to L.E.D? I noticed the streets lightening to dull and not bright as they were before. Truck drivers are driving too fast on Marine Drive and go through red lights and stop signs.
90.	
91.	
92.	<ul style="list-style-type: none"> ○ The situation gets worse and worse on the North Shore. You don't seem to have any solutions to this other than wishful thinking and calls for more density and congestion.
93.	<ul style="list-style-type: none"> ○ Yes
94.	<p><u>Must have</u></p> <ul style="list-style-type: none"> ○ Accessible Pedestrians Signals with features above simple chirp – see document provided. ○ TransLink's Universal Accessible Bus Stop – they have a cost sharing plan so those should be used at major bus stops / hubs (ask TransLink).
95.	
96.	<ul style="list-style-type: none"> ○ No parking on Marine Dr. in Ambleside Business District. Liquor store on Clyde Ave. exemplified of off street. Make more available perhaps 20-30 min limit. ○ I like the idea of more over hanging canopies in the Ambleside Area.
97.	<ul style="list-style-type: none"> ○ More frequent bus service – especially at rush hour will encourage residents to take public transit.
98.	<ul style="list-style-type: none"> ○ Fix transportation before any new development. It has become worse over last 50 years – not better. ○ Make staff take transit. ○ Do not allow builders to close sidewalks and lanes. ○ Return bus pull-outs.
99.	<ul style="list-style-type: none"> ○ Do not allow buildings to close roads or put their equipment and supplies in parking spots. ○ Make bus pull outs again.

	<ul style="list-style-type: none"> o Delivery services.
100.	<ul style="list-style-type: none"> o School buses should be a requirement for private schools.
101.	<ul style="list-style-type: none"> o Advocate for Uber o Left turn restrictions on marine during peak hours o Pay parking at community Centre and Ambleside Park, John Lawson o Insist developers store and marshal equipment on site and not on public roads. (Marine Drive from Grosvenor through N.Van has been a traffic snarl because of lane closures due to development). o Push municipal staff to take transit and pay for parking. o Transit must improve before increasing density – (Bus service was superior 30 years ago!). o Reinstall bus pull outs on Marine Drive.
102.	<ul style="list-style-type: none"> o No not correct.
103.	
104.	<ul style="list-style-type: none"> o Make Mayor Council and WV staff take transit.
105.	<ul style="list-style-type: none"> o All transportation issues lead back to the Lions Gate Bridge. o A three lane commuter route is an impassible impact. o More frequent bus service to get people out of their cars is the <u>only</u> answer.
106.	
107.	
108.	
109.	<ul style="list-style-type: none"> o Support the 2017 Centennial Bridge Project o A new tunnel joining Vancouver to the North Shore o A round about at Taylor Way and Marine Drive o Whistler to West Vancouver day liner rail service o A gondola
110.	
111.	
112.	<ul style="list-style-type: none"> o We are missing a huge possibility to improve congestion. Use our Marine foreshore to connect by high speed ferry to False Creek, foot of Thurlow etc. directly from Ambleside / Dunderave piers. After all the ferry used to run from Ambleside pier. Take a leaf from Sydney Australia where ferries criss-cross the harbour to all the local communities. Lions gate Bridge could be completely by passed by sub system. o Cyclists should be subject to penalties like motorists. On Bellevue everyday cyclists fail to stop at the stop signs and go at great speeds.
113.	<ul style="list-style-type: none"> o While I do take transit and Canada line, I drive my car for “multi” errands to go beyond the downtown area where transfers are required, particularly at night when I will be late. o Biking is good but not all the time. So “why are we still in our cars”. One person generally going down cut or onto LGBridge at rush hours.
114.	<ul style="list-style-type: none"> o Please think outside the box - it's not all about cars, bikes and buses. Urban gondolas are gaining traction and vernacular trams are common in Europe. There are creative ways to move people up the hill but also down to transit hubs that don't involve roads and traditional infrastructure.
115.	<ul style="list-style-type: none"> o There seems to be an over emphasis on walking and cycling. This is not a priority for a lot of people, especially the elderly who make up such a high percentage of West Vancouver. Bike lanes can significantly restrict traffic flow which would only worsen the problems on our roads. o Ambleside would benefit significantly and have much better traffic flow if there were no left turns allowed (especially at 15th). Institute "block turns" - turn right, then left, left and go across the junction. Many small towns use this system.
116.	<ul style="list-style-type: none"> o More bus routes.
117.	<ul style="list-style-type: none"> o I am really looking forward to seeing improvements on the transit system.
118.	<ul style="list-style-type: none"> o Transportation in West Vancouver is one of the major issues we have and I would love to see it being addressed.

119.	
120.	<ul style="list-style-type: none"> ○ Improving the bus system is the most important part of transportation, so we should try to do that as best as possible. Many buses in West Vancouver are unreliable, so it is a pain to use them. Having buses that actually arrive when they are supposed to would be a big part in increasing transit use.
121.	<ul style="list-style-type: none"> ○ Provide more bus services to isolated location
122.	<ul style="list-style-type: none"> ○ Look to expand the bus service that goes within two or three blocks of the cemetery. Expanding this service to the entrance of the cemetery will enable the many people who are elderly and can no longer drive the independence to visit their departed loved ones by travelling independently on the bus.
123.	<ul style="list-style-type: none"> ○ Cycling is not an effective way of transportation in my mind.
124.	<ul style="list-style-type: none"> ○ In Vancouver, Cycling is often actively promoted as a great transportation method, however, I do not believe that they do more goods than bads. As City of Vancouver continues to build Bike lanes and get rid of all the parking spaces and lanes for cars, despite the massive increase in number of cars in Vancouver in recent years.
125.	
126.	
127.	
128.	
129.	<ul style="list-style-type: none"> ○ This needs to be a lower mainland transportation plan! So far this has not been done and various jurisdictions are blaming each other. It is grid lock everywhere.
130.	<ul style="list-style-type: none"> ○ Disallow 24hr reserved parking at the rear of Ambleside and Dundarave business and convert this to customer parking during business hours. These largely empty spaces force more storefront maneuvering which becomes dangerous for all and adds to congestion. ○ This is an area where no matter what the OCP includes, if there is no effort at behaviours change/traffic enforcement/etc. you cannot address congestion. The single biggest congestion point for all of WV is Taylor Way & Marine but there is no disincentive for people to keep from “blocking the box”. ○ Safer mobility (walking and driving) needs to be addressed through traffic enforcement – in the past 2 years the running of stop signs, speeding in residential areas, wrong way driving, haphazard parking, jaywalking and zero-rules cycling culture has run rampant, and no amount of added busses, better sidewalks or any traffic-calming construction will mitigate the chaos that this causes. Big fines. Enforced.
131.	
132.	
133.	<ul style="list-style-type: none"> ○ Fix transportation and transit <u>before</u> allowing any new development. ○ Expand the Senior’s Centre shuttle bus service (not just seniors not just seniors centre) ○ Allow services like Uber. ○ If a new building is more than 2 stories – require the residents to not own a car, rather allow a ride-share service. ○ Prohibit street parking by residents. ○ Implement pay-parking everywhere. Have a pass for purchase for residents. ○ Make people park on their own property. Not the roads! Too many people clutter up our roads rather than park on their own property. If they don’t have room for a car maybe they shouldn’t have one. ○ Put crosswalk buttons in a consistent place. ○ Do more traffic enforcement – jaywalkers, those that change lanes in intersections, run stop signs etc. ○ Make all West Van municipal staff take transit. ○ Increase mobility impaired parking areas. ○ Paint parking spots in the villages to discourage vehicles from taking up two spots. ○ Have shops provide better and consistent signage to off street parking. ○ Make left hand turn lights more consistent.

	<ul style="list-style-type: none"> ○ Prohibit left hand turns on Marine during rush hour. ○ Sidewalks in Ambleside are terrible! Increase building set-backs. Make sidewalks wider and without tripping hazards. Build safer crosswalks and put crosswalk buttons in a consistent place. ○ Make the business areas business and the residential areas residential. ○ Implement road pricing. The more on your odometer the more you pay. Make it province wide. ○ Do not allow developers to store or marshal equipment or supplies on our roads, streets, boulevards. Make them keep it on their own property. If they can't – charge them handsomely and by the hour. ○ Do not allow developers to close roads. ○ Make developers pay for every employee they have park on our streets. (Non-resident parking passes more expensive than resident parking passes) ○ Transit has to get better <u>before</u> development. You cannot expect development will make transit better! It hasn't yet....at least not on the last half century I have been riding it. ○ Until a viable transportation alternative is implemented, parking is necessary so residents can access villages for supplied and services. Limiting parking is illogical. More is required, not less – especially parking for disabled. Modifications that have eliminated parking are not always advisable. ○ There is nominal desire for cycling as a main transportation option in WV with steep hills and narrow streets. Vancouver has provided excessive accommodation for cyclists and seriously damaged the viability of adjacent commercial property and seriously impeded vehicle movement. ○ The loss of parking in Ambleside was a mistake. ○ Streets in Ambleside should be made one-way. Traffic on Marine travels too fast. More speed enforcement would be a help. Traffic lights changed for lower speed. Crosswalks can be raised slightly in elevation. ○ Build bus pull outs. They worked well when we had them to maintain traffic flow.
134.	<ul style="list-style-type: none"> ○ Address our transportation problems first before allowing more developments and density ○ More frequent buses required because of increased ridership from other areas ○ Provide adequate parking for business clients and employees should be prohibited from parking in residential neighbourhoods.
135.	<ul style="list-style-type: none"> ○ Address our transportation problems first before allowing more developments and density ○ More frequent buses required because of increased ridership from other areas ○ Provide adequate parking for business clients and employees should be prohibited from parking in residential neighbourhoods.
136.	<ul style="list-style-type: none"> ○ Address our transportation problems first before allowing more developments and density ○ More frequent buses required because of increased ridership from other areas ○ Provide adequate parking for business clients and employees should be prohibited from parking in residential neighbourhoods.
137.	
138.	<ul style="list-style-type: none"> ○ Suggestions to ease traffic in the Ambleside Area. No Left Turns between 4-6 p.m. between 14th and 18th unless there is a turning lane, which there is not. I would even suggest 'No Parking' at any time on Marine Dr. in this area. Very common in Europe. ○ Need to develop <u>more</u> parking off Bellevue and Clyde. ○ No U Turns – apparently this can be a local bylaw.
139.	<ul style="list-style-type: none"> ○ I am an avid user of the Blue Bus. Expansion of the line and the frequency is desirable. We should allow services like UBER and pay to go bicycles. ○ Parking in Ambleside and Dundarave is at a premium, do not reduce the spaces. Merchants with parking spaces should have a special sign in their window.

	<ul style="list-style-type: none"> ○ Implement pay parking in our parks such as Ambleside, Lighthouse and Whitehouse. Take consolation that the City of Vancouver takes in a lot of \$\$ from pay parking. ○ Paint parking areas throughout Ambleside and Dunderave. ○ Cycling in DWV has limited opportunities and the DWV has done well in enhancing these. Cycling the low lands is feasible.
140.	<ul style="list-style-type: none"> ○ The apparent serious traffic congestion, both morning and afternoon, that affects the whole North Shore, including West Vancouver, needs attention now. ○ Access is becoming increasingly more time consuming which results in wasted time for all. Time lost is costly to both traveller and resident.
141.	<ul style="list-style-type: none"> ○ The apparent serious traffic congestion, both morning and afternoon, that affects the whole North Shore, including West Vancouver, needs attention now. Access is becoming increasingly more time consuming which results in wasted time for all. Time lost is costly to both traveller and resident.
142.	
143.	
144.	
145.	<ul style="list-style-type: none"> ○ By increasing the number of running buses, people who own their cars would be convinced to take bus as their main transportation method.
146.	
147.	
148.	<ul style="list-style-type: none"> ○ Push the Provincial Government for regulations to allow companies such as Uber to operate SOON. ○ Get in the forefront of the self-driving movement.
149.	<ul style="list-style-type: none"> ○ Cyclists are an inconvenience to cars and buses on the road, so expansion of this area shouldn't be prioritized.
150.	
151.	
152.	
153.	<ul style="list-style-type: none"> ○ Less focus on seniors and more on the younger generations.
154.	<ul style="list-style-type: none"> ○ I like the idea of Cypress Village....but will it be affordable? Are there bold plans to ensure that they are bought by people who want to live, work and send their kids to the schools in the area?
155.	
156.	<ul style="list-style-type: none"> ○ Develop park and Rides at key points such as marine and 31st, Westmount and the highway, etc.
157.	<ul style="list-style-type: none"> ○ You really don't get it! Increase cycling and bike sharing. How many teens do you see on bikes? We have had a real surge of population from other countries – some of the children ride bikes but NOT their parents – will they when they become more settled here? ○ If you want us to walk would you please fix the sidewalks, especially in AMBLESIDE East. Just look at them – the trip hazards are horrendous and just waiting for a legal case. Could you ensure the WALK signals all work and stay on long enough to get across the street? Because of parking and lousy sidewalks, I do most of my shopping @ Park Royal or at the malls in N.Vanc. With the buses having no pull outs, traffic backs up behind them – right through intersections – damn scary when walking! Why don't police enforce laws re bikes – helmets, stopping at stop signs, signal when changing lanes, riding 3-5 almost and not moving over. Put police on road on bikes or walking on sidewalks. We all look forward to the rains in the fall and then snow – NO BIKERS!
158.	<ul style="list-style-type: none"> ○ The transportation ideas are ideal for our community, especially the active modes, high density, high speed transportation and creating priority lanes.
159.	<ul style="list-style-type: none"> ○ These are different problems and things need to be fixed. I do not hear about any bold ideas coming from council or staff. My big idea, already proposed in a letter to

	<p>council, is that councillors Janette Sadik-khan's <u>Streetlight: handbook for an Urban Revolution</u> (in our library 388.411 SAD). As NY City's transportation commissioner Ms. Sadik-Khan shows how NY can be a model for taking back traffic filled streets and making them walkable, bikable, livable places without losing traffic flow or commercial viability. Safety too was improved. The main idea I took from Ms Sadik-Khan is that Marine Dr. from Taylor Way to Dundarave does not have to be a noisy, choked, highway. It can be liveable space. I propose that traffic lanes be reduced to two, that they be narrowed, that bike and walking spaces and plantings be inserted to make the Marine Dr. corridors livable. These ideas begin with data collection and overnight inexpensive changes that could be reversed but were not. Much of the livability grew from quieter, safer streets and areas where people can sit and visit in a number of pocket parks. First consider, by contrast, what it's like now to sit out on the sidewalk of a coffee shop in Ambleside or even Dundarave (not as bad).</p>
160.	<ul style="list-style-type: none"> ○ IT is beyond my comprehension how the municipality allowed <u>Transit</u> to make 257 express an exclusive ride for ferry passengers, completely disenfranchising local residents. By requiring us to take the 250, along Marine Drive – a good 25 minutes longer. Why couldn't 257 go straight to Horseshoe Bay, drop off ferry passengers, and then come back up the old route as it goes to the city. I don't see why the ferry passengers require special privileges into the city!!!
161.	<ul style="list-style-type: none"> ○ People will not get into buses. ○ Can't use buses to golf, windsurf, more bikes etc.
162.	<ul style="list-style-type: none"> ○ Rapid and viable public transit system (in case of West Vancouver better blue bus services) is the only realistic option. Bike lanes are more symbolic than realistic.
163.	<ul style="list-style-type: none"> ○ If Council restricted development, many of our corridor problems caused by construction traffic would go away. Otherwise, we have no direct control over public transportation, at least not now.
164.	
165.	
166.	
167.	
168.	<ul style="list-style-type: none"> ○ We need to twin the Second Narrows Bridge to accommodate traffic flow onto and off the North Shore. That is a critical need for livability. We are getting trapped over here at certain times of the day. A widened Port Mann Bridge worked wonders for that crossing even after the tolls were removed. People claimed that it was the tolls that made it free flowing due to reduced demand from pricing but I have used the bridge since the tolls were removed because my work requires it and it is still free flowing. Second Narrows is badly in need of widening and that must be done before any further expansion of housing on the North Shore. Unfortunately North Van doesn't care thereby making a bad situation worse.
169.	<ul style="list-style-type: none"> ○ HOV priority access to Lions Gate Bridge would reduce traffic volume by rewarding car pools. The bridge is only at 25% of its people capacity but 60% of car capacity.
170.	<ul style="list-style-type: none"> ○ During the Olympics the buses seem to be arriving every 15mins – it was great – only time we have used them on a regular basis. ○ Aqua bus / Ferry from Bowen / Dundarave / Ambleside to downtown.
171.	
172.	

Local Economy Workbooks:

Tell us how we can encourage investment in our centres

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Incentivise developers to include rental subsidies if necessary, in developments for small business shorefronts. ○ Mixed use commercial nodes (big-Park Royal / small Caulfeild village) need to be continued to be promoted.
2.	<ul style="list-style-type: none"> ○ Hubs include medical services, groceries, vet.....like Caulfeild Village.
3.	
4.	<ul style="list-style-type: none"> ○ Encourage a hotel / convention centre to attract visitors and provide somewhere that residents' guests can stay that is not in North Vancouver or Vancouver.
5.	<ul style="list-style-type: none"> ○ Create "Class A" office space to encourage companies to locate in West Vancouver.
6.	<ul style="list-style-type: none"> ○ Keep rents down! Otherwise we get big chains. I love [REDACTED] idea of neighbourhoods but planners seem to think she's out of date. Let people live above their shops, but not huge developments. ○ Expand commercial opportunities but not chain stores as well as Grosvenor. Rents need to be kept low so small businesses can still be here. That has been one of the best parts of Ambleside in the past.
7.	<ul style="list-style-type: none"> ○ West Vancouver always prided itself that it was not commercial. Stay with that, what you have zoned the BP, Caulfeild, Dundarave all multi use zoning dispersed amongst their homes.
8.	<ul style="list-style-type: none"> ○ Reduce taxes for businesses and incentivize new businesses by giving a tax holiday or free promotions like advertising.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations. ○ Increase housing density zoning around existing retail zones along Marine Drive.
10.	<ul style="list-style-type: none"> ○ Plan for more professional office accommodation. ○ Plan for having a hotel with conference facilities.
11.	
12.	<ul style="list-style-type: none"> ○ If you want commercial business to succeed you have to get the Squamish Nation band to limit any further development at Park Royal.
13.	<ul style="list-style-type: none"> ○ There are investors who are residents would like to leave a legacy in their neighbourhood. Make this easy for them to do. Provide opportunities - Whistler did just that and attracted Michael Audain to build his legacy museum there and not here. Ditto with the Polygon Gallery, Gordon Smith Art Centre. We lost all of those opportunities. Make it attractive. Provide opportunities. ○ Loosen up limitations on adding some commercial activity on the waterfront. People will use coffee shop and restaurant facilities. Even a small and tasteful shopping complex that attracts tourists and local tourists. Keep the walkway along the waterfront but give more people more reason to use the area.
14.	
15.	
16.	<ul style="list-style-type: none"> ○ Basically, we need more mixed use centres spread across the district and the key is people living no more than a 15 to 20 minute walk from a small centre where they can purchase basic needs. With second-story offices in these centres, we will have more opportunities for employment close to home.
17.	<ul style="list-style-type: none"> ○ Better parking to support more people coming to the centres.
18.	
19.	
20.	
21.	<ul style="list-style-type: none"> ○ What is happening in the old Fishery? I think this should be answered in a different location - but that area is brilliant for redevelopment; is that a UBC owned area? Because if it is, that's a waste, totally. UBC could relocate to Lighthouse Park. ○ And speaking of Lighthouse Park, what a brilliant re-purposing of location for mixed use. What are those houses there for anyway? What was their original

	purpose? Could they be fixed up and used as low-income housing for somebody?
22.	
23.	<ul style="list-style-type: none"> ○ There is so much expansion at Park Royal, harder to park there. ○ Encourage businesses in Ambleside and Dundarave.
24.	<ul style="list-style-type: none"> ○ Focus on tourism West Vancouver is a gateway to Whistler, Sunshine coast and Vancouver Islands. It is also the entrance to Howe Sound.
25.	
26.	<ul style="list-style-type: none"> ○ Be careful about commercial developments in neighbourhoods. Must be carefully limited to prevent degrading residential quality of life. ○ All signs point to the intention of making Cypress Village another Whistler Village with all that that entails. ○ Mixed-use can be good when this means integrating some residential use in predominantly commercial areas; beware of overdoing the commercial in predominantly residential ones.
27.	<ul style="list-style-type: none"> ○ Any commercial business in an existing residential area should be a home business that does not impact on neighbours. ○ Upper Lands again...Is this a nice way to say they want a mall like Caulfeild? Why don't you say so?
28.	
29.	
30.	<ul style="list-style-type: none"> ○ Increase parking near already built commercial areas and allow longer parking, who only shops and explores for an hour? i.e. John Lawson, Marine Drive, Bellvue areas. It takes more than two hours to eat lunch and shop and it's not worth the \$40 parking ticket?
31.	<ul style="list-style-type: none"> ○ Not a priority.
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all Working Group recommendations.
34.	<ul style="list-style-type: none"> ○ See proposals under housing section to increase population and demographic balance in community which would enhance commercial market base for businesses along Marine Drive corridor. ○ See transportation proposal to establish transit "hub" at community centre complex and connector between Dundarave and Ambleside business Districts which would substantially increase market traffic potential for our commercial centres.
35.	<ul style="list-style-type: none"> ○ Agree with expanded commercial centres throughout District – put closer to population, not centred or expanded on marine Drive. ○ Probably most important is get younger people into District!
36.	<ul style="list-style-type: none"> ○ Unfortunately West Vancouver re-zoned one of the largest commercial areas in West Vancouver to apartment use – namely the Park Royal Clyde Avenue area. There is little commercial zoning and it is virtually all developed. If there should be any re-development of the commercial areas commercial use should apply to the second storey as well as the first story. ○ Providing overhanging canopies to protect pedestrians on the side walk should be a requirement for any new developed commercial areas.
37.	
38.	<ul style="list-style-type: none"> ○ Supportive of working group recommendations. In particular, support the expansion of commercial opportunities in neighbourhoods e.g. Horseshoe Bay.
39.	
40.	<ul style="list-style-type: none"> ○ Plan for a range of shops, services and amenities in Cypress Village (Upper Lands): not only in Cypress Village. Ambleside-Dundarave-Caulfeild-Horseshoe bay also need this.
41.	
42.	<ul style="list-style-type: none"> ○ Encourage more developments like the Dundarave IGA project and the developments in Edgemont Village in N Van.
43.	
44.	

45.	
46.	<ul style="list-style-type: none"> ○ We are a bedroom community, not a place for industrial or manufacturing development. What we need are adequate service centres for people who live here – groceries, banks, cleaners, gas stations, drug stores/pharmacies, clothing and related shops, hardware stores, clinics, doctors, dentists, veterinarians, bike repair shops, etc. Places people need to shop everyday with enough variety to meet peoples’ preferences. There are already many of these types of shops but I hear they are being taxed beyond their capacity to stay – how about dealing with that?
47.	<ul style="list-style-type: none"> ○ Subsidize rental for small businesses until the business is established.
48.	
49.	
50.	
51.	<ul style="list-style-type: none"> ○ Favourable conditions for developers to include commercial and retail space. ○ Possibly tax breaks for initial period to encourage new businesses. ○ Strategies to attract new kinds of businesses to West Vancouver to provide employment and tax base e.g. education centres / medical research / import / export centres.
52.	
53.	<ul style="list-style-type: none"> ○ Commercial centres should remain commercial (do not add any more residential above commercial in Ambleside or Dundarave) as has been done on Davie and Denman Streets in Vancouver to keep commercial lease rates within reason.
54.	<ul style="list-style-type: none"> ○ Allow for development of smaller story buildings that have mixed use. The street front spaces should be limited to retail/restaurants and vary in size to allow for a range of business types to operate, while discouraging the take-over by big box chains. The second floor should be for offices and services and the floors above for residential. CAC's should go directly to the business community.
55.	
56.	
57.	<ul style="list-style-type: none"> ○ We do want stronger commercial centres but not at the expense of increased congestion.
58.	<ul style="list-style-type: none"> ○ Imperative up-zoning in Ambleside near Marine Drive. ○ Encourage larger land assemblies for more viable developments. ○ Mandate underground parking for all development with incentives to provide for parking for the community benefit. ○ Consider locating a private or public parking structure in Ambleside. ○ Reinforce circulation and visual links to waterfront in Ambleside.
59.	
60.	<ul style="list-style-type: none"> ○ Improve walking, cycling and transit access to centres.
61.	<ul style="list-style-type: none"> ○ “Expand commercial opportunities in neighbourhoods” – agree.
62.	
63.	
64.	
65.	<ul style="list-style-type: none"> ○ If by mixed-use you mean business and residential I would say “if you build it they will come” but make it affordable housing!
66.	<ul style="list-style-type: none"> ○ In conjunction with the First Nations expands the existing Cypress shopping centre into a modest village centre. ○ Support all recommendations.
67.	<ul style="list-style-type: none"> ○ Immediate permitting for new retailers so that shops can remain open when they change hands, excepting a short renovation closure. The new tenant can make money as soon as the shops prepared.
68.	<ul style="list-style-type: none"> ○ More and more people and shopping on-line; there are empty store fronts in all the malls and shopping areas across Metro. ○ Need to encourage business and office space and fewer store fronts. ○ Mixed use might be higher and better use if land, but not everyone wants to live above a restaurant.

	<ul style="list-style-type: none"> o Do not need more store fronts; on line presence is the trend.
69.	<ul style="list-style-type: none"> o Encourage home based businesses. o We are competing with Park Royal – which has parking. o Walking and cycling north to south is not practical for current demographic. o Expand neighbourhood commercial services across municipality.
70.	<ul style="list-style-type: none"> o It is already here. Enforce the landlords to properly maintain their priorities, not let them get run down and unsightly forcing reno-evictions to their tenants. o No more mani-pedi businesses. It is well known that some are just fronts for “other business”! o Enough of sushi shops, just how many crave this food. o Enough of the foreign “money exchanges” we have banks. o Encourage more diversity before issuing business licences, Park Royal does, why not the rest of the municipality. o Encourage more mom and pop shops. o Put visual non-interesting businesses on the second floors – leave the ground level for interesting shop windows and sidewalk cafes. o Do not put condos over businesses, it does not work for the condo residents with the constant noises and odours.
71.	
72.	
73.	
74.	<ul style="list-style-type: none"> o I do not want commercial opportunities expanded in neighborhoods.
75.	<ul style="list-style-type: none"> o A strong economy requires attracting high paying jobs not just more service industry jobs.
76.	
77.	
78.	<ul style="list-style-type: none"> o Do we really need ½ dozen nail shops in Ambleside? o Better business variety and permits please! o *Ambleside merchants should visit Lynden Washington to see what working together can accomplish! o Don't build this (Cypress Village) Problems: Destroys forest and water resources, adds more cars – no bus service, more piece-meal zoning. Who will benefit? Simply more luxury housing!
79.	<ul style="list-style-type: none"> o No more Park Royal development off & on Squamish land – Park Royal black hole of retail o West Vancouver can only support so many restaurants, coffee shops and retail stores. Anyway Amazon will slowly kill retail o Expand commercial opportunities in neighbourhoods?? We already struggle with businesses in Ambleside & Dundarave o Improve walking, cycling and transit access to centres: No o Encourage mixed-use development in our centres: No. Retail already struggles in Ambleside and Dundarave.
80.	
81.	<ul style="list-style-type: none"> o AMBLESIDE: Ambleside is one of the oldest and best located retail centres in West Vancouver but it demands a more locally relevant approach to its configuration than can be achieved through the simplistic “pedestrian-first” mantra adopted by the City of Vancouver. [REDACTED] o [REDACTED] I'd like to offer the following observations: <ul style="list-style-type: none"> o 1. Size Matters: Ambleside is 6 blocks long (12 if you include both north and south sides) too 'extensive' for satisfactory pedestrian shopping – too far to walk. It leads; some might say has already lead to, a proliferation of smaller and often less viable businesses. This OCP review presents an opportunity to pull this back, to “shorten” its length or consider a 3rd dimension by say, embracing Clyde Avenue and/or Bellevue e.g. as in Edgemont Village o 2. Pedestrians: Ambleside is also impracticably wide for safe and easy cross-over shopping. It's also comprised by arterial traffic: not a good mix. Dundarave however

	<p>offers us an outstanding example a feature – the central boulevard – that adapts this existing streetscape to both: define the key shopping block(s) and provide safe cross-over shopping opportunities (see photos). There’s also a formal mid-block crossing for those less able or comfortable with informal crossing.</p> <p>Central medians and island refuges (see pictures attached) are infinitely more effective safety features for pedestrians than kerb bulges. They: calm the traffic flow, without obstructing turns, allow pedestrians to assess just a single direction traffic flow, before safely crossing, effective halve the crossing distance</p>
82.	
83.	<ul style="list-style-type: none"> ○ We just need services for the communities. Not commercial development
84.	<ul style="list-style-type: none"> ○ We do not need or want commercial opportunities in all our neighbourhoods. Locate such activities in the service centres.
85.	
86.	
87.	<ul style="list-style-type: none"> ○ Need more young families who are buying stuff. Our current demographic is getting rid of stuff. ○ Back to affordable housing.
88.	<ul style="list-style-type: none"> ○ Create a region where young people can live and start families by suppling housing possibilities.
89.	
90.	
91.	
92.	
93.	<ul style="list-style-type: none"> ○ Let's see what the ADBIA can do! ○ Parking is tough around some businesses - can we create a solution that would see the employees of local businesses able to park efficiently and leave parking for transients? I see staff members move their cars a couple of times a day but still within the Ambleside locale. Not efficient for anyone - businesses suffer and staff time is wasted.
94.	<ul style="list-style-type: none"> ○ Affordable housing will bring families and small business owners. ○ Make Marine Drive a shopping / service hub – a destination ○ Fully accessible play spaces for kids as a destination.
95.	
96.	<ul style="list-style-type: none"> ○ More stores in Ambleside area for newly retired seniors. They have just sold their home (many with more money than they have ever had! But they have to go to P.R. or N.V. to purchase walker, shopping carts, shoes, men’s clothes even ladies. (1 store at present time).
97.	
98.	<ul style="list-style-type: none"> ○ I do not think mixing residential and commercial is good. Keep villages 2 story max and all commercial. Says open for <u>business</u> allows later opening hours, more noise, smells, etc. as few people to bother. Commercial use brings in more people to shop area than residential.
99.	<ul style="list-style-type: none"> ○ We are a residential area and should help that. ○ Do business elsewhere, do not expand, we have enough shops here.
100.	<ul style="list-style-type: none"> ○ Do not allow residential in commercial areas.
101.	<ul style="list-style-type: none"> ○ Keep our commercial centres strictly commercial – this will keep lease rates low (as has been done on Davie and Denman streets in Vancouver).
102.	<ul style="list-style-type: none"> ○ Computer shopping means we just need a few services for locals.
103.	<ul style="list-style-type: none"> ○ Need to diversify employment. Maybe add manufacturing. ○ Tourism – hotel again
104.	<ul style="list-style-type: none"> ○ No I want a residential community ○ “Expand commercial opportunities in neighbourhoods – home based business only ○ “Support local organizations that create a strong community” – x though ○ “Encourage mixed use development in our centres” – x through
105.	<ul style="list-style-type: none"> ○ These are residential neighbourhoods, first. Encourage focus on local needs, first.

106.	<ul style="list-style-type: none"> ○ Now that we are aware of the high percentages of ESL students in our schools, we must presume that [REDACTED]
107.	
108.	
109.	<ul style="list-style-type: none"> ○ A new covered Market Square
110.	
111.	<ul style="list-style-type: none"> ○ We try to retain the village character that our centres have always had. We do not start with an old industrial shoreline like Lonsdale, Granville or the Bayshore. Ours is more comparable to Kitsalano or Jericho/point Grey. So let's not pave it over then wonder why people are not willing to pay a premium or site their business here or live here. ○ We rescue the walkability of our centres, this is expensive. We advertise West Van as the green village environment where one can live work and play in the same place. This does not work if one says "Welcome Back to the Waterfront" then we place an enormous building on the spot and route the tour de France along the waterfront every Sunday morning. One has to be at least realistic since luxury development, special interests and lack of planning are the best ways to destroy a neighbourhood. They are also the best way to have residents lose any faith in the planning process and make ero based decisions.
112.	<ul style="list-style-type: none"> ○ Tax reductions for premises owners – so leases cost less. People I know have shut up shop because it is too expensive to renew their lease. ○ "Support local organizations that create a strong community" – tick beside ○ "Plan for a range of shops, services and amenities in Cypress Village" – tick beside ○ "Encourage mixed-use development in our centres" – tick beside
113.	
114.	
115.	<ul style="list-style-type: none"> ○ By concentrating small shops and businesses away from the main traffic zone (such as Marine Drive). Marine Drive is currently just one long strip mall with difficult parking, so most people go to Park Royal. Many towns in Europe have pedestrianised shopping areas with features such as alley ways, different levels, busking areas etc. Which create a relaxed and charming atmosphere.
116.	<ul style="list-style-type: none"> ○ Easier operation laws for businesses. ○ More commercial and office buildings by increasing the density.
117.	<ul style="list-style-type: none"> ○ I hear that operating a business in West Vancouver is very difficult as there are many restriction laws. I would suggest to soften the regulations and we will see more successful businesses in West Vancouver.
118.	<ul style="list-style-type: none"> ○ By welcoming companies who are willing to operate businesses in West Vancouver. Right now the city is dead with almost no businesses.
119.	<ul style="list-style-type: none"> ○ More amusement place ○ People say Vancouver is boring compared to other cities. ○ Attract more people
120.	<ul style="list-style-type: none"> ○ Lower regulations on businesses, and create more space for companies to operate.
121.	<ul style="list-style-type: none"> ○ Support local business ○ Expand opportunities for developers ○ More retail zoning
122.	<ul style="list-style-type: none"> ○ Partner with Aboriginal groups such as Squamish Nation to see if there are business options in Ambleside and Dundarave. E.g. store for artwork, restaurant for food, service option for their community, renewable energy research options, teaching locations for their language, culture, weaving, art, reconciliation, or shared space with other business options may be able to exist.
123.	<ul style="list-style-type: none"> ○ Attract more businesses in West Vancouver. Right now there is too few. More retails and restaurants. Hotel in West Vancouver would be great, using the West Vancouver's luxury prestige.

124.	<ul style="list-style-type: none"> ○ Allow developers to have more control over what they want to do ○ Loosen the regulations we have right now so developers have more options with what they want to do.
125.	<ul style="list-style-type: none"> ○ Again we go back to the fact that commercial and office uses create daytime population that sops locally, has lunch in the local cafes, but services from local merchants, all of it keeping the money in the community. Without commercial and offices in our community, we drive money out. ○ Again, we could ask the developers that we will give them an extra 3-5 floors in their developments if it will be offices, in the right locations, like Park Royal, Ambleside, and Dundarave. Maybe not so much in HSB or Caulfeild, but it could be a great result.
126.	<ul style="list-style-type: none"> ○ Attract head offices. ○ Provide shared office facilities for entrepreneurs.
127.	
128.	<ul style="list-style-type: none"> ○ We need to be open for business – the look and feel of Ambleside is old and cheap.
129.	<ul style="list-style-type: none"> ○ In the new OCP provide for allocating land for high tech start-ups in locations such as Ambleside and the new Cypress Village area.
130.	<ul style="list-style-type: none"> ○ Enable modest/micro-concessions in more park spaces (such as the little League run stand at Rick Genest Field/Cypress Park Elementary) – perhaps opening the opportunity to community groups such as sports associations, Kiwanis, etc. ○ Limit business licenses of a certain type. Find a number that matches the population and work with that. This seems to be done for bars and beer/liquor stores so it can be done for nail salons too. Too much of a good thing makes it a bad thing. ○ Incentivize storefront upgrades by block – perhaps a group rate on new canvas awnings / fresh paint jobs etc. coordinated via the BIA. Or offer a tax break for same.
131.	
132.	<ul style="list-style-type: none"> ○ Don't agree with mixed-use centres. Cypress Village is a great concept in the right location.
133.	
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142.	<ul style="list-style-type: none"> ○ The present commercial centers of Park Royal, Ambleside and Dundarave support the requirements of West Van residents. West Van should not be developing additional commercial areas at the detriment of Neighbourhoods.
143.	<ul style="list-style-type: none"> ○ Don't agree with mixed-use centres. Cypress Village is a great concept in the right location.
144.	<ul style="list-style-type: none"> ○ *Answer the question of why West Van? They can run business anywhere so West Van better have something to attract the investments and businesses.
145.	<ul style="list-style-type: none"> ○ Provide business operators more freedom over some of the regulations to be creative with their work.
146.	<ul style="list-style-type: none"> ○ West Van is going to have to come to terms with the fact it is extremely unfriendly to the types of investments it is seeking simply due to topography. Save for some relatively flat land from sort of Pauline Johnson Elementary to Park Royal, there isn't a lot of room for much more than has already been tried. The only logical step forward is to start encouraging more large scale commercial spaces on the second level above street level shops. You can forget about attracting industrial uses--for one the citizenry won't put up with it if it doesn't already exist and, two, the land is too exorbitantly high in cost to support industry. Leave that for North Vancouver to supply. Focus on shops, entertainment space and office space. What West Van

	lacks are things like movie theatres, or a couple more larger supermarkets on second floors above street level shops, and more professional office space.
147.	<ul style="list-style-type: none"> ○ Encourage the investment by making it a viable option for companies to come here. ○ Make it easy for businesses to start up and operate.
148.	
149.	<ul style="list-style-type: none"> ○ Regulations and taxes should be lowered to get more investment. ○ Provide incentives for small local businesses to work here.
150.	<ul style="list-style-type: none"> ○ Encourage recreational options for Park Royal and Ambleside. We need the return of the movie theatre, and bowling alleys. The centres need to be places not only for acquiring goods, but also places for experiences.
151.	<ul style="list-style-type: none"> ○ Reduce regulations and make it easier/cheaper for businesses to operate here. ○ Expand retail shops and office buildings.
152.	
153.	<ul style="list-style-type: none"> ○ Tax breaks for new businesses.
154.	<ul style="list-style-type: none"> ○ “Commercial and mixed-use zones together comprises less than 1% of our developable land base” – X beside. ○ Lower rates for small, new businesses. ○ Corporate tax breaks.
155.	
156.	<ul style="list-style-type: none"> ○ Allow more parking. Look at high density cities and villages in England. If they can park they will use the shops. If they cannot park they will go to Park Royal where they can go.
157.	<ul style="list-style-type: none"> ○ Nowhere for visitors to stay. No hotels or motels. Nowhere for them to park if they can't park they leave. Local businesses lose out – off to Park Royal they go! ○ “Expand commercial opportunities in neighbourhoods” – Like what? ○ “Support local organizations that create a strong community” – We do but people who volunteer at various areas are getting old and not being replaced by younger members. The business assoc. is a laugh! What have they done to improve the bus section? Copy Park Royal for xmas ideas and damn little else! They are a farce that business owners have to pay for. ○ “Plan for a range of shops, services and amenities at Cypress” – Why? ○ “Encourage mixed-use development in our centres” – Why?
158.	<ul style="list-style-type: none"> ○ Constructive recommendations. ○ The economic centres (e.g. stores services, etc.) need to be continually revised and investigated!
159.	<ul style="list-style-type: none"> ○ Investment will come with livability and the encouragement of co-ops or small start-ups could be encouraged. The municipality does not tax churches. Why not some tax breaks for other wanted services? ○ Do not download everything to the private sector. If given a free rein those folks shape developments for private gain more than the public good.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ In order to attract investment, the economics needs to make sense for investors. West Vancouver is notorious for being anti-development with lots of restriction and hurdles that hampered development over the years. ○ Outside of Park Royal shopping centre, and to some extent Dundrave village, there is no real commercial space that is vibrant and attractive (Old and ugly buildings all around). ○ Mixed commercial and commercial only buildings are the key.

163.	<ul style="list-style-type: none"> ○ Bylaws. It is true that, compared to Dunderave, much of the Marine corridor in Ambleside [REDACTED] It does need to be renewed and should be both encouraged and mandated.
164.	<ul style="list-style-type: none"> ○ West Vancouver is economically stagnant, as is evident by its static/declining population, loss of businesses, and loss of jobs. ○ 1. A guiding Vision or Grand Design is "sine qua non" to attract commerce & people. The only guides now are rules like set-back, height, FAR. Recent ideas like mountain biking may be OK as a small part of a Big Picture, but are insignificant on their own. ○ 2. "Ambleside Revitalization" has been talked about for decades, with zero result. Maybe the new BIA will help.
165.	<ul style="list-style-type: none"> ○ Lower cost of permits. ○ Speed up regulations. ○ Look for foreign investors.
166.	
167.	
168.	<ul style="list-style-type: none"> ○ Improve traffic flow instead of monkey-wrenching it like you are doing now with proposed bus bulges & removed right turn lanes. ○ Ambleside on Marine between 13th and 18th at times turns into gridlock in park because of your measures inhibit traffic flow and loss of parking means you have to drive in circles looking for parking adding to congestion. That is why when I want to do any shopping, even picking up something small I'd rather drive to Park Royal than Ambleside. It is way less hassle. I am sure I am not the only one discouraged from using Ambleside for shopping or services due to congestion. I only shop at Ambleside when I am walking.
169.	
170.	
171.	<ul style="list-style-type: none"> ○ Go bold / big ○ Look beyond retail in your ideal of commercial ○ Look for knowledge-worker industries ○ E.g. – architects, services to other businesses, tech, software development, think tanks, cultural sector.
172.	

Tell us how we can capitalize on our natural and cultural assets

WB #	Idea
1.	<ul style="list-style-type: none"> ○ We should be prepared to promote the spectacular natural setting we live in with the possible inclusion of boutique hotels which can bring in greater tourism trade. ○ We need to ensure we have a coordinated arts strategy to promote arts vibrancy in West Vancouver.
2.	<ul style="list-style-type: none"> ○ Encourage development of boutique hotels to encourage tourism. ○ Get some business taxes.
3.	
4.	<ul style="list-style-type: none"> ○ In Cypress Village capitalize on the current popularity of mountain and road biking by creating a tourist centre that caters to those needs. Bike shops, repair, cafes, B&B's etc.
5.	
6.	<ul style="list-style-type: none"> ○ The Harmony Arts event is wonderful it embraces our community. ○ Small players could be set by in this community to have live events throughout the year.

	<ul style="list-style-type: none"> ○ Promote cultural, built and natural heritage resources, just don't use parks land to do it. ○ Encourage arts in waterfront parks, why use waterfront parks? It doesn't make sense to put up a building with walls to have art on the waterfront. I am for an art centre but not on the water.
7.	<ul style="list-style-type: none"> ○ The market place should be allowed to dictate this. Stay out of this until you can provide more diverse housing.
8.	<ul style="list-style-type: none"> ○ Have a West Vancouver arts and business open house weekend. ○ How about restaurants on the waterfront? ○ How about more concerts in Ambleside Park? ○ How about a real heritage plan?
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations ○ Expand use of music box and silk purse and keep them well maintained until new facilities built and operating. Demolition of Lawson Park facility after an expensive renovation was a total waste.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ Don't keep spending money up grading our natural assets just keep them repaired and maintained. We don't need commercial operations in the parks, they are for people to enjoy the natural environment.
13.	<ul style="list-style-type: none"> ○ Preserve them! ○ Maximize the artistic assets we have in the area. Provide more, quality space for the arts and for culture. Council should learn about the economic benefits the arts can bring. The Audain museum had over 50000 visitors in its first year. ○ Those visitors buy coffee, have lunch, and look around at shops.
14.	<ul style="list-style-type: none"> ○ Abbotsford has recently built an art gallery called Reach. It's a wonderful building and space. We recently drove to reach to see an exhibit and had lunch in the town. Surely we can do the same?
15.	
16.	<ul style="list-style-type: none"> ○ I am not sure that government can focus on business aligned with natural and cultural assets. Business is business and will go where it wants to go and where it makes sense to go.
17.	<ul style="list-style-type: none"> ○ Need more development, programs and accessibility to make our parks and cultural assets more attractive to those from outside the district. ○ Cypress/Hollyburn for example is an underutilized park. If there was a developed trail hub centre with restaurant, playground, facilities, parking and information services this would drive more traffic. Look at popularity of Lynn Canyon for example. Trail network would need to be developed and improved as today Hollyburn is a raw. If you see the popularity of such amenities in Europe you would be amazed, the business is tourism. This type of investment in turn will drive business within district. Trade-off is of course traffic however this can be supported with transit.
18.	
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21.	<ul style="list-style-type: none"> ○ Have a bus system that serves into the night, meaning at least midnight preferably 1:30 AM.
22.	<ul style="list-style-type: none"> ○ Keep our heritage such as the Silk Purse – do not destroy.
23.	<ul style="list-style-type: none"> ○ Have better signposts for parks and improve signage e.g. Cypress Falls park is very poorly sign posted.
24.	<ul style="list-style-type: none"> ○ In cooperation with federal and provincial governments build a level walking / cycling trail around Howe Sound. It would make the Howe Sound trek a world destination. A village could be established at Woodfibre to add an additional rest over stop. Tourists could travel one way and take the gondola back to West Vancouver from gibbons.
25.	
26.	<ul style="list-style-type: none"> ○ Commercial operations in parks should be avoided. Not a good model.

27.	<ul style="list-style-type: none"> ○ What the hell is a compatible commercial operation? ○ This kind of goes totally opposite to your whole ENVIRONMENT section don't you think? ○ Parks should remain parks.
28.	
29.	<ul style="list-style-type: none"> ○ We should encourage all types of business investment, not encourage some top-down definition of capitalizing on our natural and cultural assets. ○ There is room for many kinds of businesses, providing of course that they abide by all bylaws and federal/provincial laws.
30.	<ul style="list-style-type: none"> ○ Agree with all of Working Group recommendations.
31.	<ul style="list-style-type: none"> ○ Keep it green. No building on the Waterfront this is a greatest asset that West Vancouver has. ○ Arts does not have to be on the waterfront for arts is limited to a few however green space is for everyone. People do not come to walk the waterfront for the arts.
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all working group recommendations.
34.	<ul style="list-style-type: none"> ○ Relocate transit hub from park royal to Community Centre complex and central business district.
35.	<ul style="list-style-type: none"> ○ Focus on parks and greenspaces. ○ Don't invest too much in "Arts" other than centres for people to meet / develop this area especially for wider community.
36.	<ul style="list-style-type: none"> ○ Do not try and manage investment in the existing commercial zones. West Vancouver should reduce the mill rate for commercial zones to the same value as for residential/ this is the only form, of encouragement that should be provided.
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42.	<ul style="list-style-type: none"> ○ None of this will have a meaningful effect on business activity in WVD.
43.	
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46.	<ul style="list-style-type: none"> ○ Preserving parkland from development should be a priority. Keeping access to the shoreline should be a priority. Support of cultural activities should be a priority.
47.	
48.	
49.	<ul style="list-style-type: none"> ○ Please keep Gertrude Lawson House / Museum. It is a heritage treasure and should not be sold off.
50.	
51.	<ul style="list-style-type: none"> ○ Tourism – boat service from Vancouver. Hotel / Restaurant / bar service along Waterfront. ○ Connections to Grouse / Cypress ○ Lots of entrepreneurial people in community – perhaps a centre to bring together?
52.	<ul style="list-style-type: none"> ○ Tasteful mix of business, leisure opportunity and access to nature on waterfront in Ambleside. ○ Agree with points attached.
53.	<ul style="list-style-type: none"> ○ No commercial buildings on our waterfront.
54.	
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57.	<ul style="list-style-type: none"> ○ Not sure we should necessarily. Our natural and cultural assets should be managed and protected. Capitalizing on these assets for economic gain as a stand-alone goal

	could be detrimental to the management and protection of those assets.
58.	<ul style="list-style-type: none"> ○ Development incentives to provide for cultural/arts spaces in a densified Ambleside Town Centre. ○ No permanent arts/cultural facilities in waterfront parks. ○ No commercial operations in waterfront parks. These needs can be accommodated in the adjacent town centres.
59.	
60.	<ul style="list-style-type: none"> ○ Encourage arts in Waterfront Parks and create art museum of its own.
61.	
62.	<ul style="list-style-type: none"> ○ “Encourage green business” – agree. ○ Capitalize on First nation heritage and culture. ○ High tech infrastructure to attract green businesses. ○ Eco-lodge village hotel. ○ Ocean related businesses or “stops” or seasonal.
63.	
64.	
65.	<ul style="list-style-type: none"> ○ I agree with all working group recommendations.
66.	<ul style="list-style-type: none"> ○ Arrange for tours of Lighthouse Park (cruise ships, etc.) and charge a fee. ○ Support all recommendations.
67.	<ul style="list-style-type: none"> ○ Hotels in West Vancouver, build new arts centre at waterfront.
68.	<ul style="list-style-type: none"> ○ Promote recreational activities to tourists. ○ No bistros, restaurants, arts centers, rock concerts or bars in parks; keep it natural.
69.	<ul style="list-style-type: none"> ○ Build a cruise ship port at Horseshoe Bay ○ Keep parks natural, no bistros, arts centres, restaurants etc. ○ West Vancouver has always been expensive, so attracts higher income earners.
70.	<ul style="list-style-type: none"> ○ No arts facilities on the Waterfront – period. They do not require ocean views but walls. Common sense! The waterfront is nature’s “art”. Be environmentally astute and resurrect “Klee Wyck” it was left for this purpose. Stop squelching the generosity of past residents by ignoring the purpose of their bequests, this goes for the Brissenden property too, do as they say, leave it as a park as we will soon be running out of green space at the rate things are going. ○ Keep the Masonic Hall as community zoning, properly manage it and lease it out for small club and community events, e.g. local flower shows, receptions etc.
71.	
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74.	<ul style="list-style-type: none"> ○ I do not support the development of the arts on the waterfront. Especially by building an art gallery on the waterfront. Keep our waterfront natural and available. ○ No art centre on the waterfront. ○ I do not support compatible commercial operations in parks.
75.	
76.	
77.	<ul style="list-style-type: none"> ○ We have lost lovely restaurants that had ambience and patios where one could enjoy the beautiful views of the beach/water: ○ Saltaire and the beachside cafe both were those and both closed. These places should have been supported by the community to stay open. So these wonderful locations have now been taken over by corporate offices or have had to close b/c there was more money to be made from the Grosvenor building.
78.	
79.	<ul style="list-style-type: none"> ○ A movie theatre would be a smart idea in Park Royal as opposed to more retail ○ Encourage arts in waterfront parks: No – bad idea of waterfront ○ Consider compatible commercial operations in parks – Yes consider but very limited – we already have plenty of coffee shops and restaurants ○ Encourage green businesses – what do you mean here? To glib & “in” comment

80.	
81.	
82.	
83.	<ul style="list-style-type: none"> ○ NO! Treasure and protect our natural assets into the future from all who would exploit for profit. ○ Keep the cultural assets away from the beach and parks, which need the parking and space for all citizens.
84.	
85.	<ul style="list-style-type: none"> ○ Let Ambleside Village Centre Strategy as an example where it states at 3.3.2 Opportunities “Very attractive water and mountain view setting”. Capitalize on attractiveness of this and other potential commercial areas by restricting height of buildings to 37 ½ feet. Promote centres as ambient villages with generous sidewalks, attractive plantings and parking where it is required.
86.	
87.	<ul style="list-style-type: none"> ○ Reward businesses who engage in environmental practices with reduced tax considerations.
88.	
89.	
90.	<ul style="list-style-type: none"> ○ “Encourage green businesses” - agree
91.	
92.	<ul style="list-style-type: none"> ○ The Parks Master Plan emphasized small-scale arts facilities on the waterfront. You should make this clear. We should not encourage commercial options in the parks. We have worked hard over the years to keep our waterfront and our parks natural and serene. The public has made it clear many times that it does not want to see major changes on our waterfront and in our parks.
93.	
94.	
95.	
96.	<ul style="list-style-type: none"> ○ First 3 surely do not encourage business investment!!! ○ Salt Spring has a green business – food and apparently quite successful.
97.	
98.	<ul style="list-style-type: none"> ○ Keep and enhance village history and heritage which means low rise (2 story) shops. ○ Keep waterfront accessible by <u>not</u> building Arts Centre or Bistro or anything on it! ○ Do not build an arts building on the waterfront.
99.	<ul style="list-style-type: none"> ○ Do not build an arts building on the waterfront.
100.	<ul style="list-style-type: none"> ○ Our village by the sea character is our brand – keep development small and complementary to our traditional character.
101.	<ul style="list-style-type: none"> ○ Differentiate WV by promoting our seaside character – we’re not like every other area with shopping / strip malls – enhance our historical character, keep Ambleside and Dunderave at 2 storeys.
102.	<ul style="list-style-type: none"> ○ Do not build an arts centre on the Waterfront. Do not build anything on the Waterfront.
103.	
104.	<ul style="list-style-type: none"> ○ Keep shops and services to serve local residents – <u>only</u>. Do not expand ○ “Promote cultural built and natural heritage resources – circle around sentence with the built scratched out. ○ “ Encourage arts in waterfront parks” =- x through – no not on waterfront ○ “Consider computable commercial operation in parks” – no ○ “Encourage green businesses” – if home based
105.	
106.	<ul style="list-style-type: none"> ○ Rental office tower for professionals. Encourage heritage aspects. The District have on a few occasions extended a benefit to a buyer / dev. Who keeps the signal home for increased density i.e. 2 laneway houses, carriage homes. Maybe the waterfront could have one high quality restaurant, not many fast food restaurants.
108.	
109.	<ul style="list-style-type: none"> ○ Creation of an open air sculpture gallery West of Ambleside ○ A new concert bowl in Ambleside

110.	
111.	<ul style="list-style-type: none"> ○ We are already well on our way to paving over the publicly accessible waterfront. Let's not take the final step. Many of the people [REDACTED] appreciate nature and natural surroundings, we can travel to art galleries, I am not sure we want to travel for a nightly walk along the beach. ○ We want to advertise the fact that we do not have lots of development along our waterfront that we have the trails, the mountains and the activities most professionals crave from golf to boating, fishing, hiking, winter sports etc. ○ Maybe we have already done too much damage but to start to compete with Lonsdale or the Bayshore would be silly. And these things do not work well in the Bayshore anyway.
112.	<ul style="list-style-type: none"> ○ Develop a greater Marine amenity culture – more public opportunity to rent kayaks, canoes, boat trips. ○ “Encourage arts in waterfront parks” – tick beside ○ Consider compatible commercial operations in parks” – see above ○ “Encourage green businesses” – tick beside
113.	
114.	
115.	
116.	<ul style="list-style-type: none"> ○ You can give incentives to developer and ask them to build parks, walking trails, art galleries, conference rooms etc.
117.	<ul style="list-style-type: none"> ○ Right now in West Vancouver we only have locals who live in the neighborhood to hang out in the city. We need to draw attention of the world by letting new building operations happen and cultivate the city as a tourist attraction.
118.	<ul style="list-style-type: none"> ○ Seawall in West Vancouver is something great we have. I would love to see more nature exploring spots in West Vancouver.
119.	<ul style="list-style-type: none"> ○ More public facilities.
120.	<ul style="list-style-type: none"> ○ Add more public art to improve the aesthetics of West Vancouver as a whole. Incentivizing development of these assets would be useful.
121.	<ul style="list-style-type: none"> ○ Improve parks ○ Encourage developers to create public facilities
122.	<ul style="list-style-type: none"> ○ While parking options are reduced to create better and safer access to the waterfront, ensure to incorporate parking or travel options for people with disabilities.
123.	<ul style="list-style-type: none"> ○ Build West Vancouver Museum, City Park or Sports facility as a city symbol.
124.	<ul style="list-style-type: none"> ○ Allow businesses from different culture to operate ○ Adopt different styles of cultures
125.	<ul style="list-style-type: none"> ○ We have no industry in West Vancouver which does push a higher average number of people into service based business and arts and culture. While management is by product of the coast of real estate. Allow live/work zoning near the transportation corridors.
126.	<ul style="list-style-type: none"> ○ We have a federal research station on Marine Drive. What does it do? How many people work there? Why isn't it bigger?
127.	
128.	<ul style="list-style-type: none"> ○ We do nothing for our residents and sports – arena is awful; track is unfit for use = how can this be in such a land rich neighbourhood that our public property has so many dumpy buildings.
129.	<ul style="list-style-type: none"> ○ Align business investment in high tech start-ups and industry.
130.	<ul style="list-style-type: none"> ○ Harmony Arts is an excellent opportunity that capitalizes on the wealth of talent in the community. I think compatible commercial operation(s) on the Waterfront are a great idea. ○ We could similarly mirror this in our natural environment – and it may help bring some things under control. Say a nature centre in Lighthouse Park or in Cypress Falls Parks.
131.	

132.	<ul style="list-style-type: none"> ○ Please don't change our waterfront: it is perfect as is. No art gallery please! Not necessary.
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140.	
141.	
142.	<ul style="list-style-type: none"> ○ We should not allow any additional developments of facilities to support arts or culture in waterfront areas. These areas should be for all the residents to enjoy and not cluttered with commercial or other buildings. The settings should remain natural.
143.	<ul style="list-style-type: none"> ○ Please don't change our waterfront: it is perfect as is. No art gallery please! Not necessary.
144.	<ul style="list-style-type: none"> ○ *Development
145.	<ul style="list-style-type: none"> ○ By building a cultural centre that locals and tourists have access to.
146.	<ul style="list-style-type: none"> ○ What about attracting a post-secondary institution with a specialty in something like fine arts? Capilano axed its arts program leaving a huge hole for budding talent on the North Shore. Surround it with student housing, pubs, cafes, and short-term workshop, performance, and gallery space.
147.	<ul style="list-style-type: none"> ○ Provide transit to these locations, especially from other places in the Greater Vancouver Area. ○ Introduce hotels into West Van to attract tourists.
148.	
149.	<ul style="list-style-type: none"> ○ Support the assets financially and try to encourage programs run by people of all cultures.
150.	<ul style="list-style-type: none"> ○ I think there is an opportunity to work with the Squamish Nation to develop tourism interfaces.
151.	<ul style="list-style-type: none"> ○ Expand the money spent into centres and parks, and expand access through bike lanes and public transportation.
152.	
153.	<ul style="list-style-type: none"> ○ Develop Ambleside Beach to offer outdoor swimming pool and paddleboard/kayak rentals. Improve restaurant facilities.
154.	<ul style="list-style-type: none"> ○ "We have twice the proportion of arts management and real jobs than the region overall" – X beside. ○ Develop Cypress Mountain for summer use. Capitalize on the magnificent hiking. ○ Build a "destination" art gallery. ○ Develop Ambleside Beach: paddleboard and kayak rentals, food trucks, outdoor swimming pool. ○ Markets: copy Lonsdale Quay. Christmas market, Chinese New Year and summer night markets. ○ Outdoor skating in winter.
155.	
156.	<ul style="list-style-type: none"> ○ We told you but you demolished Lawson Park studios and 2 other buildings anyway.
157.	<ul style="list-style-type: none"> ○ "Promote cultural, built and natural resources" – Yes! Why are you taking the old buildings down – look after them. ○ "Support centres, parks and facilities through transportation: - This has to come from the Mayor's Council. ○ "Encourage arts in waterfront parks" – Yes, don't take buildings, (that sponsor art and artists) down. ○ "Consider compatible commercial operations in parks" – No WAY – won't help commercial business on Marine and Bellevue. ○ "Encourage green businesses" – like what? What is a "green" business? Buzz words.

158.	<ul style="list-style-type: none"> o Constructive recommendations.
159.	<ul style="list-style-type: none"> o Protect it. Don't let it continue to be degraded. o Enhance it – get the values right. We're after civil society and livability. o Make sure the waterfront is open to all, accessible and not cut off by private property. The model is the seawall and the gradual buying back of the Ambleside Waterfront.
160.	
161.	
162.	<ul style="list-style-type: none"> o Consider compatible commercial operations in parks.
163.	
164.	<ul style="list-style-type: none"> o It's essential that W-Van be seen as unique in some way. That's not easily done ... requires creative out-of-the box thinking. o While seeking ideas from the public is essential, it's not sufficient. External creative input on both Function and Design is also needed. Without Frank Gehry's design, Bilbao would not "exist".
165.	<ul style="list-style-type: none"> o Public art in West Vancouver. o Better maintenance of park.
166.	
167.	<ul style="list-style-type: none"> o Create, convert and offer more distributed communal space for educational/maker/arts activities. Provide incentives and subsidies, and foster public-private partnership.
168.	<ul style="list-style-type: none"> o I do not agree with subsidized arts facilities on our highest value waterfront park land. Leave the waterfront park open as a purely public open space. Move the art studios and Music Box occupants to other district owned houses like the Brissenden house or Klee Wyck.
169.	
170.	
171.	<ul style="list-style-type: none"> o Teach other industry used places to do recreation. Coffee shops not enough. o Trails, parks, easy access to after work or lunch hour physical outdoor recreation. o Integrate commercial or this type with parks / rec. network. o Culture – use Klee Wyck site for a cultural facility that will have both active and passive component. e.g. Asian Art Museum, with studio space to allow, say, artist in residential to showcase the creative process. Destination and also accidental use if integrated well with the Capilano River trail system.
172.	

Tell us how we can attract businesses and a range of workers

WB #	Idea
1.	<ul style="list-style-type: none"> o See my comments on expanding the range of housing across our community (including rentals). o Suggest “West Vancouver” first sales or rentals on new properties, a set quota on larger developments.
2.	<ul style="list-style-type: none"> o Better affordable housing. o Better transit. o Car 2 Go. o Bike Stations etc.
3.	
4.	<ul style="list-style-type: none"> o West Vancouver can promote itself as the community that supports “green business” be a leader in this for the lower mainland and businesses will follow.
5.	
6.	<ul style="list-style-type: none"> o I don't know anyone saying you want to encourage innovation, attract investment and increase employment options for residents.

	<ul style="list-style-type: none"> o People commute here to work because they can't afford to live here. Work space for shops is too much to rent. I was fortunate to be able to work and live in West Vancouver and that was great.
7.	<ul style="list-style-type: none"> o Put a wall around Park Royal and close the Lions Gate Bridge. It is up to the business to come up with the solution. Often fulltime jobs more dollars the workers will come.
8.	<ul style="list-style-type: none"> o Build lots of office space in Cypress Village attractive to young start-up companies. o Allow urban agriculture businesses to access houses and District land. o Subsidize corner stores to help viability. o Zone some land for a solar farm.
9.	<ul style="list-style-type: none"> o Agree with all C.W.G. recommendations.
10.	<ul style="list-style-type: none"> o Plan for more professional office accommodation. o Plan for having a hotel with conference facilities.
11.	
12.	<ul style="list-style-type: none"> o When Council and the Provincial Government allow ridiculous housing development for non-resident foreigners to dump their money businesses cannot survive.
13.	<ul style="list-style-type: none"> o Improve transit options and frequency o Get serious about affordable rentals. Have rules that apply so that we ensure that people below a certain income can live here. Make place for them.
14.	
15.	
16.	<ul style="list-style-type: none"> o All of the ideas presented thus far by the city in this document would probably end up by increasing the number of young adults in our neighbourhoods as well as increasing employment opportunities nearby. The key is finding locations for commercial uses that will not raise too much concern by local residents who are fixated on their single-family neighbourhoods. What a planning fiasco to think that single-family neighbourhoods were a good idea!
17.	<ul style="list-style-type: none"> o West Van needs greater, more developed attractions that drive visitors which in turn support more businesses. WV will unlikely or wanted to be a commercial/industrial hub, therefore by default it must be a tourism hub.
18.	
19.	
20.	
21.	<ul style="list-style-type: none"> o Have a bus system that serves into the night, meaning at least midnight preferably 1:30 A.M.
22.	
23.	<ul style="list-style-type: none"> o Lower rents for businesses. There should be some control on rents. o Lower taxes for small businesses. o Pay workers a decent wage not minimum wage.
24.	<ul style="list-style-type: none"> o Promote and initiative to establish a modern modular facility with the capacity to build stackable living spaces. These could be used to build the village at Woodfibre and then used to produce modules that could be shipped all over the world.
25.	
26.	<ul style="list-style-type: none"> o Be careful about fuzzy boundaries. Avoid spot zoning and special exceptions catering to favoured commercial interests.
27.	
28.	
29.	<ul style="list-style-type: none"> o Most young adults cannot afford to live in West Vancouver that is simple economics and market forces. o When business expands in West Van the employees will come, but most of them will be traveling in from other areas, as West Van taxpayers cannot afford to provide subsidized housing. o So we should find ways to make commuting easier, both by transit and by cars.
30.	<ul style="list-style-type: none"> o [REDACTED]

31.	<ul style="list-style-type: none"> ○ Maybe offer a discount for individuals who have home based businesses! On their tax bill?
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all Working Group recommendations.
34.	<ul style="list-style-type: none"> ○ An absolutely critical prerequisite is more supply and more affordable housing. In my opinion all other initiatives are exercises in futility without cracking the housing issues first.
35.	<ul style="list-style-type: none"> ○ Reduce vacant / under occupied housing as much as possibly can. ○ Manage District costs much, much better – the District is too bloated ○ Reduce service if necessary so the increased taxes people are paying can actually be used by them.
36.	<ul style="list-style-type: none"> ○ West Vancouver is primarily a residential area and should not be considered an employment centre. Some commercial zoning should be provided in new neighbourhoods such as Cypress Village, but only to provide 7-11 type service to the residents.
37.	
38.	
39.	
40.	
41.	
42.	<ul style="list-style-type: none"> ○ Government cannot and should not try to manage business. ○ None of these suggestions will do anything. ○ The market has to be allowed to sort this out. Get out of the way and let businesses do what they need to do. ○ Mangle our tax dollars better so that businesses are less burdened by excessive tax levied by inefficient municipal governments meddling in areas that they have no jurisdiction or expertise. ○ Support business by maintaining infrastructure and keeping taxes low.
43.	<ul style="list-style-type: none"> ○ Plan and zone for some light industrial areas (maybe connected to the Cypress Lands) to encourage small businesses that would provide local employment and provide services required by locals: <ul style="list-style-type: none"> ○ Printing shops ○ Light manufacturing (doors, windows, cabinets, counters, railings, etc.) ○ High tech
44.	
45.	
46.	<ul style="list-style-type: none"> ○ See previous comments. We already seem to be doing well with home based business bases on your statistics. Of course young adults commute here to work – they cannot afford to live here. With skyrocketing values the average 20-50 age bracket can't hope to live here and there is no reasonable solution to that without destroying the fabric of the community that attracts those who live here.
47.	
48.	<ul style="list-style-type: none"> ○ Lower rent for small business.
49.	
50.	
51.	<ul style="list-style-type: none"> ○ West Vancouver is not attractive to 20-34 yr. olds because housing is so expensive, late evening life is non-existent and there aren't other in the age group ○ Some kind of entrepreneurial centre?
52.	
53.	<ul style="list-style-type: none"> ○ This is not a priority - WV is a primarily residential community, let's keep it that way.
54.	<ul style="list-style-type: none"> ○ Encourage small to medium sized companies, such as tech-based or similar, to locate their head offices in our business centre. Improve transit and housing options for these people to commute or re-locate to the area. Increase in workers will help

	populate the businesses that are here.
55.	
56.	
57.	<ul style="list-style-type: none"> ○ Not sure we want to attract businesses and workers if it means adding more activity to Ambleside. This will add further to congestion and will not necessarily provide any benefits to West Van residents.
58.	<ul style="list-style-type: none"> ○ Allow for and encourage hi-tech industry and offices in Ambleside and Dundarave.
59.	
60.	<ul style="list-style-type: none"> ○ Hire more local residents within the District and give them rental / housing subsidies to decrease traffic congestion and improve family diversification needs for West Vancouver.
61.	
62.	<ul style="list-style-type: none"> ○ Start an educational hub for entrepreneurs and use local members. ○ Use our community resident's knowledge to teach youth. ○ Create a floating tourism centre on waterfront.
63.	
64.	
65.	<ul style="list-style-type: none"> ○ Lower the cost of housing so young adults can afford to live here. ○ Do we allow rooming houses for students? This fits well with car sharing and new businesses.
66.	<ul style="list-style-type: none"> ○ All good thoughts; but if you don't provide affordable rental and owned housing the teachers, trades, police and young entrepreneurs not having wealthy parents won't live here. ○ "Expand access (to what?) and encourage new technologies".
67.	<ul style="list-style-type: none"> ○ Again, make it possible for the young to live right here so they won't tend to work elsewhere. ○ Large houses can become productive workshop. ○ Build a hospital to create more healthcare jobs.
68.	<ul style="list-style-type: none"> ○ Relax zoning for home based businesses e.g. on line businesses ○ Lobby to keep BC Ferries at Horseshoe Bay ○ Allow larger homes and lots to subdivide ○ Business center at Horseshoe Bay.
69.	<ul style="list-style-type: none"> ○ Provide subsidized housing for public servants – teachers, police, and fires. ○ Related to housing costs.
70.	<ul style="list-style-type: none"> ○ This is mainly a residential community. Home based businesses are the way of the future and are already here for the most part. Contractors of many stripes whether for gardening, handymen, housecleaning, home cars, etc. would thrive here. If there were small ferries added to our piers there would be a need for more tourism amenities, shops, etc. ○ Small personal service businesses are the only things you cannot get to use online. ○ Again the mom and pop stores are needed to provide diversity. Park Royal already has the big players.
71.	
72.	
73.	
74.	<ul style="list-style-type: none"> ○ It is not up to the community to promote innovative home-based businesses.
75.	<ul style="list-style-type: none"> ○ Offer significant tax incentives for green (high tech) businesses that will bring people and high paying jobs to the District. One method would be to offer reduced development fees for such industry as well as long term tax breaks such as taxing approved business at a residential, rather than a commercial, rate.
76.	
77.	<ul style="list-style-type: none"> ○ In order to encourage new business from coming - the district has to give them some kind of break on the cost of having a business in West Vancouver so they can

	properly hire good skilled staff who actually want to stay and we don't keep seeing these "for hire" ads in windows.
78.	<ul style="list-style-type: none"> ○ Do a poll: Find out what kinds of businesses/shops etc. people would like and support. However the "Elephant" of Park Royal will still dominate! ○ "Improve pedestrian, cycling and transit access to jobs -> Make this safer: for pedestrians better signage (i.e. flashing stop sign @ Bellevue and 17th). Use these kind of signs in school zones. ○ Clean up Marine Drive storefronts to make them more attractive. Presently dated and neglected looking. Plain bright attention getting colours. Clean up alley (south) between 16th and 14th. Ugly and dirty! Employees smoking! Litter and garbage abound! ○ Re: Cypress Village commercial uses: don't allow this development on our mountain and forest lands
79.	<ul style="list-style-type: none"> ○ No one working at restaurants, retail, etc. can afford to live here. ○ Rampant offshore investment has driven prices beyond affordability for most professionals, doctors/dentists/accountants/lawyers etc. We are creating a resort for the very wealthy to spend 1-5 months here. ○ Encourage green businesses?? Why and what ○ Improve pedestrian, cycling and transit access to jobs: Silly as most have to commute on and off the North Shore ○ Promote innovative home-based businesses – Not sure a municipal responsibility
80.	
81.	<ul style="list-style-type: none"> ○ Top "North Shore" priority is "3rd Crossing" – lobby vigorously to <u>start</u> planning process. Affects thousands of entry level jobs and hundreds of first responders...amongst others ○ "3rd Harbour Crossing" The biggest single mobility/congestion issue by far, for the entire North Shore is the unquestionable imperative for a 3rd Harbour Crossing. It underlies a viable Regional transportation system and is not simply a matter of personal convenience but one of economic necessity and emergency management. We cannot plan effectively until this element is decided. It cannot be managed locally but must have local impetus and input. It also naturally begs the much bigger question of a much needed restructure of Metropolitan governance. ○ (See Transportation #3 for full response)
82.	<ul style="list-style-type: none"> ○ As a resident of West Vancouver, I want to see: ○ Promote and improve accessibility to affordability of diversity of services for lower and middle income residents. ○ Encourage competition in the community to make it more affordable – prices of groceries and other essential services are elevated and too high right now, especially for seniors who are the predominate population here. ○ Discourage mix-use development to maintain the village character of the commercial corridor along Marine Drive. ○ Ambleside and Dunderave must retain a minimal height allowance (1 – 2 stories) along the Marine Drive commercial corridor to maintain its character and density. ○ Development along the Marine Drive corridor <u>MUST NOT</u> be done at the expense of current residents interests, especially if it devalues their property values in anyway. ○ Improve continuing education programs for adults by offering using the existing secondary school infrastructure.
83.	<ul style="list-style-type: none"> ○ What for? This is a residential area of Vancouver in a confined small area!
84.	
85.	<ul style="list-style-type: none"> ○ Agree with Citizen Working Group recommendations. ○ *Also fast track Cypress Village. Opportunity for a vibrant commercial and residential area with an accompanying transit plan. Rents need to be affordable to attract new businesses. High density mixed use commercial/high rise density has the opposite effect (See Vancouver Sun – Sept. 1/17 "Small retailers hit hard by large hikes in commercial property assessments." These properties were formerly zoned as commercial use only. With Cypress Village that issue should not arise.

86.	<ul style="list-style-type: none"> o Providing a variety of affordable ownership and rental housing will allow residents of all ranges of income to reside here and raise their families. The absence of affordable housing will ultimately result in a sparse work force, empty schools and a predominately gray, retired population.
87.	<ul style="list-style-type: none"> o Affordable housing.
88.	<ul style="list-style-type: none"> o Until they can live in the region they won't shop or do business in the region. The super-rich will shop in Paris, London etc. their housekeepers won't do business here, but in their own neighbourhoods.
89.	
90.	<ul style="list-style-type: none"> o "Encourage green businesses" – agree
91.	
92.	<ul style="list-style-type: none"> o How are we going to attract more workers when even affluent Canadians cannot afford to buy houses or pay the outlandish rents?
93.	<ul style="list-style-type: none"> o Tech centres?
94.	<ul style="list-style-type: none"> o Affordable housing o We work spaces o Affordable rents o Community marketing of businesses o Allow more home based business
95.	
96.	<ul style="list-style-type: none"> o I always but locally when possible. We are so lucky to have home hardware, knit shop. What about a cycle store, a repair shop for sm. tools, lawn mowers etc.
97.	<ul style="list-style-type: none"> o Promote home based businesses and e. community.
98.	<ul style="list-style-type: none"> o Keep business only as needed to serve locals. o Open a university on District land. o Ensure local shops have adequate parking and decent leases and rents.
99.	<ul style="list-style-type: none"> o Put in a university and you will get your Starbuck employees.
100.	<ul style="list-style-type: none"> o We've always been a residential community let's keep it that way.
101.	<ul style="list-style-type: none"> o No why would we? We are primarily a residential community nothing wrong with that. o "Encourage the shared economy including car and bike" – Not if this means trading increased density for some car/bike share parking – make it a "base" requirement.
102.	<ul style="list-style-type: none"> o "We heard you want to encourage innovation, attract investment and increase employment options for resident" – you did not hear this.
103.	<ul style="list-style-type: none"> o "Our low proportion of young adults means many employees commute there to work" – tick beside.
104.	<ul style="list-style-type: none"> o "We heard you want to encourage innovation, attract investment and increase employment options for residents" – Wrong keep W.V. residential.
105.	<ul style="list-style-type: none"> o New business need new service. Level employees. Without improved transit, difficult to see who staffs the shops.
106.	<ul style="list-style-type: none"> o Are you asking for support for a youth hostel? o Do we have tourist office? A good way to teach appreciation of the environment o "Expand access and encourage new technologies" – yes, electric cars and more transit, express lanes. o Promote innovative home-based businesses – this is ideal. [REDACTED] architect and works from a home office – just meetings out. I am a [REDACTED] and work mostly from a home office.
107.	
108.	
109.	<ul style="list-style-type: none"> o Satellite campus for college and university courses o Artist studios – artist square
110.	
111.	<ul style="list-style-type: none"> o There are lots of nice ideas here but if we talk about businesses that can be run over the internet from home then how do we compare to the Sunshine Coast or Squamish or Whistler?

	<ul style="list-style-type: none"> ○ One must integrate services into the community which support new business. A small University Campus would be ideal. A business centre with courses and computing facilities and shared space may be a practical second tier approach.
112.	<ul style="list-style-type: none"> ○ Need to encourage businesses outside Park Royal. Many people don't like malls. Need affordable housings so without can live here and in truth they could help expand businesses here by shopping locally etc. ○ Tax concessions to new businesses increase entrepreneurialism
113.	
114.	
115.	<ul style="list-style-type: none"> ○ It would make sense to encourage non-manufacturing businesses such as Company Head Offices, High Tech and IT companies etc. to locate to the upper lands or the S2S corridor. This would create employment and be convenient for local people and take traffic away from Marine Drive and the bridge. The more employment opportunities there are in West Vancouver the more likely that people will travel less and younger families would be encouraged to live here. Financial incentives and building a Business park would assist this.
116.	<ul style="list-style-type: none"> ○ We need cheaper rent and expenses for businesses and investment by increasing
117.	<ul style="list-style-type: none"> ○ By softening the business regulations and applying discounts on expensive permits m any businesses have to pay for.
118.	<ul style="list-style-type: none"> ○ By lowering rent for students and people who are here with working visa. They can be great workers in West Vancouver businesses.
119.	<ul style="list-style-type: none"> ○ Give developers chance to build apartments
120.	<ul style="list-style-type: none"> ○ We should look into growing the tourism sector, for example adding culture centres, such as art galleries.
121.	<ul style="list-style-type: none"> ○ Reduce living expenses by reducing housing price ○ Improve public transit so car not required ○ Lower regulations to attract business
122.	<ul style="list-style-type: none"> ○ Encourage succession partnerships are investigated with existing businesses to see if younger people can be trained and given investment or purchase options in existing businesses. E.g. barbershop succession, restaurant owner succession etc.
123.	<ul style="list-style-type: none"> ○ Better transit system that are on time and convenient for workers to come outside of the city.
124.	<ul style="list-style-type: none"> ○ Loosen the regulations and lower the expensive business license fees ○ Allow variety of different businesses to operate to attract range of workers
125.	<ul style="list-style-type: none"> ○ This comes from the lack of office space as well as the lack of rentals in our community. See above.
126.	<ul style="list-style-type: none"> ○ Relates to housing. Workers spend hours commuting every day. Encourage rental suites in single family homes.
127.	
128.	<ul style="list-style-type: none"> ○ Vancouver coastal health uses a ton of space in the community centre but you never see them in our community.
129.	<ul style="list-style-type: none"> ○ Allocate land for high tech start-ups and industry.
130.	<ul style="list-style-type: none"> ○ I think promoting innovative home-based businesses and potentially creating some co-working spaces may be the best bet here. Until the community is more affordable (as well as the whole North Shore and the region) it will be hard to attract more companies/jobs here, esp. to West Van. ○ Consider developing both a "co-working hub" and possibly a makers' studio (equipment-stocked open space) to foster creative businesses that may support home-based employment more fully so that traffic is lessened and potentially some level of micro-employment is possible as support to the many self-employed professionals we have in WV.
131.	
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133.	
134.	

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141.	
142.	<ul style="list-style-type: none">o I agree with the citizen working group recommendations.
143.	
144.	<ul style="list-style-type: none">o *Affordable houses and better transit
145.	<ul style="list-style-type: none">o Businesses in tourism sector is lacking in WV, that issue can be resolved by building cultural centres as a symbol of WV.
146.	<ul style="list-style-type: none">o Revisit the barriers to home-based businesses including the cost of obtaining a business license. This is currently hurting [REDACTED] and is the reason [REDACTED] is currently located [REDACTED] instead of West Vancouver where [REDACTED] rather be.
147.	<ul style="list-style-type: none">o Provide more locations for businesses to work.o Improve access to West Van from other locations such as North Van, using transit.
148.	
149.	<ul style="list-style-type: none">o Help commuters by adding a rail transit to West Vancouver and running more buses from other areas.o Make it possible for young workers to live here by lowering housing costs.
150.	<ul style="list-style-type: none">o Employment beyond the service sector needs to be considered. For example, is it possible to provide a high tech industrial area in West Vancouver that allows companies to develop their products and share technologies?
151.	<ul style="list-style-type: none">o Add more buses running to other areas, to help allow workers to come here.o Reduce the property taxes on non-vacant housing to reduce housing costs.
152.	
153.	<ul style="list-style-type: none">o Tax breaks.
154.	<ul style="list-style-type: none">o X between the two ! statements.o See my points in previous box. This will attract people, businesses and a range of workers will be needed.
155.	
156.	<ul style="list-style-type: none">o See housing. You cannot attract business people and workers if they cannot afford to live here and cannot easily access here because of poor transportation.
157.	<ul style="list-style-type: none">o "Each year we lose 175 jobs while the regional employment increases by 20,000 jobs" What jobs? Where did the 175/yr figure come from? What kind of jobs were they? You forget we are very small compared to the other 2 regions.o "Encourage green businesses" – Buzz word – what does this mean?o "Improve pedestrian, cycling and transit access to jobs" – Yes, yes, yes!o "Expand access and encourage new technologies" – what does this mean?o "Introduce a viable mix of commercial use in Cypress Village – Why?o "Promote innovative home-based businesses" – Why?o "Encourage the shared economy including car and bike" – yes.
158.	<ul style="list-style-type: none">o The recommendations for "affordable" housing will greatly assist attracting workers and businesses.
159.	
160.	
161.	<ul style="list-style-type: none">o As a resident and business owner in West Vancouver, I have experienced this first hand.o I believe we need tourists in West Vancouver. We are one of the few municipalities that do not have a plan for tourist attraction. It will help the business greatly.o I believe we need a hotel in West Vancouver to participate in the number of tourist that are visiting greater Vancouver.

162.	
163.	o I didn't say that.
164.	
165.	o Metro system to North Vancouver and Downtown Vancouver. o Create apartments in West Vancouver.
166.	
167.	o Create and offer more business space and embrace cultural shifts to attract start-ups and relocations from vibrant sectors, including high-tech, coding, creative, and maker society. Provide incentives and subsidies, and foster public-private partnership.
168.	o Internet based or reliant business could be established as an employer in Cypress Village if the infrastructure within it was built to be fully supportive such as with high bandwidth connections, properly filtered power from the substation and server farms built in so that an employer like Google, Facebook or more medium sized internet based businesses would want to set up discretely within the village. The computer based graphic design businesses, especially those that accommodate the film industry would also be good candidates for employment in Cypress Village if the infrastructure was built right. Computer game developers and hosts would also be good candidates if a higher level of internet infrastructure was provided. EA, one of the largest video game developers in the world, is already in Vancouver.
169.	
170.	
171.	
172.	

Have we understood your economy ideas correctly? Tell us if there is anything you want to change to add.

WB #	Idea
1.	
2.	
3.	
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7.	o Too many people in West Vancouver are buying homes to flip a year later. They make a business out of it. The tax fee capital gains would have to change. o A serious resentment is growing in West Vancouver regarding our facilities – library, Recreational Centre, beaches, parks etc. Why live in expensive West Vancouver when you can live cheaper in other parts of the North Shore and Greater Vancouver and just continue to use all the best of West Vancouver that are monthly funded by the citizens.
8.	o You need to get your economic development manager out on the ground to actively promote West Vancouver as a place to do business.
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12.	o Tell the Planning Department to do what the citizens tell them to do not what they thin should be done. They are our employees just like Council.
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21.	<ul style="list-style-type: none"> <li data-bbox="407 222 1463 680">○ Unfortunately you cannot capitalize on a cultural asset if the structures are not there to foster culture in the first place. I have previously stated this but perhaps it is worth noting again; I'll try not to be too temperamental. It is heartbreaking for me to look at the new Community Centre and see that the majority of the music rooms are never used. They can't be. They are not soundproofed. Why would any human being rent one of the music rooms to 'practice' when they are not soundproofed? I realize that the majority of us do not work in the cultural industry, but theft of intellectual property is rampant. [REDACTED] Anticipating contact from some third world country's sport authority re their gymnastics team, is always on the table. The music rooms must be fully soundproofed and ability to 'record' the music rooms from the recording teaching booth in the corner, has to be eliminated; there must be signed permission. <li data-bbox="407 680 1463 1625">○ In Vancouver a Room Usage Card is \$12/year; and \$2/use if you would like a piano to practice on, in West Vancouver rental of a music room was \$10/hour a few years ago. No one is stupid enough to pay those prices for rehearsal, and then have their work stolen. The \$2 fee was for piano tuning on a regular basis. Why wouldn't a senior take up Piano classes in retirement? Ah. They have no where to practice. And if they go to the music rooms everyone can hear their horrifying mistakes. Humiliating. To my knowledge there was only 1 apartment building in Ambleside that had a music room, and 12 yrs ago they were discussing mowing it over. I always encourage my City Council to ignore [REDACTED] in fact all [REDACTED] they [REDACTED] are convicted that Canada has no culture; they know better; well we have far less culture than we should have specifically because we listen [REDACTED] I have an ongoing concern regarding the 'advice' [REDACTED] In further illustration, a few years ago the VSO Music School came into being in Vancouver, supposedly because there was not a single soundproofed facility in Vancouver; the Province kicked in 55 million dollars and who knows how much was fundraised. VSO Conductor Tovey had all of the rooms soundproofed - but not a single door. He didn't want a music school where you didn't hear a note of music. It sounds logical to the general public. They stand outside the doors, and steal recordings of any skill set thinly worth violating. It would be my allegation that real intention to permanent irreparable damage to a country, begins with cultural collapse. <ul style="list-style-type: none"> <li data-bbox="407 1444 1463 1625">○ Please soundproof our Music Rooms and Rehearsal spaces, change the Rental/Room cost to a yearly inordinately affordable, i.e. something a kid could afford, bring a few old - still good Pianos into those rooms, acquired from WV residents - and watch the demographics of room usage shift. True, it would be expensive, but every available musician in the lower mainland would look at West Vancouver in a new light, certainly as a rehearsal space.
22.	<ul style="list-style-type: none"> <li data-bbox="407 1625 1463 1688">○ Put controls in place to curb the bias of Council members who have real estate connections.
23.	<ul style="list-style-type: none"> <li data-bbox="407 1688 1463 1814">○ Allowing enormous houses to be built in West Vancouver (there are a few in our neighbourhood) is a short sighted goal. Many of these houses are empty so people are not shopping or walking here or have kids in school. There is not such a community spirit in a street or neighbourhood when many houses are empty.
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26.	<ul style="list-style-type: none"> ○ It is necessary for West Vancouver to broaden its commercial base to ease the burden on the property owners who provide the lion's share of all municipal revenues. Since there is minimal chance of industrial development, the commercial/service area must be enhanced. This should not be at the expense of the small businesses and home-based operations, which can be extremely important to the overall health of a business community.
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30.	<ul style="list-style-type: none"> ○ Make sure taxes on commercial properties are and remain affordable so local and small businesses can afford to operate in West Vancouver. ○ Worry more about locals and the people who have grown up here rather than worrying about attracting new people. Prevent attrition as opposed to encouraging replacement of people.
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34.	<ul style="list-style-type: none"> ○ If we first establish policy to increase the supply and affordability of housing, particularly for a younger generation, then West Vancouver needs to put itself out there as the potential home for knowledge based industries and an innovation hub. We will also need some significant additions to our commercial office capacity along the waterfront / Marine Drive corridor in order to compete for innovation / tech / service businesses. Why couldn't West Vancouver be an option for a Microsoft Canadian HQ? or amazon technical office (many amazon employees currently work from homes I West and North Vancouver and commute periodically to silicon valley) or Hootsuites HQ? We offer a top of the line quality of life but must find a solution to affordable housing to be realistic alternative for emerging, knowledge based businesses and employees. But if we could start a critical mass in this sector what a boost to our local economy and social lifestyle.
35.	<ul style="list-style-type: none"> ○ In the end West Vancouver needs younger people to drive this. Look at getting younger people i.e. teenagers involved – they are an ignored group in West Vancouver. ○ Focus on developing family friendly developments especially 2-3 bedroom developments not smaller ones which are left empty or underutilized.
36.	<ul style="list-style-type: none"> ○ A recent report by the Fraser Instituted disclosed that we spend more for all forms of taxes than for essential services such as food etc. West Vancouver has been increasing taxes at a higher rate than inflation, which is not logical with its population being very stable with little increase. West Vancouver should follow the Provincial Government which froze many expenditures and salaries for several years.
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38.	<ul style="list-style-type: none"> ○ Horseshoe Bay ferry terminal is a significant local employer providing direct employment opportunities for over 500 staff as well as many more indirect jobs through supporting other local businesses who provide services to the terminal and our customers who support business in Horseshoe Bay. The terminal therefore significantly contributes to the local and regional economy through the purchasing of local services and indirectly with our customers traveling through the terminal helping to support the many local businesses in Horseshoe Bay and in the wider area. The OCP review should recognize this local and regional transportation facility and regional employer and the significant economic benefits which the Horseshoe Bay ferry terminal brings to the local and regional economy. ○ The terminal is used by visitors and tourists visiting Vancouver Island/Vancouver and the mainland from around the world and with visitor numbers increasing year on year, this brings significant benefits to the wider region and to the overall visitor experience.
39.	

40.	<ul style="list-style-type: none"> ○ With the exception of Park Royal, our range of shops, services and amenities is quite poor in my opinion. For a diverse and vibrant economy we need more compatible small commercial centers, services. ○ Restaurants: West Vancouver is a wealthy municipality but services and commercial areas don't reflect so. In my experience, quite frequently West Vancouver restaurants' food, hygiene and ambience are of lower quality than restaurants in middle class areas of developing countries. A brief Tour at the kitchens, bathrooms and service areas shows it; observe the condition plates and utensils... ○ Have you check foodspect app? http://foodspect.com/ (App uses only data from inspection of restaurants). [REDACTED] ○ Good quality Restaurants [REDACTED] are packed every week, because they are one of the few good food, affordable restaurants with [REDACTED] ambience. ○ Medical Clinics: [REDACTED] may experience waits of +2 hours or even 3. ○ Partner with other government levels to Promote green business, healthy food, pilot IT centers, develop incentives and promote incubators and services to start-up companies.
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45.	<p>As a resident of West Vancouver, I want to see:</p> <ul style="list-style-type: none"> ○ Promote and improve accessibility to, affordability of and diversity of services for lower and middle income residents ○ Encourage competition in the community to make it more affordable – prices of groceries and other essential services are elevated and too high right now, especially for seniors who are the predominant population here. ○ Discourage mixed-use development to maintain the village character of the commercial corridor along marine Drive. ○ Ambleside and Dundarave must retain a minimal height allowance (1-2 stores) along the marine Drive commercial corridor, to maintain its character and density ○ Development along the Marine Dr. Corridor must not be done at the expense of current resident's interests, especially if it devalues (compromises) their property value in any way. ○ Improve continuing education programs for adults by offering them using existing secondary school infrastructure.
46.	<ul style="list-style-type: none"> ○ Part of the cost of living in West Vancouver for me has been the tremendous tax load. I understand that this municipality spends far more on salaries and really unnecessary "improvement" compared to other municipalities. Why can that not be better aligned with the other municipalities?
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53.	<ul style="list-style-type: none"> ○ Enhance and promote our seaside village character. ○ Improve sidewalks and streetscapes in business districts (particularly Ambleside).
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57.	<ul style="list-style-type: none"> ○ The state of our commercial centres should not be confused or conflated with the strength of our economy, which is separate and distinct from our commercial centres, and is very robust. DWV is one of the wealthiest communities in the country. To the extent the DWV can influence this, it is through the maintenance of high quality services and the protection of natural assets. ○ The wording of this issue should be changed to "Diverse, vibrant and resilient commercial centres". ○ The policies and bylaws relating to home-based businesses are appropriate and do not need to be changed.
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60.	<ul style="list-style-type: none"> ○ West Vancouver already has lots of tax revenues from property tax. One way to boost the economy is to hire more local residents in the District and give them rental / housing subsidies to decrease traffic congestion and improve the family diversification needs of West Vancouver.
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65.	<ul style="list-style-type: none"> ○ If we want to encourage a younger demographic we need to explain and promote the benefits of increasing the % of a younger working population. If the younger demographic is not realized you should threaten to close a school and build affordable housing on the site and grounds.
66.	<ul style="list-style-type: none"> ○ The proposal to dedicate public land (and select private land) above the 1200 ft. contour as "limited use and recreation" means that this forested area us a "carbon sink". This surely is an economic benefit to the District that should be explored.
67.	<ul style="list-style-type: none"> ○ High rents keep many kinds of retailers away. Something must be adjusted to encourage a more diverse mix of businesses to want to open here, some way to minimise the number of character-less places or move them away from the main streets would be welcomed (chains, pharmacies, nail salons, offices, clinics etc.).
68.	
69.	<ul style="list-style-type: none"> ○ Density should not be at the expense of livability. Industrial centres heed flat land. Preserve liveability. If I wanted to live in Metro town or the West End. I would be there, not in West Vancouver.
70.	<ul style="list-style-type: none"> ○ Commercialisation, other than for providing the basic necessities of life, are not what West Vancouver is all about. People choose to live here because of the waterfront and mountains and to get out of the big city. People are already moving away to quitter locations as they do not like the direction that West Vancouver is going. ○ Do not license any pot shops or illicit drug facilities in West Vancouver.
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74.	<ul style="list-style-type: none"> ○ West Vancouver is what it is - a residential community. Please stop trying to make it for focusing on something that it isn't. Focus on what we are - a residential community.
75.	<ul style="list-style-type: none"> ○ Not really. The focus appears to be very light on the development of significant, high paying jobs.
76.	<ul style="list-style-type: none"> ○ I wonder if developers could play a role in community support. I like the idea of commercial opportunities below condo developments, but lease rates are so high, it discourages a diversity of businesses. Perhaps the city can force the developer to give a break on leasing space to businesses that "qualify" i.e. businesses that promote employment for individuals with disabilities, are green, provide a social element, innovative?
77.	<ul style="list-style-type: none"> ○ we need more fun, charming cafe's and shops along Bellevue - or waterside - there has to be a moratorium on allowing another 100 nail salon shops and walk-in medical

	clinics and banks - we have ENOUGH - Support the creative, off beat businesses, inject this town with life and vitality as the people of West Van deserve to live in an enchanting, energetic, fun city by the sea.
78.	
79.	<ul style="list-style-type: none"> ○ We already have Kay Meek and other cultural options – it is <u>not</u> the role of our municipal government to provide these. We already have two well used public recreation facilities. ○ Work with federal and provincial government to appropriately tax offshore investors.
80.	
81.	<ul style="list-style-type: none"> ○ May need closer scrutiny especial dependence on cycling (not viable in West Van)
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83.	<ul style="list-style-type: none"> ○ What is the purpose of contrived economic development? Who benefits? Who exploits? Why do we need or want it?
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92.	<ul style="list-style-type: none"> ○ You distort the recommendations of the Parks Master Plan in favour of development in parks.
93.	<ul style="list-style-type: none"> ○ Yes.
94.	<ul style="list-style-type: none"> ○ More affordable spaces for artists and help people with disabilities open small businesses.
95.	<ul style="list-style-type: none"> ○ Tax incentives to encourage entertainment business. ○ Community involvement and funding for public art.
96.	<ul style="list-style-type: none"> ○ Reduce W.V. staff – Planning Dept. has a make work policy for small homes, condo additions when they are within the walls of our home!
97.	<ul style="list-style-type: none"> ○ Recognise that West Vancouver is a <u>residential</u> community. Don't try to make it something it's not! ○ Encourage local businesses and services. Focus on community – let Park Royal keep the chains.
98.	<ul style="list-style-type: none"> ○ "Have we understood your economy ideas correctly?" – No ○ West Vancouver was built to be residential community not a commercial. Keep this ○ Local shops for locals is fine. Expanding commercial is not.
99.	<ul style="list-style-type: none"> ○ Derik Humphries said we are not to be commercial – we choose beautiful residential. I like that. Keep our villages small, like a village. We don't need big mall we have one that has turned ugly our small villages are only thing we need.
100.	
101.	<ul style="list-style-type: none"> ○ Improve sidewalks and streetscapes in business districts (Ambleside particularly).
102.	<ul style="list-style-type: none"> ○ We need a few local shops to service locals. They need parking and reasonable rents. Putting in housing in these areas focus out small business stop this!
103.	
104.	<ul style="list-style-type: none"> ○ I do not want to live in an urban area. W.V. is a <u>suburb</u> - keep it that way.
105.	<ul style="list-style-type: none"> ○ Promote and encourage investment that adds to the "Village atmosphere" of West Vancouver neighbourhoods.
106.	<ul style="list-style-type: none"> ○ I hear so much about artificial intelligence, and anything associated with IT. Can we encourage these companies and their employees to locate here through incentives? This is the future apparently! The District does have many community activities. Are they well attended? Perhaps we need to reach out to the Asian community in a more demonstrative way. I belong [REDACTED] – we have Asian embers and maybe 1 or 2 businesses. Maybe emu type of cultural liaison position I the District.

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109.	<ul style="list-style-type: none"> ○ Need for a coherent Long-term Municipal Plan for Cypress Mountain ○ Amazon Headquarters Two ○ The Crystal Palace – the cypress mountain wellness centre ○ A wellness restaurant, café and wine tasting center ○ A wellness hot spring ○ A wellness spa ○ A 50 room wellness hotel on Cypress Mountain
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112.	<ul style="list-style-type: none"> ○ Must preserve the sailing club in Ambleside to provide young people an affordable opportunity to learn to sail. [REDACTED] learned to sail there as youngsters [REDACTED]. Not everyone can afford to join a yacht club. We are a nation bounded on 3 sides by the sea and our defense and economy depend on our capability to operate in that environment, especially with the melting of sea ice in the Artic.
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115.	<ul style="list-style-type: none"> ○ Our waterfront is "sterile" and only a place to walk, but nowhere to have a meal or a coffee. (Harmony Arts atmosphere is great and should be a more "permanent" feature). This is a major asset but is restricted only to walkers - no cyclists or dogs. (This does project an impression the West Van is not being "family friendly"). ○ Look at what Sidney has achieved by building a Marina and lively waterfront. In particular we could rebuild extend and widen the small piers at Dundarave and Ambleside and allow small shops to operate on them. They could also be the operating sites for water taxis and small passenger ferries to downtown. Such improvements would benefit not only travelers but make it a much pleasanter and "fun" place for residents and significantly improve the customer base for the local shop owners. ○ Building and expanding the piers would not impact the land use (or non-use) and thus should be acceptable to almost everyone.
116.	<ul style="list-style-type: none"> ○ Make the city alive at some areas like Ambleside and Park Royal. ○ Businesses should have more operating time in those areas. ○ City should allow to build hotels in order to <ol style="list-style-type: none"> 1. Create direct jobs at hotels 2. Create indirect jobs at restaurant and shops in the surrounding areas. 3. Promote local businesses.
117.	<ul style="list-style-type: none"> ○ We should attract more people from outside of West Vancouver to cultivate the city.
118.	<ul style="list-style-type: none"> ○ West Vancouver needs more businesses!
119.	<ul style="list-style-type: none"> ○ We need to add more support for businesses, and to reduce the costs of operating in West Vancouver. There is not much reason for businesses to come here over other cities, and that needs to change.
121.	<ul style="list-style-type: none"> ○ Need to better support local business ○ Difficult to attract business with heavy regulations
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125.	<ul style="list-style-type: none"> ○ We are still pecking around the issues and not committing to an urban land use, supply –side solution. ○ Councillors are too worried about the votes that they agree with the vocal minority, instead of working with staff to get a comprehensive, mixed use forward-looking strategy going. This is the right time to have an OCP that can achieve the desired result.
126.	

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128.	<ul style="list-style-type: none"> ○ We could make West Vancouver a technology <u>hub</u> – Ambleside is perfect. Need to get true fibre to the neighbourhoods in West Vancouver.
129.	<ul style="list-style-type: none"> ○ High tech start-ups and industry will provide for a more vibrant community with young people and improve the tax base.
130.	<ul style="list-style-type: none"> ○ Allowing for additional commercial density in Ambleside Dundarave and potentially elsewhere would open up some options for entrepreneurs, esp. those running hyper-lean/virtual businesses. Incentivize moving more socially interactive businesses to street level, to create a vibrant, walkable streetscape for retailers and move less traffic-intensive businesses (realtors, lawyers, and health services) to 2nd story space. ○ Eliminate some street parking (as has been done on Robson) to create traffic-calming and sidewalk-space expanding people spaces to improve the attractiveness of the retail to shop owners/entrepreneurs.
131.	<ul style="list-style-type: none"> ○ Encourage the hiring of persons with disabilities in District Facilities, to District-run programs and in private firms.
132.	
133.	<ul style="list-style-type: none"> ○ Why is commuting so bad? Almost everyone I know commutes to work and has <u>no</u> desire to live near their work. ○ I don't want economic development if it means the intrusion of commercial into residential community. Just shops and services for locals. ○ WVV was created to be a residential community – with small-scale commercial villages to provide shops and services to meet resident needs. It was done purposely create a high quality of life for those that live here. I don't want to see this change. ○ I'm all for supporting local shops and services but not at expense of livability. (It can be done) ○ Supporting local independent businesses in our villages is great. They already have access to lots of potential customers but are challenged with 1) parking 2) attracting staff 3) prohibitively expensive or short term rents/leases. ○ Creative parking solutions like car pool or shuttles could be allow business operators to rely less on their own vehicles and free up local parking spaces for their customers, both on- and off-street. ○ Recognize that the needs of local shops and business owners is often at odds with the wants of commercial property owners. ○ Ambleside, Dundarave and Horseshoe Bay are already known as beautiful small seaside villages. They are valued because they are not like a mall. They are valued because they are not made up of generic buildings that can be found almost anywhere. This should be preserved and marketed for the viability of current shops and services in these areas. Furthermore, the human scale of 1-2 stories and and beauty (the opportunity to see both ocean and mountains) is the most valued and unique quality of our villages. Rents and leases are often more viable for our small businesses in these smaller scale buildings. ○ Do <u>not</u> encourage mixed use (i.e. residential over commercial) Prohibit it! This will stop the property owners from evicting commercial tenants to cash in on condos. Keep the village commercial areas commercial only! ○ Commercial only properties attract more people to an area than residential and shops and businesses thrive. ○ Commercial only means no upstairs residents to be bothered by late or extended openings, special events, restaurant odors, etc. ○ No residents in a commercial building means customers not competing with residents, their guests, contractors, etc. for parking. ○ <u>If</u> residential is considered keep it small (only one additional floor) and exclusively to house the business operators and their employees. ○ Do not reward “demolition through neglect” or vacancy “on purpose” by permitting re-zoning to increase height and density. ○ Several former local businesses – many who have relocated out of the district were forced to close not because of lack of business revenue, but rather because they

	<p>were unable to renew their lease agreements. In some cases, the lease agreements ended because rents were sharply raised and/or other terms became prohibitive. In other cases, the lease was simply not renewed or switched to one where the lease could be ended by the property owner on very short notice. It would appear that some property owners, for whatever reason, want a vacant property. And sometimes this has been done as a speculative method to encourage “up-zoning”. Council could research means to discourage this: increasing taxes or fees for long-vacant or run-down properties and/or providing options to house community arts or services at low cost. And progressive commercial property owners could be proactive in encouraging village revitalization by reducing rental rates and providing attractive lease terms until such a time as a viable business mix is achieved and established.</p> <ul style="list-style-type: none"> ○ Ambleside and Dundarave villages can benefit from some clean and accessible public washrooms. We already have lots of people on the seawall and on the waterfront, and getting them across the tracks might be as easy as some clean toilets and good signage. To start, it might be possible to partner with those with existing facilities (such as nearby gas stations) to make their facilities accessible and user-friendly. And, if there is a benefit to the neighbouring businesses, then perhaps they can chip in for upkeep and maintenance. Who knows - fabulously attractive gas station restrooms might even be a unique draw to the area! ○ As well, new developments in the district should be encouraged to include public facilities. ○ Shops and services that know at cater to the existing demographic are successful. It is unreasonable and nonsensical to demand demographics be altered for the benefit of business viability. ○ Place some public parking for seawall users, north of the business areas to ensure visitors walk through the business area to reach the waterfront. Our waterfront is a huge attraction that should benefit our existing shops and services. ○ Encourage a university or post-secondary institute to be built in West Van. (Klee Wyck? Coastal Health lands near Community Centre?) This is not commercial but does benefit our community and adds a pool of students to fill local service industry jobs. ○ The history and heritage of our villages should be acknowledged and their village like character retained. It is the best attraction we have and distinguishes us from other areas. ○ Ambleside and Dundarave must be kept at 1-2 stories and if this means a reduction of the (few) commercial property taxes in this area and an increase of the (many) residential taxes I am all for it. ○ Providing overhanging canopies to protect pedestrians on the sidewalk should be a requirement for any new or re-developed commercial sites. ○ WV is primarily residential area and should not be considered an employment centre. Some commercial zoning should be provided in new neighbourhoods such as Cypress Village but only to provide basic service to residents. ○ Do not try to manage investment in existing commercial zones. West Van should reduce the mill rate for commercial zones to the same as residential. ○ Do not alienate parks for any commercial activity as proposed. ○ Plants and greenery are welcomed by all. Businesses that have window boxes, planters and the like are very attractive. This should be encouraged. ○ A consistent style of business signage is attractive and could give each village better business site definition in our villages. ○ Sidewalks need to be even, clean and free of tripping hazards. Crosswalks need to be consistent and safe. Stop signs along Bellevue are regularly ignored. Better lighting, creative 3D crosswalk paint, and consistent enforcement would be welcome.
134.	<ul style="list-style-type: none"> ○ West Vancouver was created to be a residential community with shops and services to accommodate the residents and should retain this objective.
135.	<ul style="list-style-type: none"> ○ West Vancouver was created to be a residential community with shops and services to accommodate the residents and should retain this objective.

136.	<ul style="list-style-type: none"> ○ West Vancouver was created to be a residential community with shops and services to accommodate the residents and should retain this objective.
137.	
138.	<ul style="list-style-type: none"> ○ I would like to see 2 Boutique Hotels in West Van. I say 2 because one would never be enough. Remember Park Royal? ○ Bring back Beauty to West Van in our flower gardens/Sea Wall Etc. Remember the Carmel Idea!!! We may not have industry but we could certainly share our community with tourists. Maybe someday we will have our own Post Card for visitors to send back home. Tourism is a great industry, just ask our BC Govt.
139.	<ul style="list-style-type: none"> ○ DWV was created based on a non industrial format. I do not support the intrusion of commercial space into residential neighbourhoods. This goes against the grain of our community. We have Ambleside, Dundarave and Horsehoe Bay as our economic centres. Yet to come is Cypress Village. Businesses that fit into this template would be welcome, ie office based. But not into neighbourhoods. Within defined commercial areas. ○ There is a concern that people should be able to live in the community they work in. I disagree with this concept as it is not reflective of the actual living patterns of people. When I worked, I drove from Burnaby to North Vancouver. We could afford a house in Burnaby and my employment was on the North Shore. Many of our young people live in the City of North Vancouver and work in Vancouver, via Seabus. ○ Enhance our village like atmosphere so people are drawn here from their daily visits along the seawalk. We should have ample parking (pay) and also better south/north access from the waterfront to Ambleside/Dundarave. ○ There are a number of successful businesses in the Ambleside/Dundarave area that should be contacted to see why they are successful. Not to focus only on the "vacant" shops. Enhance the village charm through greenery and flowers on the sidewalk level. Create a village atmosphere to entice visitors. ○ Examine the Klee Wyck property from the point of view of revitalizing through Capilano University of Emily Carr University. This would be arts based and provide economic stimulation. Perhaps an Arts Centre here?
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145.	<ul style="list-style-type: none"> ○ Considering the cost of operating businesses in WV, WV businesses should get some aid and support.
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148.	<ul style="list-style-type: none"> ○ There is no point in developing new businesses if the workers can't afford to live here.
149.	
150.	<ul style="list-style-type: none"> ○ I would like to see the return of the boat launching ramp somewhere in West Vancouver, and retention of the Sailing Club. ○ I do not want to see the waterfront over developed so that it becomes a marketplace. The replacement building at 13th and Marine (where the police station was) is out of character for West Vancouver. It is not consistent with the "Sunlight and Views" study done in the Municipality.
151.	
152.	<ul style="list-style-type: none"> ○ Relax bylaw restrictions on in home business. ○ Allow density bonuses for new employment generating business uses. ○ Reduce CAC's on employment generating businesses. ○ Work with the province to hasten long term plan for a third crossing.
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156.	<ul style="list-style-type: none"> ○ Develop a destination area with tea rooms, coffee shop, pub etc. on the waterfront at Ambleside. We don't need more grass. You screwed up by losing the waterfront gateway to Howe Sound for hundreds of fishermen, cottage owners, whale watchers etc. by allowing condominiums in this prime location.
157.	<ul style="list-style-type: none"> ○ No! You say our tax base is 93% residential – we have no industry to support our economy and unless this changes, where do you think we can find the monies. Without parking, our populations (who mostly live on the <u>side of a mountain!</u> – easy to get down on a bike but tough to get back up!) will go elsewhere – Park Royal on to Vancouver. Don't allow the mix of commercial and residential in a building – the owners will evict the commercial business and turn the bldg, into condos – it's called green and will see very little commercial in out Villages!
158.	<ul style="list-style-type: none"> ○ The economy ideas correctly reflect the need to “rejuvenate” along with maintaining an environmental concern and maintaining a healthy / social lifestyle.
159.	
160.	
161.	<ul style="list-style-type: none"> ○ W.Van made it difficult for Gleneagles Golf Course restaurant to remain open. You are making it difficult for business to survive.
162.	<ul style="list-style-type: none"> ○ West Vancouver should capitalize on popularity of greater Vancouver tourist attractions. The economic spillover is being missed and businesses are suffering as a result. Pinnacle hotel in lower Lonsdale did wonder for the business in the neighborhood and we should do the same here.
163.	<ul style="list-style-type: none"> ○ The critical question has not been asked in the various fora: do we want greater business investment compared to a renewal of the present facilities? The presumption is that greater business investment will somehow provide a greater tax base, but (supposing a greater base is required) nowhere have residents been asked whether they are willing to pay higher taxes instead of fostering more "business" development.
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Parks and Environment Workbooks:

Tell us how we can facilitate collaboration and encourage stewardship

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Increasing access to our natural surroundings. ○ Take the mystery out of when our parks, trails, conservancies exist. ○ Create well distributed maps, signposts throughout our community to promote knowledge, access.
2.	
3.	
4.	<ul style="list-style-type: none"> ○ Engage neighbourhoods to take ownership of the parks and greenspaces closest to them. Use the "neighbourhood watch" model. Lighthouse Park Preservation society is another great citizen led model.
5.	
6.	<ul style="list-style-type: none"> ○ Limit development. This will mean raising taxes and that is fine. We don't pay high enough taxes and I prefer this over getting taxable income through development.
7.	<ul style="list-style-type: none"> ○ I think it is working well as it is now.
8.	<ul style="list-style-type: none"> ○ Develop parks stewardship groups in neighbourhoods ○ Develop Cypress Village and stop all single family development to the remainder of British Pacific Properties land.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ You need to start making some sensible regulations. For instance letting trees that are 70cm and less be cut down without approval is ridiculous. This means trees that are 50 and 60 years old can be cut down without approval so soon there will be no trees. North Vancouver is more sensible and you can only cut down trees 8 inches in diameter without approval.
13	<ul style="list-style-type: none"> ○ I fully support the tree committee's efforts for a more rigorous tree protection and re greening strategy. ○ Do more with the park space we have - extra lawn space (like on the waterfront) doesn't mean anything to most residents. It attracts a lot of other people from outside the neighbourhood to picnic. That's great for them but doesn't add much value for tax payers. If those were beautiful landscaped gardens with walkways, water features and benches it would be different. Residents could benefit for that. But planting lawn is a low value use of money. ○ There is an area of lawn that birds use (next to the duck pond). What about an arts centre with a small, attractive shopping complex that's attractive for tourist shopping?
14.	<ul style="list-style-type: none"> ○ We need to protect trees on private lands. This needs better regulations and the education of the community. Also, we need more tree planting on boulevards.
15.	
16.	<ul style="list-style-type: none"> ○ I agree with all of the citizen working group recommendations except protecting heritage trees. When you see a tree on public land smash through the roof of a nearby house or when you see a tree fall across Seaview Walk and come close to hitting a friend, it gives you pause. Yes, trees take time to grow but it would make sense for West Vancouver to cull older trees on public land near public paths, parks and individual houses. The other trees will keep growing.
17.	
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21.	<ul style="list-style-type: none"> ○ Label and Map entrances to pathways. ○ Direct by signage 'How to Care' for the area in question.
22.	

23.	
24.	
25.	
26.	o Working Group recommendations all commendable.
27.	
28.	
29.	o Re. regulate and incentivize energy efficient buildings: Local governments should not get involved in incentivizing energy efficient buildings, as building construction is adequately covered by a variety of building codes. Incentivizing either adds to the cost of buildings (which we are trying to reduce) or results in taxpayer subsidies to support these green incentives (and we already pay very high taxes in West Vancouver). o Re. promote climate action achievement: Surely this is already done by federal and provincial governments, at considerable cost to the general taxpayers. Municipal governments should concentrate on conducting municipal affairs efficiently and in a cost effective manner.
30.	o Stop letting people clear cut old growth trees on building lots. Instead encourage incorporation of natural landscape in architecturally pleasing ways in new builds. o More West Coast style homes and no more Victorian mansions and French Chateau's.
31.	o If an individual wills his property to the municipality this should not be contested by the city so that the property can be sold. Firstly it will discourage others from doing this and secondly all the wonderful trees etc. would need to be cut down!
32.	
33.	o Agree with all Working Group recommendations.
34.	o I think we must collaborate more directly with the younger generation through our schools. Look at success of stream keepers or shoreline clean up campaigns with school children. I am dismayed by the proliferation of litter in our community. Kids and teens who should know better are the source of some of this litter. Can we not incorporate school kids and programs into municipal companies to educate, prevent and clean up? This "invasive" problem. I think litter is a worse invasive issue than invasive plant species. Let's organise litter pickups / clean ups just as we do ivy pulls.
35.	o Ensure our environment is protected – do not allow its decimation for developments, ban these huge, overbuilt homes.
36.	o More regulation is not the answer. West Vancouver residents have been very good stewards – drive around the neighbourhoods. The boulevard bylaw should be revised to follow the previous language of about two years ago. This bylaw was amended to remove the requirement that a land owner must maintain his/her boulevard.
37.	
38.	o [REDACTED] the ability of our vessels to be able to tie (pump ashore) in to any future sewage treatment facility being proposed in the District. It is our understanding that there is currently no secondary treatment within the District. o Currently pump ashore from our vessels occurs at Departure Bay, Nanaimo and Langdale terminals.
39.	
40.	o Keep the ratio 4.4 ha. of park per 1000 people.
41.	
42.	o Enforce a logical tree policy. Allow people to manage their own trees as they see fit but have regulations that ensure appropriate trees for each location are planted and maintained particularly with new developments. Please stop forcing developers to retain ugly hacked coniferous trees! Instead mandate that they replace them with more suitable varieties. o Encourage planting and retention of trees as identified in the West Vancouver

	<p>Tree Book written 40 years ago! If we followed this, much of the tree issues we are dealing with now would have been avoided!</p> <ul style="list-style-type: none"> ○ Lead by example and look after trees etc. in parks. e.g. many parks are plagued by invasive species - ivy, holly etc.
43.	
44.	
45.	
46.	<ul style="list-style-type: none"> ○ With the permits to demolish trees so that mega houses can be built, it seems to me that your stewardship is blinkered by the siren song of higher taxes from these huge places. As I understand it, there are already regulations on the books that are being ignored – let's try enforcing the regulations we have.
47.	
48.	
49.	<ul style="list-style-type: none"> ○ Build a website that dispels myths around environmental issues and sheds light on the true environmental facts.
50.	
51.	<ul style="list-style-type: none"> ○ Limit height level (up to mountain) for development. ○ Sewage treatment improvement. ○ I agree with protection of some trees. ○ Park areas / pathways as part of larger developments.
52.	<ul style="list-style-type: none"> ○ Agree.
53.	<ul style="list-style-type: none"> ○ Do not develop over the 1200 foot elevation.
54.	<ul style="list-style-type: none"> ○ Provide incentives for development of greener, more energy efficient houses, buildings and community centres. ○ Encourage drivers to switch to hybrid or electric vehicles (perhaps through incentives as well), or use ride share options. ○ Improve transit so that daily commuters have a user-friendly option to go between work and home. ○ Work with TransLink on getting greener buses.
55.	
56.	
57.	
58.	
59.	
60.	<ul style="list-style-type: none"> ○ Design with nature and maximise forest protection in the Upper Lands planning. ○ Regulate and incentivise energy efficient buildings.
61.	
62.	<ul style="list-style-type: none"> ○ Green roofed buildings with new and existing buildings that are renovated. ○ Green spaces with new housing development. ○ Protect forests, views and old trees.
63.	<ul style="list-style-type: none"> ○ Create an equivalent to the ecology centre in North Vancouver. ○ Subsidize heat pumps. ○ Post signage with name of parks on major roads.
64.	
65.	<ul style="list-style-type: none"> ○ All excellent ideas!
66.	<ul style="list-style-type: none"> ○ Support all recommendations.
67.	<ul style="list-style-type: none"> ○ Underground power lines to eliminate conflicts between trees and power supply, preventing outages during storms and eliminating much pruning.
68.	<ul style="list-style-type: none"> ○ Do not allow clear cutting for mega developments. ○ Tax incentives to upgrade current buildings for energy efficiency.
69.	<ul style="list-style-type: none"> ○ Do not allow commercial enterprises on public lands.
70.	<ul style="list-style-type: none"> ○ Excellent and lucky that we have a decent amount of park land. Great cities like London and New York treasure theirs. It is a basic need for humanity to have sufficient park land to get away from the maddening crowds to restore one's mind and sanity. Parks are right up there with the necessity of water to sustain humans. Never must they be built upon for anything. (occasional washrooms

	<p>maybe)</p> <ul style="list-style-type: none"> ○ Encourage and manage locals to get involved with the stewardship of our parks and gardens, for some of the lighter chores, by offering small incentives to participate.
71.	
72.	
73.	
74.	
75.	
76.	
77.	
78.	<ul style="list-style-type: none"> ○ Protect all trees! The example of protection guidelines for tree size @ Harmony Arts near the Music Box is not acceptable. Trees of this size should not be <u>removed!</u> Given what is known about the necessity and benefit of trees – air quality, habitat soil & water etc – we need to be <u>pro-active and protective!!</u> No more lot clearing
79.	<ul style="list-style-type: none"> ○ Tighten tree bylaw to that of North Vancouver to stop the clear cutting of lots by developers ○ Protect heritage trees and manage natural resources: yes ○ Regulate and incentivize energy efficient buildings: yes ○ Increase appreciation and understanding of natural areas: not sure what you mean ○ Design with nature and maximize forest protection: yes ○ Promote notable climate action achievements in the community: yes
80.	
81.	
82.	
83.	
84.	
85.	<ul style="list-style-type: none"> ○ Agree with Citizen Working Group recommendations
86.	
87.	<ul style="list-style-type: none"> ○ Education. ○ Reward best practices.
88.	
89.	
90.	<ul style="list-style-type: none"> ○ West Vancouver government needs to lead by example practice conservation, cut emissions though eliminating gas powered machinery, initiate trash clean ups in neighbourhoods, Parks and beaches, educate a green lifestyle.
91.	
92.	<ul style="list-style-type: none"> ○ I agree with these statements even though they are all motherhood statements. ○ There is no such word as "incentivize".
93.	
94.	<ul style="list-style-type: none"> ○ Community clean up days and events about issues.
95.	
96.	<ul style="list-style-type: none"> ○ Ban use of plastic bags i.e. Montreal many European and African countries.
97.	
98.	
99.	<ul style="list-style-type: none"> ○ Wooden buildings ○ No concrete ○ Bigger gardens ○ Little / no land surfaces on private properties or parks. ○ Why are roundabouts without centre gardens?
100.	
101.	<ul style="list-style-type: none"> ○ No development over the 1200 ft. elevation.
102.	<ul style="list-style-type: none"> ○ Bigger gardens smaller buildings
103.	<ul style="list-style-type: none"> ○ Tighten construction permits.
104.	

105.	
106.	<ul style="list-style-type: none"> Well, we all saw what damage (climate change) Harvey did and although there is little mention of it in the local press or TV, the nonsense in Bangladesh – damage to Mumbai, India, are a natural occurrence but not this instance. Protect not just heritage trees – 11% of CO2 can be attributed to deforestation – improve recycling program.
107.	
108.	
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111.	<ul style="list-style-type: none"> Absolutely, forests, streams and shoreline need to be catalogued and they need to be restored and protected. Building design must accommodate climate change and we should be concentrating even more upon water retention and reuse. Energy efficient buildings are a help but let's talk about traffic and marine traffic too. These pose large health issues moving forward.
112.	<ul style="list-style-type: none"> "Update policies and regulations to protect environmental assets" – tick beside "Protect heritage trees and manage natural resources" – tick beside "Regulate and incentivize energy efficient buildings" – tick beside "Increase appreciation and understanding of natural areas" - Have regular nature walks led by naturalists. "Promote notable climate action achievements in the community" – tick
113.	
114.	
115.	
116.	<ul style="list-style-type: none"> More population in a denser area has less footprint on environment.
117.	<ul style="list-style-type: none"> The traffic caused by Lions Gate Bridge is producing a lot of green house gas and by improving the transit system the problem should also be resolved.
118.	<ul style="list-style-type: none"> West Vancouver needs more businesses.
119.	
120.	<ul style="list-style-type: none"> We should have promotion of energy efficient buildings, and reward developers who incorporate these concepts into their buildings.
121.	<ul style="list-style-type: none"> Listen to developer input Listen to general population input Provide incentives for environmental care
122.	<ul style="list-style-type: none"> Go back to the 1993 referendum and implement ALL recommendations to increase the parkland. District must uphold its agreements with its residents by putting all the passed referendum questions into action. Create education programs for newcomers to West Van about the culture and importance of trees and nature appreciation and respect. Work with nature groups and with students to identify and "adopt" heritage trees on public and private land and create apps to map these in the district.
123.	<ul style="list-style-type: none"> Support and give aids to businesses and households that are using green energy and protecting nature.
124.	<ul style="list-style-type: none"> Encourage more volunteer activities to deepen understanding of and familiarity with nature and environment around us.
125.	<ul style="list-style-type: none"> We have a ton of Parks and trails and open spaces, and huge natural assets.
126.	<ul style="list-style-type: none"> Establish a goal for tree management that is easy to understand and efficient to administer.
127.	<ul style="list-style-type: none"> Model collaboration by supporting Vancouver Bird Strategy. Create a vision statement for our trees (rainforest). Educate newcomers on the value of trees in the landscape.
128.	<ul style="list-style-type: none"> We have enough tree [REDACTED] around. Council needs to ensure staff at the District stops the development on the creek banks.
129.	<ul style="list-style-type: none"> Education of young people from elementary, jr, high school, university in the environment, tree and natural resources of West Van.

130.	<ul style="list-style-type: none"> ○ Put bite into by-laws that protect our shared space and our shared climate – to start. Compliance is part of collaboration. ○ Support community groups with this shared mission – perhaps through providing a collaborative space within one of the parks, and coordinating campaigns with them as part of how the District handles its own communications and initiatives.
131.	<ul style="list-style-type: none"> ○ Support for increasing the number of accessible trails across the North Shore and in the District of West Vancouver in particular. ○ Look at key connections and places that can be easily improved as part of routine trail maintenance.
132.	○ Agree with most recommendations.
133.	
134.	
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141.	
142.	○ Agree with working group recommendations.
143.	○ Agree with most recommendations.
144.	
145.	○ Installation of Solar Panels and Windmills
146.	○ Introducing a tree cutting bylaw a few years ago certainly helps and is a step in the right direction. West Van has it way better than most municipalities. Possibly revisit the allowable size of homes and impervious surfaces?
147.	<ul style="list-style-type: none"> ○ Provide incentives to developers who create green buildings. ○ Use higher density housing.
148.	
149.	○ Meet the regulations mandated by BC and Canada but be careful not to go too far as it will make business here uneconomic.
150.	○ Maintain the current Interim Tree Bylaw...no significant changes.
151.	○ Encourage discussion amongst business owners to find the balance between environmental regulation and economic prosperity.
152.	
153.	
154.	○ I agree with all of these points. I am not sure about strategies to implement them.
155.	
156.	○ Require developers to submit full landscape plans with all building permits and retain not only trees but significant trees, hedges etc.
157.	<ul style="list-style-type: none"> ○ “Update policies and regulations to protect environmental assets” – What does this mean? ○ “Protect heritage trees and manage natural resources” – Yes – what happens if owners cannot afford to care for them – will District parks do it? ○ “Regulate and incentivize energy efficient buildings” – Yes. ○ “Increase appreciation and understanding of natural areas” – How – send all our residents to school/lectures? Rather an idiotic statement! ○ “Promote notable climate action achievements in the community” – Like what?
158.	○ Constructive recommendations.
159.	<ul style="list-style-type: none"> ○ Reduce the footprint of new houses. ○ Reduce the amount of land that can be bricked over or paved over on lots. ○ Ban clearcutting of lots for new construction. ○ Any houses more than 3000 sq. feet should have solar panels required to take pressure off the grid.

	<ul style="list-style-type: none"> ○ Consider tax rebates for installation of solar panels on older homes. ○ Encourage lane houses – don't just tolerate them. ○ Expand opportunities for volunteering.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ Incentivizing the energy efficient buildings is a great strategy. ○ Reduce congestion. ○ Promote green business.
163.	<ul style="list-style-type: none"> ○ Lots of awareness now, and it's great.
164.	<ul style="list-style-type: none"> ○ While W-Van has a good understanding and approach to the Environment, Climate, Energy and Emissions, the problem is Execution. Again, it's due to lack of Leadership and the entrenched Culture - what to do is clear, but it's not being done. = For example: ○ 1. The CEEP report, ably rescued by the Manager of Sustainability, is a nice product, but not what was originally wanted & needed - a clear, implementable Action Plan. CEEP is the 4th Working Group on "climate" and still only "a high-level strategic agenda that will require further development". ○ 2. Among the original ideas for CEEP was to build on the Eagle Island experience, and involve residents throughout W-Van.
165.	<ul style="list-style-type: none"> ○ Protect environment by creating higher density housing. ○ Financial incentives for energy saving measure.
166.	
167.	
168.	<ul style="list-style-type: none"> ○ Implement the Upper Lands report recommendations in their entirety.
169.	
170.	
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Tell us how we can innovate to meet our climate action goals

WB #	Idea
1.	<ul style="list-style-type: none"> ○ Ensure plug in stations across our community. ○ Promote in schools, community centres, community organizations a true “West Vancouver goes green campaign”. ○ Transition platinum standards LEED constructions.
2.	<ul style="list-style-type: none"> ○ More plug-ins for electric cars. ○ More parking.
3.	
4.	<ul style="list-style-type: none"> ○ This goes back to transit but until there is reliable and efficient transit available, people will stay in cars.
5.	
6.	<ul style="list-style-type: none"> ○ These are all fine but they are a drop in this bucket. I think the battle is long lost.
7.	<ul style="list-style-type: none"> ○ Citizen working group recommendations are probably all good ideas. ○ I'm now concerned about all the pollution caused by all the tankers sitting out in the ocean.

8.	<ul style="list-style-type: none"> o Educate West Vancouver about the impacts of their actions – ongoing. (Cars, plane trips, houses and eating habits). Incentivize them to change their behaviour.
9.	<ul style="list-style-type: none"> o Agree with all C.W.G. recommendations.
10.	
11.	
12.	<ul style="list-style-type: none"> o Stop contractors bringing huge pickups with only one passenger (the driver) in them and nothing in the back. Encourage them to share vehicles or use public transit. You can charge them and use the money to fund environmentally friendly projects. o Stop building huge houses on small lots and covering most of the lot with concrete so that natural drainage is ruined.
13.	
14.	
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17.	<ul style="list-style-type: none"> o Cycle path network and park and ride is the answer. This together with ebikes would change car usage in WV. Preferred parking for electric vehicles a good option to drive electrification.
18.	
19.	
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21.	
22.	<ul style="list-style-type: none"> o Educate drivers i.e. no idling at schools.
23.	
24.	<ul style="list-style-type: none"> o Promote and provide incentives for geothermal and super insulated homes.
25.	
26.	<ul style="list-style-type: none"> o Working Group recommendations worthy of support.
27.	
28.	<ul style="list-style-type: none"> o Improve the public transportation system to the point where it is more attractive to take it than to drive one's own car. o Purchase electric buses rather than gas-powered ones.
29.	
30.	<ul style="list-style-type: none"> o Encourage installation of solar panels on new builds better yet require them. o Monitor shoreline erosion.
31.	<ul style="list-style-type: none"> o No more building on the waterfront, even an arts building which will take away green space. People walk the sea wall not for the art but for the green space. Do not try to pacify the few who insist on keeping the waterfront for artists.
32.	<ul style="list-style-type: none"> o Encourage the use of solar panels on houses, the retention and planting of trees and house hedges and gardening.
33.	<ul style="list-style-type: none"> o Agree with all Working Group recommendations.
34.	
35.	<ul style="list-style-type: none"> o Reduce overdevelopment. There are so many vacant and underused homes in the District, yet these new monstrosities are permitted to be built. It's destroying the community.
36.	<ul style="list-style-type: none"> o The large towers proposed in the Marine Drive Taylor Way corridor will be huge producers of GHGs from the concrete and other building materials. The large increase in associated autos will also be a major contributor. The amendments to the OCP permitting these towers should be reversed.
37.	
38.	<ul style="list-style-type: none"> o Supportive of the working group recommendations [REDACTED] Strategic Goal of Being a Leader in Environmental and Social Governance.
39.	
40.	<ul style="list-style-type: none"> o Prevent new development permits on parks and green areas; the statement "cluster development to protect natural environment" is clear: Re-develop to innovate, modernize and green old buildings.

	<ul style="list-style-type: none"> ○ Promote, create incentives for energy efficient developments, thermal, solar, energy storage capacity.
41.	
42.	<ul style="list-style-type: none"> ○ WVD forced each new residential construction project to incur thousands of dollars in additional cost to rough in solar water heating for at least a decade - plumbing and structural supports etc. So now require that it be installed and used. Encourage owners of older homes to do the same. ○ Require that owners older homes & businesses (built prior to the recent building code upgrades) pay to test for energy efficiency and require that easy to rectify deficiencies (insulation, boilers etc.) be rectified.
43.	
44.	
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46.	<ul style="list-style-type: none"> ○ Because the car is the main mode of transport in West Vancouver, increasing the number of units providing those cars all naturally increase the GHG. The huge development planned for Park Royal is a good example of this blinkered approach.
47.	
48.	
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51.	<ul style="list-style-type: none"> ○ Are we high because of number of square feet per person of living space? Encourage higher density. Limit development size of lots for residence.
52.	<ul style="list-style-type: none"> ○ Agree
53.	<ul style="list-style-type: none"> ○ Stop trading increased density for sustainable building design -- decide what our minimum standards are and insist all development adhere to these standards.
54.	
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59.	
60.	<ul style="list-style-type: none"> ○ Support new technologies to reduce emissions. ○ Reduce emissions from buildings transportation and solid waste.
61.	
62.	<ul style="list-style-type: none"> ○ Add incentives to take transit ○ Upgrade the building standards / passive building regulations ○ Improve recycling depo network so that we can recycle our plastics / bottles / electronics in West Vancouver so we do not need to drive to North Vancouver.
63.	<ul style="list-style-type: none"> ○ Encourage Xerescaping (minimal water landscaping) ○ Ban water hogging plants in new development (e.g. yew tree hedge). ○ Ticket water restriction violators: occupants as opposed to owner. Use sticker on the front door like the garbage collectors o if you don't respect the rules.
64.	
65.	<ul style="list-style-type: none"> ○ Provide few parking places for full size cars and more spaces for EVO's which are smaller and make the parking spaces at an angle to the road to encourage EVO's. ○ At least make all new buildings meet higher emissions standards ○ What provisions / budgets are being planned for the projected future 2m rise in sea level?
66.	<ul style="list-style-type: none"> ○ Ensure lands above 1200 ft. contour are dedicated "Park" and remain as a "carbon sink".
67.	<ul style="list-style-type: none"> ○ Small houses.
68.	<ul style="list-style-type: none"> ○ Tax breaks.
69.	
70.	<ul style="list-style-type: none"> ○ Stop irresponsible demolition of perfectly good homes. Allow more renovation instead. ○ More traffic controls ensuring less dirt and noise pollution.

	<ul style="list-style-type: none"> ○ Preserve our waterfront as it is, not one single building on it. ○ Encourage environmental responsibility in all things to do with any building.
71.	
72.	<ul style="list-style-type: none"> ○ Facilitate electric car plug in stations. ○ Encourage rain water cisterns for flushing toilets and watering lawns. ○ Require new buildings to have solar panels installed with battery storage and enable switching from feeding to the grid to providing for those buildings especially in power outages and earthquake scenarios.
73.	
74.	
75.	<ul style="list-style-type: none"> ○ Electric and green vehicles.
76.	
77.	
78.	
79.	<ul style="list-style-type: none"> ○ Stop destruction of existing homes unless 30+ years old!! Stop building huge homes on lots to encourage preserving character of neighbourhoods ○ Encourage contractors to offer ride share
80.	
81.	
82.	
83.	
84.	
85.	
86.	
87.	<ul style="list-style-type: none"> ○ Be the first municipality to actively promote and reward citizens who install environmentally-beneficial systems in their homes (such as new water-recycling showers).
88.	
89.	
90.	<ul style="list-style-type: none"> ○ <u>Climate action</u> = pollution reduction! ○ Ban gas powered machinery i.e. leaf blowers, lawn mowers. ○ Switch to all electric golf carts and cushmans used by Parks Department. ○ Ban diesel engines ○ Bus pollution is awful! Tune up and fix polluting engines of Blue Buses. ○ “Support new technologies to reduce emissions” – agree ○ <u>Transportation</u> – ban diesel engines
91.	
92.	<ul style="list-style-type: none"> ○ I agree with working group recommendations.
93.	
94.	<ul style="list-style-type: none"> ○ Street recycling options with regular pick up also in beach and park areas ○ Fees for violators
95.	
96.	
97.	
98.	<ul style="list-style-type: none"> ○ LEED platinum standard or better.
99.	<ul style="list-style-type: none"> ○ Preserve mature greenery ○ Encourage gardens ○ Make bigger ○ Control noise pollution
100.	<ul style="list-style-type: none"> ○ “Climate action goals” – what are they?
101.	<ul style="list-style-type: none"> ○ Stop trading increased density for “sustainable building design” Determine our minimum standards whether that be “Gold LEED” etc. – then insist developers adhere.
102.	<ul style="list-style-type: none"> ○ Smaller and lower buildings. ○ Purchase size allowed to build ○ Nobody needs a big house unless they have 20 children. Even then they don’t.

103.	<ul style="list-style-type: none"> ○ Make schools community based again. ○ Reduce driving from all over lower mainland.
104.	<ul style="list-style-type: none"> ○ Best way is to not build more ○ Renovate good ○ Demolition bad
105.	
106.	<ul style="list-style-type: none"> ○ More transit, stop the cutting of mature trees on lots to be developed. This is where the planning department is in error. My experience tells me that planning has the last and on word on what is allowed on properties that require a dev. Permit, not the arborist. Why all the concrete in residential detached homes? Not all these need to be removed in order to build a house and since most of the Districts revenue though residential taxation and guess planning does not discourage large homes. But this defeats the purpose of reducing GHG. It will take some courage in the District to implement zoning with a reduce FSR as well as a new type policy that protects trees on private property. I recall the majority of respondents who completed the survey as a consequence of the interim tree bylaw, supported saving trees smaller than 75cm in diameter – trees that size usually would have to be 100years old at least. And how can an arborist with no assistants possibly manage the tree complaints? Existing views can be preserved but demanding a site to get one should not be allowed.
107.	
108.	
109.	<ul style="list-style-type: none"> ○ Wind generation farm – Howe Sound Corridor
110.	
111.	<ul style="list-style-type: none"> ○ Calm and reduce traffic. The last thing we need are people speeding down the connectors then sitting idling in Park Royal/Ambleside. ○ Reduce the allowable size of single family homes and encourage the duplex, triplex and laneway home models. ○ Take a good hard look at the real environmental footprint of large developments. Multistory buildings with large units, lots of glass and AC are unlikely to fare well in comparison to more modest approaches to densification.
112.	<ul style="list-style-type: none"> ○ “Implement higher energy standards and a shoreline” – tick beside ○ “Adopt sustainable building design and operation standards” – tick beside ○ “Support new technologies to reduce emissions” – tick beside ○ “Reduce emissions from buildings, transportation and solid waste” – tick beside
113.	<ul style="list-style-type: none"> ○ Get better transportation flow on “the cut” and LGB.
114.	
115.	
116.	
117.	<ul style="list-style-type: none"> ○ Increase number of busses and support sustainable building designs such as green roof
118.	<ul style="list-style-type: none"> ○ Reduce waste from household. Promote use of green energy.
119.	<ul style="list-style-type: none"> ○ Expanding the public transit system helps to lower GHG emissions, and promoting green development helps as well.
121.	<ul style="list-style-type: none"> ○ Reduce transportation impact by improving public transit use ○ Create better buildings
122.	<ul style="list-style-type: none"> ○ Tie sustainable building and housing design to accessibility and aging in place to ensure long term environmental and cultural/community sustainability. ○ Support research into electric car charging areas on roadways at stoplights so that cars charge while stopped at lights. This provides charging for elderly and those with disabilities who cannot use heavy chargers to recharge their cars. ○ Look to create bike share and car share options including pairing with First Nations to provide opportunities for their economies.
123.	
124.	<ul style="list-style-type: none"> ○ Electric powered bus

125.	<ul style="list-style-type: none"> ○ We could look at incentives to builders for building “net-zero” or “passive” construction technologies. ○ We could incentivize the use of electric cars and share-car program.
126.	<ul style="list-style-type: none"> ○ Encourage use of electric rental cars for short term use. ○ Find a practical way to reduce GHG from below – standard buildings.
127.	
128.	
129.	<ul style="list-style-type: none"> ○ Trees absorb carbon dioxide and emit oxygen. Make people aware of this benefit and save trees in WV.
130.	<ul style="list-style-type: none"> ○ Displace fossil-fuel powered community equipment in favour of electric/clean-power technology – gas golf carts/gators/blowers/mowers ○ Implement standards for contractors – esp. landscapers to use electric equipment in order to use electric equipment in order to get a business license – say effective 2019. If you sport landscapers not using electric you’ll know they likely do not have a bus permit for West Van, helping compliance there.
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142.	<ul style="list-style-type: none"> ○ Agree with working group recommendations
143.	
144.	
145.	
146.	<ul style="list-style-type: none"> ○ West Van has higher than average emissions per capita because the vast majority of "capita" have like 3,000 square feet of living space in their homes each. A couple with no kids (and no plans to have any) living in a 11,000 square foot home with 13 bathrooms, a heated outdoor patio, an Olympic sized swimming pool heated year round, and 10 gas fireplaces? Is that really necessary?? Never mind the 6 car garage full of gas guzzlers... ○ Limiting the size of homes no matter how large the property would go a long way to curbing this worsening trend. It would also help out with housing affordability too since most of these mansions have taken the place of much more reasonably sized modest cottages from the 40s or Lewis style post and beam homes from the 60s.
147.	<ul style="list-style-type: none"> ○ Work with developers to create green buildings. ○ Make it simple to get approved for incentives.
148.	<ul style="list-style-type: none"> ○ Further encourage electric vehicles.
149.	<ul style="list-style-type: none"> ○ Get developers who are creating buildings with the latest designs and technologies for efficient operation.
150.	<ul style="list-style-type: none"> ○ Perhaps there is a need to build self-sustaining houses that all totally off the grid, and do not require any municipal services (e.g. sewage, etc.).
151.	<ul style="list-style-type: none"> ○ Incentivize green buildings but don't create extensive regulations which can limit growth.
152.	
153.	
154.	<ul style="list-style-type: none"> ○ Improve curbside recycling: include soft plastics and Styrofoam.
155.	
156.	<ul style="list-style-type: none"> ○ Reduce to allowed sizes of houses by eliminating the “fee” areas of basements from the FSR. To maximise sizes to attract foreign buyer’s developers put in 12 foot high rec

	rooms and wine cellars etc. To dig down 12 feet they have to clean and excavate property line to property line.
157.	<ul style="list-style-type: none"> ○ “We are responsible for more GHG emissions per resident than the region overall” – Where is the support for this statement! I want these kind of statements backed up with FACTS! ○ “Implement higher energy standards and a shoreline protection policy” – Yes, especially the shoreline. What have you done so far? <u>Nothing</u> on the park and silk purse would not have flooded! ○ “Support new technologies to reduce emissions” – What? ○ “Reduce emissions from buildings, transportation and solid waste” – How? – Pollution = Air + Noise!!
158.	○ Constructive recommendations.
159.	○ See above.
160.	○ Allow clothes lines to be used in the municipality to decrease the use of dryers.
161.	○ See traffic. Fix the flow, decrease the pollution.
162.	<ul style="list-style-type: none"> ○ Adopt sustainable building design and operation standards. ○ The entire citizen working group recommendation is viable and achievable.
163.	○ The District has very little control over these objectives but, to the extent it does, the more the better.
164.	
165.	<ul style="list-style-type: none"> ○ Increase transportation use. ○ Encourage development of green buildings.
166.	
167.	
168.	<ul style="list-style-type: none"> ○ I like your environmental goals but I do not agree with some of your methods to achieve those goals. I disagree with measures that block or discourage car use in West Van. Instead climate change efforts should be around expanding infrastructure for accommodating electric vehicles. In the multi-story parking lot at Park Royal there are only two charging spots on just one floor and it usually has non-electric cars parked in it blocking its use. So far there are mostly token efforts to prepare for the electric car age. We need all buildings and infrastructure to be built electric car ready. That is the future. We are still going to continue to have cars but ones that do NOT emit GHG's.
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Tell us how we can protect the environment while meeting our housing needs

WB #	Idea
1.	<ul style="list-style-type: none"> ○ See my previous comments on clustering housing on transit routes and expanding the transit network. ○ Getting ride shares going. ○ Bike lane corridors along the transit routes. ○ Build to natural scale not to economic scale.
2.	<ul style="list-style-type: none"> ○ Transit network. ○ Cluster development including green areas.
3.	○ Higher density with more green spaces.
4.	○ Follow the guidelines for cluster housing from the Upper Lands Working Group for all new development to reduce the impact on the environment.
5.	
6.	○ High Rises are fine – just don't put them all in one community – let the wealthier community have some and don't put them right on Marine Drive. Two of these blocks off of Marine is good.

7.	o Do not expand development along the transit network.
8.	o Densify in existing neighbourhoods.
9.	o Agree with all C.W.G. recommendations.
10.	
11.	
12.	o Stop the construction of huge homes on small and large lots, make developers maintain the environment and not do huge excavations and clear lots like you have allowed at [REDACTED]
13.	<ul style="list-style-type: none"> o Bylaws that aim to protect and claim back lost vegetation are vitally important. As is their enforcement. Consequences for infringement should be a REAL deterrent. o There are many boulevard areas that can accommodate trees, despite what arborists say to the contrary. One sees trees seeding themselves and growing in quite adverse conditions. o Replant where residents have taken down trees on public land. o Many of Vancouver's streets are beautifully treed. Ours are bare and grey except for the odd street like 17th.
14.	
15.	
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17.	<ul style="list-style-type: none"> o New tree regulation is good but a planting regulation to support future growth would also be an excellent initiative. o If only we had or could develop a foot path network alongside our creeks it would raise their prominence and importance which in turn will promote their environmental importance.
18.	
19.	
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21.	<ul style="list-style-type: none"> o Designate areas for activities. o Sign the activity. o Direct and map to other activity areas. o Keep them - the activity areas - not too far apart, if possible.
22.	o Need some improvement of access to parks e.g. Cypress Park; paths / signs.
23.	<ul style="list-style-type: none"> o Build smaller houses, o More public transportation.
24.	
25.	
26.	o Okay
27.	o Do not touch any existing park.
28.	
29.	
30.	o Build within nature not on top of it.
31.	o No building on the foreshore i.e. even an arts building. Leave the sea wall free for people to enjoy not everyone is interested in art. Waterfront art does not bring people to the waterfront.
32.	
33.	o Agree with all Working Group recommendations.
34.	o Increase occupancy density of currently developed housing base rather than pushing new green field development into environmentally sensitive and challenging (i.e. over 1200ft level) areas.
35.	<ul style="list-style-type: none"> o Create compact neighbourhoods and protect natural areas: <i>not high rises</i>. o Look at studies showing max number of stories and community enhancement / isolation.
36.	o The solution is simple. There should be no development rights for creek zones and steep lands which cannot be developed. With the density of 2.5 U/A applying only to land which can be developed, the density is not a problem. Revise the zoning bylaws to

	control the height measured from the street and increase the setbacks to what they were some time ago. Only two stories should be permitted.
37.	
38.	o Supportive of working group recommendations.
39.	
40.	
41.	
42.	<ul style="list-style-type: none"> o Yes in general, good ideas but do not increase density along transit corridors for the sake of increasing density. It will do little to improve congestion and reduce GHGs despite what the developers say! You will simply make transit [REDACTED] like Vancouver has done and more unfortunate high density developments like we currently have along the waterfront. o Instead allow in-fill in desirable areas near amenities. Allow lane-way housing in Ambleside and Dundarave as well as the neighborhoods to the West. Allow builders to build well-constructed efficient townhouses, duplexes, tri and quadraplex housing in e.g. Ambleside lower Dundarave and HSB.
43.	
44.	
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46.	o It is my understanding that there are already regulations that limit destruction of habitat for development but that they are being ignored because of the siren call of increased tax base. It seems developers are doing the system of break the rules first and apologize later and the consequences are destroying trees and water routes.
47.	o Institute by-laws to protect trees (both natural and cultivated). Curtail the demolishing of established gardens.
48.	o Maximum three storey building along Marine Drive retain seaside village character.
49.	
50.	
51.	<ul style="list-style-type: none"> o Preserve parks. o Perhaps purchase some parkland from British Properties. o Focus development.
52.	o Agree
53.	o I do not agree with CEEP recommendations if this means allowing more development than current zoning allows.
54.	
55.	
56.	
57.	
58.	<ul style="list-style-type: none"> o No permanent arts/cultural facilities along the waterfront. o Provide up zoning on streets adjacent streams to provide for more living opportunities which can benefit from the recreational potential in these areas.
59.	
60.	o Design with nature and preserve natural features. Do not agree with the following Working Group recommendations: creating compact communities..., clustering development.....or directing new housing to centre.....
61.	o There could a value to establishing an Urban Forest which would in its turn support the Official Community Plan. It would assist in street tree replacement and might also in assuring urban forest on private lands. It would have a place in land management, development and planning of infrastructure. It would be integrated with planning heritage trees and Upper Lands Forest.
62.	<ul style="list-style-type: none"> o Encourage development of trails – access to water and views. o Spirit trail through green spaces. o With new housing centres have green spaces, pathways to recreational areas.
63.	o Agree with all recommendations.
64.	

65.	<ul style="list-style-type: none"> ○ Protect the bushes and trees on developing areas – the bird environment / population is decreasing owing to loss of preferred habitat. ○ All great ideas.
66.	<ul style="list-style-type: none"> ○ Support all recommendations.
67.	<ul style="list-style-type: none"> ○ Increased density including more towers. Larger homes could be divided up between multiple families.
68.	<ul style="list-style-type: none"> ○ Spread commercial and multi-family development and centres throughout Municipality. ○ Ambleside is not the only place to encourage development. It will become unlivable. ○ Recreational bike trails in parks like Stanley Park.
69.	<ul style="list-style-type: none"> ○ Reduce lot size ○ Subdivide large homes with large environmental foot prints ○ Tax garage space e.g. new builds with 11 car multi-level garages.
70.	<ul style="list-style-type: none"> ○ Encourage garden spaces around new developments (not on the roofs) rather than art work. (Art is only in the eye of the beholder and otherwise utterly useless). Art within the garden itself, would be far more beneficial wildlife activity, birds, bees, butterflies, etc. ○ We have no housing needs, they are just improperly utilised now i.e. unoccupied monster homes. Many have vacated to other areas but their homes are still here. Protect the environment by using what we have. Nature must always trump development for livability.
71.	
72.	
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74.	<ul style="list-style-type: none"> ○ Current development in West Vancouver does not consider design with nature and preserve natural features. I definitely support designing with nature and preserving natural features. ○ I do not agree with expand development along the transit network.
75.	
76.	
77.	<ul style="list-style-type: none"> ○ Stop allowing the monster mansions to be built. Enough. It is beginning to look ugly up on the West Vancouver hill, the beautiful greenery, trees and lifeblood of this city has been killed - plant more trees, create more mini parks, oasis, meditation gardens, more fountains!
78.	<ul style="list-style-type: none"> ○ Stop allowing development which destroys trees and creeks and thus watershed, soil, degradation. Make zoning for greater barriers between built environment and these precious natural resources. Plant more trees (see Vancouver City's strategies for tree replacement and encouragement of planting and retaining)
79.	<ul style="list-style-type: none"> ○ Create compact neighbourhoods and protect natural areas – perhaps but stop lot consolidation and building of monster homes outside the character of neighbourhoods!!
80.	
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85.	<ul style="list-style-type: none"> ○ Agree with Citizen Working Group recommendations
86.	<ul style="list-style-type: none"> ○ The best way to protect our environment is through the sensitive densification of existing neighborhoods where access to walking paths, golf courses, beaches and parks would not be interrupted by integration of new housing.
87.	<ul style="list-style-type: none"> ○ Education. ○ Rewarding best practices. ○ Creating and enforcing real consequences for those who flaunt the regulations.
88.	<ul style="list-style-type: none"> ○ Encourage top notch developers with forward thinking. Incentivize building using the most advanced techniques through changing bylaws.
89.	
90.	<ul style="list-style-type: none"> ○ Limit construction projects = size and duration ○ Push for cleaner engines on trucks and machinery

	<ul style="list-style-type: none"> o No clear cutting: limit # of trees allowed to cut down on private properties.
91.	
92.	<ul style="list-style-type: none"> o Generally I agree. Compact neighbourhoods and natural areas are most likely above the Upper Levels Highway, via the Rodgers Creek plan.
93.	
94.	<ul style="list-style-type: none"> o Housing with small electric / hydro foot print o Solar panels
95.	
96.	
97.	
98.	<ul style="list-style-type: none"> o Do not increase FAR rather build smaller homes o Do not let any building in steep areas o Limit and do not allow any development above 1000ft level (like North Van) lower from 1200
99.	<ul style="list-style-type: none"> o Do not build in sensitive areas near creeks, water, steep areas. Do not allow blasting on huge holes in lots when building.
100.	
101.	<ul style="list-style-type: none"> o No development near creeks or steep slopes. o “Direct new housing to centres and protect mature forests” – No! Not more than allowed under current zoning.
102.	<ul style="list-style-type: none"> o I don’t want any built things in natural environment.
103.	<ul style="list-style-type: none"> o “Expand development along transit corridors” – tick beside o “Cluster development to protect ecological integrity and diversity” – tick beside o “Direct new housing to centres and protect mature forests” – tick beside.
104.	<ul style="list-style-type: none"> o “We heard you want balance between our built and natural environments including the foreshore, creeks and trees” – No I want <u>natural</u> environment to win over built environment every time. Don’t try to balance.
105.	
106.	<ul style="list-style-type: none"> o How is it that architects in the era of Arthur Erickson could build homes that complimented the topography and didn’t require huge amounts of blasting (which affects drainage) and removal of all trees. (Which also affects drainage). To the estimate that we have lost over 30% of our canopy in the last 10years. Yes protect mature forests forever.
107.	<ul style="list-style-type: none"> o We live on a mountain side, and clear cutting and blasting is causing flooding. With climate change there will be more to be expected.
108.	<ul style="list-style-type: none"> o Ensure that other decision making documents such as the Building Bylaw and/or Subdivision and Control Bylaw, address the requirements and provide site plans for the proper storage of all wildlife attractants prior to permit approval. o Ensure new developments are not landscaping with plant species that are known bear/wildlife attractants, particularly in high foot traffic areas such as playgrounds. Essentially, the OCP can address the need for reducing human-wildlife conflicts and subsequent bylaws can be more specific as to how to do this.
109.	
110.	
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112.	<ul style="list-style-type: none"> o Enforce / create rules regarding the cutting of trees when permits to build are given out. o “Create compact neighbourhoods and protect natural areas” – tick beside o “Design with nature and preserve natural features” – tick beside o “Direct new housing to centres and protect mature forests” – tick beside o “Protect mature forests” – circle around
113.	<ul style="list-style-type: none"> o Look at land as an asset to all in limiting a heights of “hedging”. A hedge to the height of one’s roof line could be a place to start! o Look at Bamboo, laurel etc. that are a plague but are still used in appropriate settings. (Remember bamboo just removed from seawall?).
114.	

115.	<ul style="list-style-type: none"> ○ What do we mean by mature forests? Surely this should only be "old growth" and not anywhere that trees grow. It would be great to see areas of deciduous woodland put in place. ○ There should be a reasoned and sensible approach to tree cutting and siting, including on private property. We need arborists who have balance and a common sense approach. Having a one sided passion for trees results in there being too many trees where there ought to be views. It is for the water views that most people live in West Vancouver. We all want trees but in the right places, on boulevards, back yards and forests.
116.	<ul style="list-style-type: none"> ○ High rise residential buildings must increase to support the increasing population and building a friendly community.
117.	
118.	<ul style="list-style-type: none"> ○ Adopt new technologies to reduce waste and energy
119.	<ul style="list-style-type: none"> ○ Compact housing allows for housing expansion while minimizing environmental costs.
121	<ul style="list-style-type: none"> ○ Provide incentives for green development ○ Protect environment, but also allow for a good amount of development
122.	<ul style="list-style-type: none"> ○ Look to planning examples in Europe and US where even places where private land ownership is king -- neighbourhood design, size of homes and what can be done to private land such as tree removal etc. is highly regulated. E.g. California I believe where large balloons must indicate height of proposed buildings and which trees could potentially be removed. ○ Look for regulation examples to ensure we protect what can never be replaced. ○ Important to highly monitor potential impacts of Cypress Village on local forests as more people bring more damage to mountain forests. ○ Ensure very wide and connected wildlife corridors to prevent segmentation of wildlife. ○ Enforce greater rules for garbage and fruit trees to protect bears.
123.	<ul style="list-style-type: none"> ○ Development along the transit network is a great idea.
124.	<ul style="list-style-type: none"> ○ Adopt environmental friendly designs into new housing and life styles of locals.
125.	<ul style="list-style-type: none"> ○ There is a false narrative out in the community and it involves the overgrowth of hedges that have been left to grow taller than the houses that they service. ○ I consider myself an environmentally friendly person, and my wife and I walk in our Parks and trails every week, but we need to differentiate between natural trees that are in good shape, from those that were purposefully planted, rules should be different between the two, our wild forests should be protected and we should incentivize the removal or tipping or irresponsible owners who don't respect or have compassion for their neighbours.
126.	
127.	<ul style="list-style-type: none"> ○ See "Montiverdi Estates" as an example of designing with nature. ○ Reduce hard landscaping allowed on private property. ○ Encourage soil percolation.
128.	
129.	<ul style="list-style-type: none"> ○ Create more protected forests (parks) ○ Education of the public
130.	<ul style="list-style-type: none"> ○ Disallow/massively disincentive the practice of wholesale home demolition over renovation. ○ Incentivize the reuse/recycling of original building components/materials ather than scrapping by holding a deposit attached to bldg. permit. ○ Disallow building that does not design with nature ○ Cluster development encourage density in areas along transit routes or highly-walkable areas (Ambleside / Dundarave / Gleneagles/Horseshoe Bay).
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142.	<ul style="list-style-type: none"> ○ Development should not be expanded along transit networks. Transit should be expanded to meet the requirements of residential areas.
143.	
144.	
145.	<ul style="list-style-type: none"> ○ Smaller and more densely packed housing would produce less waste.
146.	<ul style="list-style-type: none"> ○ Cluster new growth in existing built areas. I don't know if it is even possible to stop British Pacific Properties from developing all the way to the top of Eagle Ridge but that is a lot of standing forest currently virtually untouched that doesn't -have- to be developed, but the cost to the district to stop BPP from doing so would probably be too much to take on. If I had billions of dollars I'd buy it from them and gift it to the District!
147.	<ul style="list-style-type: none"> ○ Reduce single family housing and increase compact housing.
148.	<ul style="list-style-type: none"> ○ Protected areas along creeks appear to be too narrow, relative to tree heights.
149.	<ul style="list-style-type: none"> ○ Locate high density housing away from natural areas, while placing lower density housing by natural areas.
150.	<ul style="list-style-type: none"> ○ I think the day of the "Monster House" is over. During the next few years, there will be a need to increase density. I would like to see zoning that allows for limited height condos/townhouses below Mathers Avenue.
151.	<ul style="list-style-type: none"> ○ Create more high-density housing and reduce the amount of single-family homes.
152.	
153.	
154.	<ul style="list-style-type: none"> ○ Build along developed routes, such as Marine Drive.
155.	
156.	<ul style="list-style-type: none"> ○ "Design with nature and preserve natural features" - !Yes
157.	<ul style="list-style-type: none"> ○ "Expand development along transit network" – How – where is the property? ○ "Cluster development to protect ecological integrity and diversity" – as above. ○ "Direct new housing to centres and protect mature forests" – We have a wide swath of mature forest land – above our 1200 foot line!
158.	<ul style="list-style-type: none"> ○ Constructive recommendations.
159.	<ul style="list-style-type: none"> ○ See comment under "housing".
160.	
161.	<ul style="list-style-type: none"> ○ Limit development.
162.	<ul style="list-style-type: none"> ○ Direct new housing to centres and protect mature forests and expansion of development along transit network is the right strategy.
163.	
164.	
165.	<ul style="list-style-type: none"> ○ Increase West Vancouver population density. ○ Do not expand the borders much.
166.	<ul style="list-style-type: none"> ○ Agree with citizen work group.
167.	
168.	<ul style="list-style-type: none"> ○ Implement the Upper Lands report fully. No development above the 1200 ft contour. Transfer all density in the Upper Lands west of Eagle Creek to Cypress Village area so as to preserve our natural wealth of wilderness hiking and biking trails. ○ Create a high density node around Cypress Village with up to 5000 new units (or more if smaller) to create a unique diverse community with many smaller apartment units to hopefully provide somewhat better affordability (though I suspect this will be a popular option that will drive up cost anyway)

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170.	
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172.	<ul style="list-style-type: none"> ○ Strengthen interim tree bylaw to include requirement or minimum # of trees per lot based on lot size.

Have we understood your environment ideas correctly? Tell us if there is anything you want to change or add.

WB #	Idea
1.	
2.	
3.	
4.	<ul style="list-style-type: none"> ○ Every park should have multiple recycling bins rather than plain garbage alone or plain garbage and doggie bags. West Vancouver offers multiple bins for household recycling and say that all municipal are and events must model the recycle reduce reuse ethic. It can become West Vancouver's new "Green" brand.
5.	
6.	<ul style="list-style-type: none"> ○ Keep the open view councillors that we have. Don't close us in any building developments.
7.	<ul style="list-style-type: none"> ○ Everything new that is built in West Vancouver changes the environment in some way. Higher density concentrated in one main area diminishes environment for those people, fewer parks, more noise, higher air pollution etc. no one comes. ○ West Vancouver Council should be looking at the land they own and building up if they insist on moving more people here. 9-15 story tower area, the library, Recreation Centre, City Hall etc. team up with private investment/ 10% of units. There is lots of space around and above these facilities that could have more efficient use made of that land. See how the citizens would agree to that.
8.	
9.	
10.	
11.	
12.	<ul style="list-style-type: none"> ○ No you have not. Did you know you need an acre of trees to consume the yearly CO2 emissions from an average car, the combination of CO2 removal from the atmosphere, carbon storage in wood and the cooling effect makes trees extremely efficient tools in fighting the greenhouse effect? One large tree can provide a supply of oxygen for two people. ○ Protect our trees.
13.	
14.	
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18.	
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21.	
22.	<ul style="list-style-type: none"> ○ Educate drivers about idling, speeding and cell phone use. This is especially bad as parents pick up kids from schools. ○ Make signage on streets and roads more consistent. Some intersections are cluttered with signs of all sizes and colours.
23.	<ul style="list-style-type: none"> ○ I often see people with dogs in John Lawson Park and cyclists along the sea walk. Are there fines for these offences? Is there any patrol to detect people doing this? More could be done to protect shoreline from sea, more rocks on beach and a wall.

24.	
25.	
26.	
27.	
28.	
29.	
30.	<ul style="list-style-type: none">o Protect trees! You've failed at this miserably.
31.	<ul style="list-style-type: none">o No art building on the waterfront or any other building. This need is meant to pacify the artists and not the general public. Please resist artist pressure.
32.	
33.	
34.	
35.	<ul style="list-style-type: none">o I would much prefer "higher" density interspersed throughout community not concentrated for high, high density around Park Royal area – it will exacerbate an already failing bottleneck and who really needs to live close to an over developed mall – definitely not families! (As there is no real family friendly amenities like schools very close).
36.	<ul style="list-style-type: none">o Remember that West Vancouver is essentially built out. There should be no increase in density in existing neighbourhoods.
37.	
38.	<ul style="list-style-type: none">o Shoreline project, lighting LED, energy efficiency projects.o Supportive of these objectiveso See forward objectives wording.
39.	
40.	<ul style="list-style-type: none">o Promote and enforce development respectful of the park and green areas. Keep the ratio 4.4 ha. of park per 1000o Protect means conserve forest, parks and green area and enhance them.o Work with developers, create awareness of local's values.o Design with nature respecting West Vancouver neighborhoods' character, trend and population style: I wonder how could developments (such "Ambleside Citizen") with an architecture out of Synch with the current architecture trends happen... I believe West Vancouver residents value coast and mountain natural environments, high standard of living and have an appreciation for fine style.
41.	
42.	<ul style="list-style-type: none">o We are first and foremost a waterfront community. Focus on a public waterfront that is environmentally sound, accessible, usable and aesthetically pleasing with a mixture of natural and built amenities. The jewel of WVD, Ambleside Beach and surrounding areas, is a mess.o For e.g. there is a large public works yard with diesel fuel and equipment storage directly adjacent to the beach in the middle of the beach! The duck pond is polluted, the area floods each year due to beaver dams and the concession and change room areas are of very poor quality and aesthetically unpleasing. Please fix this and redesign this area to make better use of our marine environment.o Consider moving some playing fields to other areas. There is a large area to the East of Hugo Ray Park (the old dump) that could be re purposed for things like playing fields and public works yards, for e.g.o The current waterfront plan is congested into the area between 18th and 13th. This needs to spread to include areas East to Capilano River. There is a tremendous potential to make the area from 18th to Cap River an environmentally and recreationally valuable destination park that will also support adjacent businesses by attracting people to the area.
43.	
44.	
45.	As a resident of West Vancouver, I want to see:

	<ul style="list-style-type: none"> ○ Revised zoning bylaws to control height measured from the street (maximum 2 stories in height) and increase setbacks. ○ Encourage renovation of existing businesses and residential structures ○ Do not permit solar panels or anything that emits glare, to be installed on low height buildings or buildings that are in the vicinity of any type of residential buildings especially along the Marine Drive corridor. ○ Require all grocery stores and pharmacies to provide free delivery.
46.	<ul style="list-style-type: none"> ○ Because of our geography, unless we start creating caves in the mountains, there is not much more we can do. We are approaching a saturation limit and if we don't recognise that, the community that attracted us will drive us away.
47.	
48.	
49.	
50.	
51.	
52.	<ul style="list-style-type: none"> ○ Yes. ○ Connect community plan with plans to update policies/etc. for municipal trails.
53.	<ul style="list-style-type: none"> ○ Encourage renovations rather than demolition and new build. ○ Encourage smaller buildings. ○ Non-permeable surfaces should be part of F.A.R. ○ High-rise concrete and glass towers are the least energy efficient form of development.
54.	
55.	
56.	
57.	<ul style="list-style-type: none"> ○ Generally this is on the right track, although concerns remain about DWV propensity to jump on environmental bandwagons that emphasize optics over sound stewardship.
58.	<ul style="list-style-type: none"> ○ Prepare to elevate streets in Ambleside flood plain from 14th to 18th by raising ground floor elevations for long term protection from storm surges and flooding caused by rising sea levels.
59.	
60.	<ul style="list-style-type: none"> ○ Design with nature and preserve natural features should be the building forms and neighbourhood character of West Vancouver.
61.	<ul style="list-style-type: none"> ○ The Upper Lands are now covered by a number of plans through the Study Review and a number of recommendations have been made. However, this huge West Vancouver forest which extends from Capilano to Howe Sound has no overall Management Plan. Surely, a forest of this size which encompasses many different activities should be covered by a management Plan covering the entire area.
62.	
63.	<ul style="list-style-type: none"> ○ Have financial incentives for restoring a house (as opposed to tear down) e.g. credit on the water utilities bill – huge savings of GHG emissions.
64.	<ul style="list-style-type: none"> ○ Do not be over zealous with limitations on garbage and green waste removal. People create waste. Shrubs and trees grow and need to be trimmed. Change a fair price for collection and hauling but do not cut these services down too much.
65.	<ul style="list-style-type: none"> ○ Promote public meetings to confirm and explain the progress being made and planned and the reasons for the plans. City Hall needs a plan for public information.
66.	
67.	<ul style="list-style-type: none"> ○ Eliminate power lines cuts across mountains and replant. Power could be rerouted underground via highways and other roads. ○ Build over top open air parking lots in parks or at public buildings with sports facilities, arts complexes, restaurants, public offices market stalls and green spaces. ○ A better concrete sea wall that deflects storms also marina with floating breakwaters in one area.
68.	
69.	<ul style="list-style-type: none"> ○ Do not allow rebuilds to clear cut trees.

70.	<ul style="list-style-type: none"> ○ The more that is paved over the more it will come back to haunt us in the future i.e. look at the flooding in Houston, Texas, the water has nowhere to go. ○ It is a fact that sea waters are rising, no more waterfront developments. Grosvenor is already experiencing water ingress in spite of locals giving them the history of the flooding on that land. ○ Our parks are only precious aesthetically but, more in particular, environmentally too. Green space is far more important to humanity than any financial developments. For without the green space we have nothing.
71.	
72.	
73.	
74.	<ul style="list-style-type: none"> ○ Yes. Especially not increased development on the waterfront. Leave the waterfront as natural as it is now which does not include an Art Gallery other than what exist or other new art facilities.
75.	
76.	
77.	<ul style="list-style-type: none"> ○ West Vancouver must update their noise by-laws. ○ The machines and the noise they make are taking over the neighbourhoods and the lives of its Residents. In the last few years West Van has grown in population and housing construction has gone through the roof meaning there is triple the machine use than years before. Constructions noise, leaf blowers, tree/bush whackers, lawnmowers, high pitched saws/cutters, power washers, every day of the week, hours on end, during the summer months can be heard. There is no escape even with the windows shut. There is more noise than peace in this town. This constant daily noise creates great stress, headaches, tension, and depression. I can hear a leaf blower a block away and I have my windows shut! With the tree trimmers excruciating sounds I can't hear the person on the phone or concentrate while doing work at my computer. The citizens of West Van have a right to peace and quiet. There needs to be a new time limit implemented for machine use (8 am to 5 pm Monday to Sat should change to 9 am to 4 pm) Why do power machines have to start at 8 am??? Also these machines should not be allowed to be used on Saturdays. We need our weekends back. As well, all this noise is so deafening it is causing many to lose their hearing in time. It is well known that constant exposure to loud noises will result in deafness. There are quieter leaf blowers and quieter power washers that can be purchased, I have been told by one using a terribly loud leaf blower (once he took his earplugs out) so it's time to purchase those machines that are less noisy. The cost is higher but the Residents of West Van should not have to go deaf while trying to rest in their own home. No amount of money in the world will give you back your hearing. This change is long coming. Invest in better quieter machines and you will have invested in your citizens and community. Residents also need to not only get their Sunday back but their Saturday too. It's the least West Van can do. What's of more value to this town, the rights of the stressful, deafening power machines or West Vancouver Resident's rights to a peaceful, stress free life where one can relax in their lovely home on a warm summer day with the windows open and not feel like their minds and ears are exploding to high heaven.
78.	
79.	<ul style="list-style-type: none"> ○ No – Destroying trees & clear cutting lots & allowing huge homes with concrete outside areas is not good. ○ Destroying existing homes is a huge waste with the debris going to our landfills ○ No more new parks until we can maintain existing ones ○ No more new development until we solve traffic problems getting on and off North Shore – Province should help as we have much thru traffic direct to Whistler & ferry terminal
80.	
81.	
82.	<ul style="list-style-type: none"> ○ As a resident of West Van, I want to see

	<ul style="list-style-type: none"> ○ Revise zoning bylaws to control height measured from the street (max 2 stories in height) and increase setbacks ○ Encourage renovation of existing businesses and residential structures. ○ <u>DO NOT</u> permit solar panels or anything that emits a glare be installed on low height buildings or buildings that are in the vicinity of any type of low height buildings or buildings that are in the vicinity of any type of residential buildings, especially along the Marine Drive corridor.
83.	<ul style="list-style-type: none"> ○ Priority is to protect the environment, the shoreline and streams. Treasure all the parklands and keep them free of commercial exploitation.
84.	<ul style="list-style-type: none"> ○ Agreed
85.	<ul style="list-style-type: none"> ○ Agree with Citizen Working Group recommendations
86.	
87.	
88.	
89.	<ul style="list-style-type: none"> ○ Stop building homes up the mountains. You are already 50% more up the mountains. No wonder the bears etc. are coming down for food and getting killed. You are destroying their habitat. Also that Grosvenor Project in Ambleside is too large and too high. It destroys the beauty of the neighbourhood. Land and the sea are disappearing from view. This was what made us so unique and picturesque, now we are looking like everywhere else.
90.	<ul style="list-style-type: none"> ○ The primary focus of environmental stewardship should be pollution reduction and prevention; and that should be West Vancouver's #1 priority. The right to a healthy environment must be respected, and West Van has a duty to protect its citizens. Pollution is increasing and encroaching from all sides. Increased traffic due to development and growth, increased construction related pollution, industrial activity etc. West Vancouver has an opportunity to take a stand and make some strong legislation and be a leader in pollution control. Ban diesel engines, ban gas powered leaf blowers, lawn mowers / weed whackers, ban single use plastic and Styrofoam, switch all parks vehicles and tools to electric, limit construction lengths and numbers fight Kinder Morgan and wood fibre LNG.
91.	
92.	
93.	<ul style="list-style-type: none"> ○ Yes
94.	<ul style="list-style-type: none"> ○ If you have creative incentives to makes home more eco-friendly home owners might be more included. ○ Community recycling programs more recycling options.
95.	<ul style="list-style-type: none"> ○ All new development to include a green space.
96.	
97.	<ul style="list-style-type: none"> ○ Renovate more, demolish less.
98.	<ul style="list-style-type: none"> ○ "Have we understood your environment ideas correctly? – No
99.	<ul style="list-style-type: none"> ○ No building or renovation should harm environment in any way.
100.	<ul style="list-style-type: none"> ○ Smaller homes. ○ Preserve older homes instead of tearing them down.
101.	<ul style="list-style-type: none"> ○ Encourage renovations rather than demolition. ○ Encourage smaller buildings. ○ Include non-[permeable surfaces as part of FAR. ○ High-rise towers are the least energy efficient form of development.
102.	
103.	
104.	
105.	<ul style="list-style-type: none"> ○ "Think global, act local" is a well-known expression. Put it in use in West Vancouver – encourage smaller foot prints, and do not support large / oversized / unnecessary development.
106.	

107.	<ul style="list-style-type: none"> ○ Due to the present tree cutting bylaw, the city hasn't much control over clear cutting on private land. But they do on public land and boulevards. The trees seem to be disappearing. In some cases to accommodate construction, but are not being replaced.
108.	
109.	<ul style="list-style-type: none"> ○ Fruit trees and English Herb/Vegetable Gardens ○ An English maze garden ○ An alpine meadow picnic area
110.	
111.	
112.	
113.	<ul style="list-style-type: none"> ○ Need ditches in front of homes maintained cleaned out. If owners responsibility (it is) then bill them if not done. They are dangerous and an eyesore if not kept up.
114.	<ul style="list-style-type: none"> ○ Rethink access to the ski area and Provincial Park with the goal of taking cars off the road to lessen parking issues and greenhouse gases as well as provide a safer experience. See previous comments re: gondolas. Needs to be done in conjunction with BC Parks and the current ski hill operator.
115.	
116.	<ul style="list-style-type: none"> ○ Balancing between environment and businesses.
117.	<ul style="list-style-type: none"> ○ I believe that transit system do need to improve to resolve the environmental issues.
118.	<ul style="list-style-type: none"> ○ Building more smaller houses instead of few big houses.
119.	
120.	<ul style="list-style-type: none"> ○ New development should be green development.
121.	<ul style="list-style-type: none"> ○ Need to make it worthwhile for developers to use green ideas in their buildings ○ Must incentivize
122.	<ul style="list-style-type: none"> ○ Be extremely cautious about approving any new developments such as the Horseshoe Bay development that builds so close to the ocean--climate change and sea level rise may make these places uninhabitable and the citizens of West Van will be on the hook for the costs for any short-sighted planning and developments that will be affected by storm surges or sea level rise. ○ Implement 1993 Old-Growth referendum. ○ Look to expand protection of old-growth and veteran forest ecosystems in places such as Brothers Creek, and other locations in West Van. Expand understanding of old-growth forest ecosystems to value all parts of it not just the obvious large veteran trees. ○ (As per page 7) --Incentivize renovations of existing buildings/homes. ○ Create stringent rules for the disposal/recycling of homes that are torn down to build new homes. Ensure a plan to dispose of materials and recycle materials from demolitions is in place and provide enforcement rules that ensure monitoring and proof of these disposals is provided to the District before new building can occur.
123.	
124.	
125.	<ul style="list-style-type: none"> ○ We want to protect our Natural Assets while respecting out neighbours and their issues, which would benefit the closeness and sense of Community that we have and share.
126.	
127.	
128.	<ul style="list-style-type: none"> ○ We could use an annual beach cleanup in the fall. It gets a bit grungy with garbage from the summer.
129.	<ul style="list-style-type: none"> ○ West Van's natural beauty / tree / environment have been deteriorating in the past 30 years. ○ WV Council to take a more pro-active approach to stop this and to recover some of attributes.
130.	<ul style="list-style-type: none"> ○ Continue to make measurable, substantive progress on reducing the District's emissions according to the CEEP and report that regularly and fully to taxpayers.

131.	
132.	
133.	<ul style="list-style-type: none"> ○ The boulevard bylaw should be revised to follow previous language of about 2 years ago. This bylaw was amended to remove the requirement that a land owner must maintain his/her boulevard. ○ There should be no development rights for creek zones and steep lands. Nor should these lands be “traded” by a developer to the municipality to allow them to develop elsewhere. ○ Revise zoning bylaws to control height measured from the street and increase setbacks. Only two stories (a human scale) should be permitted. ○ I do <u>not</u> want a “balance” between our built and natural environment! I want our natural environment to win <u>every</u> time. ○ Smaller buildings are far more environmentally responsible than larger ones. ○ Encourage renovation, discourage demolition. ○ Less people and less development is the <u>best</u> thing we can do for our environment. Continuous growth on a planet with finite resources is not sustainable. ○ Preserve mature gardens and greenery. ○ Count hard non-permeable surfaces as part of the FAR. ○ Count balconies and garages as part of the FAR. ○ Increase the standards as the size of a unit increases. For instance, require all new builds to have low flush toilets, etc. as soon as a house exceeds 2000 square feet or an apartment 500 square feet also require grey water recycling, etc. Over 3000 square feet add solar panels etc. This encourages smaller buildings, retention of old homes, as well as other benefits. ○ More basement and other in-home suites rather than new builds. Increases population density without increasing built form density. This allows many individuals to benefit not just developers. ○ Do not expand development on the transit network. Expand the transit network. ○ Require all WV grocery stores and pharmacies to provide free delivery. ○ Do not build on the waterfront public spaces. ○ Deal with noise pollution! Noisy motorcycles & trucks, amplified music, Blasting, machinery. Maybe only allow things like leaf blowers, tree chippers and power washers to be used on only one designated day of the week.
134.	
135.	
136.	
137.	
138.	<ul style="list-style-type: none"> ○ Ban Plastic Bags!!!! It has been done in Montreal and many countries in Europe and Africa
139.	<ul style="list-style-type: none"> ○ Preserve streams and creeks, enforce regulations governing riparian areas throughout DWV. ○ These lands should not ever be traded for development rights. ○ Determine permeable surfaces for development whenever possible. ○ Count balconies and garages as part of the FAR. ○ Change standards of development to ensure all new units have low-flush toilets. ○ Encourage water retention for gardens.
140.	
141.	
142.	
143.	
144.	
145.	
146.	
147.	

148.	<ul style="list-style-type: none"> ○ All the recommendations are good but climate change needs to address in areas other than sea level rise. For example, preserving native trees is short sighted. In the long term, West Van may not even be in the current climatic zone for them.
149.	
150.	<ul style="list-style-type: none"> ○ The greatest threat to the environment and neighborhood character is development. When things are built, we have to question what we are doing with the people. For example, the size of Marine Drive has not changed, yet there are more condos being built producing more cars racing towards the Lions Gate Bridge. Sometime in the future, the width of Marine Drive is going to be insufficient for the traffic flow. ○ We also need another crossing over the Capilano River that will support more vehicles. Once the Upper Levels is clogged, people rush to Marine Drive. Then, they try to go through the Squamish Nation. There needs to be some further options for re-directing traffic. ○ Park Royal is a disaster. The traffic flow to get to the Lions Gate, and North Vancouver needs to be re-directed around the Shopping Centre.
151.	
152.	<ul style="list-style-type: none"> ○ Permit the support of the mountain biking community in stewardship matters.
153.	
154.	<ul style="list-style-type: none"> ○ I think this is one area where WV does very well.
155.	<ul style="list-style-type: none"> ○ Open up West side of Capilano River and open the trail for public use. ○ Woodlot on south side of mall – open up for public use.
156.	
157.	<ul style="list-style-type: none"> ○ No - where is all this land you want to develop?
158.	<ul style="list-style-type: none"> ○ The environmental ideas are ideal for a healthy and sustainable community.
159.	<ul style="list-style-type: none"> ○ The list from “citizen working group recommendations” has no forward momentum. Ho, hum. Looks like oatmeal for breakfast. Nothing wrong with it but no urgency and no edge to get something moving right away. What are we afraid of? What precisely will come out of “regulate can incentivise energy efficient buildings”? Meanwhile the monster houses keep getting built, the infrastructure keeps getting pressured as trees are clear cut and lots paved over.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ West Vancouver is great and responsible community. Residents for the most part care about environment. ○ But we should be careful and try to obtain a balance between environment and economic.
163.	
164.	
165.	
166.	
167.	<ul style="list-style-type: none"> ○ Encourage the wide adoption of rooftop solar PV systems among RS families and commercial/institutional buildings. ○ Follow the best practices of EU/US/Australia/Asia, and consider a range of financial incentives for the adoption. ○ Modify existing zoning by-laws for RS families, esp. in height restrictions, for solar PV deployment. ○ Constantly review and update building codes related to "green building" and "net zero" emission.
168.	<ul style="list-style-type: none"> ○ I see a lot of platitudes here on motherhood issues and I agree with those generalized statements. The devil is in the details and the reality is a lack of action.
169.	
170.	
171.	
172.	

Social Well-Being Workbooks:

Tell us how we can support the diverse needs of our community

WB #	Idea
1.	<ul style="list-style-type: none"> ○ A healthy arts community is critical for a healthy community. This means ensuring that we have centres for visual performing arts. ○ We have access to these centres for all to develop their passion in the arts and that they be inclusive of gender, age, cultures and ethnicities!
2.	<ul style="list-style-type: none"> ○ Community information provided in several languages. ○ Celebrate other events as a community (not just leaving it up to the ethnic community groups to direct events) e.g. Chinese / NY, Narooz, Hanukah, Eid Korean other than just Christian Christmas.
3.	
4.	
5.	<ul style="list-style-type: none"> ○ Very important to increase rental accommodation to allow for a diverse and growing population of wide range of income earners.
6.	<ul style="list-style-type: none"> ○ I directed a counselling agency in West Vancouver for 20 years. We worked to train staff who could work in our diverse community. ○ Promote music and art – okay but not on the waterfront.
7.	<ul style="list-style-type: none"> ○ Stop trying to think that we have to be everything to everyone that comes here. We would not expect that if we moved to a new country. ○ However, I do believe if a group comes before council or a leader they should be considered the same as they needs of us and if we can accommodate them we should or wait for them to request it.
8.	<ul style="list-style-type: none"> ○ Make block watch a broader organization (not just safety) and sign up more neighbourhoods. ○ Promote black parties.
9.	<ul style="list-style-type: none"> ○ Agree with all C.W.G. recommendations.
10.	
11.	
12.	<ul style="list-style-type: none"> ○ I don't care where people were born, this is Canada and if they come here be Canadian.
13.	<ul style="list-style-type: none"> ○ Discourage home building plans where the back of the house faces the street. It contributes to isolation and discourages socialization and connection.
14.	
15.	
16.	<ul style="list-style-type: none"> ○ It might be useful, several times a year, to have a "multi-ethnic day" in our community centres where the various ethnic groups have a table for whatever they want to promote and the city organizes a food centre where ethnic food can be experienced. The mix of people that might come to this event may help some people cross the bridge to the "unknown" outside their own ethnicity. ○ Also, single ethnic festivities. Years ago, Gleneagles Community Centre held a Robbie Burns event which was a huge success.
17.	<ul style="list-style-type: none"> ○ Events tend to bring the community together e.g. Community day/pumpkin festival. More activities and events tend to bring people out of their homes and together as a community. Block parties are also great for people getting to know their neighbors. Small incentives to promote block parties is one idea.
18.	
19.	
20.	
21.	<ul style="list-style-type: none"> ○ Direct them to the recent Election promised English and French teaching/learning sites of the current Government of Canada.
22.	
23.	<ul style="list-style-type: none"> ○ The library does a great job in support of diversity of community.

	<ul style="list-style-type: none"> ○ The museum could be open more hours and more accessible.
24.	
25.	
26.	
27.	
28.	
29.	
30.	<ul style="list-style-type: none"> ○ When cultural events are happening in our parks i.e. Norooz at Ambleside, advertise and encourage the community. All people of West Vancouver to participate and experience the festivities, currently it is extremely exclusive and isolating to other cultures.
31.	<ul style="list-style-type: none"> ○ This is impossible i.e. certainly not for all residents.
32.	<ul style="list-style-type: none"> ○ Consider the average age in West Vancouver and then consider what the age wants. One of the big wishes is to keep Ambleside Park as a Park and not for constructing any buildings for whatever purpose except maybe as washrooms. Community Centre and the Seniors Centre are of great value to us.
33.	<ul style="list-style-type: none"> ○ Agree to all Working Groups recommendations.
34.	<ul style="list-style-type: none"> ○ This is more of a lament then an idea or proposal. I think we have lost a lot of virtue of the fact that most of our municipal staff no longer live in our community, are no longer are our neighbours. As a result, their / your relationship with us residents is only a professional one, not a personal one. We are no longer neighbours and a lot goes missing because policy initiative could allow some of our staff to return back to live in this community. ○ See my comments below. Perhaps West Vancouver needs a program to more personally welcome and introduce new residents to West Vancouver. This could be staff or volunteer based but I think the municipality has to take some tangible initiative on this issue. Translated information materials for an example.
35.	<ul style="list-style-type: none"> ○ As long as it makes sense. Use common sense i.e. the study showing low income families in the British Properties – tax avoidance of “astronaut families” is not same as low income! I do not want my taxes funding programs for people able (and more able) to fund them themselves.
36.	<ul style="list-style-type: none"> ○ Remember and follow the direction of Mayor Derrick Humphreys. West Vancouver is a Place of Excellence – not to be sacrificed.
37.	<ul style="list-style-type: none"> ○ By offering more affordable housing choices. Smaller properties that young families or offspring of existing residents can afford.
38.	<ul style="list-style-type: none"> ○ BC Ferries holds a terminal liaison committee meeting twice a year with the Western Residents Association and the Horseshoe Bay Business Association to help inform these key groups on what is happening at the terminal and to receive feedback on specific issues and projects and to be a good neighbour. In addition, we regularly meet with the District of West Vancouver, Translink, MOTI, and West Vancouver Police Department to ensure cooperation on important initiatives. We believe these initiatives help to ensure what we do are welcoming and accessible to all, and believe that this model could be applied to other situations.
39.	
40.	<ul style="list-style-type: none"> ○ Integrating needs of diverse age groups into new developments: seniors facilities, youth; improve/develop/create all levels of difficulty walking paths, trails, and viewpoints in coastal areas Dundarave-Caufield-Eagle harbor, Horseshoe Bay; improve access to shoreline at Ansell Place.-Seascapes.
41.	<ul style="list-style-type: none"> ○ “We need to build on our capacity of our Community Based Senior Sector to meet the needs of our growing aging population. West Vancouver seniors represent over 25% of the current population. This coupled with their growing desire to “age in place;” that is to stay in their own homes and communities for as long as possible and rely on less institutional care. And while governments support this shift from institutional to community care, access to, and the integration of, community-based health, municipal and social support services for seniors is only now being recognized as an important

	<p>societal priority.” This was taken from the first phase of a province wide project that is nearing completion called “Seniors Raising the Profile Project” and is available at www.seniorsraisingtheprofile.ca Some of the findings from the first phase of the project enabled by the RPP to:</p> <ul style="list-style-type: none"> ○ Raise the profile of the contribution that the CBSS sector makes to providing the health promotion and prevention programming that supports seniors’ physical, emotional and psychological well-being, and reduce healthcare costs and utilization; ○ Identify the gaps in service provision and the limited capacity of the sector to respond to BC Seniors’ growing needs and; ○ Build a case for increased investment in programming and infrastructure for the sector.
42.	<ul style="list-style-type: none"> ○ We have roads and some sidewalks...make roads better and install sidewalks and street lights like every other community in metro Vancouver! Dundarave has no sidewalks, no curbs. We are paying city taxes for rural services. ○ I.e. go back to core infrastructure development and maintenance that municipal government is supposed to do and spend less time on social engineering experiments.
43.	
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45.	
46.	<ul style="list-style-type: none"> ○ How about cooperating with the North Vancouver Councils to help create recreational facilities that will serve the whole North Shore? When the North Shore Winter Club shut their doors to curling, they said they had asked West Vancouver for assistance over the years and had been turned down. Curlers live across the North Shore – not each region can support a curling facility but all three could work together to create something really useful and welcome. Why isn’t there more co-operation? I’ve heard the tennis courts in West Vancouver are a disgrace compared to North Vancouver why?
47.	
48.	
49.	<ul style="list-style-type: none"> ○ We need a sidewalk from Mathers down to Gordon on 14th street. Very dangerous to walk down street as sharing road with cars.
50.	<ul style="list-style-type: none"> ○ More senior care – house calls to ensure isolation does not occur.
51.	<ul style="list-style-type: none"> ○ Support of local organizations extends benefit of city investment e.g. West Vancouver Family Place. ○ Community Centre programs are great. ○ Harmony Arts excellent. ○ Expand community events – movies in park / rec centre / dances / speakers. ○ Preserve some of the city buildings (houses) as public use centres.
52.	<ul style="list-style-type: none"> ○ Agree.
53.	<ul style="list-style-type: none"> ○ Support local organizations such as West Vancouver Legion, but do not trade density for public art or amenities. ○ Protect and retain community use zoned lands.
54.	<ul style="list-style-type: none"> ○ Create welcome packages for new residents outlining the services and facilities in their new neighbourhood. ○ Encourage cultural programs & services where outsiders can gather and feel welcome/included in the community.
55.	
56.	
57.	
58.	<ul style="list-style-type: none"> ○ Improve safety and ease of use of sidewalks. ○ Improve maintenance of sidewalks in many parts of Ambleside. Uneven surfaces create a tripping and falling hazard for seniors especially.
59.	
60.	<ul style="list-style-type: none"> ○ Provide more child care services and amenities.

61.	
62.	<ul style="list-style-type: none"> ○ Add funding to block party concept ○ Seniors hubs and co-operation between youth / children and seniors through mentoring program – knowledge exchange (technology) programs.
63.	
64.	
65.	<ul style="list-style-type: none"> ○ Promote open houses in homes for elderly so we can see our own features and enjoy the “inmates”.
66.	
67.	
68.	<ul style="list-style-type: none"> ○ Spread out all those events in all the parks – Ambleside should not be a carnival zone.
69.	<ul style="list-style-type: none"> ○ Sidewalks on Marine from Dundarave to Horseshoe Bay.
70.	<ul style="list-style-type: none"> ○ Parks should be used as parks not as entertainment centres. We have the P.N.E. for that! ○ Parks should provide peace and tranquillity away from man-made distractions. Only peaceful recreational use should be encouraged. Perhaps a small senior’s exercise area. ○ Retain all zoning on present community facilities. ○ Retain all existing corridor views throughout the community whether to the sea or the mountains. All views must be maintained. To say they are not right is wrong. Views are being stolen by greedy developers, this must stop. What rights to they have above all others in order to line their pockets.
71.	
72.	
73.	<ul style="list-style-type: none"> ○ Please reintroduce, broaden and reinvigorate the old "Village Walks" programme which saw you publish a map of the walks and post signs along their routes in the 1980s and 90s. The signs have largely gone and the maps aren't given out anymore (though I have one still if you need it as a model of what can be done). With the expanded community, this system of walks could be expanded too. The clear advantage of introducing a system like this is that it encourages people to walk further afield into neighbouring areas (not just the seawall and Spirit Trail, both of which are great but focused on the waterfront). These walks can go from Sentinel Hill to Horseshoe Bay and from the water up to the properties and the higher levels of Canterbury and Upper Caulfeild etc.
74.	<ul style="list-style-type: none"> ○ Too far reaching - "to all residents"?
75.	
76.	
77.	<ul style="list-style-type: none"> ○ Have some block parties, let the shops display their stuff on tables outside their stores on some weekends or holidays. ○ Allow musicians to entertain by the waterside as Granville Island does so well. Great fun and brings people together.
78.	<ul style="list-style-type: none"> ○ Have designated cycle paths for cyclists going to schools *This is a problem we have many children being driven to “preferred” schools from other areas in and out of our District. Need better monitoring of speeding in school zones! Once more where are our police?
79.	<ul style="list-style-type: none"> ○ We need to discourage “empty” homes as this quickly destroys communities ○ All signage at commercial outlets must have English language visible ○ New immigrants need to adopt Canada’s values
80.	
81.	
82.	
83.	

84.	<ul style="list-style-type: none"> ○ We are all residents of Canada and we should direct efforts to furthering integration of new residents into our community – not encouraging segregation in services or facilities. Do not cater to special interest groups.
85.	<ul style="list-style-type: none"> ○ Agree with Working Group recommendations
86.	
87.	<ul style="list-style-type: none"> ○ Get ahead of the other municipalities. Be creative: ○ Buy in bulk the Waverly "Pilot" in-ear translation systems (just coming out!). Sell them at a discount. We will all be able to understand each other.
88.	<ul style="list-style-type: none"> ○ It doesn't matter where you were born. What matters is what motivates you. Learn how to attract the kind of caring people into your region instead of the greedy and self-serving.
89.	<ul style="list-style-type: none"> ○ [REDACTED]
90.	
91.	
92.	
93.	<ul style="list-style-type: none"> ○ Encourage and support the West Vancouver Community Foundation and other groups working in this space. ○ Exactly what you have noted beside here. Good work!
94.	<ul style="list-style-type: none"> ○ Introduce community groups together they can become aware of each other and the needs – increase sense of community.
95.	
96.	<ul style="list-style-type: none"> ○ Build movie, theatre concert hall, for 100-150 people in Ambleside so it is accessible for seniors and walkers.
97.	
98.	<ul style="list-style-type: none"> ○ Community Use zoned properties must be retained under that zoning. ○ Support lawn bowling club, tennis club, HSC as they are and where they are.
99.	<ul style="list-style-type: none"> ○ Keep gardens do not allow them to be built on. ○ Keep tennis club, bowls club, sailing club as they are ○ Community spaces
100.	<ul style="list-style-type: none"> ○ We already have services and regions accessible to all residents. Continue to support our recreational facilities (lawn bowling and tennis clubs, etc.).
101.	<ul style="list-style-type: none"> ○ "Promote art, music and recreation in parks" - No P.A systems in Ambleside Park!
102.	<ul style="list-style-type: none"> ○ Protect views consider the needs of neighbours before building or renovating.
103.	<ul style="list-style-type: none"> ○ Just smile hello, encourage inclusivity. ○ "Support local organisations that create a strong community" – tick beside.
104.	<ul style="list-style-type: none"> ○ Keep views day light low buildings max 2 story is social and human scale ○ "Emerging needs" – circle around and ? after sentence ○ "Promote art, music and recreation in parks" – but don't build in them
105.	<ul style="list-style-type: none"> ○ Encourage more community use development. ○ Don't allow "community use zoning" to be abused.
106.	
107.	
108.	
109.	<ul style="list-style-type: none"> ○ Creation of an open air gallery West of Ambleside ○ A new concert bowl in Ambleside ○ A poets corner and chess boards at Market Square ○ Parasols at street corners
110.	
111.	<ul style="list-style-type: none"> ○ Yes we need to partner. I have no idea why we could not persuade one of the Universities to create a small campus in West Van. Maybe SFU would be a good choice

	<ul style="list-style-type: none"> o It seems that Arts and Culture figure strongly in Council's plans. I would argue that technology, math and science directed to professionals, students and the general public would be extremely attractive. The Sunshine Coast is attempting to build two marine biology centres to do some of this. We have the coastline, forests and mountains to use as a background. Why are we not capitalising on our environment to create such things?
112.	<ul style="list-style-type: none"> o Use SAC and Community Centre for inter-cultural activities / forums / lectures about each other's cultures. o Volunteer English speakers to tutor new immigrants.
113.	<ul style="list-style-type: none"> o Support English classes, and writing English for newcomers so they feel welcome signs, English French, - first language helpful to newcomers.
114.	
115.	
116.	<ul style="list-style-type: none"> o We need a live and healthy community. People should walk, talk to each other and gather in different events, ceremonies and conferences in new buildings, art galleries and so on.
117.	<ul style="list-style-type: none"> o Currently, we only have minimum number of retails and restaurants in our community. I would like to see more of those in the future.
118.	<ul style="list-style-type: none"> o Host more events that let the community get together and create links among people in West Vancouver.
119.	<ul style="list-style-type: none"> o More facilities like Rec Centre as a place for people to get together.
120.	<ul style="list-style-type: none"> o There are many people in West Vancouver from many different backgrounds. Community organizations involving people of a multicultural background helps incorporate people from a variety of cultures together.
121.	<ul style="list-style-type: none"> o Provide programs that help assimilate people of other cultures o Financially support local community organizations
122.	<ul style="list-style-type: none"> o Incentivise adoption of Safer Homes and Rick Hansen Fnd. Accessibility Certifications. o Work with the Vancouver Group that aims to connect new immigrants with volunteer boards so that ideas and cultural understanding passes both ways. Do the same for encouraging First Nations to join volunteer boards. o Work with local organizations and look within the District itself for employment opportunities for people with disabilities.
123.	<ul style="list-style-type: none"> o We have such a great diversity in culture thus we should make use of it by, building West Vancouver Museum, City Park or Sports facility as a place for social interaction as well as a cultural exchange.
124.	<ul style="list-style-type: none"> o Public facility that we can exchange our culture and personal background.
125.	<ul style="list-style-type: none"> o We have four major community groups that live in our Community, Asian, Persian and 1st Nations ethnicities are dominate in our community, along with a Caucasian group, that makes up the base of our community. How can we be more inclusive, more welcoming? o As new residents arrive and speak their own language, we need to welcome them and make more effort to see their possible contributions to our community. Vital Signs from the West Van Community Foundation addresses this issue. We need more civic events that celebrate our diversity, we should have translated websites and civic pamphlets should be printed in Chinese, Farsi, as well as English.
126.	<ul style="list-style-type: none"> o Encourage learning of English or French.
127.	
128.	<ul style="list-style-type: none"> o Focus on who pays for services in the community and who supports our businesses – not the visitors.
129.	<ul style="list-style-type: none"> o Education!
130.	<ul style="list-style-type: none"> o Helping community organizations connect to one another helps foster the social fabric – working on the Sport Field Master Plan brought me into contact with a lot of other organizations but without the common conveying topic / place that fell away again. Consider space that will foster that interaction on an ongoing basis.

131.	<ul style="list-style-type: none"> ○ All District programs should be accessible and encourage participation from all sectors of the community. ○ District should work at linking programs to accessible resources so participants know the supports available.
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141.	
142.	<ul style="list-style-type: none"> ○ Agree with working group recommendations.
143.	
144.	
145.	<ul style="list-style-type: none"> ○ Culture Centre to establish community within WV.
146.	<ul style="list-style-type: none"> ○ I don't feel the foreign investment class immigrants are doing this region any good in terms of the affordability crisis they're causing. I have no desire to make it even more welcoming for them.
147.	<ul style="list-style-type: none"> ○ Provide options for lower-income people, such as school buses. ○ Classes for people new to Canada.
148.	<ul style="list-style-type: none"> ○ Create events that will encourage better interaction between our main cultural groups (Aboriginal, British, European, Persian, Chinese etc.).
149.	<ul style="list-style-type: none"> ○ Provide programs and services in other languages for newcomers, and then similar programs in English to aid transitioning.
150.	<ul style="list-style-type: none"> ○ We need more support services for low income persons. There is limited housing, and there is no food bank/resource centre.
151.	<ul style="list-style-type: none"> ○ Expand investment into fitness programs for people of all backgrounds. ○ Add more support for the elderly and their programs, as a large population in West Vancouver.
152.	
153.	
154	<ul style="list-style-type: none"> ○ “We have many different cultural backgrounds and speak over 50 languages” – X beside. ○ Recreation facilities are one of the best ways to bring different groups in the community together. Ambleside beach area: <ul style="list-style-type: none"> ○ Summer paddleboard/kayak rentals ○ Outdoor pools ○ Night Markets ○ Christmas markets ○ Chinese New Year celebrations ○ Outdoor skating rink
155.	
156.	<ul style="list-style-type: none"> ○ “Promote art, music and recreation in parks” – Don’t demolish valued buildings.
157.	<ul style="list-style-type: none"> ○ Support local organisations that create a strong community” – Yes. ○ “Partner with service providers to address emerging needs” – Yes. ○ “Improve walking and cycling access to schools and facilities” – Parents don’t want kids on bikes by themselves traffic is too scary! ○ “Promote art, music and recreation in parks” – yes, but not always in Ambleside – too noisy!! ○ “Enhance and manage outdoor recreation in the Upper Lands” – Yes – but how??
158.	<ul style="list-style-type: none"> ○ Constructive recommendations.

159.	<ul style="list-style-type: none"> ○ The West Van library is the keystone. The Community Centre is also important. Coordinate and encourage ways for people to contribute by volunteering. Harmony Arts festival is ok but too passive. How about certain days for folks to gather to clean up the beaches, to remove invasive vegetation in parks, to work on trails, to monitor fish habitats ion streams? Why not set up more public garden lots? Such activities give people a sense of participation and ownership in their community. It already exists with a great core of volunteers in the library and community centres / senior centre.
160.	
161.	
162.	<ul style="list-style-type: none"> ○ Multi-cultural is one of the advantages of Canada in general and it is very evident in West Vancouver. ○ All of the resident will benefit from support of local organization that supports the community.
163.	
164.	<ul style="list-style-type: none"> ○ So much in W-Van is EXCELLENT !! ○ 1. HOWEVER (reflecting comments above), there is LACK OF LEADERSHIP by Council & Staff, and a wide COUNTRY-CLUB Culture. ○ 2. SYMPTOMS include: <ul style="list-style-type: none"> * Very high operating costs compared to other municipalities; * Excessive time to get things done; * Lack of clarity and focus in formulating objectives and terms of reference. ○ 3. A recent embarrassment is Washrooms. In 2016, staff said "there is no money" to do up-grades. Earlier this year they said "we'll work on it in the fall" (when very little public). It's reached the point where there are letters of complaint in the N-shore News, and "spin" responses from Communications. It's another symptom of lack of focus & leadership in uniquely wealthy W-Van.
165.	<ul style="list-style-type: none"> ○ Programs for new immigrants ○ Programs in Mandarin, Farsi, Japanese, etc.
166.	<ul style="list-style-type: none"> ○ This survey appears to be for BP only ??? ○ Fix Ambleside.
167.	
168.	<ul style="list-style-type: none"> ○ One smoldering issue on the mountains is trail conflicts between downhill mountain bikers and trail hikers. West Van's situation is working pretty good only because there seems to be a coincidental segregation taking place where trail users in the upper lands are most on the west side (Nelson Creek/ Eagleridge) and east side (Brothers Creek area trail system) while the down hilling cyclists are in the central area where trail walkers don't go. This is important to maintain so you do not end up with the same high conflict failures that the District of North Van has created. ○ Just today [REDACTED] I was [REDACTED] with my daughter (who lives in [REDACTED] because she can't afford West Van which is perfectly fine). We were in the [REDACTED] area where you are constantly passed by down hilling cyclists. We made room for them every chance we could stepping off the trail each time so they could whiz past but one cyclist messed up because she was likely distracted by me even though I stepped off the trail for her. She was still verbally abusive even though it was not my fault. She obviously had a chip on her shoulder and was quick to throw out rude comments. As I walked on I came across their little gang of four down hilling cyclists. They were stopped and wanted to defend the person I was having the verbal confrontation with. The conflict continued to no resolve. [REDACTED] hiking is supposed to be a peaceful experience and it is anything but peaceful there. I never deliberately block cyclists but just being at an inconvenient place for them is enough to spur conflict with cyclists. ○ I am an avid cyclist so I have nothing against that activity which is why I went out of my way to move off the trail as cyclists go by. The problem is that mixing hikers with down hilling cyclists on the same trail is like allowing hikers to walk up the middle of ski runs. I am a skier and there is no doubt in my mind that it would be really irritating

	<p>to have to dodge hikers while skiing down a ski run. No matter what the hiker did they would be in the way and conflicts would arise. I can see skiers being verbally abusive to hikers if their turn was messed up by a hiker who is only guilty of being there. We are creating the exact same type on conflict between downhill mountain bikers and hikers on narrow trails. My experience on [REDACTED] was a perfect example of this.</p> <ul style="list-style-type: none"> o I am also aware that there is a political reality in that NSMBA is seen by the politicians as a voting block which gives them much more weight with the politicians. Hikers are unorganized so have little political weight. As a result NSMBA have been very successful at marginalizing hikers as NIMBY type complainers in North Van and have gotten whatever they want their leading to the high conflict situations in Mountainview Park. I suspect the same will happen in West Van but for now there is a lucky coincidence that the bikers happen to be using different trails than the hikers and hopefully it will stay that way.
169.	
170.	
171.	
172.	

Tell us how our public facilities can better support our social well-being

WB #	Idea
1.	<ul style="list-style-type: none"> o Attention needs to be paid to allowing linguistic / cultural access beyond European / Caucasian to our community. We have at least 15% of our community now which is not English speaking at home. Our public spaces, dialogue do not reflect this.
2.	<ul style="list-style-type: none"> o Continue to use the community centres for public forums, meetings, information dispersal. o Flea markets, craft fairs etc. I love that both Gleneagles and the Aquatic Centre have lots of events as well as exercise, hop by opportunities. Very welcoming.
3.	
4.	
5.	
6.	<ul style="list-style-type: none"> o Provide good free English language training. Our [REDACTED] neighbours did not know why the sky was so Smokey. Their English was not good enough to catch local news.
7.	<ul style="list-style-type: none"> o I assume that if people go to our public facilities that most would eventually get some social interaction. As a tax payer I don't feel it is my responsibility for everyone's social life. It often takes the second generation to embrace the new society – let it be.
8.	<ul style="list-style-type: none"> o Open up our waterfront building for broader use, music performances, coffee mornings, and lectures from Capilano University, multicultural dance and music series etc.
9.	<ul style="list-style-type: none"> o Agree with all C.W.G. recommendations. o Apply William H. Whytes, "The social life of small urban spaces": sitting space; food outlets; sun; accessibility; trees.
10.	<ul style="list-style-type: none"> o Encourage a "ship yard markets" type venue. o Food trucks etc. These won't take away business from existing restaurants. o Have more restaurants on the beach front to take advantage of the views.
11.	
12.	<ul style="list-style-type: none"> o Make sure all public land is zoned Park Land. For instance Gleneagles Golf Course. Also park land should not be rezoned without a public referendum.
13.	<ul style="list-style-type: none"> o Imagine if those areas at the waterfront in Ambleside that have just had new lawn planted were instead "plazas" – perhaps even a covered plaza with a coffee shop and outdoor tables. People talk to each other in environments like that.
14.	
15.	
16.	
17.	<ul style="list-style-type: none"> o Need more flexible community meeting spaces to support community. Currently

	church halls largely fulfill this purpose but are in decline.
18.	
19.	
20.	<ul style="list-style-type: none"> ○ Make public facilities easily viable for private rentals (meetings for not for profits, celebrations such as wedding etc.) and market them!
21.	<ul style="list-style-type: none"> ○ Add Pianos to the music rooms; lots of WV Residents would love to gift theirs to you.
22.	<ul style="list-style-type: none"> ○ Recreation Centres are excellent.
23.	<ul style="list-style-type: none"> ○ Recreation centres and library are excellent.
24.	<ul style="list-style-type: none"> ○ Get going on completing the Spirit Trail. Set a target finish date of three years.
25.	
26.	
27.	
28.	<ul style="list-style-type: none"> ○ Stage public concerts in the Recreation Centre foyer during the inclement weather from October to April.
29.	<ul style="list-style-type: none"> ○ People usually have to travel within the municipality to participate to public facilities. Because of age, weather or time constraints travel will usually be by car or bus, so please ensure that car transportation is not short changed in the general desire to back trendy “green” transportation modes.
30.	<ul style="list-style-type: none"> ○ Allow dogs at various activities especially in the summer. ○ Increase advertising and information about local events locally i.e. flyers and Northshore news as opposed to the front page of the Vancouver Sun.
31.	<ul style="list-style-type: none"> ○ Walking and cycling is well developed now and there is plenty of green space for cultural and recreational facilities. ○ Do not reduce the greenspace on the waterfront by putting up an arts building.
32.	
33.	<ul style="list-style-type: none"> ○ Agree with all Working Group recommendations.
34.	<ul style="list-style-type: none"> ○ I don't think West Vancouver is lacking for public facilities. I think what is missing are programs and events to introduce neighbours (like the welcome wagons of times past) and to the procedures and yes, even the rules of daily life. I have tried with the aid of a 10 year old translator to help a new neighbour understand the nuances of garbage separation and collection schedules.
35.	<ul style="list-style-type: none"> ○ Maximize use by West Vancouver family's taxpayers. How many of the community centres programs are used by not West Vancouver residents?
36.	<ul style="list-style-type: none"> ○ Not required.
37.	
38.	
39.	
40.	<ul style="list-style-type: none"> ○ Create more food options in parks, art shops, sports and gardens. Create/promote/advertise community activities in parks such brief talks, gatherings, discussions on our ecosystems, tourism, environmental protection etc. ○ Community café: create/use existing spaces as a place of community gathering, see the Community Café by United Church in White Rock. http://www.crescentunitedchurch.com/events/drop-in-community-cafe--277/2017-06-07 ○ This provide space for cultural, social activities, discussion, language conversation groups outside community centers.
41.	<ul style="list-style-type: none"> ○ We need to design and plan our facilities so that can meet the needs of these seniors. Sharing of resources will be important. We need to be make our facilities senior friendly and blended into the community.
42.	<ul style="list-style-type: none"> ○ We are first and foremost a waterfront community. Focus on a public waterfront that is environmentally sound, accessible, and usable and aesthetically pleasing with a mixture of natural and built amenities. Make it a priority to enhance the use of water front activities for people who actually want engage in water related activities - launch boats, paddle, swim, sail etc.as well as those who simply wish to stroll or ride bikes etc. Along the foreshore. ○ Think outside the box...think of putting something like a destination water park at Ambleside.

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46.	<ul style="list-style-type: none"> ○ See comment above (North Shore recreational facilities shared inter-municipally) and I am sure there are other active people who are missing facilities on the North Shore and have to go elsewhere to access what they are missing e.g. Curlers go to New Westminster and Vancouver. Tennis players go to North Vancouver and elsewhere.
47.	
48.	
49.	<ul style="list-style-type: none"> ○ We need to have an adult day centre built near the seniors centre. I strongly believe that it should be built on the lower level of the affordable housing complex being built at the old adult day centre site. There should be more advance planning between the Provincial, Municipal Government and Vancouver Coastal Health to plan for the adult day centre to be built in this complex. It is essential to be built in an accessible area near seniors activity centre as spouses drop off their loved ones for respite then go for an activity or social event and then walk back and pick their loved ones after. We need better planning for seniors centre to have a senior's hub of services offered in one spot i.e. adult day centre / seniors centre and not placed in 27th Dundarave as proposed as it is too hilly and not accessible to walk for seniors.
50.	
51.	<ul style="list-style-type: none"> ○ Hiring bands / encouraging buskers ○ Sone for corner store / neighbourhood coffee centre in new and if possible existing neighbourhoods. ○ Working with school board to further use of schools as community resources.
52.	<ul style="list-style-type: none"> ○ Need to actively encourage various communities mixing with each other. Recreation Centre is doing well in this regard. ○ Sinage on businesses should be in several languages, not just one language.
53.	<ul style="list-style-type: none"> ○ Regarding recommendation "Create and enhance public facilities with development" -- not with increased density or up-zoning.
54.	<ul style="list-style-type: none"> ○ Support cultural events in public areas, such as concerts and artist events. ○ Allow for places where people gather and socialize to be connected to (or at) the waterfront and parks. This should include restaurants and cafes. ○ Create opportunities for public art to be created/displayed.
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58.	
59.	
60.	<ul style="list-style-type: none"> ○ Provide more child care services and amenities.
61.	
62.	<ul style="list-style-type: none"> ○ Increase cycling network within region ○ In public areas encourage artist / musicians to perform ○ Book exchange stations in the neighbourhood centers.
63.	
64.	
65.	<ul style="list-style-type: none"> ○ In commercial areas provide open spaces with benches and flower beds to encourage conversation (conviviality) American visitors and neighbours tell me how different Canada / West Vancouver is for providing paces that encourage social interaction.
66.	
67.	<ul style="list-style-type: none"> ○ West Vancouver really needs nightlife. At least one nightclub should open multiple restaurants and pubs can include live music. Residents that don't like the noise can locate where its quitter.
68.	<ul style="list-style-type: none"> ○ Increased population and density comes with increase costs – fire, ambulance, police, hospital and recreational facilities. ○ Municipal staff needs to listen to community and be respectful.

69.	<ul style="list-style-type: none"> ○ Keep parks natural – greater population means expanded services and cost. ○ No bistros, concerts which close parks and cause traffic gridlock. It is not the West Vancouver Carnival.
70.	<ul style="list-style-type: none"> ○ All the current facilities must be supported and maintained whether for sailing, tennis, bowling etc. ○ Expand walking areas for on leash dogs enforcing the scoop by-laws and provide and maintain the necessary receptacles. Create a dog agility area in a park, it would be both educational and interesting to onlookers and provide fun and exercise. ○ Allow pets, including dogs to be kept in rental and starts units with suitably maintained exercise areas. ○ Enforce no smoking of anything anywhere.
71.	
72.	
73.	
74.	<ul style="list-style-type: none"> ○ Our public facilities already support our social well-being. This implies that they don't.
75.	
76.	
77.	<ul style="list-style-type: none"> ○ Take some ideas from Harmony Arts festival and sprinkle them throughout the summer. Movies in the park, Music in the park, Comedy stage, food tasting in the park, wine tasting in the park, Karaoke evenings in cafes. ○ Bottom line is to bring fun and joy back to West Van. It can be done, just the mind has to open and let the imagination take off!
78.	<ul style="list-style-type: none"> ○ Improve the bathroom facilities at our waterfront parks (i.e. John Lawson, Sandy Cove, Whytecliff Park) Have them cleaned <u>more often</u>!! ○ Have merchants in Ambleside keep the streets/sidewalks in front of their buildings clean. ○ Provide containers @ bus stops to keep cigarette butts out of drains & the ocean
79.	<ul style="list-style-type: none"> ○ Apply rezoning of public lands to other or new purposes should be approved by referendum ○ Support social interaction in neighbourhood: Yes ○ Create and enhance public facilities with development: what do you mean? ○ Encourage social interaction in public spaces: Yes
80.	<ul style="list-style-type: none"> ○ Seniors must be included and thought given to their future needs, such as Adult Day Programs, classes (exercise, music etc.) for dementia people. Adult care centres. There are waiting lists for centres and day program now! What will it be like in the future?
81.	
82.	
83.	<ul style="list-style-type: none"> ○ In future W. Van could use a small hospital like the “Lady Minto” in Saltspring Island since traffic jams slow the crossing of the Capilano River. We are trapped. ○ Some seniors wish the Centre did not close in August every year.
84.	
85.	<ul style="list-style-type: none"> ○ Enhance and promote public facilities within neighbourhoods i.e. Klee Wyck in the Cedardale, Sentinel Hill and Park Royal areas and Masonic Hall in the Ambleside/Dundarave areas, etc. Create public gathering places with a range of activities.
86.	
87.	<ul style="list-style-type: none"> ○ Think that our community centres are doing a pretty good job.
88.	
89.	<ul style="list-style-type: none"> ○ Last few years the Park Royal malls North and South did not decorate for Christmas the last few years. Someone wrote about this in the North Shore News. Park Royal said it was because of construction. This year they have no excuse.
90.	
91.	
92.	<ul style="list-style-type: none"> ○ Fine, but this is rather vague.

93.	○ You do this well!
94.	○ Ask community groups their needs ○ A volunteer buddy programs to help assist seniors and people with disabilities who may be recluse.
95.	
96.	
97.	
98.	○ Open schools for use of other groups, guides, scouts, cadets, churches, service groups. ○ Expand community and seniors centres by making satellite versions in more areas.
99.	○ Think of livability before any new building. ○ New hospital need bigger to serve us all.
100.	
101.	○ Keep community use zoned lands “community use”. ○ “Cerate and enhance public facilities with development” – Not with increased density or up zoning.
102.	○ Keep the community use zoned property as that.
103.	○ “Encourage social interaction in public spaces” – tick beside
104.	○ Keep <u>all</u> property zoned for community use in that zoning.
105.	
106.	
107.	
108.	
109.	○ Improved running track at West Vancouver Secondary School
110.	
111.	○ Yes provide the services that would both support the current population and attract younger people back to the community. I do believe that our natural surroundings plus enhanced educational and support facilities would do this. ○ Support social interaction by maintaining and improving walkability, (particularly in areas of high density).
112.	○ “Support social interaction in neighbourhoods” – see above ○ “Share public facilities to enhance available service” – tick beside ○ “Improve walking and cycling within neighbourhoods” – sidewalks wrecked in many areas, having to walk in the road is dangerous. ○ “Encourage social interaction in public spaces” – see above
113.	○ The bathrooms at John Lawson Park, are atrocious, esp. given there is a brand new playground attracting many young families, walker and cyclists.
114.	
115.	
116.	○ Give incentives to businesses and developer and get more public facilities.
117.	○ More job opportunities should be available in West Vancouver with the increase in number of businesses open.
118.	○ I use West Vancouver rec centre gym very frequently and I participate in many volunteer work there. I would like to see more of those opportunities available in West Vancouver.
119.	○ More public facilities so people can get-together and interact. ○ More place for “fun”.
120.	○ We should have more social programs at places such as the West Vancouver Community Centre to help bring our community together.
121.	○ Give incentives for developers to make public facility ○ Expand public transit access to these facility
122.	○ Enhance accessibility and universal design wherever feasible.
123.	○ As I mentioned before, there's nowhere that people can gather and share their culture and experiences or just simply sit and chat in West Vancouver. Providing such a space will make the community more friendly and energizing.

124.	o Better communication leads to better understanding of each other.
125.	o Our public facilities should have a variety of languages spoken.
126.	o Public facilities in West Vancouver are excellent. Keep them well maintained and clean.
127.	
128.	o The development and renewal of the community centre / arena / tennis courts and senior centre is taking too long.
129.	o Cypress Village does not need a separate community centre!
130.	o Cross-populate social interaction by bringing schools to seniors, seniors to the sports associations. I think the community has done a nice job in the last while of helping new residents and immigrants find their way perhaps less of keeping our seniors connected once they don't have natural connections (children in schools, or grandchildren in the community because they have been forced out due to cost). o Create better public gathering around the Ambleside sports fields. Not just for the sports need/spectators but natural convening spots.
131.	o Ensure District facilities are accessible – in particular lifts into pools. Upgrades should look at new platform lift at new District of North Vancouver Delbrook Rec Centre.
132.	
133.	
134.	
135.	
136.	
137.	
138.	
139.	
140.	
141.	
142.	o Agree with working group recommendations.
143.	
144.	
145.	
146.	
147.	o Open more public facilities, and subsidize programs there to make them accessible to lower income families.
148.	
149.	o Expand transit access to public facilities from all areas, especially those that currently don't have public transit access.
150.	o We need to cut fees for programs. It is getting very expensive for families to keep pace with increasing fees at the Recreation Centre, Ice Arena, and Pool. Seniors (65+) need lower rates than are currently being offered. I would like to see family fees.
151.	o Create more public transportation from the remote areas of West Vancouver to public facilities.
152.	
153.	
154.	
155.	
156.	o "Support social interaction in neighbourhoods" – tax empty houses.
157.	o "Support social interactions in neighbourhoods" – Yes – all neighbourhoods – NOT just Ambleside! o "Share public facilities to enhance available services" – Yes o "Create and enhance public facilities with development" – Yes, but not just in Ambleside. o "Improve walking and cycling within neighbourhoods" – Fix sidewalks (trip hazards) – teach cyclists what "stop" means!

	<ul style="list-style-type: none"> ○ “Deliver amenities in Cypress Village for a complete community” – Like what? ○ “Encourage social interaction in public spaces” – How and where – PLEASE, PLEASE find somewhere else besides Ambleside! – We are tired of NOISE! – People urinating on our lawns and in the streets – HELP.
158.	○ Constructive recommendations.
159.	<ul style="list-style-type: none"> ○ “Improve walking and cycling within neighbourhoods” – And along Marine Dr. (as above, p9.) ○ “encourage social interaction in public spaces” – pocket parks, trees, walkways, bike paths from Taylor Way to Dundarave where people can meet and talk while out running errands.
160.	
161.	
162.	○ Engaging public in social events will require utilization of public facilities.
163.	
164.	
165.	<ul style="list-style-type: none"> ○ Incentive for developers to make public facilities. ○ Reduce regulation on building creation.
166.	○ BP mentioned what about rest of community.
167.	
168.	○ Mountain trails are of extreme benefit to our mental and social well-being (when conflicts between user groups are avoided). When I hike I meet and talk with other hikers from all over the region. These mountain trails have proved their value as a highly popular regional wilderness asset. Respect and support this green wealth of natural assets.
169.	
170.	○ Social interaction – senior run pizza / bread oven maybe in John Lawson Plc. Where every Wed. people can bring their bread dough / pizza to bake in the brick oven and interact over recipes and the smell of baking bread.
171.	
172.	○ Provide a boat ramp.

Tell us how we can attract and accommodate missing demographics

WB #	Idea
1.	○ Look at previous comments on incentivizing a variety of housing stock and a variety of housing tenancy in each of our neighbourhoods (especially along increasingly expanding transit corridors).
2.	○ More affordable housing including service which will attract families.
3.	
4.	○ Affordable housing.
5.	○ Provide a variety of housing types – coach houses Eagle Island.
6.	<ul style="list-style-type: none"> ○ Young families with children can’t afford to live here, it is that simple. ○ Integrate a range of housing forms into neighbourhoods but not just one or two neighbourhoods. We need greater economic integration in West Vancouver.
7.	<ul style="list-style-type: none"> ○ Our low proportion of children means many students commute here to attend school – Good. ○ Our overall population declined between 2011 and 2016 while the region grew by 6.5%. I don’t see this as a fault. ○ Change zoning around schools. ○ We still have some of the best schools, sport fields, library, and recreation centre in the Lower Mainland. Let them come but change them or close down the schools and let the school board sell the land for housing.
8.	○ Densify in existing neighbourhoods.
9.	○ Agree with all Community Working Groups recommendations.

10.	
11.	
12.	<ul style="list-style-type: none"> o Because Council have let real-estate and developers to create ridiculously expensive properties that only foreign money can afford our children cannot live here anymore.
13.	
14.	
15.	
16.	<ul style="list-style-type: none"> o Housing is the answer. The wider the variety of options, the more likely young people will be able to live here.
17.	<ul style="list-style-type: none"> o We have great schools but do not promote or support these enough. The track at WV High for example is embarrassing for such a wealthy community, as opposed to being a premier community resource. In China schools have the latest and greatest facilities at there is significant investment and focus on youth. We appear to be driving too much support for seniors therefore driving the dynamic of an aging community. Need more investment in schools and youth to attract young families.
18.	
19.	
20.	
21.	<ul style="list-style-type: none"> o Planning to accommodate for the missing elements.
22.	<ul style="list-style-type: none"> o Make it easier to have granny flats, second occupants in single family dwellings.
23.	<ul style="list-style-type: none"> o I have no idea. Lower house prices, lower rent. Only the wealthy can afford to live in West Vancouver.
24.	
25.	
26.	
27.	
28.	
29.	<ul style="list-style-type: none"> o Market forces have made West Van housing very expensive, so unless we go to state controlled housing (not a desirable or likely option) there is not much we can do to attract missing demographics, as housing is the key issue. Providing a variety of housing types is unlikely to make West Van housing significantly cheaper, as all types of housing are expensive here. I note that even the new apartments that are being built in Horseshoe Bay start at \$1 million. Not many young people or downsizing seniors will be able to afford \$1 million plus apartments.
30.	<ul style="list-style-type: none"> o No one can afford to live here. Fix it please.
31.	<ul style="list-style-type: none"> o Maybe this is not an objective. Maybe West Vancouver will remain an adult only community unlike many in the U.S? Variety of housing types expensive in Bellevue at four million being built and town council is not controlling this.
32.	
33.	<ul style="list-style-type: none"> o Agree with all Working Group recommendations.
34.	<ul style="list-style-type: none"> o Increase occupancy density on existing developed property base and hence rapidly increase the supply and affordability of housing units for new younger and family orientated residents including those who work here but can't afford to live here. Permit and promote conversion of large multi bedroom. Multi bathroom homes into co-op shared housing particularly for joint families or seniors who want to stay in community they know and need some supports.
35.	<ul style="list-style-type: none"> o Encourage higher density around schools, both elementary and high schools including rental housing. o Ensure space for families in these same areas i.e. sports fields. o Not high rises.
36.	<ul style="list-style-type: none"> o Do not try and regulate away the charm of West Vancouver.
37.	
38.	
39.	

40.	<ul style="list-style-type: none"> ○ Improve housing offer: Variety of housing types around Caulfield, Horseshoe bay, eagle harbor, Ansell place (see housing section). ○ Aging population: need emphasis on accessibility to shops, parks, services. ○ Dundarave-Ambleside area is beautiful and quite access- friendly to all ages. Promote similar concept to other areas, already developed and natural areas.
41.	<ul style="list-style-type: none"> ○ Consideration should be given to build group type homes where a number of seniors could live together. This would help alleviate the Loneliness Factor for the many of seniors living by themselves in apartments.
42.	<ul style="list-style-type: none"> ○ Allow in-fill in desirable areas near amenities. Allow lane-way housing in Ambleside and Dundarave as well as the neighborhoods to the West. Allow builders to build well-constructed efficient townhouses, duplexes, tri and quadraplex housing in e.g. Ambleside lower Dundarave and HSB etc. Give more points to areas close to schools, shopping etc.
43.	
44.	
45.	
46.	<ul style="list-style-type: none"> ○ I am not sure what demographics are missing – as I go about my business in West Vancouver I see a whole lot of different people.
47.	<ul style="list-style-type: none"> ○ The high cost of housing discourages increased growth of population.
48.	
49.	<ul style="list-style-type: none"> ○ Municipality needs to make sure to set aside land for residential care facilities to be built in West Vancouver. We have an aging population and right now there are not enough residential beds available for the seniors that are publicly funded. Not everyone can afford to pay privately.
50.	
51.	<ul style="list-style-type: none"> ○ I agree it's all about the cost of housing, then having schools in the area.
52.	<ul style="list-style-type: none"> ○ Will not be able to without a range of housing options, transit and access to employment. ○ Will not have a healthy, diverse, connected community if there is segregation by income, culture and ethnicity, and/or age.
53.	<ul style="list-style-type: none"> ○ Encourage smaller single family homes for young families (not condos, but smaller homes on smaller lots). ○ Embrace and celebrate our senior demographic instead of trying to change it.
54.	<ul style="list-style-type: none"> ○ More affordable housing for families and better job opportunities through the recruitment of businesses to the area.
55.	
56.	
57.	
58.	<ul style="list-style-type: none"> ○ Densification with diversified housing options in Town Centres especially Ambleside and Dundarave. ○ Plan for and encourage new entertainment options for youth and millennials in Ambleside.
59.	
60.	<ul style="list-style-type: none"> ○ Provide more and better child care services and amenities, create more job opportunities or volunteer openings for young families.
61.	
62.	<ul style="list-style-type: none"> ○ Affordable housing.
63.	
64.	
65.	<ul style="list-style-type: none"> ○ You already know the key is affordable housing. You know this idea will not be popular with the majority of the privileged. Good luck with the politics. ○ Agree with all recommendations.
66.	
67.	<ul style="list-style-type: none"> ○ Again more low-cost housing will allow families to locate here, adding to the population and keeping the schools filled up with local children.

68.	<ul style="list-style-type: none"> ○ Surtax empty houses and suites. ○ School population has been a concern since the 70's; neighbourhoods do regenerate. ○ What is entry level in an area of high land prices? ○ Perhaps we can include a mobile home park in the Upper Lands area West Vancouver can rent out space and residents can pull in their trailers.
69.	<ul style="list-style-type: none"> ○ Encourage renovations, not demolitions, replacing modest homes and apartment with monster homes and multimillion dollar suites does not encourage diverse demographics. ○ Give tax break to owners and businesses renovating buildings, presently cheaper to sell to developers.
70.	<ul style="list-style-type: none"> ○ Our currently zoned community buildings should be equipped and maintained for any emergency disasters. Training sessions can be held in them. Out waterfront must be adapted to be able to deal with any emergency disasters i.e. boat ramps for landing craft, helicopter pads for evacuations. Disaster training should be made more available within the community. A reception centre and shelters need to be made known and available.
71.	
72.	<ul style="list-style-type: none"> ○ A range of housing forms only makes sense at the transportation nodes. Not everywhere. Otherwise you create traffic and infrastructure problems and increase overall costs.
73.	
74.	<ul style="list-style-type: none"> ○ It is not our community's responsibility to attract and accommodate missing demographics. ○ It is a community issue that we want to protect our neighborhoods - including this concept of integrating a range of housing does not respect the character of neighborhoods.
75.	
76.	
77.	
78.	<ul style="list-style-type: none"> ○ <u>Stop</u> approving luxury complexes & towers! i.e. the giant Grosvener Complex on Marine Drive. What an unmitigated mistake & example of over building of this prime site. And, another luxury tower at Marine and 22nd is going up where previously we had affordable units! ○ Provide zoning for family local workers and affordable rentals ○ Integrate a range of housing forms into neighbourhoods at Gordon and 22nd ○ Why only "provide a variety of housing types" in the Upper Lands?
79.	<ul style="list-style-type: none"> ○ Unfortunately our municipal, provincial and federal politicians have failed us – real estate out of the range of affordability for most Canadians including professionals. The affordability ship has sailed!!
80.	○
81.	<ul style="list-style-type: none"> ○ Not addressed – Except re need for 3rd Crossing to improve access for workers who need to reside in less expensive part of region
82.	
83.	
84.	
85.	
86.	
87.	<ul style="list-style-type: none"> ○ Back to affordable housing. Right now less than 1% of Canada's population can afford to live here.
88.	<ul style="list-style-type: none"> ○ If they can't live there.....
89.	<ul style="list-style-type: none"> ○ Reduce the housing prices. There is too much greed and consumption now. The world has always been the same it's the people in the world that are making the changes.
90.	<ul style="list-style-type: none"> ○ Lane way houses tiny houses for multigenerational use. ○ Better transit; transit serving more remote (i.e. cheaper neighbourhoods).

91.	
92.	
93.	o Super - let's get the multi-gen happening again!
94.	o Affordable housing for all levels.
95.	
96.	o Low cost housing in Ambleside area for families with children.
97.	o No matter how you spin it, West Vancouver is an aging demographic. Plan for an increased presence of seniors.
98.	o Embrace our seniors! Families would rather live elsewhere than stay here and be in a condo.
99.	o More community centre. o Demographic will change on its own, you can't buy it!
100.	
101.	o Embrace our senior demographic rather than try change it. o Encourage smaller single family homes for young families (they don't want to live in Condos).
102.	o No what will be will be.
103.	o All about housing. Rental; affordable townhouses. Multimillion \$ homes are not for the average Canadian.
104.	o "demographic balance" – circle around o No – I didn't hear that. Seniors are increasing demographic – plan for that. o "Integrate a range of housing forms into neighbourhoods" – word "seniors" placed above housing. o "Create Entry level" – circle around – not practical.
105.	
106.	o I have no small children but my friends have tell me that they take their children to North Vancouver because of the activities there. I do see that the rec centre is usually busy when I am there and the West Vancouver Tennis club centres are usually oversubscribed more of that?
107.	
108.	
109.	
110.	
111.	o It is interesting that we continue to build housing units but our population declines. Obviously this is due to the baby boomers becoming empty nesters and to some degree of foreign ownership in new development. As I said earlier. o Allow multiple units on single lots. o Restrict the size of single family homes to make the alternative more attractive to developers o Do not arterially inflate the price of existing properties by dropping in luxury units. o Collect a tax on all developments that is guaranteed to go to the creation of low cost rental units.
112.	o "Integrate a range of housing forms into neighbourhoods" – vital to encourage young families and workers. o "Provide a variety of housing types" – tick beside o "Create entry level and downsizing options in neighbourhoods" – tick beside
113.	o We missed the boat on this one. Price of homes beyond reach of all but the rich! o Keep really good transit so those that work for them can get to store, jobs, etc. Sold our souls to devil on this one.
114.	
115.	
116.	o Population can increase by having more affordable housing and apartments.

117.	<ul style="list-style-type: none"> ○ Promote building of apartment and high-rise residential building to make more affordable housing for younger people.
118.	<ul style="list-style-type: none"> ○ Lower the rent for students and people who are here with working visa to include young people in the community.
119.	<ul style="list-style-type: none"> ○ More apartments that are affordable to young people.
120.	<ul style="list-style-type: none"> ○ We need job opportunities and cheaper housing to attract young people. Supporting West Vancouver businesses helps to attract young people looking for work.
121.	<ul style="list-style-type: none"> ○ Housing is too expensive for young people ○ Need to have much more compact housing development ○ Encourage this development
122.	<ul style="list-style-type: none"> ○ Enable modular homes in existing neighbourhoods. ○ Add modular levels on top of existing low rise buildings especially in any locations where people will not feel their views will be impacted. ○ Create partnerships with school boards, church groups etc. to add modular complexes to underused spaces to create rental, co-op etc. living options. Modular living areas can be enveloped with different photos, surfaces etc. to make them attractive options for neighbours.
123.	<ul style="list-style-type: none"> ○ Better transit system that makes coming and leaving West Vancouver more convenient. Have some sort of West Vancouver city symbol and landmark. Something that people think of when they hear West Vancouver. That maybe more restaurants, retail stores, hotels, museum, or social facility.
124.	<ul style="list-style-type: none"> ○ Attract businesses in centres of West Vancouver to create a sort of shopping street that is similar to Park Royal, on Marine Dr. and Dunderave.
125.	<ul style="list-style-type: none"> ○ This starts with the real estate options available to young families and the lack of office space, and available rental stock. We have great parks and natural resources that is an attraction to families, and we have an aging population.
126.	<ul style="list-style-type: none"> ○ See comments on housing.
127.	
128.	<ul style="list-style-type: none"> ○ Need high density housing on the transit line – it will bring younger people.
129.	<ul style="list-style-type: none"> ○ The fact is that WV is a mountain community built on granite rock and is expensive. You cannot change that.
130.	<ul style="list-style-type: none"> ○ Housing, housing, housing. ○ A lot of young North Shore-raised adults spend their time hanging around the North Shore while living at home – Tap House, Lower Lonsdale, hiking. / they are more than happy to stay here if it were possible. ○ This community needs to look at publicly-subsidized/incentivized development of right sized, middle income – accessible housing to avoid becoming a town full of half empty, gated palaces.
131.	<ul style="list-style-type: none"> ○ Additional supportive housing (including housing available at the PWD rate). ○ Allow for more renting of rooms in existing single family dwellings ○ Support programs like Community Living BC, which provides additional housing opportunities in neighbourhoods. Support incentives for renting out portions of existing single family dwellings.
132.	
133.	
134.	
135.	
136.	
137.	
138.	
139.	
140.	
141.	
142.	<ul style="list-style-type: none"> ○ West Van does not need new additional development or development diversity. Housing sizes could be reduced. Additional monster homes must be eliminated.

143.	
144.	
145.	o More housing options and business opportunities to attract younger generation.
146.	o I'm hoping by us bringing our own two kids we are moving the slider back in the right direction. [REDACTED]
147.	o Expand job opportunities in West Van by trying to attract businesses. o Provide entertainment for young people such as a movie theatre, bowling alley etc.
148.	o Recommendations are fine but new housing should include a substantial rental component.
149.	o Make it cheaper to live here and young people will come. o Make it easier to access other regions for work.
150.	o Low cost housing options...tiny house communities, modular homes, etc.
151.	o We need entry level housing for young workers, and expansion of programs for people to enter the trades.
152.	
153.	o More town homes and starter homes for you young families. No more permits for monster single family homes.
154.	o "Our overall population declined between 2011 and 2016 while the region grew by 6.5%" – X beside o Affordable housing – I really do believe this the missing link. o Our schools are excellent, our recreation facilities are pretty good and our access to the outdoors are first class, Our lack of housing that is affordable is excluding people who could really contribute in our community.
155.	
156.	o See housing.
157.	o "Our overall population declined between 2011 and 2016 while the region grew by 6.5%" – could it be property and home prices? Young people want a house just like what their Moms and Dads have <u>NOW</u> . . can they afford them – No!!! o "Integrate a range of housing forms into neighbourhoods" – how and where? o "Provide a variety of housing types" – B.P.P. has only condos or aparts. No single family homes. o "Create entry level and downsizing options in neighbourhoods" – What is this? What does it mean?
158.	o This is a critical goal for the future health of our community! o Constructive recommendations.
159.	o Affordable housing o Co-ops support o Bike access o Lane houses
160.	
161.	
162.	o One of the reasons for decline in population is lack of diverse residential housing and having low density relative to other municipalities. o Lack of multifamily development is causing this issue.
163.	o The Upper Lands development can be a model but I fear undue influence. It will be important, and I look forward to extensive public involvement.
164.	
165.	o More cheap housing. o Compact small units.
166.	o BP Only ??? o No mention of existing commercial Center.
167.	
168.	o I never said what you are saying. The obvious economics of our situation is what will dictate demographics. Changing that would be like changing the tide. I do NOT want

	to be subsidizing artificial changes to a handful of people who are lucky enough to get the subsidies.
169.	
170.	
171.	<ul style="list-style-type: none"> o Smaller housing units integrated with recreation. o Jobs.
172.	<ul style="list-style-type: none"> o Reduce parking measurement for secondary suites to make it more feasible for smaller properties to accommodate (equally) on smaller lots (i.e. Ambleisde) close to transit and amenities.

Have we understood your social well-being ideas correctly? Tell us if there is anything you want to change or add.

WB #	Idea
1.	
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4.	<ul style="list-style-type: none"> o Until we address the huge lack of affordable housing for young families it is hard for me to imagine where young families will come from in West Vancouver. Diversity, cultural activities and arts are great but I see the same middle aged people at all the events I attend.
5.	
6.	
7.	<ul style="list-style-type: none"> o I am angry disappointed, resentful but not surprised that there is not one word in this whole booklet about lack of social housing for mentally ill patients under the age of 65. Unless their aging parents take them in they are on the street. They become part of the revolving door of the Hope Centre. Many of us have down sized to make our life [redacted] easier but have no option except accommodate these people and to try and help them the best we can. There is a list that one is put on but when they see the West Vancouver address they are not really considered a high priority. My family and I have lived in West Vancouver for the past [redacted] years always paid the taxes, helped out in the community etc. never asked for any kind of help. There are many like myself. Whose social well-being do you really care about?
8.	<ul style="list-style-type: none"> o Have more events in the wonderful community centre atrium, volunteer groups that would like to perform, children's choirs, multi-cultural groups etc.
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12.	<ul style="list-style-type: none"> o Obviously what people have told Council and the Planning department about what we want has been ignored. Look at the old OCP planning has ignored it and allowed things to develop the way investors want not concerned and loyal citizens.
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21.	<ul style="list-style-type: none"> o Thank you for your work. o You are much appreciated.
22.	<ul style="list-style-type: none"> o Recreation Centres are excellent, but I am told personnel management of staff; assessment, promotion, encouragement is totally lacking. Needs to be reviewed by an independent body.
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30.	<ul style="list-style-type: none"> ○ Thank you for doing this but why wasn't it mailed out and why wasn't it promoted? If I didn't have [REDACTED] grandma I wouldn't have known about this.
31.	<ul style="list-style-type: none"> ○ This does not mean that there is no social well-being. Lower cost accommodation can be found in surrounding communities i.e. like in North Vancouver City Council obviously does not want any low cost housing to exist in West Vancouver!
32.	
33.	
34.	<ul style="list-style-type: none"> ○ There are approximately 15 homes on the East and West sides of that block. When I moved into my home [REDACTED] years ago, many of these homes were occupied by families with many children, mostly teenagers then, in that block. Surprisingly, only 3 of these properties have been redeveloped into new homes while a couple more have been significantly enlarged and renovated. Daily life generated a certain amount of exchange and social connection between the residents on the block. How things have changed! There is only one house with any children in it. Several properties are vacant on a long term basis. A couple have been converted into short term multi-tenant rentals. The balance are occupied by seniors, either living alone or as a couple. Half are now behind electronically controlled gates. Some don't speak English. The social connection has been reduced at the same time. Social well-being at the neighbourhood block level is essentially dead.
35.	<ul style="list-style-type: none"> ○ West Vancouver desperately needs more young families. The out of District students creates a lot of traffic congestion – look at the streets around schools at 3pm.
36.	<ul style="list-style-type: none"> ○ Remember the direction of Mayor Derrick Humphries and guidance of Michal Kluckner.
37.	
38.	<ul style="list-style-type: none"> ○ Supportive of the working group recommendations.
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41.	<ul style="list-style-type: none"> ○ Implementation of the Dementia Friendly Community should be given more attention as it will increase our awareness of senior issues across the municipality.
42.	<ul style="list-style-type: none"> ○ Please review the free article in the royal academy open science publication on the quantification of the beauty of outdoor places 19 July 2017.
43.	
44.	
45.	<p>As a resident of West Vancouver, I want to see:</p> <ul style="list-style-type: none"> ○ Increase the availability and quality of publicly-funded long term care beds and care. ○ Increase availability and quality of affordable senior subsidized supportive and assisted living housing and make senior care services more accessible to members of their family (care-givers) who are of lower and middle income levels. ○ Develop and maintain neighbourhoods emergency plans ○ Preserve the livability, health and general well-being of current residents; current buildings and their residents interests should be a priority, and not be compromised for new development. Their well-being ensures long-term stability and continuity of living standards of the community. ○ Improve and expand West Vancouver Library's digital community classes for all ages. Look to Richmond Public Library's Launchpad Program as an example, which aims to comprehensively educate digital literacy to all ages. A dedicated space within the library is used for free community learning through lectures and classroom structure participation (laptops and 3-D printers are made available for general use and classes).

	<ul style="list-style-type: none"> ○ Promote cultural and economic diversity and tolerance do not hide, deny or ignore the existence of racism and poverty in the community.
46.	<ul style="list-style-type: none"> ○ A community that is easy to get around in, that has accessible amenities and services, and has a reasonable tax base so that people have a bit of leftover income to enjoy their community seems a simple wish?
47.	<ul style="list-style-type: none"> ○ Above all village character of Ambleside to Dundarave should be preserved by restriction of size and height of all construction maximum low rise 3 storey.
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53.	<ul style="list-style-type: none"> ○ Keep waterfront green and open space - no Bistro or Arts Centre. ○ Protect views. ○ Livability and quality of life of existing residents should take priority. ○ Give residents a greater say in how their neighbourhoods are developed.
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57.	<ul style="list-style-type: none"> ○ Most single-family residential areas are being hollowed out due to economic factors that are largely outside DWV's control. The key opportunity to mitigate this trend is through new development with more housing options in higher density nodes. ○ DWV also needs to try harder to integrate ethno-cultural and groups that are under-represented in community services and programs.
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64.	<ul style="list-style-type: none"> ○ Communication is always the key whether it's between Government and Residents; Businesses and Customers; Bosses and Employee; Friends and Family. ○ Send out annual reminders to residents about noise bylaw, garbage and recycling collection, etc. so people know what the basic rules are. Too much noise in my neighbourhood on Sundays, holidays, after hours. People putting out their garbage on the wrong days.
65.	<ul style="list-style-type: none"> ○ Please make architectural elegance and beauty a feature of future development e.g. Regent Street, London and The City of Bath, England i.e. make West Vancouver a visual treat and pleasure to walk around. ○ Why are there so few features to remind us of our aboriginal history? Examples of aboriginal architecture would enhance the above idea.
66.	
67.	<ul style="list-style-type: none"> ○ More families in West Vancouver would reduce school traffic from outside areas. School busses could replace many of the cars when the schools receive and release students each day.
68.	<ul style="list-style-type: none"> ○ Downsizers want townhouses. Townhouses could be along Marine Drive to Horseshoe Bay and in the streets bordering Ambleside, Dundarave, Caulfield village, Marine Drive to 30th etc. We do not have to be all or nothing – high rises or monster homes.
69.	<ul style="list-style-type: none"> ○ Why all this walking and cycling in every section, we live on a mountain! Sounds good, but not practical.
70.	<ul style="list-style-type: none"> ○ Humanity is governed by its environment for mental well-being. Daylight and sunlight is necessary for one's health. These must never be blocked by the buildings of others. Quiet seating spaces on the waterfront, without a walking path close by, for relaxation. Park benches placed beneath trees for shade.

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74.	<ul style="list-style-type: none"> ○ Again - these concepts appear to want to be too many things to too many persons. A community can't be everything to everyone. ○ This OCP is a developer's dream - it seems to allow them to do anything they want anywhere they want. ○ Where does this OCP talk of protection of neighborhoods?
75.	<p>See previous comments on social housing:</p> <ul style="list-style-type: none"> ○ "Regardless of what types of housing are encouraged, West Vancouver will remain extremely expensive. Without rent controls and social housing (under fair market value) requirements for large developments nothing will really change. An example of a missed opportunity was the Sewells development in Horseshoe Bay - should a 160 unit development be allowed without at least 20% social housing? If the District is serious about tacking this issue they have not demonstrated it. The District should also consider being involved in subsidized housing options if that is what the population truly wants".
76.	<ul style="list-style-type: none"> ○ If we increase the population of West Vancouver with all this new housing, will our taxes come down? ○ Hopefully the developers of the Upper Lands will be responsible for a good portion of this new infrastructure needed.
77.	<ul style="list-style-type: none"> ○ There is no life after 6pm in West Van unless Harmony Arts is happening. Keep the life going - cafes in the summer need to stay open longer than 6 pm, Offer some kiosks to be able to be set up in the summer days along John Lawson/Ambleside Park. ○ One more thing the bathrooms at John Lawson are old, dingy and shabby, Quite a disgrace. It's time to close the public washrooms and put in new, clean bathrooms in Ambleside Park, Dundarave and John Lawson. We have beautiful beaches but such embarrassing washrooms.
78.	
79.	<ul style="list-style-type: none"> ○ The old OCP has been ignored by Councils. You have been told many times concerns re spot zoning, neighbourhood character, monster homes, clear cutting lots etc. Please, please listen to your residents and not the planning department and developers. ○ We should look at tax on second homes, empty homes and offshore owners.
80.	<ul style="list-style-type: none"> ○ More facilities required for seniors and dementia sufferers. We need more Adult Care Centres and Adult Day Care Programs. West Van had 1 Adult Day Care centre catering to 19 people! The location was perfect with lots of space and outside facilities. The property was sold to a developer, now the number has been reduced to 11 people in 1 room, no outside location! They deserve better. The previous location on Gordon is to be developed. How about an Adult Day Care Centre on the ground floor? Seniors and dementia sufferers are increasing and it appears no thought has been given to these circumstances planning? Is that not giving thought to future needs? I see no mention of seniors or dementia patients in this planning.
81.	
82.	<ul style="list-style-type: none"> ○ As a resident of West Van, I want to see: ○ Increase the <u>availability and QUALITY</u> of publicly funded long-term care beds and <u>CARE</u>. ○ Increase <u>availability and QUALITY</u> of affordable senior subsidized SUPPORTIVE and ASSISTED LIVING HOUSING and make senior care services more accessible to members of their family (care-givers) who are of lower and middle income levels. ○ Preserve the livability, health and general well-being of current resident: <u>CURRENT</u> buildings and their residents' interest should be a <u>PRIORITY</u> and not be compromised for new developments. Their well-being ensures long-term stability and continuity of living standards for the community. ○ Develop and maintain neighbourhood emergency plans

	<ul style="list-style-type: none"> ○ Improve and expand the West Van libraries digital community classes for all ages. Look to Richmond public library's LAUNCHPAD program as an example, which aims to comprehensively educate digital literacy to all ages. A dedicated space within the library is used for free community learning through lectures and classroom structure participation (laptops and 3d printers made available for general use and classes).
83.	
84.	<ul style="list-style-type: none"> ○ Geography – limited land base in District and proximity to City of Vancouver affects our demographics – do not attempt to achieve same demographics as lower mainland region in general.
85.	<ul style="list-style-type: none"> ○ The missing Demographics - Really how can we attract and accommodate them if the District's statistics are correct? How many of our children (who may or may not want to live here) or other young people have an annual income of \$500,000 (to purchase a single family home) or even \$180,000 to purchase an apartment. ○ Generally young people want to “buy” not “rent” so that they have an opportunity to build up equity. Considering that it is the land values that creates unaffordability the District would have to create neighbourhoods/subdivision of small lots for single family homes, possibly in the Upper Lands area. ○ Apartment living is not suitable for children and does not contribute to social well-being
86.	
87.	
88.	
89.	<ul style="list-style-type: none"> ○ To feel happy, healthy and connected you must stop people from speeding and breaking the traffic laws. Stop so much building unless you want more people and more cars. You talk about traffic congestion, just wait from another couple of years. ○ Land is disappearing so fast. ○ I used to love to drive and walk in West Vancouver. Now I don't feel safe driving or walking. It's just in last 3 or 4 years I have felt this way. You can't feel happy and healthy when you don't feel safe and happy when you are stressed out every day. I have lived here a good many years and was so happy with so much space and land. This was unique and picturesque. These days are disappearing too fast. Thank you.
90.	<ul style="list-style-type: none"> ○ Social well-being means all citizens rights should be respected, and for the greater good. No one interest group should be allowed to reduce quality of life for others i.e. profit, greed, “progress” should not supersede the basic human necessities to breathe clean air. ○ Dog bylaws: the outspoken few have led to draconian ban of all dogs on all beaches all the time. Reason should prevail = all human and canine citizens should have access to and be able to save at least some beaches some of the time. Look at Kailua Hawaii; Santa Barbara, CA; Oregon Coast; Tofino; Long Beach, WA; etc. as examples of civilized arrangements. People are taking their dogs far away = so make some compromises. Access to beaches should not be off limits to dogs with their owners. Dog owners = large portion of tax payers and should have the same right to public access. Jurisdictions, worldwide allow shared access. West Vancouver laws are extreme, closed minded and unnecessary.
91.	
92.	
93.	<ul style="list-style-type: none"> ○ Yes
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95.	
96.	
97.	<ul style="list-style-type: none"> ○ Listen to the residents of West Vancouver, and not just the developers.
98.	<ul style="list-style-type: none"> ○ “Have we understood your social well-being ideas correctly?” - No ○ Make a density cap.
99.	
100.	

101.	<ul style="list-style-type: none"> ○ Preserve community amenities such as Hollyburn Sailing Club, WV Tennis and Lawn Bowling Clubs. ○ Keep Waterfront green and open space – No Bistro or Arts Centre. ○ Support service clubs, volunteer work and neighbourhood associations. ○ Livability and quality of life of existing residents should take priority. ○ Allow residents a greater say in how their neighbourhoods are developed. ○ Encourage community connection by discouraging anonymity of public feedback and Council correspondence (return to previous policy of redacting correspondence only if requested).
102.	<ul style="list-style-type: none"> ○ Keep our place of excellence! Preserve our past history, heritage and neighbourhood character. Do not make us do these things in the summer or at Christmas. Listen to those who live here not just who build here for profit.
103.	
104.	<ul style="list-style-type: none"> ○ I don't think you heard much of what was said at ideas fairs. I think you decided what you wanted to do before this process and now try to make this fit.
105.	<ul style="list-style-type: none"> ○ Encourage more integration between our services and our youth. The values of West Vancouver are encompassed by the water and the mountains. Allow them to be enjoyed by all, not just the select few.
106.	<ul style="list-style-type: none"> ○ I want to conclude by saying that we live in a capitalist society and there is always limits to what government should or should not do. Restricting the market might have unintended results and consequences. But think that what is generally panned has potential.
107.	
108.	
109.	<ul style="list-style-type: none"> ○ Rename Marine Drive to Sir John A. MacDonald Boulevard ○ A centennial clock at Market Square – The Queen Elizabeth Clock
110.	<ul style="list-style-type: none"> ○ A new and appropriate Adult Care Centre ○ Appropriate facilities for challenged youth. ○ Liaison with Federal, provincial and Vancouver health on long range planning matters i.e. Dementia / Alzheimer facilities and care giver respite facilities.
111.	
112.	
113.	
114.	<ul style="list-style-type: none"> ○ Just want to reiterate the need for a complete community - absolutely critical
115.	<ul style="list-style-type: none"> ○ Housing costs are clearly a major issue for attracting young families. We do need encouragement for house builders to construct smaller and multi-occupancy homes. However, house prices are equally as high in Kitsilano and Point Grey, yet they have a much younger population so it is not just price that puts off young families. The "sterility" of our waterfront and the over restrictions on beach areas (such as dogs, which many young families have) all add to the feeling that West Van is not a young family place. North Van does better in this respect, also the easier (and more reliable) access to downtown Vancouver via the SeaBus encourages people to live there. If we had a reliable pedestrian ferry (and/or water taxis) from Ambleside and Dunderave this would help significantly. This would also bring UBC within easy reach and students could then rent and live in West Van and easily travel to University.
116.	<ul style="list-style-type: none"> ○ Change the OCP in favor of having more residential units at marine drive and commercial areas and ideas such as hotels.
117.	<ul style="list-style-type: none"> ○ I would like to see younger generations in our community.
118.	
119.	
120.	<ul style="list-style-type: none"> ○ Creating a West Vancouver that is united as one and not fractured into many isolated communities is a priority.
121.	<ul style="list-style-type: none"> ○ Add more public and recreational facilities ○ Reduce costs of these facilities to attract more people into them

122.	<ul style="list-style-type: none"> ○ More is learned everyday about the benefits of pets to the wellbeing and improved health of their owners. District should lobby Province to remove landowner restrictions on pet ownership for those who live in rentals. Pet ownership for the mutual benefit of the animal and the person/people should not lead to homelessness. ○ District can also provide incentives or pass bylaws to help those who are not home owners to have options for living with pets. ○ Under housing, I mention encouraging partnerships of younger families/individuals with seniors in single family homes to home-share and a watch dog position to ensure these senior home owners are assisted in staying in their homes and not exploited. In addition, it may be possible to explore some sort of succession ownership assisted by the District whereby a "roommate" family or another family or individual may be able to purchase an ownership share in the home if the senior(s) have no relatives and want to donate their home to shared use ownership that can be managed by a non-profit entity. Some of the equity in a "donated" home must go to care for the senior(s) if they must move out of their home due to requiring greater care and/or to cover burial costs when they pass away. This is a way to ensure seniors are cared for in their homes, maintain independence as long as possible and it can create rental, co-share or co-op housing options in West Van. The District can create or partner with non-profit entities to run these properties or manage the contracts. Calls to interested seniors or other home owners in the community can go out from the District.
123.	
124.	
125.	<ul style="list-style-type: none"> ○ I think we understand the changing demographics of our community, and we need to be forward looking, not restrictive but be inclusive in our thinking.
126.	
127.	
128.	
129.	<ul style="list-style-type: none"> ○ <u>No</u>, The WV Community Centre (& Gleneagles) needs to be more focused on services for WV residents (not the entire 2.4million Metro-Vancouver residents)!
130.	
131.	
132.	
133.	<ul style="list-style-type: none"> ○ Retain zoning on <u>all</u> properties designated community use. ○ Establish more properties zoned as community use. ○ Encourage more private gardens and green space. It contributes to all. ○ Increase the availability of publicly funded long term care beds. ○ Develop, promote and maintain a local emergency plan. Develop, promote and maintain neighbourhood emergency plans that integrate into the local emergency plan. At a minimum each apartment building should have one. This has the potential to contribute more to well being of our community than <u>anything</u> else. It also has the potential to be a grass roots based project that will strengthen social ties and sense of community. ○ Support and maintain in their current facilities the West Vancouver Tennis Club, The West Vancouver Lawn Bowling Club, and The Hollyburn Sailing Club. ○ Garbage on our streets and sidewalks is a major turn-off and is rampant in our villages. ○ Singapore and other areas have very strict anti-littering and anti-smoking enforcement. If littering offences were subject to fines, revenues could support all sorts of beautification projects. This can be used for effective publicity of our village shops and services. ○ More public garbage cans (they need not be cost prohibitive!) and regular pick up of these is needed. ○ Vacant or shabby premises should be subject to an enforced sprucing-up. There should not be demolition by neglect or re-zoning by neglect allowed. ○ Ambleside and Dunderave villages can benefit from some clean and accessible public washrooms.

	<ul style="list-style-type: none"> ○ Building an Arts Centre somewhere <u>other</u> than the waterfront! ○ Do not try and regulate away the charm of West Van. ○ Do not build on the waterfront. No bistro. No arts centre. Put those elsewhere. Keep it green space and for <u>all</u> to enjoy. ○ Mental health and general wellbeing is impacted by our environment. Preserve privacy and daylight on streets and in homes. Views of both the ocean and mountains from homes, parks, the seawall and our high street should be preserved. ○ Preserve the livability of current residents. ○ Service clubs and volunteer work should be encouraged. They do good for many in and around our community. ○ Neighbourhood associations and resident groups should be encouraged and celebrated. ○ The first thing is to ensure any changes do no harm to our current environment and current residents. ○ We could use a post-secondary institute in West Vancouver. ○ Rental units and new housing should allow pets. ○ Expand off leash areas. Enforce on leash requirements in other areas. ○ Twin local schools with seniors or supportive housing buildings. ○ Do not depend on development to provide public art and amenities. If it is important – budget for it! ○ Remove Community Amenity Contributions (CACs), so that development proposals must stand or fall on their own merits. ○ Allow the use of school facilities in summer or off hours for community education, arts, sport, social, etc. ○ Make easily understood height and built form density requirements and adhere to them. Variances and spot zoning should be discouraged. ○ Consider the pros and cons of a District density cap.
134.	
135.	
136.	
137.	
138.	<ul style="list-style-type: none"> ○ Build an accessible (to Ambleside) – Theatre, Cinema, Concert Hall (combined to hold 150-200 people) Kay Meek is not accessible for Seniors. Welsh Hall (Library) needs better acoustics and more comfortable seating for a 2-3 hour movie! Nevertheless it is well attended which shows the need for such a facility.
139.	<ul style="list-style-type: none"> ○ Retain zoning on <u>all</u> properties designated community use. ○ Establish more properties for community use. ○ Support and maintain in their current facilities the West Vancouver Tennis Club, the West Vancouver Lawn Bowling Club and the Hollyburn Sailing Club, recognizing their historical and community role played by all. ○ More public garbage cans, the less expensive ones. ○ Continue with the hanging baskets in Ambleside and Dundarave. More flowers enhance the community. Encourage businesses to make green spaces near their sidewalk space. ○ Allow more air space for trees, do not pave over so close to their roots when they are part of the business settings. ○ Make businesses responsible for maintaining their surrounding green space. This year it is evident at 17th and Bellevue, N/W corner that plants are neglected although a fountain beside them. ○ Build an Arts Centre on Klee Wyck and or dialogue for this site deeded to the DWV. ○ DWV not to accept donated lands for public park space and then try to terminate terms of trust at a later date. ○ Recognize that our waterfront is something very special, the jewel in the crown to be left "au naturel". There is enough commercial space in Ambleside and visitors can be attracted into the village. The more the world is developed, the more precious the natural spaces become where we can see nature at her best. DWV has an

	<p>opportunity to create this environment throughout Ambleside. In fact, we owe it to the struggling environment. Work with the Foreshore Restoration Committee and the Streamkeepers. Err on the side of nature, not development.</p> <ul style="list-style-type: none"> ○ Neighbourhood associations and resident groups should be encouraged, acknowledged and engaged at all times.
140.	
141.	
142.	
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145.	
146.	<ul style="list-style-type: none"> ○ Trails and sidewalks! Build more. I don't know how many dozens of homes we passed over in our year long search for one because the road they were on was surprisingly busy yet there was no sidewalk on either side, making it dangerous to walk to school. Preference is obviously for off-street trails like Seaview walk to eventually take the pedestrian and cyclist load off the streets and somewhere comfortable and safe to get across town or up and down the hill to Caulfeild Village/Rockridge etc.
147.	
148.	
149.	
150.	<ul style="list-style-type: none"> ○ The festivals that happen each year are first rate. Incorporation the Farmers' Market is wonderful.
151.	
152.	
153.	<ul style="list-style-type: none"> ○ More opportunities for teens.
154.	<ul style="list-style-type: none"> ○ <u>Yes!</u>
155.	
156.	
157.	<ul style="list-style-type: none"> ○ No huge amount of volunteers in West Vanc. As a good portion of the volunteers are retirees (we are fortunate we also have many teens also) and the retirees are "retiring" from their volunteers activities they are not being replaced by younger women and men. If this continues many <u>free</u> activities we enjoy will be gone. ○ Emergency plans – we don't have one – where to go, what to do etc. 3 North Shore Communities' work together but our "City Hall" did not seem to know that and I had to track this down myself. Do we even have sirens to alert us? Could our city hall have some brochures @ front desk to hand out letting W. Vanc. Citizens know the basics and that "headquarters" is in N.Vanc and put in their address and phone number.
158.	<ul style="list-style-type: none"> ○ This objective is critical in attracting people to West Van. These affective strategies foster public involvement, community spirit and high quality life for citizens. In the competition for citizens between municipalities, these strategies for services, programs, facilities and demographic balance provide community engagement and resiliency.
159.	<ul style="list-style-type: none"> ○ My overall theory has been to ask Council to act to protect and enhance civil society. It would be a shame for WV to become more of a ██████ for the rich, a kind of gated community, more than it already is. I would like to see Council act with vision and boldness to get us out of this rut that we're in. people are isolated behind the gates of their mansions or ██████ We need to transcend exchange and living in the public sphere. ○ <u>Council and Mayor need to exercise more leadership which means to shift from a reactive to a proactive style. In representative governments this means that citizens, the majority, are the primary consideration, not special interests.</u>
160.	
161.	<ul style="list-style-type: none"> ○ We can't accommodate every language and culture. When my parents came to Canada they had to learn the language and customs with no financial assistance.

162.	<ul style="list-style-type: none"> ○ We need to encourage younger generation to move to West Vancouver and current OCP does not support that. ○ The economic reality of living in West Vancouver is at odds with what the current OCP and changes toward more diverse housing, rentals, hotel, business and new development will go a long way to correct that.
163.	<ul style="list-style-type: none"> ○ Certainly the overwhelming challenge is demographic but, again, the District has little direct control. To the extent possible, however, stay options should be supported as much as possible. As well, private facilities (Westerleigh, Hollyburn) should be encouraged to host more community events not only for entertainment and learning, but to promote engagement.
164.	
165.	
166.	<ul style="list-style-type: none"> ○ This survey is catering for Cypress lands BP a clear disconnect when it comes to providing housing for Local people, I understand Staff and The ADRA Council members are pushing such.
167.	
168.	<ul style="list-style-type: none"> ○ Implement the Upper Lands report fully. No development above the 1200 ft. contour. Transfer all density in the Upper Lands west of Eagle Creek to Cypress Village area so as the preserve our natural wealth of wilderness hiking and biking trails. This will continue to make West Van mountain trails an enriching place to add to our mental and social wellbeing.
169.	
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172.	