

**From:** M. Slater  
**Sent:** Wednesday, June 11, 2014 7:01 PM  
**To:** DNV Input; DNVCouncil  
**Subject:** Grouse Inn - 2010 Marine, zoning bylaw amendment.

With reference to the June 17, 2014 Public Hearing regarding the proposed development of the Grouse Inn and adjacent former gas station site, please be advised I am **against** the proposal for 2 residential towers at this location.

My husband's office is near this site on McGuire avenue. It is an on-going challenge for him to get home at the end of the day due to traffic congestion at Capilano and Marine. (Public transit is not an option as he requires his vehicle for work).

We haven't even realized the impact other development projects (such as Evelyn Drive or Park Royal's proposed residential expansion) will have on an already serious traffic problem. And what is the status of the proposed Larco development for 2035 Fullerton? This project will only contribute to the nightmare.

We cannot continue to support this kind of extreme residential growth when traffic gridlock is the number one issue across the North Shore.

Please do not try tell us that people will take transit, or that we need more people in concentrated areas to make public transit viable. Our buses are already over-capacity and every one of these new units will include at least one car. It's time the North Shore decided that massive increases in density is not the solution. I believe the majority of residents feel such density increases are destroying our quality of life.

Further, our infrastructure has not kept up with the population growth. LGH is in desperate need of a new CT scanner. We're having trouble scrounging up money to replace the existing scanner let alone buy an additional one.

If additional tax dollars from anticipated new development is the answer, why is our current population/tax base unable to afford more buses or another Sea Bus or a new CT scanner?

We need to rethink this insatiable quest to develop with ever increasing density. We have finite resources (water, land) and infrastructure (roads, sewage, hospital capacity, etc.). It is not possible to accommodate an infinite number of people, so the question that must be put forward is not how many **can** we accommodate, it is how many **should** we? This is for citizens to decide, not developers.

Development should happen at a much slower, more natural pace. Continuous growth is not only unsustainable, it creates inherent problems. We will pay a terrible price for endless growth, and creating high-density neighbourhoods will not change the fact that *perpetual population and economic growth are not solutions, rather, they are the problem itself.*

Please put a stop to this before it's too late and the only thing that's achieved is the destruction of the very qualities that made the North Shore such a great place to live. If this means rescinding the OCP, then so be it.

Sincerely,

Melinda Slater  
1058 Keith Road

Mihail Vingarzan  
1211-2016 Fullerton Ave.  
North Vancouver, B.C.,  
V7P3E6  
Telephone: (604)281 0031  
Fax (604) 281 3302  
E-mail: pulsarexp@hotmail.com

May 26, 2014

Mr. Richard Walton, Mayor  
North Vancouver District

Dear Mr. Mayor,

**Re: Rezoning Application of Pacific Gate Investments for the Land at  
1633 Capilano Road-Grouse Inn.**

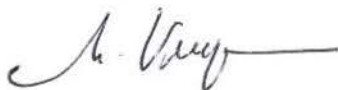
I am the owner of a condo in the Woodcroft Residential Complex, wishing to bring to your attention that the owners of the South oriented Woodcroft condos, on behalf of whom I am writing, are very concerned about the proposed highrise towers on the land captioned above.

The reason for our concern is that the towers will block our present landscape view and will have a direct link to the market devaluation of our condos.

It is obvious that the investor wants to maximize its profit from the development of this land through high density towers, but such profit should not come at the expense of the community's residents.

In our opinion the rezoning should be conservatively limited to lowrise residential and commercial buildings. Such rezoning approach will address the community's residents concerns related to traffic gridlocks, blockage of their landscape view and the devaluation of their properties.

Sincerely yours,



Mihail Vingarzan



**From:** S.E. Lakes [REDACTED]  
**Sent:** Thursday, June 12, 2014 8:23 PM  
**To:** DNV Input  
**Subject:** public meeting 2010 Marine Drive

Lear Mayor and Council;

As a person who has spent most of my 67 years in North Vancouver, and who grew up in the District of North Vancouver, I wish to make a comment about this project because of my concern about the rapidly destruction of our amazing trees. Although I now live in the City of North Vancouver I was raised in the District where I felt my family did help with the building of this amazing community as my father John R. Lakes was on council from 1961-1963 and from 1976-1983.

I feel extremely lucky to have been brought up when and where I was because the outdoors was my playground and what a playground it was. The amazing forests and fresh air, the abundance of wild life so much of which is extinct in North Vancouver like frogs, salamanders and snakes that lived in our backyards.

For some reason I believed that the natural beauty of North Vancouver was sacred and NO elected representative would be so disrespectful of the amazing trees and the public that wants to save them. I never thought I would see beautifully groomed lots completely demolished. Never believed such a beautiful place like the Village would turn into cold ugly structures of cement.

Do you ever think about the fact that they provide root security for homes on hillsides, or the amazing clean and fresh air that is so sacred to most of the world?

If you feel so sure that the constant additions of thousands of more people and cars are not going to effect our climate and right to fresh air, may I suggest that you have some air quality testers on some of the streets throughout the North Shore. Perhaps one at Capilano Road and Marine Drive and the Low Road as well as Marine and Taylor Way and Esplanade and West 3rd intersection for a start.

This comes down to 2 things: Greed or Green. I can assure you that as long as there are human beings there will always be greed, but sadly there will not always be green.

Which one are you going to stand up for?

**Mr. John R. Lakes**

**[May 23, 2003](#)**

Tribute to Mr. John R. Lakes, former Alderman/Councillor of the District of North Vancouver from 1961-1963 and from 1976-1983, who passed away.

*Sue Lakes Cook*

**From:** Helene Harman [REDACTED]  
**Sent:** Thursday, June 05, 2014 4:57 PM  
**To:** DNV Input  
**Subject:** Grouse Inn project

It is unthinkable that the Council would consider allowing two highrises on the Grouse Inn site (which of course would have to be rezoned for residential) and create approx. 280 and 260 more units in this already over busy infrastructure nightmare that we live in. Of course Larco have now opened the doors for further housing project in the area but enough is enough. Due to the proximity to the Lions Gate Bridge already Marine Drive and Capilano Road are often parking lots – trying to get back to Capilano Rd. during traffic time starting at 3 PM from Marine Drive heading West is often a challenge and if there is one accident on the cut, 2nd Narrows Bridge or Lions Gate Bridge – it is total gridlock. Why add to this congested area? Drivers are frustrated and lots of accidents happen.

My suggestion is for the District to improve the infrastructure first before contemplating any further developments. Capilano will also get slower just with the addition of a street light at Curling to accommodate the Larco project... we are not moving forward here – way backwards... some serious thinking needs to take place before proceeding with a huge project of that nature at that location. The idea that people who will live in those towers will not drive is absolutely ridiculous... we know that already the North Shore does not provide much employment so the people will have to commute... this is not what we want!

Helene Harman  
1703-2004 Fullerton Avenue  
North Vancouver, BC V7P 3G8  
[REDACTED]

Barbara MacKay  
3634 Regent Avenue  
North Vancouver, BC  
V7N 2C2  
[REDACTED]

**From:** Douglas Curran [REDACTED]  
**Sent:** Thursday, May 29, 2014 9:33 AM  
**To:** Mayor and Council - DNV  
**Subject:** Fwd: Grouse Inn and improved Woodcroft access

Begin forwarded message:

**From:** Douglas Curran <[REDACTED]>  
**Subject:** Fwd: Grouse Inn and improved Woodcroft access  
**Date:** 29 May, 2014 9:29:46 AM PDT  
**To:** Tamsin Guppy <[REDACTED]>, Susan Haid <[REDACTED]>, Brian Bydwell <[REDACTED]>  
**Cc:** Ali Mahdavian <[REDACTED]>, Michael Geller <[REDACTED]>, Art Phillips <[REDACTED]>

Begin forwarded message:

**From:** Douglas Curran <[REDACTED]>  
**Subject:** Re: Grouse inn  
**Date:** 29 May, 2014 9:27:23 AM PDT  
**To:** McGregor <[REDACTED]>

Good morning Ron,

I am somewhat confused by your statement regarding "our stated desire" regarding improved access for Woodcroft residents. Repeatedly at the numerous community planning workshops the topic arose from a variety of Woodcroft residents, seeking additional exit points from Woodcroft, with the obvious and minimally closed Keith Road point cited as the logical solution. Indeed it would be difficult to imagine Woodcroft being built today under similar circumstances with the emphasis on the need for creating 'fine grained' neighbourhood traffic flows.

A related point is your reference to use of the word "our" with its implication of a widely discussed and voted resolution by all of Woodcroft. As with a number of organizations within the DNV, there has been a lack of appreciation of the need for transparency and open organization. For example, at the recent meeting of FONVCA, it was proposed by the principal figure that anyone should be allowed to sit, vote and chair their meetings who qualified their position within the community as "*representing a bona fide community association in their own mind*". It is difficult to countenance an organization formed on that basis finding legitimacy or credibility within the population at large.

I'm not suggesting that the "Woodcroft Association of Strata Councils" is operated within a similar vein, but it does need to be noted that the "Woodcroft Association" does not, according to its President, itself allow rank and file members of Woodcroft to attend its meetings. From other emails sent to me from Woodcroft residents it is apparent that the "Woodcroft Association" operates at some remove from, or having the ability to fully proclaim to represent the collective desire of Woodcroft, on either a numerical or consensus basis.

Again, from my personal experience of listening to many Woodcroft residents at meetings, it is difficult for me to accept the validity of your use of "our". What has been apparent is that many Woodcroft residents have come to acknowledge the wider opportunities that will become available to them through the provision of community amenities (I recall your own positive comments on this point), transit improvements, local service and grocery options that are being integrated into developer's plans.

In an area that is indicated as having the lowest average incomes on the North Shore (Canada Census 2009 data), such neighbourhood improvements stand to benefit every one. Ultimately, these improvements should become recognized be of particular benefit to Woodcroft residents and resulting in improved apartment values as the overall livability shows renewal and vibrancy.

regards, Doug

On 2014-05-29, at 1:21 AM, McGregor <[REDACTED]> wrote:

I strongly suggest that you understand our objection to opening our back door to Keith road. Our stated desire is to access North Vancouver from our front door. Suggesting West Vancouver is an option is a non-starter!

Ron McGregor

Sent from my iPad

On May 23, 2014, at 8:47 PM, Douglas Curran <[REDACTED]> wrote:

Hi Ali,

Thank you Ali for your constructive suggestion. I do know that many people have put forward the idea of opening the direct access from Woodcroft to West Vancouver as a means of alleviating some of the Woodcroft-generated traffic. Woodcroft itself creates 5,000+ vehicle trips per day along Fullerton Avenue.

Many have also cited the reluctance of West Vancouver to allow such a move, although in fairness i am not sure of what actual initiatives have been undertaken to bring about such a

change. Too often I have found that a casual statement about situations such as the opening of a West Van access is accepted as fact without concrete followup that later provides for real resolution.

It would be good to have a request for such an opening brought forward from Woodcroft residents working in concert with DNV staff to help stick handle the matter through the West Vancouver Administration. Similar to the numerous time-restricted access points on other roads, a similar solution might be considered for this point that prevents overloading of Keith Road at certain times.

regards, Doug

On 2014-05-23, at 10:30 AM, ali mahdaviani <[REDACTED]> wrote:

Good morning

I hope you are enjoying the spring.

In consideration of the concerns of some woodcroft residents regarding potential traffic increases as a result of the village centre development I would like to propose that the developers use the services of a traffic engineers to see if some woodcroft traffic could be directed through Keith road in west van.

Please let me know your thoughts.

Regards

Ali Mahdavian. Partner Grouse inn  
[REDACTED]

Douglas Curran

2046 Curling Road, North Vancouver,  
British Columbia V7P 1X4  
[REDACTED]

**From:** Douglas Curran [REDACTED]  
**Sent:** Thursday, June 05, 2014 11:45 AM  
**To:** Mayor and Council - DNV  
**Cc:** Susan Haid; Brian Bydwell; Ross Taylor; Erica Geddes  
**Subject:** Fwd: Positioning Lower Capilano Village Centre for success

Begin forwarded message:

**From:** Douglas Curran [REDACTED]  
**Subject:** Positioning Lower Capilano Village Centre for success  
**Date:** 5 June, 2014 11:40:16 AM PDT  
**To:** Tom Lancaster [REDACTED]

Tom,

The information that Cal Henn has decided against any redevelopment of his Capilano Road properties is extremely disappointing to the neighbourhood's hopes for an integrated vision and design for the Village Centre.

As we heard from Cal during the recent May 7 joint design session, his repeatedly-stressed concerns for an auto-centric use of the available public space to be dedicated to at-grade parking sits in stark contrast to the approaches found in the newest and most commercially successful mixed-use developments. As well, his comments sit in stark contrast to the vision and support for a pedestrian-oriented design exhibited by the other major property owners within the defined design area.

Just this week I had the opportunity to speak before Vancouver's Phoenix Group, a long-standing, monthly breakfast meeting of Vancouver developers, investors and financiers - all people involved in looking for the best ways of creating vibrant and economically successful projects. There was broad support and encouragement from the group for the Village Centre design, coupled with the community-driven goals for an enhanced public realm and the woonerf street, with its focus on building a walkable, flexible-use pedestrian environment. As Ian Thomas of Thomas Consulting remarked, "*Public space is the new retail anchor.*"

Should Cal's limited perspective on the opportunities available through a more updated approach to pedestrian-oriented development remain unchallenged, both his own and the community's fortunes will suffer in the long run. Despite repeated requests for Cal Henn to join in the multi-year design planning process, his late entry into the public space dialogue appears to be retrograde and narrowly focused.

If you have occasion to again discuss with Cal his decision to leave all of his properties untouched, you might do him a service by referring him to Ian Thomas/Thomas Consulting to help him frame an approach to constructive renewal of his properties and the ensuing, longterm



business opportunities. Below is a link to Thomas Consulting, including a client list of Canada's most successful commercial/retail entities.

regards, Doug

<http://www.thomasconsultants.ca/services/development-positioning.php>

Douglas Curran  
2046 Curling Road, North Vancouver,  
British Columbia V7P 1X4



**From:** Douglas Curran [REDACTED]

**Sent:** Sunday, June 15, 2014 1:46 PM

**Subject:** Key aspects of the Grouse Inn application / Public Hearing June 17th, 7:00PM / District Hall

As noted in a recent mailing from DNV Planning, the Public Hearing for the [proposed redevelopment of the Grouse Inn](#) will be held [Tuesday June 17th, 7:00 PM](#) at District Hall.

For the resident community, the form and key amenities available through this redevelopment have hinged on better services, walkability and support of the community's desire for pedestrian-oriented streetscape.

The concepts and drawings derived from recent May 28th Joint Public Realm Design Session, demonstrated the community vision for the "shared space" woonerf street, strongly linked to the public square and connections to an expanded Belle Isle Park, all of it linked by greenways and an improved and traffic-calmed Fullerton Avenue.

In light of the fact that the Grouse Inn property had not been specifically included in the joint design session, I had asked Michael Geller, development consultant for the Grouse Inn partners for a clear commitment to the community vision for the woonerf street and pedestrian-orientations that would link to the core of the Village Centre and also create a "sanctuary" space within their design that provided attractive social meeting space. Here is Michael's reply:

**Subject Line: "Re: The woonerf space on Grouse Inn site / we'll fight for the right thing! "**

"For our part, on behalf of the Grouse Inn team, we are committed to working with the District to ensure that the Woonerf streets have the desired multi use character through the use of special pavement materials, not asphalt; roll - over curbs rather than conventional curbs if required; and use of bollards as required to define different zones.

The street would NOT have separate driving surface and sidewalks...the two would integrated to the extent possible.

The developer will agree that the future strata council (s) will maintain the roads in future if necessary to ensure this special treatment is installed and maintained This was discussed yesterday with Tamsin and the District lawyer.

I hope this clarifies where we are coming from on this matter. Cheers"

With respect to services, one of the amenities proposed in the Grouse Inn plan is for a 20,000 sq. ft grocery, scaled to service the local population. One storey of the grocery would be found and accessed via the underground P1 parking level, with the main floor at surface grade. The economics of retail grocery are such that this operation should be viewed as a service amenity, not on scale with other large grocers such as Save-on or Safeway, none of which will operate a store below 40,000 sq. ft.

In conversation last week with a group of international retail consultants, their opinion on the inclusion of the grocery was highly favourable, in light of the ability of grocers to anchor and support other key commercial retail operations that would serve the local population and animate this part of the Village Centre, in conjunction with the planned restaurant laying just across the plaza space of the Grouse Inn development.

All of the above components are important elements needed to realize the Village Centre as a vibrant socially vibrant and commercially successful mixed use development.

regards, Doug

## Grouse Inn proposal

Input from: Cathy Adams, 2037 McLallen Court, North Vancouver, B.C.

As I can't attend the Public Hearing on June 17<sup>th</sup>, I am hereby giving input to District council.

First of all, I wonder why this is being considered prior to the minutes of the meeting on May 26<sup>th</sup>, when this was sent to Public Hearing, being available? Shouldn't access to information be improving, and the appropriate information be available in a timely manner, when it would be useful?

I am opposed to the proposal for the Grouse Inn site due to the massive height and the amount of square footage being proposed.

I am also greatly concerned that this project is coming forward for approval prior to knowing the how, who and especially when regarding some of the transportation infrastructure that is necessary to support the lengthy build out time period. Specifically - better access at Capilano and Curling is needed – there is no traffic light there now, and may not be should this project be approved without the means in place to provide that light at the outset.

The report says a traffic signal at this intersection will be “required” prior to construction beginning, but is silent on what entity will be providing this signal, and when. How is this going to be ensured? Since it doesn't seem that this project would be responsible for it, would the District really hold up an approved project at this location, pending someone else perhaps? getting approval for their project and then being held hostage to their timing on installing the signal? It seems we are doing things in the wrong order here. It also seems we may be giving the upper hand to another developer, if the District and/or this development needs that signal installed to proceed. To say that is inadvisable is putting it politely.

This project will house a lot of people. This area is slated to house a lot of people. Many thousands more. Why has the District and this council consistently thumbed their nose at the idea of providing any semblance of sufficient park space for this area? The Parks and Open Space Strategic Plan boasts of the amount of park space the District has - apparently the District has much more than the overall average supply in other communities in the Province. Why does the Parks Strategic Plan boast about what the District has – is it because sufficient park space is seen as a basis for the liveability of an area, and something important to provide for its residents? Why is the Lower Capilano area, and specifically the Lions Gate “village”, to have almost none? One would think it makes sense that residents of towers and townhouses, etc. need neighbourhood type park space even more than residents of single family houses, for instance. The parks strategic plan calls for a minimum standard of 1 hectare of neighbourhood park space per 1000 population, and another hectare of community type park space. With

build out of this area – have the planners given Council the figures (has anyone on Council asked?) on how much neighbourhood park space and how much community park space will be in this immediate area, and how many residents are expected to live here? To not ask these questions is the height of irresponsibility - doesn't anyone care what the liveability will be like for thousands of residents shoehorned into a tiny corner of the District?

The recommended minimum size for a neighbourhood park space is 2 hectares. Has anyone asked the planners what size of parks will be located, where, in Lions Gate? What is called a pocket park, for instance, on Curling Road, would be 6108 square feet, from the report. That is 1/35<sup>th</sup> of what a neighbourhood park should be sized at – so it's not a park that could be expected to be of much use. That is less than 1/7<sup>th</sup> of an acre – less than half the size of the green space in the middle of Belle Isle, which is only a third of an acre.

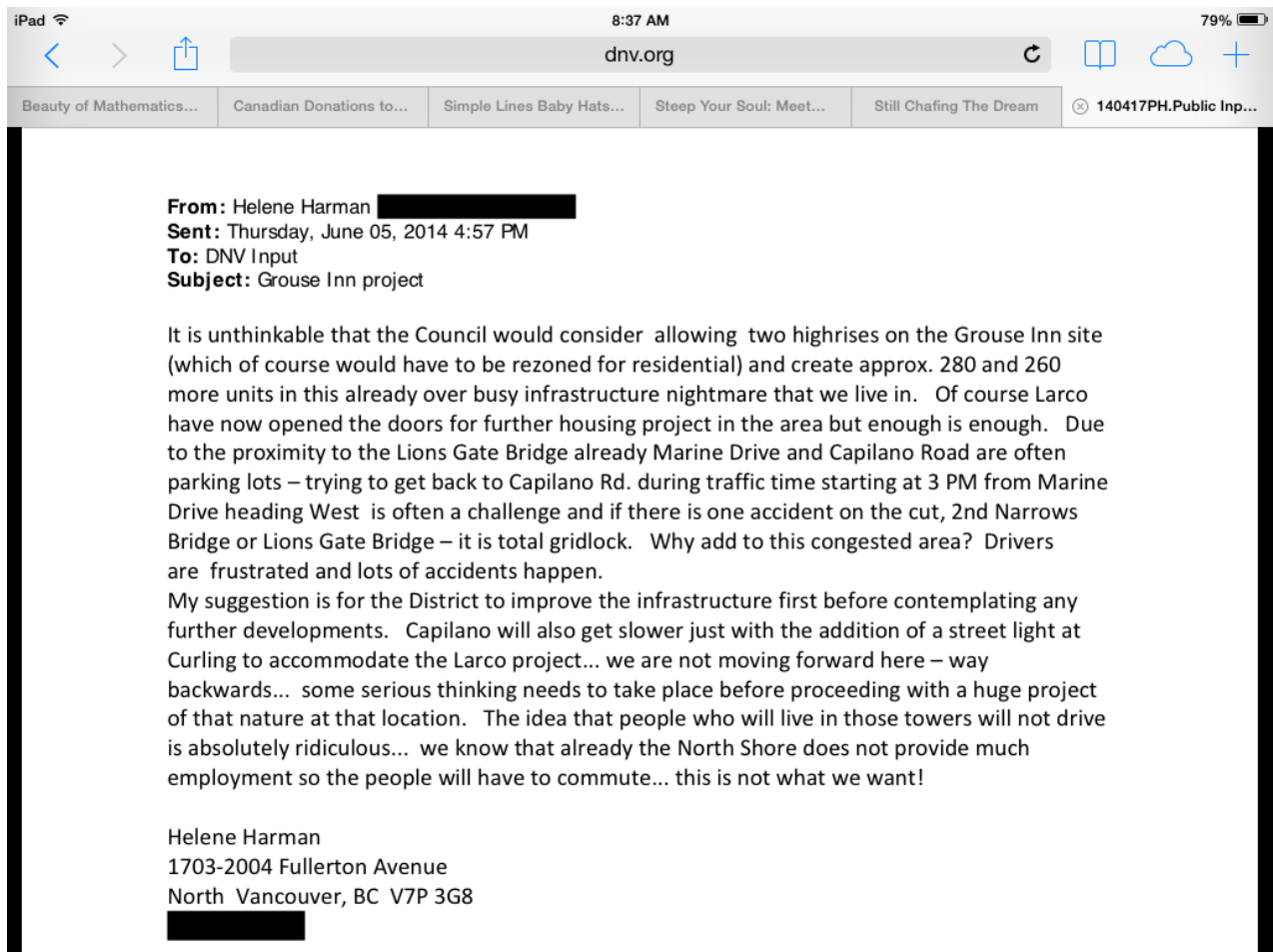
The Parks Strategic plan states as a goal to increase park space in growth centres – which this area certainly is slated to be – and to “continue” to exceed the minimum standard of 2 hectares per 1000 population for neighbourhood and community park space. It does seem the District is determined to massively degrade this area by fitting as many people into the area as they can, with hardly as much as an additional blade of grass, or much of anything else, for the residents. During the OCP, local residents were told that the planners were to “seek design solutions” that would include “significant” park space. This has not been done, and at this point, Council continues to actively turn their heads away and dismiss this issue. Please ask the planning department to give this issue further consideration before projects are approved, and then hands are wrung and everyone is told “it's too late to do anything about it”. As I said, the current scenarios and the lack of planning for a liveable area is irresponsible.

**From:** Joyce Baylyy [REDACTED]  
**Sent:** Sunday, June 15, 2014 9:52 AM  
**To:** DNVCouncil  
**Subject:** Lower Capilano Development

I would like to add my name to Helen Harman's letter. I feel that the District and City seem to be in a competition for tax dollars without regard to the quality of life on the North Shore. Traffic is the main concern of everyone and it is getting worse each year. With all of the construction of multi-unit projects throughout the North Shore there is no way that there will not be an impact on the traffic congestion already in effect. I have not heard of a third crossing coming along soon and until there is some resolution to the traffic problem I feel construction should be curtailed.

As a side note I do try and use my bike when I can to help with the traffic but bikers are still in the minority. Thank you for reading my concerns.

Joyce Bayly  
209-2024 Fullerton Avenue  
North Vancouver BC



Sent from my iPad

Submission to the Public Hearing on June 17, 2014 on the proposed Lower Capilano development

By Stephen O'Grady - 3137 Sunnyhurst Road North Vancouver

Dear Sirs,

I am a resident of Lynn Valley and have lived on the North Shore for over 20 years. I oppose the Lower Capilano proposal for a number of different reasons. Building high rises such as this close to either of the bridges makes no sense. These new towers are effectively on the ramp to the Lion's Gate Bridge and will be within feet of the Gridlock which will be produced from the mega-development of the North Shore which has already been approved and that yet to come. I also have serious concerns regarding such issues as lack of appropriate infrastructure such as hospitals, and emergency services.

I have severe doubts concerning the objectivity of the council staff in this proposal. It is difficult to separate the council staff from the developers due to glowing write-ups they prepare for developments which omit any negative items. The write-up prepared for this development omits the fact that there is potential contamination of the site from the old Esso gas station. There also doesn't appear to be any reference to the pollution levels expected from the traffic. Totally ignored in the discussions so far is the effect this densification is having on the environment. Levels of air pollution from vehicles are bound to increase significantly and will be particularly noticeable at the developments proposed at the north end of each of the bridges. The Planner's references to the pristine environment in Lower Capilano are at odds with the smog levels which will be generated by all the cars (and buses) lining up for the Lion's Gate Bridge. I'm sure that residents of lower Capilano will not be happy with the air quality living effectively on the ramp to the LGB. Any negative features or opinions which were submitted at the Public Hearings for Bosa or Seylynn appear to be omitted or sugar coated. Who do the District planning staff represent in this process, the developers or the taxpayer?

I doubt very much whether anyone will read this so I won't waste a lot of time on it. Even if the Council does read it, they will ignore this in the same way as they ignored any negative comments from the Bosa public hearing. The Council request feedback in the pretense that they will take notice of it but in fact will ignore any negatives and vote to adopt the proposal. This process is totally cynical and a colossal waste of citizens' time and resources. This does not fit my definition of democracy.

This Council's legacy to the future will be that they have converted the pristine nature of the North Shore into a noxious, polluted urban area similar to Metrotown. It is probably too late to stop the damage already done but rejecting this proposal would hopefully send a message to the property developers that the gold rush on the North Shore is drying up.

This development has used lots of pretty pictures to sell their concept. I'd like to show the Council what traffic on the North Shore will be like in the near future. Note the high level of SMOG.

*Artist's impression of the intersection of Capilano Road and Marine Drive in the year 2020*



Respectfully submitted,

Stephen O'Grady FCIA, FSA, FIA, B.Sc.,M.Sc.



-----Original Message-----

From: [REDACTED]  
Sent: Monday, June 16, 2014 1:19 PM  
To: Tamsin Guppy  
Cc: DNVCouncil  
Subject: RE: Re Lower Capilano Development

I can understand why you would not want to mention such items as site contamination as it would damage the pristine view you present of this development. Presumably, this is the reason that there is no mention in your presentation of the high air pollution levels which are certain to be present in buildings which are only a few feet from major access to the LGB.

I happen to think that public safety issues such as this should be mentioned and will do so in my submission to the public hearing.

I wouldn't be too concerned though because I imagine council has already rubber-stamped this development in the same way as all previous developments such as BOSA and Seylynn.

Regards

--

Steve O'Grady  
[REDACTED] - email  
( [REDACTED] )

-----Original Message-----

From: "Tamsin Guppy" <[REDACTED]>  
Sent: Mon, Jun 16, 2014 9:43 AM  
To: [REDACTED]  
Subject: RE: Re Lower Capilano Development

Site contamination is a Provincial issue, and so though it is important and we cannot approve construction except with the appropriate Provincial approvals is it not always the focus of our discussions with regards to a land use bylaw.

At this time, we have received the appropriate Certificate of Compliance from the Province for redevelopment of this former gas station site.

Tamsin Guppy  
Community Planning  
604 990-2391

-----Original Message-----

From: [REDACTED]  
Sent: Friday, June 13, 2014 10:35 PM

To: Tamsin Guppy  
Subject: Re Lower Capilano Development

In the write-up of the Grouse Inn proposal by the district planners, i see no mention of potential contamination of this site from the old gas station. I'm attaching a report which I believe is relevant to this issue.

Did you overlook this issue or did you deem it not to be worth mentioning?

Regards

--

Steve O'Grady

 - email

(604) 980-9337

**From:** [REDACTED]  
**Sent:** Tuesday, June 17, 2014 1:26 PM  
**To:** DNVCouncil  
**Subject:** Public Hearing June 17, 2014

**Reg: The proposal to redevelop the former Esso site and Grouse Inn property at Capilano Road and Marine Drive**

Hi

Since, i am unable to attend this public hearing, on behalf of everyone working for our Society and myself, I just wanted to share some thoughts with the Mayor and the Council.

As you may know it is over one year we have moved to this office space here on Capilano Rd (2030 Marine Drive) and we are neighbor to the Grouse Inn hotel.

Our experience from this area has never been like what we are dealing with on a daily basis. I mean just by passing by this area by car, you do not get the feeling of what is to walk here or be around everyday.

Basically, we are very excited about the redevelopment of this area because we believe what is lacking here, is the existence of life!

The lower capilano is the most underdeveloped place we have all seen, no greens, no colors, no happy people or life outside. There is no walk sides or park to sit down if it is sunny day.

There are no coffee shop or nice restaurants to go to if we are hungry or need to take a break from the work.

The area is very boring and people who are on foot, they just rush to pass this area either towards Fullerton avenue or else.

We are looking forward for this redevelopment and also the community center that is planned for this lower capilano.

Please approve this project and lift the face of this very for now "ugly and boring" neighborhood (names come from our clients too).

From excited group of people.

Thanks

Poran Poregbal, MA, RSW, RCC  
Founder & Executive Director / Therapist / Trauma Specialist  
G.V. Counselling & Education Society for Families  
Office: 202 - 2030 Marine Drive  
North Vancouver BC, V7P 1V7  
Tel: 778-883-0591  
[REDACTED]

**From:** Douglas Curran [REDACTED]  
**Sent:** Tuesday, June 17, 2014 3:01 PM  
**To:** Mayor and Council - DNV  
**Subject:** Fwd: "People Pay A Premium to Live Where It's Walkable..." / Creating value in our community

The attached fact sheet provides a number of points demonstrating the social, health and commercial benefits arising from a pedestrian-oriented design for the Village Centre.

These key points are important references for bringing to tonight's

**Public Hearing for the Grouse Inn  
7:00 PM District Hall**

"First fix the streets, then the people and business will follow." —Dan Burden, Walkable Communities, Inc.

**Focus on**

**Livable  
Communities**

## People Pay A Premium to Live Where It's Walkable.

**A** 1999 study by the Urban Land Institute of four new pedestrian-friendly communities determined that homebuyers were willing to pay a \$20,000 premium for homes in them compared to similar houses in surrounding areas.<sup>1</sup>

Each of the four communities, including Kentlands (right), in Gaithersburg, Maryland, promoted transit and pedestrian access. Design features included systems of interconnected, often narrow streets, sidewalks, a mix of residential, retail and office land uses, and features such as street trees, short front yard set-backs, front porches, and rear garages accessed by alleys.



**Local Government Commission  
Center for Livable Communities**

1414 K St., Suite 250  
Sacramento, CA 95814-3966  
tel (916) 448-1198  
fax (916) 448-8246  
web [www.lgc.org](http://www.lgc.org)

# The Economic Benefits of Walkable Communities



**"First fix the streets, then the  
people and business will follow."**

—Dan Burden, Walkable Communities, Inc.

**C**ity and county leaders in California are most motivated to push for pedestrian-oriented infrastructure and land uses when there is a clear economic benefit to their communities.<sup>2</sup> There are solid connections between walkable environments and economic viability. This brochure highlights some aspects of that nexus.

## Walkability Is A Good Investment.

**A**ccording to a 1998 analysis by ERE Yarmouth and Real Estate Research Corporation,<sup>3</sup> real estate values over the next 25 years will rise fastest in "smart communities" that incorporate traditional characteristics of successful cities including a mix of residential and commercial districts and a "pedestrian-friendly configuration."

## Walkability Increases Property Values.

**R**educing traffic noise, traffic speeds, and vehicle-generated air pollution can increase property values. One study found that a 5 to 10 mph reduction in traffic speeds increased adjacent residential property values by roughly 20%. Another study found that traffic restraints that reduced volumes on residential streets by several hundred cars per day increased home values by an average of 18%.<sup>4</sup>



## Walkable Communities Will Attract “New Economy” Workers.

In a 1998 report, Collaborative Economics, a Silicon Valley think tank, profiled the connections between the physical design of communities and dynamic elements of the new knowledge-driven, service-oriented economy.<sup>5</sup>

The contemporary economy – with its smaller, decentralized firms – thrives on land use patterns that harken back to the towns of early industrial years, with city centers, corner stores and streetcar suburbs.

Walkable downtowns with a mix of restaurants, offices and housing promote interaction. Interaction is key since the new economy thrives on accessibility, networking and creativity.

## Businesses Are Beginning to Leave Gridlocked, Auto-Dependent Cities.

The automobile has offered mobility and convenience for decades, but booming business centers like Atlanta and the Silicon Valley are showing how an overdependence on the car can gridlock economic development. As a result, major firms around the country are advocating for pedestrian- and transit-friendly development patterns, according to a 1999 report by the National Association of Local Government Environmental Professionals. Businesses are increasingly concerned with gridlock, lack of transportation choices, air pollution and the overall decline in quality of life that can make recruiting and retaining skilled workers difficult.<sup>6</sup>

▶ Hewlett Packard halted its planned expansion in Atlanta’s Perimeter Center area, according to the report, because it did not want to subject 1,000 new employees to the area’s serious traffic problems.

▶ Regional and national business leaders say that low-density, discontinuous and automobile-dependent land use patterns can cause higher direct business costs and taxes. The federal Office of Technology Assessment estimates that a single house built on the urban fringe requires \$10,000 more in public services than one built in the urban core.<sup>7</sup>

▶ The California State Department of Transportation, cited in another source, estimated in 1990 that more than 197,000 hours per day were



being lost due to traffic congestion, costing California businesses more than \$2 million a day. San Francisco’s Bay Area Economic Forum estimates that area businesses lose \$2 billion per year while their employees sit in traffic.<sup>8</sup>

▶ The American Highway Users Alliance estimates that commuters waste \$1.1 billion a year idling in the Los Angeles region’s four most congested interchanges. Their cost estimates account for lost time, spent fuel, cost to employers, traffic accidents, and environmental damage.<sup>9</sup>

▶ The Southern California region is expected to spend more than a trillion public and private dollars on roads and freeways, including more than \$81 billion in public capital investment between 2000 and 2020. Yet, a report by the Southern California Association of Governments projects that those expenditures will result in a 330% increase in rush hour congestion because much of the new growth is expected to occur in outlying areas.<sup>10</sup>

## Walkability Is A Tourist Magnet.

Tourists coming to Vermont to walk and bicycle in the scenic, human-scale towns and compact, pedestrian-friendly town centers have proved to be an economic boon. In 1992, an estimated 32,500 visiting cyclists spent \$13.1 million in Vermont – about twice the amount of money generated by Vermont’s maple syrup producers in a good year.<sup>13</sup>

## Down on the Farm

# Dependence on Cars Is Bad for Agriculture.

**A**gribusiness in California's San Joaquin Valley – a primary source of fruits and vegetables for the entire nation – is a multi-billion-dollar industry. The region's growers complain that vehicle-generated smog reduces crop yields by 20 to 25%.<sup>11</sup> In the Valley's Fresno County – the country's top agricultural producing county – a landmark public-private alliance of farm leaders and representatives from the region's development, conservation, business and local government sectors, has signed a compact for handling the stunning amount of projected growth, while conserving prime land. Two of the alliance's three guiding principles are to "develop livable communities that emphasize pedestrian or transit-oriented design."<sup>12</sup>

## Walkability – It's Good for Retail Sales.

**T**here are many models around the country that show clear economic benefits to improving the environment for walking in residential and commercial districts. The cities of Lodi and Mountain View in California and West Palm Beach, Florida, offer three examples of successful strategies for making communities simultaneously more walkable, livable, and prosperous.

### CASE STUDY: PEDESTRIAN RETROFIT FOR DOWNTOWN LODI



**D**owntown Lodi launched a \$4.5 million public-private pedestrian-oriented project, including a retrofit of five main street blocks from building face to building face.

On the main School Street, sidewalks were widened, curbs bulbed out at intersections and colored paving stones laid in the new sidewalks and street. A striking gateway was installed, as well as 140 street trees, lighting, benches, and other streetscape amenities.

The city credits the pedestrian improvements, as well as economic development incentives, with the 60 new businesses, the drop in the vacancy rate from 18% to 6%, and the 30% increase in downtown sales tax revenues since work was completed in 1997.

► For more information:

Tony Goehring, Lodi Economic Development Director, (209) 333-6700  
e-mail [tgoehring@lodi.gov](mailto:tgoehring@lodi.gov) web [www.lodi.gov](http://www.lodi.gov)

### CASE STUDY: CASTRO STREET – THE HEART OF MOUNTAIN VIEW

**L**ike central West Palm Beach (see back page), downtown Mountain View, in Northern California, was left behind by a glut of new automobile-oriented retail development on the suburban fringe. As a result, one 10-story building on Castro Street sat empty and unfinished throughout the 1980s, with guard dogs visible through the smoked-glass windows on the first floor.

In the late 1980s, the city resolved to turn Castro Street into the heart of the city by redesigning it to include, among features, a flexible zone where sidewalk café tables would replace parked cars in the summer. The city located a pedestrian-oriented civic jewel on Castro Street – a new city hall and performing arts center complex with an outdoor plaza.

What followed was \$150 million in adjacent private investment including an office-over-retail development flanked by hundreds of attractive homes built at 47 units per acre, and interspersed with pedestrian passages that link Castro Street to a city park.

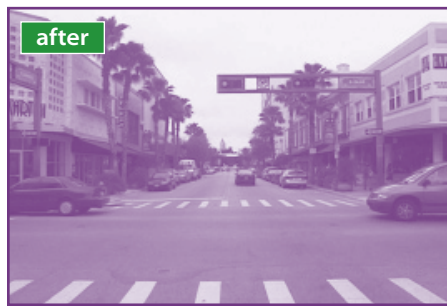
Today, downtown Mountain View is a regional draw, with bookstores, brew pubs, restaurants – and pedestrians.

► For more information:

Barney Burke,  
City of Mountain View,  
(650) 903-6454  
e-mail  
[barney.burke@ci.mtnview.ca.us](mailto:barney.burke@ci.mtnview.ca.us)



## CASE STUDY: TRAFFIC CALMING IN WEST PALM BEACH



**T**raffic calming projects helped West Palm Beach spur a stunning turnaround in a downtown left behind by new growth on the suburban fringe and increasingly perceived as dangerous, dirty and empty.

The city's first traffic calming retrofit was along 4,500-foot-long Clematis Street, a once-lively main street anchored by a plaza, library and waterfront on one end and a historic train station on the other. By 1993, only 30% of the building space on the one-way street was occupied. Property values ranged from \$10-\$40/sq. ft, with commercial rents at \$6/sq. ft.

The city opened Clematis Street (above) to two-way traffic, narrowed the street at points, raised intersections, and bulbed out the curbs at intervals in a slalom-like pattern to slow traffic. The \$10 million project also rebuilt an interactive fountain, restored key buildings, and provided for event spaces.

Property values more than doubled on the street. In 1998, they ranged from \$50-\$100/sq. ft., with commercial rents at \$30/sq. ft., and with more than 80% of building space occupied. The project attracted some \$350 million in private investment to the area.

In two nearby neighborhoods (below), the city installed mini-traffic circles in some spots, narrowed the streets, and added speed humps. As traffic slowed, social links between neighbors increased. Trash along the streets disappeared, and the area lost its abandoned look. Between 1994 and 1997, the average sale price for homes there increased from \$65,000 to \$106,000.

"The city is thriving with an intensity and energy that seems limitless," said city transportation planner Ian Lockwood. "It's about reducing speeds, and safety, but it's really economic-development driven. It has paid for itself, easily."

► For more information:

Ian Lockwood, West Palm Beach Transportation Planner, (561) 659-8031  
e-mail [ilockwoo@ci.west-palm-beach.fl.us](mailto:ilockwoo@ci.west-palm-beach.fl.us)



# Focus on Livable Communities

## Notes

- <sup>1</sup> *Valuing The New Urbanism, The Impact of the New Urbanism on Prices of Single-Family Homes*, Mark J. Eppli and Charles C. Tu, 1999, Urban Land Institute.
- <sup>2</sup> "7 Questions for Your Community's Health," statewide survey, 1998, Local Government Commission (LGC), California Department of Health Services.
- <sup>3</sup> *Defining New Limits: Emerging Trends in Real Estate*, ERE Yarmouth and Real Estate Research Corporation, 1998.
- <sup>4</sup> *Evaluating Traffic Calming Benefits, Costs and Equity Impacts*, Todd Litman, Victoria Transport Policy Institute, 1999.
- <sup>5</sup> *Linking the New Economy to the Livable Community*, Collaborative Economics, 1998.
- <sup>6</sup> *Profiles of Business Leadership on Smart Growth, New Partnerships Demonstrate the Economic Benefits of Reducing Sprawl*, National Association of Local Government Environmental Professionals (NALGEP), 1999.
- <sup>7</sup> *The Ahwahnee Principles for Smart Economic Development*, LGC, 1998.
- <sup>8</sup> *Building Livable Communities, A Policymaker's Guide to Infill Development*, LGC, 1995.
- <sup>9</sup> "Freeway Tie-Ups Cost \$1.1 Billion, Study Says," *Los Angeles Times*, 4/13/00.
- <sup>10</sup> *The Ahwahnee Principles for Smart Economic Development*, LGC, 1998.
- <sup>11</sup> Ibid.
- <sup>12</sup> "A Landscape of Choice, Strategies for Improving Patterns of Community Growth," The Growth Alternatives Alliance, 1998.
- <sup>13</sup> *Bicycle Touring in Vermont and Vermont's Scenic Byways Program*, Bruce Burgess for the Vermont Agency of Transportation, 1995.

This project is funded by the Physical Activity and Health Initiative, California Department of Health Services under a Preventive Health Services Block Grant from the U.S. Centers for Disease Control and Prevention. Work performed as part of a UC San Francisco contract.



# Grouse Inn Redevelopment

## Transportation Plan Improvements

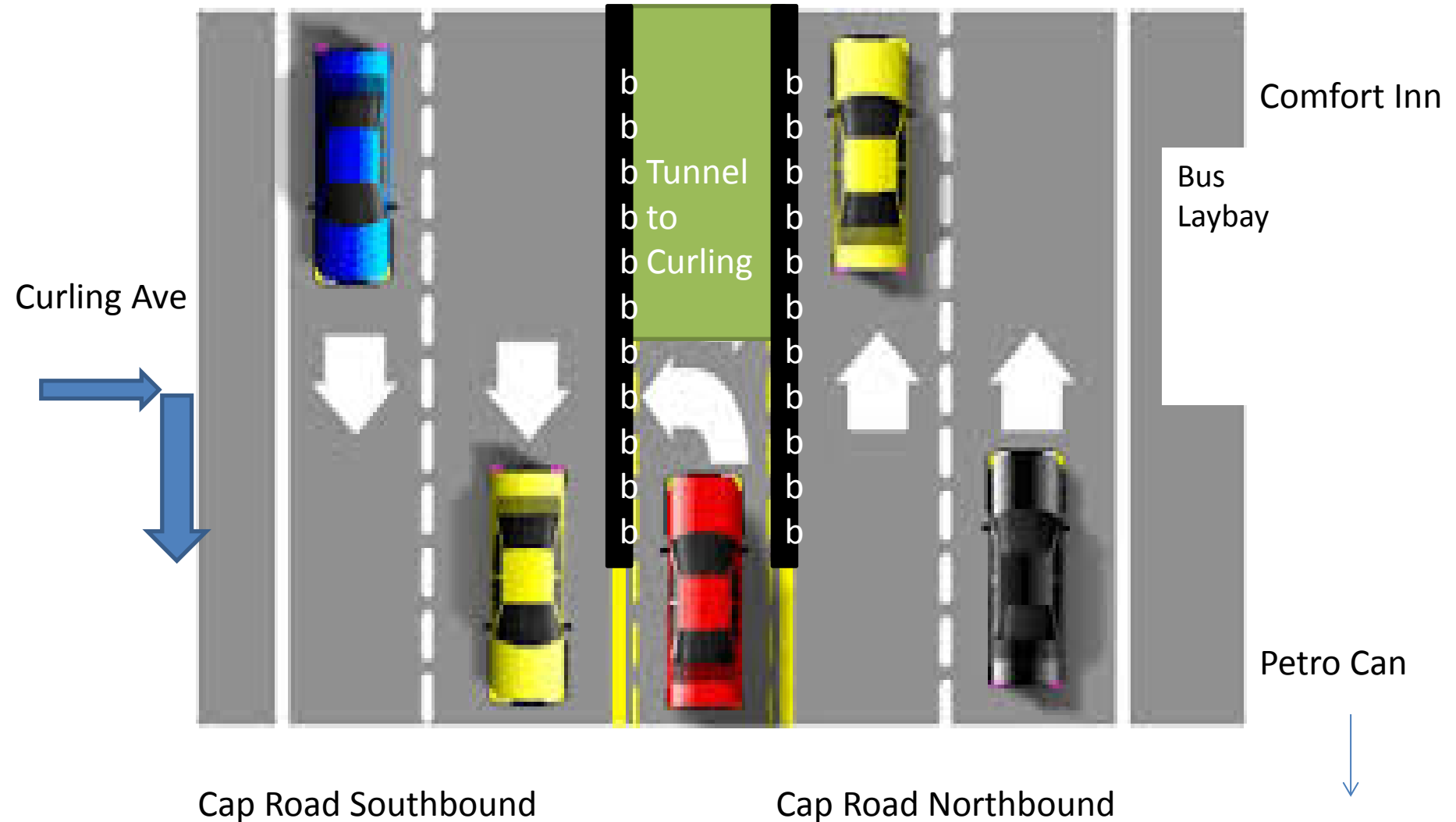
# Traffic Control

- Plan is for access from Curling Ave off Capilano Road by adding 2 more sets of traffic lights
- 4 sets of traffic lights in a stretch of major arterial road in less than 100 metres
- No better guarantee of gridlock

## SimTraffic Statistics in Photograph Form – Marine Drive @ Capilano Road



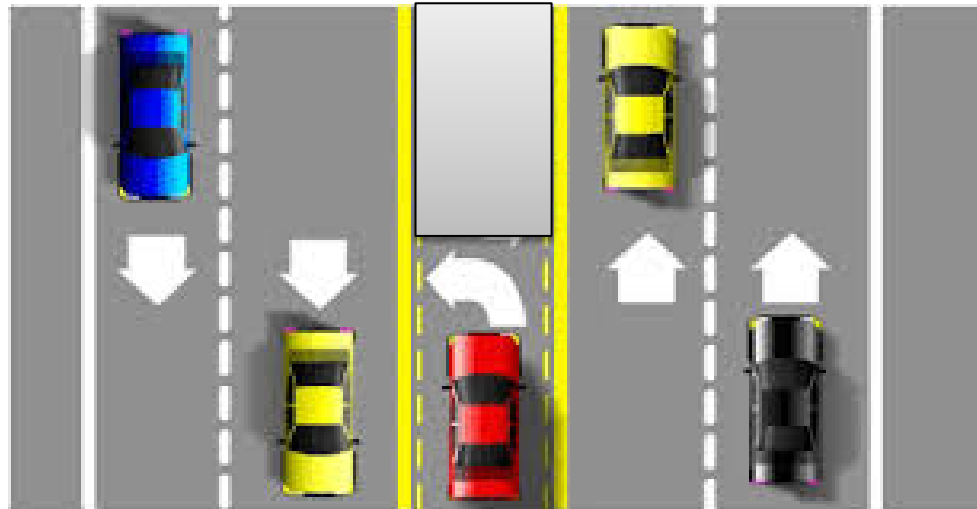
## Recommended Approach : Step One – Widen Cap Road to Build Center Off Ramp Tunnel To Curling



## Recommended Approach: Step Two – Dedicated Left Turn Lane at Fullerton



Fullerton



# Pedestrian Access

- Cross-walks, more cross walks and traffic lights
- Again, will guarantee gridlock and result in conflict
- Requirement to be innovative

# Proper Approach – Elevated Pedestrian Crossing



# Closer View





# Elevated Pedestrian Crossing



# EuroCentric Friendly



**From:** Garrett Knights [REDACTED]  
**Sent:** Tuesday, June 17, 2014 10:06 PM  
**To:** DNV Input  
**Subject:** re: Lower Capilano Marine Village - Grouse Inn Site

Hello,

With regards to the proposed development on the Grouse Inn Site, I believe the proposal is making a lot of poor assumptions that need more consideration.

1. Commercial space with possible grocery store tenant

There's already a glut of empty commercial space on Marine Drive between Fell and Capilano from previous redevelopment. Why is the assumption made that commercial space in this development would be filled, at a location that's already difficult to get into and out of? Take a good look at the number of 'For Lease' signs on street level on Marine Drive or the rapidly disappearing tenants in Park Royal North - clearly North Vancouver doesn't need more empty shopfronts. The expectation that a grocery store would become an anchor tenant seems far-fetched as well, with North and West Vancouver already home to Thrifty's, Whole Foods (a second location soon to open), Loblaws, Fresh Street Market, two Save On Foods on Marine Drive alone, Safeway, Walmart, the grocer at Edgemont Village, and a new grocery store slated to open at Park Royal - along with smaller grocers spread out along Marine Drive. The market is saturated. I find it a stretch that another grocery store would open within 10km of all of the above.

2. Traffic volume

As most people have pointed out in previous feedback, adding more cars to one of the busiest intersections and one of the most congested crossings in Metro Vancouver seems extremely short sighted. Traffic will increase as many other already-approved condo developments are completed in the area, especially along Lonsdale and the planned towers at Park Royal. While the developer points out the relatively low expected cars-per-hour this development adds, it has to be taken into consideration with a broader context. It's not simply this development's increased traffic; it's all new developments on the North Shore putting more cars on the road. Remember, too, this is an affluent city - it is unrealistic to expect people in the area to forgo cars for transit. It may not be a popular talking point but affluent lifestyles include at least one car per household - multiply that by the hundreds, if not thousands, living units being introduced to the North Shore in the next 4-5 years and the discussion is not simply the cars-per-hour of this development in isolation. I don't see this addressed in any planning.

Thank you very much for your time. On the whole I'm not in support of this development. I don't believe the North Shore needs more condos, more shopfronts, or more cars fed directly into a traffic bottleneck - developments recently completed and currently underway have already created more than necessary.

Garrett Knights  
(North Vancouver resident)  
[REDACTED]

From: Andrew Olney [REDACTED]  
Sent: Monday, June 16, 2014 1:43 AM  
To: DNV Input  
Subject: Lower Capilano Development - Grouse Inn

I would like to add the following comments for your consideration regarding the proposed development at the Grouse Inn site at Capilano Road and Curling Road.

1) the report by the proponent states that anticipated traffic from the site will be at 1.6 vehicles per minute departing and 1.7 vehicles per minute arriving. This number surely underestimates the values that will be experienced upon project completion. I would state that a value of 10 vehicles per minute is more likely for peak times. And surely the retail establishments would hope for that sort of volume.

2) bylaw 8062 which places no restrictions on unit rentals may imply that vehicle numbers per unit will exceed the proposed 1.4 vehicle spots allocated. And what about parking for visitors to the residential units? Will this put more pressure on traffic and parking ?

3) sun shadow for December 21 is not included in the presentation. Are the shadows so long that it is best not to show them to interested and affected parties ?

4) setback on Marine Drive for bus bays should be mandatory. The recent developments on Marine Drive where bus pull-outs have not been provided or mandated does nothing to improve the traffic flow along this corridor.

Most importantly, what I am witnessing in both North Vancouver City and District is a race to increase the tax base of each entity without any coordination of effort and planning. Instead we have City development projects that have a serious impact on traffic and the District is left with the infrastructure problems. It is high time for AMALGAMATION of the two entities and a return to a coordinated vision for the North Shore. The un-controlled growth of the North Shore must be halted.

I am strongly against the current proposal for the Grouse Inn site.

Thanks very much for your attention.

**From:** Paul Tubb [REDACTED]  
**Sent:** Tuesday, June 17, 2014 2:45 PM  
**To:** DNV Input  
**Subject:** Re: Public Hearing June 17 2014 - Grouse Inn Rezoning

Please substitute the following for my previous submission.

-----  
Mayor and Council,

Re: Grouse Inn Rezoning Bylaws 8061 and 8062  
Public Hearing June 17, 2014

The following comments are offered for your consideration regarding the proposed rezoning for the Grouse Inn properties.

1. The increase in traffic related to the increased density for this and future developments in the area remains an ongoing concern to residents of Pemberton Heights. Even modest increases in traffic can have a disproportionately large effect when the traffic situation is already extremely poor.
2. Traffic impacts can arise beyond the immediate area. For example, added congestion at Capilano Road and Marine Drive and longer backups and delays on Capilano Road or Marine Drive can lead to more shortcutting through adjacent neighbourhoods such as Pemberton Heights.
3. It is extremely important for the District to undertake the road and other improvements recommended in the 2013 Lower Capilano Transportation Study without delay (preferably in advance of or, at a minimum, concurrent with this development and other upcoming developments). In this case, it is particularly important to take this opportunity to improve the Capilano Road and Marine Drive intersection to avoid losing this opportunity for many years to come.
4. The height of this development (and others) should be consistent with a "village centre" and a village atmosphere. While there is no hard and fast rule for what is appropriate, the proposed height seems to be inconsistent with the much lower limits recently imposed in Lynn Valley which is a "town centre".
5. As the "cost" of density is borne locally, the community amenity contribution should, as proposed, only be used locally (i.e., immediately adjacent neighbourhoods). Regular reporting to the public of the collection and use of such contributions would assist in achieving transparency in this regard.

Thank you for your consideration.

Regards,

Paul Tubb  
1070 West Keith Road  
Member – Pemberton Heights Community Association Executive

From: Anne Birthistle [REDACTED]  
Sent: Tuesday, June 17, 2014 9:01 AM  
To: DNV Input  
Subject: Public Hearing today: for property at 2010 Marine Drive

To all:

on behalf of many residents of the Norgate area, close to proposed towers, I wish to express concern at the extensive development planned for the site at 2010 Marine Drive.

The area is reclaimed riverbed - a matter that came as a surprise to the developers' architect at a previous information meeting I attended. Obviously this fact has not been part of their development proposal. In the late 1940's, a proposal for an airport to be built in this area was shelved due to concern of the stability of the land. To now build towers and 3 storeys of underground parking begs the question: is this even safe?

Further, I would argue with the developers' stance that "nobody owns the view". We have elected to buy homes and live in North Vancouver because of its very nature - it is an oasis of calm after the rampant development we are seeing downtown - coming home to North Vancouver District is like returning to the natural world after the tunnels of concrete, glass and steel of Vancouver proper. We have recently seen and enjoyed some very livable, seemly condo and retail development along the Marine Drive corridor, and would ask the architects of the 2010 Marine Drive site to go back to the drawing board and redesign the complex to reflect these pleasing developments, and shelve the proposed towers that will forever alter the nature of North Vancouver.

Anne Birthistle  
1390 Fernwood Crescent  
North Vancouver BC  
V7P 1K7  
[REDACTED]

**From:** Jillian Cooke [REDACTED]  
**Sent:** Tuesday, June 17, 2014 2:13 PM  
**To:** DNV Input  
**Subject:** grouse inn area

Dear Mayor and Council

I am writing to register my firm opposition to the current plans for rezoning the Grouse Inn area to accommodate Pacific Gate Investments . The densification proposed for the area is totally out of proportion to what an already very busy intersection and bridge can handle. The towers are unsightly and mar the streetscape and mountain background that visitors and residents treasure as they approach our municipality. Please be reasonable, listen to your constituents, and require a scaled-back proposal. This is the North Shore – not downtown, not Burnaby, not Surrey. Surely a balance between increased tax revenue and preserving our neighbourhoods and quality of life is long, long overdue.

Sincerely,

Jillian Cooke, P.Eng  
900 Block Canyon Blvd  
North Vancouver BC

**From:** Hazen Colbert [REDACTED]  
**Date:** June 17, 2014 at 9:25:18 PM PDT  
**To:** "[dnvcouncil@dnv.org](mailto:dnvcouncil@dnv.org)" <[dnvcouncil@dnv.org](mailto:dnvcouncil@dnv.org)>  
**Subject:** In Advance of the Closure of Public Hearing of Grouse Inn

Your Worship and Council.

It is presently 9:21 pm on Tuesday, Jun 17th. I understand the public hearing on the Grouse Inn application is still open.

Prior to a decision on this project by Council, I recommend that staff secure an expert opinion on the likelihood of the applicant securing financing in the absence of a marquee commercial tenant. And, if what would likely happen to the site if no marquee commercial tenant signed on, and no financing was available.

Regards,

Hazen S. Colbert

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