

ROCKANDEL&ASSOCIATES

*Building Success Through Process Facilitation
Organizational & Community Engagement
Partnership Planning*

PUBLIC INFORMATION MEETING REPORT

To: Erik Wilhelm, Planner, District of North Vancouver. E: ewilhelm@dnv.org
Cc: Shawn Oh, Development Coordinator, PC Urban Properties Corp. E: soh@pcurban.ca
From: Catherine Rockandel, IAF Certified Professional Facilitator, Rockandel & Associates
Tel: 1-604-898-4614 E: cat@growpartnerships.com
Re: Public Information Meeting Summary for PC Urban 1920-1932 Glenaire Drive
Date: February 5, 2018

Event Date: Thursday, February 1, 2018
Time: 6:30 PM – 8:00 PM
Location: Grouse Inn, 1633 Capilano Road, North Vancouver
Attendees: Ten (10) members of the public

NotificationFlyer Invitation

Invitation packages were distributed to residents within a 100-metre radius of the site.

Site Signs

There was one standard PIM sign erected on the site notifying the community of the meeting as per District of North Vancouver requirements.

Newspaper Advertisement

Two (2) advertisements were placed in the North Shore News, on January 26th and 31, 2018

Comment Forms

No comment forms were received at the Public Information Meeting

Attendees: Of the ten members of the public attending, two individuals stayed only for the Open House component. In addition, the following project team members, and District of North Vancouver staff were in attendance.

District of North Vancouver

Erik Wilhelm, Planner, District of North Vancouver

Project Team

Robert Spencer, PC Urban

Shawn Oh, PC Urban

Project Consultants

Architecture: Tom Grimwood, Grimwood Architecture

Transportation Engineers: Daniel Fung, Bunt & Associates

Facilitator

Catherine Rockandel, Rockandel & Associates

OVERVIEW

The PC Urban Properties team were available to answer questions in an Open House format from 6:30- 7:00pm. At 7:00 PC Urban provided an overview of the development proposal to rezone the site from single-family zoning to a comprehensive development zone, to permit a 15-unit ground oriented housing project. Each unit is between 850 and 2,000 square feet in size and includes underground parking. The presentation was followed by a facilitated Q&A.

PUBLIC COMMENT: Q & A (Index: Q: Questions C: Comment A: Answers)

- Q1** Is the Riverside Trail going to be opened up and go right past Fullerton?
- A1** Yes, correct we are working on connecting it from Woodcroft Bridge through phase one with a dedicated right of way and phase two through to West Van parks. It is outside of the riparian set back.
- Q2** What happens to the riparian area?
- A2** (Erik Wilhelm) PC Urban will provide a five and a half foot trail at the back of phase one and two. The plan right now is that the riparian area will be rehabilitated and untouched. In the last week, I had a meeting with Metro Vancouver Parks and we had a discussion about a metre and a half trail gravel crush within the riparian area. Metro is interested in that because they want a more naturalized trail that would tie into Klahanie.
- Q3** When you said one point of contact for the development do you mean Brook Pooni?
- A3** No, Brook Pooni was the public consultant that reached out to the community. As we proceed with construction a dedicated person likely the civil engineer's name would be on signs on site for the neighbourhood to contact with questions or issues. We would also drop off flyers to the neighbourhood with contact information.
- Q4** During construction where are all the cars for the construction workers going to park and the construction trucks?
- A4** As part of our construction impact mitigation strategy plan we have identified that parking will occur on phase two site during phase one construction. We are also in the process of securing parking in Klahanie Park for phase two parking and overflow parking. We also have agreements in place for parking on other Lions Gate Village developer sites. We also have signed an agreement with the District that we will not stage construction trucks on the District land. We will be mobilizing all vehicles on our site.
- Q5** Pedestrian traffic uses Glenaire to Curling after dark to get to West Van because there are still some lights. Is that road going to be open to pedestrians?

PC Urban 1920-1932 Glenaire Drive Public Information Meeting Summary
February 1, 2018

- A5 Yes, it will be open and we have committed to District to widen the road. There will be temporary lane and extra lights.
- Q6 Did you say the construction trucks are going down Fullerton to Capilano and Klahanie, is that correct?
- A6 Yes, there are two options for the construction trucks Glenaire to Curling will be open as well.
- C6 In terms of my previous question the point I want to make is that there is a high density of people that walk along Fullerton through the Belle Isle corner to Klahanie to catch the bus so right now it is unpleasant to walk beside the Larco site and will not be pedestrian and bike friendly with even more construction. I would encourage you to use the Klahanie Road versus the Fullerton Road.
- Q7 Did you say each unit is going to get two parking spots so do you expect the rest of the people to park on Fullerton? Just so you know Woodcroft overflow has so many people parking on Fullerton is just jammed.
- A7 Our project has some visitor stalls underground as well.
- Q8 I am concerned about the transportation infrastructure, you open little paths here and there but you don't expand the roads. It is chaos going over the Lions Gate Bridge, coming down Capilano Road going south or if you have to turn off highway onto Capilano. Is the District thinking about ways to improve the road network with all these developments being approved?
- A8 (Erik Wilhelm) The bridge head is the province's responsibility. The District has limited capacity to influence that issue which affects the traffic in this area. In respect to the road system this area has not seen all the improvements that are going to be realized because it is still in construction. If all the plans are approved, every single road in this area will be upgraded with dedicated parking stalls, improved connections, new connector road north of Belle Isle Park. The transportation department at the District are a dedicated team of people addressing these issues. Discussing with the province and working with developers.
- Q9 What is the timeline for these various developments and road upgrades?
- A9 (Erik Wilhelm) In the peripheral area that would be more about how quickly things are getting approved. The Citimark and Cressey development that are very imminent. Roads are finished at the end of the construction period. Year and a half to two years for local road improvements. As for the right turn lane at the Grouse Inn site that is subject to the approval of the development permit at the Grouse Inn site so that is a minimum a year to two years away. The developer could sit on their permit for longer.
- Q10 The Riverside Trail how will that be marked with stop signs or a signal?
- A10 (Erik Wilhelm) Although the public naturally will want to come out of trail and cross road. The District has no ability to require a marked cross walk or signalized cross walk

because it is on Woodcroft land. Woodcroft would have to initiate that discussion with District.

(Daniel Fung) Stop signs are anticipate for Glenaire Drive there will be some demarcations. This is a cross walk

Q11 I understood that the development to east there was going to a pathway to the east side of our Woodcroft bridge. Is there a pathway on the west side of Fullerton?

A11 Yes, there is a dedicated pathway on the west side

(Erik Wilhelm) Yes, there will be a trail connection on the east side. Where the Woodcroft land comes down to Fullerton, there are two slivers of Metro Vancouver land, there will be trails on the east side of the Woodcroft bridge. There will also be some pedestrian bulges. We have coordinated that connection in absence of a cross walk. There will be signage as well

Q12 I am curious about the change of grades between the buildings. Building four matches buildings one to three. I see staircases, is there going to be a staircase for each of the seven units going down?

A12 Yes, there is six sets of stairs

Q13 What is the required ratio for parking and what is proposed? Where do visitors park? I am nervous more about the density coming across from you in the highrise towers where there is less parking. Those visitors will be parking on the street.

A13 The District required parking ratio for our development is two and we are meeting the requirement with two spaces per unit.

(Daniel Fung) In this zoning area you can go down to 1.5 but the developer has elected to offer two and included in that there are two visitor parking spaces underground.

Q14 Are the parking spaces included with the units or do you have to purchase parking spots?

A14 Traditionally we follow the market, each unit will be allocated one stall per unit. The second stall were not sure it could be an incentive to purchase unit or charged as extra

(Erick Wilhelm) We at the District want to get an understanding of the implications of development so all these developers will be providing a traffic and parking analysis. Are all these stalls being used? Is the District providing too much parking or too little for some of these developments?

C15 I think that there is a push by most municipalities to bring down parking ratios by making people take transit. The concern I am hearing at Woodcroft is that transit routes, reliability and schedules are not good so you need a vehicle. At Woodcroft, we had 6 oversized vehicles with temporary passes that could not park underground. We terminated those short-term parking passes so those 6 vans will now be parked on Fullerton. We are doing some serious maintenance repairs to the Woodcroft parkade that involves 1800 parking stalls. The engineers are currently providing a proposal to

- phase repairs. We don't have a timeline yet. Generally, there are a lot of people frustrated by traffic and the lack of road infrastructure to manage cars.
- C16** Before you got here there were problems with parking on Fullerton. Every tower has people that park on the street because either they don't want to pay for an additional spot or there are none available.
- Q17** Do you have a sense from all the different projects coming on line when the village area will be functional? I.e: groceries and community centre
- A17** (Erik Wilhelm) By the time the Larco site is finished with the community centre about approximately two years, then the Grouse Inn site and up and running is three to three and a half years. The Larco site should be coming on line just as these town house projects are near completion because three storey construction is faster than towers.
- C18** My understanding is that when the Fullerton improvements there will be little parking on Fullerton, the plans show an indent with a couple of parking spots but not like it is now
- A18** (Erik Wilhelm) You can contact the Transportation department and they could implement some type of time duration parking in some areas that could alleviate issue on Fullerton.
- Q19** How far is this project in the approval process?
- A19** Application was made in November. The first step is this public meeting where we gather your comments and feedback. We hopefully at a design panel in March, to first Council meeting in April, summer before public hearing before Council. Construction could potentially happen in January 2019 if it gets approved.
- Q20** I notice roof decks on top of building five for the north and south units and what you would see from the street?
- A20** Roof decks on building five are set back and fully guard railed. You won't see much from the street.
- Q21** Where is the presentation centre for phase one?
- A21** Phase one, we have not decided if we are doing a presentation centre. Construction will start in June. We may sell them once they are built out so people can visit the area to experience units.
- Q22** What is the next step?
- A22** All the comments you have made tonight and comment sheets are submitted to the planner and Council. We then attend Advisory Design Panel made up of professionals in the industry. They give us comments, those alongside the comments from this meeting are provided to the planner. We make changes to development based on input. Those go to Council. The best time to have your views heard is at the Council public hearing. After the public hearing Council decides whether to give the development third and fourth reading that is adoption of the zone.

APPENDIX: FLYER & NEWSPAPER ADVERTISEMENT

PUBLIC INFORMATION MEETING

A redevelopment is being proposed for 1920-1932 Glenaire Dr., to construct a townhome project. You are invited to a meeting to discuss the project.

Meeting Time and Location:

Date: Thursday, February 1, 2018
Time: 6:30 p.m.
Location: Grouse Inn Meeting Room,
1633 Capilano Road., North Vancouver

The applicant proposes to rezone the site from single-family zoning to a comprehensive development zone, to permit a **15-unit** ground oriented housing project. Each unit is between 850 and 2,000 square feet in size and includes underground parking.



Information packages are being distributed to residents within a 100 meter radius of the site. If you would like to receive a copy or if you would like more information, contact Robert Spencer at 604-282-6085 or Erik Wilhelm of the Development Planning Department at 604-990-2360 or bring your questions and comments to the meeting.

***This is not a Public Hearing. District of North Vancouver Council will receive a report from staff on issues raised at the meeting and will formally consider the proposal at a later date.**

From: [REDACTED]
Sent: February 04, 2018 5:41 PM
To: Erik Wilhelm
Subject: 15 Unit Townhouse Proposal - PC Unban - Phase 2

Hi Erik,
Here are my comments as a result of the Public Information Meeting held Feb 1st, 2018

COMMENTS

Design - I like the design of this development more than any in the peripheral area, although I'm not keen on the rooftop patios which virtually makes it 4 storeys. Although the demand for 3 and 4 bedroom units is addressed, it will not address the demand for affordability.

Density - I think 15 townhomes on 2 lots is too dense.

Traffic - The added traffic is always a concern. I'm particularly concerned with traffic and parking during construction, especially with it taking place at the same time as construction on the Larco site. This will affect Fullerton Avenue - our only access to and from Woodcroft.

On the whole I feel the design of this development, once completed, will be an enhancement to our neighbourhood.

[REDACTED]

**PUBLIC INFORMATION MEETING
FEBRUARY 1, 2018
SIGN-IN SHEET**

PROPOSAL: 15 Unit Townhouse Development in Lions Gate Area
PROPOSAL ADDRESS: 1920 & 1932 Glenaire Drive
DEVELOPER: PC Urban Glenaire 2 Holdings Ltd.

	Full Name	Civic Address
1		[Redacted] Fullerton Ave, N. Van
2		[Redacted] Fullerton #1
3		[Redacted] Fullerton Ave, N. V.
4		
5		Fort Langley (Woodcroft Gm)
6		[Redacted] Fullerton Ave
7		[Redacted] Glenaire
8		[Redacted] Ottawa Ave, West Vanc.
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The personal information collected on this form is done so pursuant to the *Community Charter* and/or the *Local Government Act* and in accordance with the *Freedom of Information and Protection of Privacy Act*. The personal information collected herein will be used only for the purpose of this public consultation process unless its release is authorized by its owner or is compelled by a Court or an agent duly authorized under another Act. Further information may be obtained by speaking with The District of North Vancouver's Manager of Administrative Services at 604-990-2207.

1920-1932 Glenaire Drive – Public Information Meeting February 1, 2018

1. Design suitable for location. The town house height continues the roofline of the proposed adjacent buildings. The variation in the multi-textured façade adds interest to the “wall” of building along the road. Overall FSR is within allowable limits – although the impact of the number of buildings/units is significant. Some contained play area for the entire project (Phase 1 and 2) would have been suitable given the site layout. There is no communal space for the residents to socialize.
2. The protection for the riparian area and the provision of a foot path along top of river bank completes the scenic/nature path along the river. The path also will balance the one along the north side of the river – a beautiful, natural way to get exercise and take advantage of our scenery. This will help balance the loss of mature trees caused by the redevelopment.
3. I assume the sidewalk on the north side of Glenaire will be continued to the pedestrian access to the rugby fields. Adequate street lighting upon the completion of the projects is anticipated with joy.
4. Overall the completed project fits within the concept of the Lions Gate Centre. The intended demographic will appreciate the improved Belle Isle Park and community centre using the new access from Glenaire to Belle Isle. One safety issue remaining is children playing near a multi-year construction area.
5. Management of construction traffic and scheduling of construction remain a concern. I appreciate that both DNV staff and the various developers are working collectively to address the concerns for remaining residents. The daytime traffic in the area, while not necessarily large in volume, covers a diverse set of users: the remaining residents and their vehicles, their service and emergency vehicle requirements as well as local pedestrians, pets and visitors.
6. Previous plans to open Glenaire to Curling and making it one way for traffic is a practical solution. Opening the blocked passage to the Rugby Club for emergency vehicles would be reasonable; as would, accessing the road to the Squash Club to allow pedestrians a safer way to travel that area avoiding construction vehicles.

One final note: Commendations to Larco and their on-site staff managing the road blockages – courteous, working efficiently to keep the road/path closures to a minimum and adjusting signage as closures change according to need.

[REDACTED]
[REDACTED]

June 30, 2021

Mayor Mike Little and Members of Council:
District of North Vancouver
355 West Queen's Street
North Vancouver, BC

Sent Via the District Clerk council@dnv.org

Dear Mayor Little and Members of Council:

Subject: Holland Row II 1920-1932 Glenaire Drive Public Hearing and Adoption

Several years ago, Brent Sawchyn, President of PC Urban, and I met when I was the Director for the Skwxwú7mesh Nation in Business and Economic Development. This was after he had purchased land planned for townhouse development along the Capilano River. This would have been around 2014 or 2015. I also met with Mr. Sawchyn's team last week, to tour the Holland Row site and I would like to provide District Council a little background on the importance of the parks and trails along the Capilano River. Amongst the first trails were animal trails that were used by us and others.

I was born and raised on Skwxwú7mesh Indian Reserve No.5, the Capilano Reserve. The lands that are now called Lions Gate Village once were part of the Skwxwú7mesh Capilano Reserve.

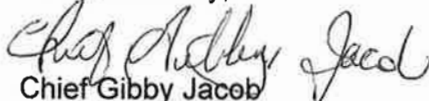
Mr. Sawchyn took the time to hear that, for many, many generations the Skwxwú7mesh people lived and fished along the Capilano River and harvested fish and shellfish that were abundant down river. These particular lands north of what is now Marine Drive were taken out of the Capilano Reserve and sold to be logged, becoming part of the District of North Vancouver in the 1920s. Later the river was channelized and re-routed westward to the existing channel to allow the Lions Gate Bridge to be built.

The initiative by PC Urban to connect their property to what has become Klahanie Park in West Vancouver and to have Metro Parks establish a trail there will enable local residents including my people to freely use these trails and this shoreline once again. This was my backyard and playground when I grew up and I hope it can represent the same for them. My cousins and I spent countless hours fishing and picking berries along the river.

I hope and recommend the Regional Parks build some historic or interpretive signage along the new path to put a marker that my people inhabited this important area. I am sure the Nation would be pleased to assist with that.

I look forward to seeing this all happen after such a long time of being invisible in our traditional territory. There are kiosks along Highway 99 north of Horseshoe Bay as an example of great signage and monument to my people and produced by my department.

Yours sincerely,


Chief Gibby Jacob
President, Four our Future

From: [REDACTED]
To: [Mayor and Council - DNV](#)
Cc: [REDACTED]
Subject: report material for July 13, 2021 upcoming Council meeting,
Date: July 08, 2021 9:19:51 AM

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi to Mayor and Council

please note the material on 1920 Glenaire Drive includes the following statement from District OCP:

""Goal 7: "Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels", and "

However the material on Canfield Crescent where it also makes reference to same goal #7 - has slightly different wording.

Why is that ? I believe OCP is in process of being updated and perhaps you've used a newer wording under Canfield.

I respectfully suggest same wording be used whenever referencing Goal 7 - whichever you settle on.

■ Goal 7: "Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change"

Could you please request DNV Planning, or other appropriate department, to comment on the slightly different wording ?

thanks

Judith Brook

[REDACTED]
[REDACTED]

"Working on climate change is not a fight: it is an act of love - love for humanity, love for Nature, love for everything we hold dear", from Cat Abreu, Executive Director of Climate Action Network Canada

From: [REDACTED]
To: [Mayor and Council - DNV](#)
Cc: [REDACTED]
Subject: upcoming July 13, 2021 council meetings on Glenaire and Canfield Crescent, reference to STEP CODE
Date: July 08, 2021 9:29:30 AM
Importance: High

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi To Mayor and Council,

re: upcoming July 13, 2021 council meetings on Glenaire and Canfield Crescent -
your background material on Glenaire seems to incorrectly refer to Step 4 (should this not be Step 5)? see below.

*The new approach includes a two-tiered system that requires all new Part 9 residential development to **meet either Step 4**, or Step 3 with a low carbon energy system (LCES). An LCES uses low carbon energy sources to provide heating, cooling, and hot water for a building, and has a total modelled greenhouse gas intensity of no more than 3kg CO₂e/m²/yr. The new requirements apply to any building permit submitted on or after July 1, 2021.*

Note that your background material on Canfield does refer to Step 5 which I believe is correct (and not Step 4-as does the Glenaire background which I believe is incorrect).

*On December 7, 2020, Council approved a low carbon approach with the District of North Vancouver's implementation of the BC Energy Step Code. The new approach includes a two-tiered system that requires all new Part 9 Residential development to **meet either Step 5**, or Step 3 with a Low Carbon Energy System (LCES). A LCES uses low carbon energy sources to provide heating, cooling, and hot water for a building, and has a total modelled greenhouse gas intensity of no more than 3kg CO₂e/m²/yr. The new requirements apply to any building permit submitted on or after July 1, 2021.*

Would you please ask your Planning or other appropriate department to comment.

Thanks

Judith Brook

[REDACTED]
[REDACTED]

"Working on climate change is not a fight: it is an act of love - love for humanity, love for Nature, love for everything we hold dear", from Cat Abreu, Executive Director of Climate Action Network Canada

From: [REDACTED]
To: [DNV Input](#)
Subject: Public Hearing July 13th, 2021
Date: July 08, 2021 1:33:57 PM

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Little and members of Council,

Re. Proposed Development - 1920 Glenaire Drive

Normally I would be opposed to any additional development in the Lions Gate area. We have more than enough as it is, with virtually no road infrastructure to support it. However in the case of PC Urban's Phase 2, I think they should be allowed to complete their project.

I realize it doesn't address the affordable housing issue, which is badly needed in North Vancouver, however this was not imposed on the other townhouse developments in this area. In my opinion the affordable housing should be closer to Marine Drive and access to public transportation.

PC Urban's townhouse development, already completed, is visually pleasing compared with the others, and I think on the whole it will add to the character of our neighbourhood.

Therefore I am in favour of this meeting with your approval.

Yours truly,
Val Moller

[REDACTED]

From: [REDACTED]
To: [DNV Input](#)
Subject: Phase II of Holland Row at 1920-1932 Glenaire Drive.
Date: July 12, 2021 4:15:33 PM

CAUTION: This email originated from outside of the DNV. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Little and Councillors,

My name is Cory Dawson and I am writing to you in support of the proposed Phase II of Holland Row, at 1920-1932 Glenaire Drive.

As a longtime North Vancouver resident, I am excited to see 15 new townhomes built in the Lower Capilano area. This project will deliver some vibrancy to an underappreciated neighborhood and complete the existing Holland Row development. After several years living out of the country in world-class cities like Manhattan, it was this neighborhood and specifically Holland Row that finally convinced us to settle back into North Vancouver.

Instead of one aging single-family home remaining on the site, this proposal would see new homes built for families. Since these are strata homes, many of these families will be here for years to come, helping to build a strong sense of community in this neighborhood. Unlike the single-family home, these homes also provide lower maintenance living opportunities for people with evermore complex schedules. This project represents a gain for the District, with the riparian area's restoration and the trail dedication to Metro Vancouver. This is an unprecedented benefit for North Vancouver and an exciting prospect for environmental enthusiasts and trail users alike.

We have the beginnings of a wonderful community in Phase I of Holland Row and I personally am looking forward to the neighborhood growing and being revitalized. This project will integrate beautifully with its natural surroundings while staying true to the traditional character of North Van. As a resident of the District, I appreciate and welcome this proposal and hope that Council will too.

Many thanks,
Cory Dawson
[REDACTED]

[REDACTED]

Letter for Robert Wilson [REDACTED]
[REDACTED]
[REDACTED]

Dear Mayor Little and Councillors,

My name is Robert Wilson, [REDACTED]
[REDACTED]

I would like to express my support for this rezoning application. The Holland Row development invariably represents a benefit to the Lower Capilano neighbourhood. This neighbourhood has evolved, grown and been revitalized with the recent projects that have been realized over the past few years.

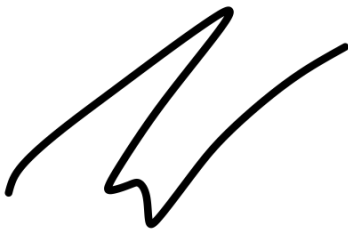
Phase I of Holland Row is sure to contribute to this blossoming community, and I would personally like to see Phase II materialize as well, particularly for the benefits it will deliver to the District of North Vancouver. I am very impressed with the unprecedented environmental improvements proposed, such as with the riparian area, trail improvements and land dedication to Metro Vancouver.

I entered into the lease for my current home knowing that this property had high potential to be redeveloped in the future, and that my lease would not be long-term.

PC Urban have allowed me to rent at this property for three and a half years, at below market rates, with no rent increases. I would like to make it clear to Council that my roommates and I should not stand in the way of this wonderful proposal, and that we would like to see it come to fruition in the Lower Capilano community.

Thank you,

Robert Wilson

A handwritten signature in black ink, consisting of a stylized 'R' followed by a long, sweeping horizontal stroke.



Pacific Parklands
FOUNDATION

Supporting Metro Vancouver
Regional Parks

July 13, 2021

James Gordon
Manager of Administrative Services | Municipal Clerk
District of North Vancouver
355 West Queens Road
North Vancouver, BC V7N 4N5

Dear Mr. Gordon

For over twenty years, the Pacific Parklands Foundation has worked alongside Metro Vancouver Parks to protect and restore greenspaces and enhance regional parks for the enrichment of our community. As the President of the Pacific Parklands Foundation and a long term resident of North Vancouver I am writing to you in regards to the application proposal for Glenaire Drive.

In particular, I would like to address the creation of a riparian habitat zone and park trail addition. My understanding is the proposal would allow the creation of a trail that could eventually connect to Klahanie Park and the existing trail system. Transferring the riparian habitat zone to the District and eventual transferring ownership to Metro Vancouver would be a meaningful community benefit. Every year sensitive ecosystems are lost to development and what remains is under pressure for conversion to residential, retail and commercial uses. For twenty years, the Pacific Parklands Foundation has worked alongside Metro Vancouver Parks to protect and restore greenspaces and enhance regional parks for the enrichment of our community.

Getting into nature is a proven way to stay physically health and boost people's immune system. In addition to the obvious enjoyment people get from parks and trails, science also shows that there are significant benefits to both mental and physical health from regular interactions with nature.

Over the last year we have all seen the vital role that parks play in making resilient and healthy communities. The preservation of riparian zones and enhancements to the existing trails are both ways in which we can protect our environment and connect people with nature.

Thank you



Kevin O'Callaghan
President