

Subject: RE: Bus Depot issue

Date: Mon, 17 Oct 2005 00:45:13 -0700

From: Cathy Adams <cathyadams@canada.com>

To: Ernie Crist <ernie_crist@dnv.org>, Cathy Adams <cathyadams@canada.com>, DNVCouncil <DNVCOUNCIL@dnv.org>, Senior Management Committee <managecomm@dnv.org>

CC: cagebc@yahoo.com, corrie@kost.ca, hunterjohn@telus.net, paiofknees@telus.net, bplatts@shaw.ca, fonvca@fonvca.org, lcraver@shaw.ca

Ernie-

Surely after all the years I have been involved in DNV issues, you must know that I do not live in Norgate!???

Just where have I inferred that I will "make this an election issue" "in defence of (my) neighbourhood"? The only reference I made about the election was pointing out that presumably some of the 7 members of council will be re-elected come Nov. 19th, and the others will not have to deal with this issue. Unless you all want to make it clear tomorrow night by dealing with a reconsideration motion, I suppose a lot of people will be asking candidates point blank about their position on the use of the B.C. Rail lands, though.

You say that "each and every one of your questions and issues has been on the agenda ... for many years." Please refer me to the council agenda item that dealt with a thorough investigation, covering all aspects, into the best use for the B.C. Rail lands, and how the area in the vicinity should be developed. The Marine Drive committee members have even been asked why we haven't had it as part of our mandate. (The answer is that when we started, First Street was not rebuilt, there was no evident potential for anything other than the rail and other industrial uses that were in the area at the time. Also, we've had enough on our plates with the Marine Drive corridor.) That being said, it has been evident to me for some time that the First Street and Pemberton area should be the subject of some sort of "mini-study", and I was therefore pleased to see Coun Muri's initiative last February. Unfortunately, the waters have become very muddied.

What should be done, as far as a process for the B.C. rail site, is this - if Translink wishes to pursue the bus depot use, they should be treated like every other applicant that brings forward a proposal, and be instructed to make a preliminary application. That would serve to flush out the issues that need to be addressed in a rezoning to a transit depot. The way this is all happening makes people feel it is being shoved down their throats, makes them feel threatened, etc. It's just building a lot of animosity and resentment, and making them feel they are not going to get consideration. This is people's daily lives that are being affected.

Just so you are aware, our family's young people are well accustomed to the use of transit. I hope your comments in relation to people with vehicles wasn't a reference to me, personally. My kids have taken the bus since they started high school, and I refuse to taxi them any more than necessary. In fact, last night I refused to drive one of my teens to West Vancouver because I had just, in my usual multi-tasking way, been to West Vancouver on several errands and felt he could have arranged to go earlier when I was within two blocks of his destination. While our family is "rich enough" to afford two cars - we have not done what many other families have done, and supplied cars to our teenagers. You wouldn't believe, though, the number of high school students who have vehicles supplied to them as soon as they learn to drive. Our teens get bus passes.

Cathy Adams

a proud resident of the [Lions Gate](#) neighbourhood.

At 11:15 PM 10/16/2005, Ernie Crist wrote:

Dear Mrs Adams:

Each and every one of your questions and issues has been on the agenda in one form or another for many years, albeit little or nothing has been done to solve them.

What may not have been adequately debated are the economic cost if trucks and the goods they carry are held up in the growing congestions, not to mention the pollution this causes plus the pollution caused by the growing number of mostly single occupant cars, small trucks, Vans and SUV'S and the old buses we will be stuck with if we don't move forward.

As I understand it, you will make this an election issue in "defence" of your neighbourhood. However, the implications if we stay stuck will be significant. What is at stake is the liveability of the District including ALL its neighbourhoods.

There are many people on the North Shore who rely on buses to get around. It includes seniors, students and other young people, single mothers and their children who cannot afford cars. Not all people on the North Shore are rich enough to afford two or three cars in the family. Indeed many Seniors and Students have none and their numbers are growing.

They may well play a part in this election. Waiting for buses in the cold rain may well induce them to go out and vote, especially if they are encouraged to do so, as they will this time. Candidates who support the bus depot and move forward may not do as badly as they have in the past. In any case the time has come to take the high road.

I agree that the issue was poorly handled but it was poorly handled because in the District ALL major issues are poorly handled. It is no accident that taxes for instance have gone from the lowest in the region to the highest in the span of ten years. I leave it up to you to determine why this is so.

Yours truly,

Ernie Crist

nal Message-----

From: Cathy Adams [mailto:cathyadams@canada.com]

Sent: Sunday, October 16, 2005 8:18 PM

To: DNVCouncil

Cc: cagebc@yahoo.com; corrie@kost.ca; hunterjohn@telus.net;

pairkofknees@telus.net; bplatts@shaw.ca; fonvca@fonvca.org;

lcraver@shaw.ca

Subject: Bus Depot issue

To Mayor and Council, and other interested parties

I have attached some comments on the draft acoustical study. Please do look at it.

In addition to these comments and questions, I also wonder if there has yet been information provided on the issue of pollution.

Economic issues surrounding the different types of uses that could be accommodated on the site are not explored yet, as far as I can tell.

Also, Translink has not been asked about what the real ramifications of having two smaller depots would be, or whether increasing the size of the West Vancouver depot on Lloyd to accommodate some of the buses has been explored. There seems to be a lot that hasn't been explored, actually!

The good news (for those I'm referring to) is that some of you will be off council before having to vote on this, and for those reelected, this November's election will be in the past.

Cathy Adams