

COUNCIL CORRESPONDENCE UPDATE TO MAY 17, 2023 (8:30 a.m.)

Correspondence

- (1) R. Richards, May 5, 2023, regarding “Food Bank Request”**
- (2) 3 submissions, May 12-14, 2023, regarding 2500 – 3100 Block Marine Drive Bike Lane**
- (3) 3 submissions, May 12-15, 2023, regarding Destination Parks Pay Parking Program Implementation**
- (4) 3 submissions, May 14, 2023, regarding St. Francis-in-the-Wood Church Parking Lot Paving at Pilot House Road Park**
- (5) May 14, 2023, regarding “Petition regarding tree protection at 4369 Erwin Drive dated 13th May 2023”**
- (6) May 15, 2023, regarding “Proposed development in Eagle harbour” (Preliminary Development Proposal for Daffodil Drive)**
- (7) Committee and Board Meeting Minutes – West Vancouver Memorial Library Board meeting February 15, 2023; and Community Grants Subcommittee meetings March 2 and 10, 2023**

Correspondence from Other Governments and Government Agencies

- (8) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), May 10, 2023, regarding “Letter from MP Patrick Weiler - Canada Digital Adoption Program”**
- (9) Metro Vancouver, May 16, 2023, regarding “Land Use Designation Amendment to Metro 2050 Township of Langley – Gloucester Industrial Park”**

Responses to Correspondence

- (10) Engineering & Transportation Services, May 10, 2023, response regarding “Fwd: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots”**
- (11) Senior Community Planner of Economic Development, May 11, 2023, response regarding “a note to Mayor and Council about excessive lights”**
- (12) Engineering & Transportation Services, May 11, 2023, response regarding “It’s time to change bylaw 4740 from 2012” (Solid Waste Utility Bylaw)**

From: Ray R [REDACTED] s. 22(1)
Sent: Friday, May 5, 2023 8:38 PM
To: Mark Sager; Christine Cassidy; Linda Watt; Peter Lambur; Scott Snider; Sharon Thompson; Nora Gambioli; correspondence
Subject: Food Bank Request

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I am amazed at you members of Council. A couple of weeks ago you forced me and others to donate approximately \$300,000 to some organisations selected by a bureaucrat while you now come and plead with me to donate to the Food Bank. Obviously you must have thought that all those relatively unknown organisations were more worthy of my money than the Food Bank.

Ray Richards Please do not delete my name

[REDACTED] s.22(1) West Van

From: s. 22(1)
Sent: Friday, May 12, 2023 2:26 PM
To: correspondence
Subject: Support for bike lane 2500 - 3100 Block Marine

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Dear Mayor and Council,

I commute from Horseshoe Bay s.22(1), on my bicycle. I have networked a great route that starts out on the Seaview Trail and then winds up the Great Trail to Westport Road and follows the designated bike route. I encounter little traffic throughout the residential areas, and on Westport Road I have a designated lane for the portion I ride on.

The only part of my route where I feel I'm taking a risk on is Marine Drive, where I must ride for two blocks from the bottom of 29th until I can turn off on either 28th or 27th and return to residential streets. Traffic moves quickly and often includes large construction vehicles that pass disconcertingly close to my shoulder. I would never want to see a child cycling that section of road.

I fully support a bike lane along these blocks. Preferable a fully-separated lane, but if that's not possible then at the very least the painted bike lane as will be discussed by council on May 15.

Kind regards,

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, May 14, 2023 7:26 PM
To: correspondence
Cc: Mark Sager; Linda Watt; Sharon Thompson; Christine Cassidy; Nora Gambioli; Scott Snider; Peter Lambur
Subject: Planned bike lanes on Marine Drive between 26th street and 31st street

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Dear Mayor, Council and staff,

I wish to add my support to the proposed bike lanes between 26th and 31st Marine Drive in West Vancouver.

I endorse the letter sent on May 5th 2023, from HUB North Shore Liasons, Paul Stott, Peter Scholefield and Mike Cormack.

This is a very important step in providing safe infrastructure for the many cyclists on this well used and popular route.

Thank you,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Sunday, May 14, 2023 9:29 PM
To: Christine Cassidy; Linda Watt; Mark Sager; correspondence; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: WV Council, May 15, 2023 - item 6: bike lanes on Marine Drive

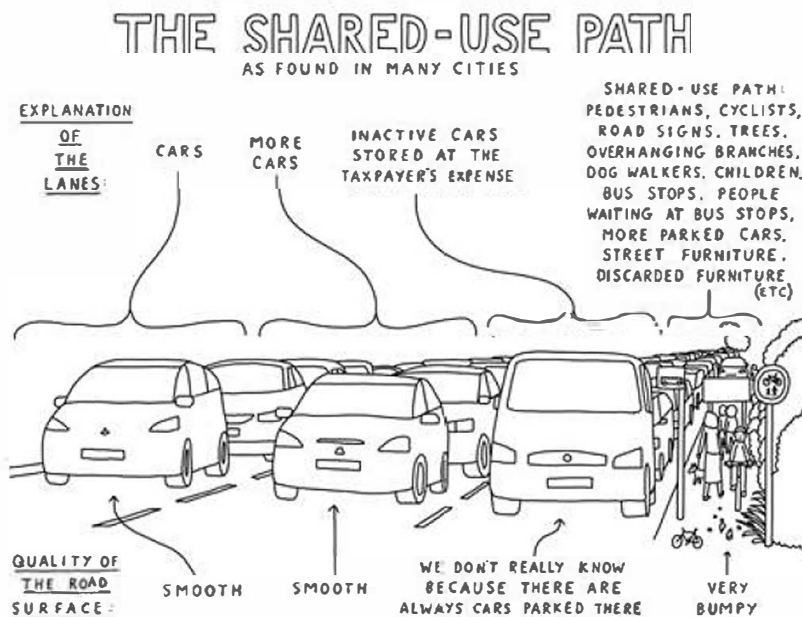
CAUTION: This email originated from outside the organization from email address s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To Mayor and Council,

West Vancouver has declared a Climate Emergency. Our future needs a Council that can make bold decisions towards a net-zero carbon future by 2050, following a target of 48% GHG reduction by 2030 – *only 7 years from now*. These decisions will be difficult and unprecedented - they will not be easy nor with they always be popular.

In WV’s 2016 CEE Plan, transportation had the second largest GHG emissions at 39%. Has West Vancouver made enough changes over the past 7 years to reduce these emission and congestion? Current Council’s approval of projects to lower our GHG emissions will redirect our focus from the use of vehicles to ‘active transportation’ including biking, walking and using transit by:

- Providing safe bike lanes, preferably separated from cars,
- Providing safe paths and sidewalks for pedestrians, and
- Providing safe and easy access to transit.



I support the implementation of bike lanes in the 2500-3100 block Marine Drive. Let's permanently shift District's priority from cars and parking to pedestrians and cyclists. West Vancouver has committed to lowering our GHG emissions – this project supports our responsibility for climate change mitigation.

Thank you,

s. 22(1)

s. 22(1), WV

From: s. 22(1)
Sent: Friday, May 12, 2023 5:57 PM
To: correspondence
Subject: Park Pay Parking.

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My wife and I were very concerned about the possible pay parking for (initially 3) District Parks, for Residents. s.22(1) Whytecliff Park, which was a present stroll when we first move to WV s. 22(1). Now both in our s. 22(1) with the usual s.22(1), it is only the rare day we can manage the walk. Often we must drive & park to enjoy our own Parks. As homeowners and District Tax Payers for the s.22(1) years, we feel we have already contributed to the upkeep of these Parks. Where we live, we already experience the summer weekend overload of vehicles and Marine Drive closures at Nelson Ave. Being retired we have the luxury of visiting our Parks during the week. Consider either issuing free Resident Pay Parking Passes, or only enforcing pay parking on weekends and holidays.

Thanks,

s. 22(1)

s. 22(1)

West Vancouver,

s. 22(1)

s. 22(1)

s. 22(1)

From: s. 22(1)
Sent: Saturday, May 13, 2023 5:34 PM
To: Christine Cassidy; Linda Watt; Mark Sager; correspondence; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: WV Council, May 15, 2023 - Item 8 Parking Fees/EV charging

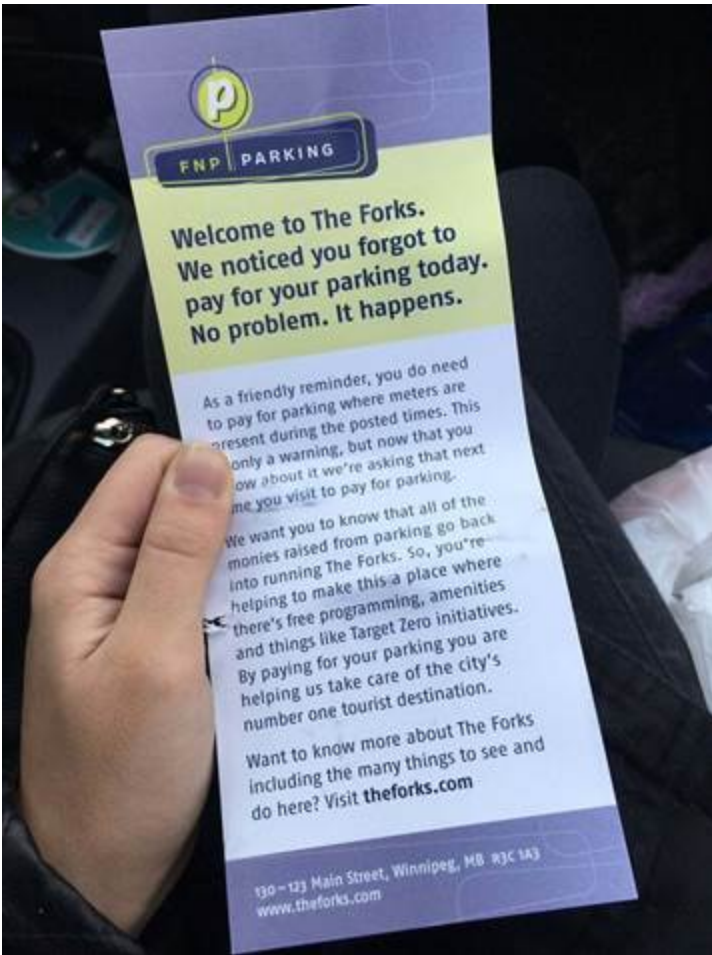
CAUTION: This email originated from outside the organization from email address s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To Mayor and Council,

Putting barriers, such as parking fee, in place for reducing the use for a vehicle is a great idea. At the same time, I suggest that WV District promote access to these parks by active transportation – walking, biking and transit. We need to get out of our cars to reduce our GHG emissions. I fully support the implementation of a parking fee for our local parks with these fees being directed towards park maintenance. The parking fee for a WV resident is more than reasonable.

I also agree with residents paying to charge their EVs at local charge stations. The early installation of these charging stations encouraged and supported resident choices to purchase an EV. With the very high adoption of EVs in West Vancouver, we do not need free charging stations any longer – they have done their job.

On a lighter note: below is an example of a friendly reminder for those who ‘forget’ to buy their parking pass – it would set a good tone with our residents and visitors if this is used over the first year. The text could be modified to add a note on how to lower GHG emission when traveling to our Parks – walk, bike or transit - and on where the fees will be directed.



Thank you,

s. 22(1)

s. 22(1)

, WV

From: [REDACTED] s. 22(1)
Sent: Monday, May 15, 2023 11:05 AM
To: correspondence
Subject: pay parking in parks

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Mayor and Council,

I respectfully would like to add an opinion on paid parking in West Van parks. I believe local residents should not incur a parking fee when using our parks. I am sure some method can be created to insure that we - the local residents - can use our facilities without paying a surcharge. I understand the pressures being put on all parks and that finding solutions can be complicated.

Thank you

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

From: s. 22(1)
Sent: Sunday, May 14, 2023 2:02 PM
To: correspondence
Subject: Letter to Mayor and Council re Agenda Item#5 for Council Meeting Monday, May 15, 2023

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Your Honorable Mayor and Council,

I am writing to strongly oppose the proposal to pave or instal paving stones on The St. Francis in the Woods parking area and adjacent laneway.

I am a s.22(1) resident of Lower Caulfeild and s.22(1). We addressed this issue many years ago when the parking lot was paved without approval. A group of residents objected to the paving. It was subsequently removed and replaced with the grid and gravel system.

I am curious how the situation has changed that it is now considered necessary to replace the existing system with an expensive hard surface. There is an old saying, "If it ain't broke, don't fix it." This gravel surface has endured the test of time with, as the report states, very little maintenance. It merely needs a load of compacting gravel to fill in the potholes to restore it to its original state.

Why spend money on an issue that is not a problem. Our tax dollars could certainly be put to better use.

The Lower Caulfeild Guidelines favour soft over hard surfaces to maintain the country feel of the neighbourhood.

I strongly urge Council to reject this proposal and maintain and repair the existing gravel, grid surface.

I appreciate your consideration of this matter.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver

s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, May 14, 2023 3:15 PM
To: correspondence
Subject: Concerns regarding agenda item #5 for Council meeting May 15/23

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To the Mayor and Council,

We are writing regarding the proposal to pave St Francis in the Woods parking area and adjacent laneway. We have lived [REDACTED] s. 22(1) . [REDACTED] s. 22(1) the gravel lane that leads to the church parking lot.

We are not in support of paving these surfaces for the following reasons.

1. The gravel lane way and parking area's softer surfaces add to the country feel of this neighbourhood.
2. Environmentally we don't need more pavement. The present waffle underlay allows for drainage and rain water is quickly reabsorbed. The lighter coloured gravel surface doesn't create the increased heat associated with pavement, a major concern with our warming climate. We have never experienced mud or dust as a problem.
3. The west end of the lane where it meets the Dale is a very dangerous corner. We have witnessed many near misses and the screeching of brakes over the years. There are high traffic times of the day when parents are dropping off or picking up their children from preschool, and quite often in a rush or running late. The gravel surface and odd pot hole are Mother Nature's "speed bump". Paving this lane would allow for faster and more dangerous speeds.

Thank you for your consideration regarding these concerns and hope you will reject this proposal.

Sincerely,

[REDACTED] s. 22(1)
[REDACTED] s. 22(1),
West Vancouver, BC
[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Sunday, May 14, 2023 7:18 PM
To: correspondence; Mark Sager; Nora Gambioli; Sharon Thompson; Christine Cassidy; Scott Snider; Peter Lambur; Linda Watt
Subject: Re: Council Report: "St. Francis-in-the-Wood Church Parking Lot Paving at Pilot House Road Park", Regular Council Meeting May 15, 2023 Agenda Item #5.

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Your Worship and Council Members,

Re: Council Report: "St. Francis-in-the-Wood Church Parking Lot Paving at Pilot House Road Park", Regular Council Meeting May 15, 2023 Agenda Item #5.

The above captioned report has this to say about the proposed paving of roadway and parking lot at Pilot House Park opposite St Francis-in-the-Wood Anglican Church:

"The existing condition of the section of roadway generates minimal operational and maintenance costs associated with this section of roadway due to its naturalized character; periodically staff conduct surface repairs and grading within the area. Should any of these existing naturalized areas be resurfaced it would be considered a capital addition to the existing District asset inventory. Beyond an initial capital investment, there will be additional costs associated with maintaining the asset and once it reaches end of life, renewing it." — Council Report: "St. Francis-in-the-Wood Church Parking Lot Paving at Pilot House Road Park", Regular Council Meeting May 15, 2023 Agenda Item #5.

The Director of Engineering provided rough estimates for the cost of paving the roadway and parking area in front of St Francis-in-the-Wood Church at Pilot House Road Park. The Director did not provide estimates of the sustainability relating to the proposed improvement of roadway and parking lot. The following table provides estimates of the embedded greenhouse gas emissions for each of the surface treatment alternatives, namely concrete paving, asphalt paving, and compacted gravel (granular base) paving (the existing surface treatment in situ today).

Engineers' Estimates	Estimated Capital Cost ¹		Sustainability
	North Roadway	At Grade Parking Area	Embedded Greenhouse Gas Emissions ^{2, 3, 4}
1) Pavers (concrete)	\$141,170	\$183,000	295 to 390 tCO2-eq./hectare ⁵
2) Asphalt	\$ 51,120	\$ 65,900	65 to 89 tCO2-eq./hectare ⁵
3) Existing gravel surface	\$0	\$0	19 to 29 tCO2-eq./hectare ⁵
Fn. 1: Estimates rounded up to the nearest \$10			
Fn. 2: "Carbon Footprint: How does asphalt stack-up?", Ontario Hot Mix Producers Association, Mississauga, Ont. URL: BLOCKEDonaspalt[.]org/files/factsheets/Carbon%20Footprint_How%20Does%20Asphalt%20Stack%20Up[.]pdf BLOCKED			
Fn. 3: Residential street and parking area assumed. Dimensions provided in the reference of footnote #2: Asphalt surface treatment: asphalt pavement, 90mm; granular base, 150mm; granular subbase, 300mm. Pavers surface treatment: concrete pavement, 145mm, granular base, 100mm.			

Fn. 4: Specific weight of GHG emissions per unit weight of material. Table 1. of reference listed in footnote 2.

Asphalt pavement, 0.0103 tCO₂-eq./tonne. Granular base, 0.0080 tCO₂-eq./tonne. Granular subbase, 0.0053 tCO₂-eq./tonne. Concrete pavement, 0.1073 tCO₂-eq./tonne.

Fn. 5: Initial construction embedded greenhouse gas emissions per kilometer of standard width residential street (30 ft, or 10 m., pavement width assumed). Figure 1 of reference (see fn. #2) 1km x 10m = 1 hectare.

Fn. 6. Compacted to 2400 kg/m³ x 100mm to 150mm depth of gravel x 0.0080 tCO₂-eq./tonne.

In terms of capital cost and “carbon foot-print” (sustainability) the existing gravel surface presents the least cost and most sustainable alternative of the three alternatives available to the District. The existing parking and roadway surface is all weather, maintainable with minimum out-of-cost expenditure and on renewal presents the least carbon foot-print.

It behooves Council and residents to consider both the first cost (capital cost) and replacement cost, along with the effect on the environment as measured by the carbon foot-print of the materials and construction effort involved. Concrete paving is the most expensive, most environmentally costly. This is so whether the paving is discrete interlocking concrete pavers or cast-in-place concrete slabs at grade. The disturbance depth of concrete paving is 245mm (9.65 inches). The next most expensive, and next most environmentally costly is asphalt paving. The disturbance depth of asphalt paving is 540mm (21.26 inches). The least expensive alternative is the existing granular base of 100mm to 150mm (4 inches to 6 inches depth).

While this project covers a minimal area it involves all of the principles of cost-benefit and social and environmental costs that a larger project would incur. We might also ask, “Cui bono?” - who benefits? Capital projects are paid for with public funds. Public funds consist largely if not entirely of monies raised by property tax levies. Because of this, we must ask whether this project is the highest and best use of the capital that the Director of Engineering estimated the project will probably cost to implement. We have urgent need of monies for upgrading and renovating the Ice Rink at the Central Community Centre site. There is a need to fund repairs and upgrades to various elements of the Central Community Centre, the Seniors Centre, and the Museum and Archives (Lawson Building), for example. Each of these facilities has higher public usage, and provides greater public benefit than the isolated and rarely frequented Pilot Road Park. The St Francis-in-the-Wood Church (Anglican) is a private institution that serves a small congregation within the community. In common with other churches in the District, it provides certain services involving public accommodation (child-care services, for example) for which it receives in exemption from property taxes (Smith, M. R., resolution of Council regarding property tax exemptions in exchange for provision of community services).

Paving of the roadway and parking lot with asphalt or concrete would not result in more intense use of the Church facilities, nor add to or enhance the provision of community services not already provided there. While the Church is acknowledged to be an architecturally attractive and unique building within the District, the current granular base parking lot and roadway does not detract from that structure to any significant degree. Indeed, the granular base parking lot and roadway speak to the heritage of the Old Caulfeild neighbourhood.

With a new council, there is always an imperative to make a statement, imprint a sign, or raise a totem in recognition that a new broom is present. This is natural, and expected to a certain extent. But such impulses must be tempered by the knowledge that good government, along with peace and order, are the foundational principles that govern Canadian society. We move

deliberately, and cautiously, as a people. Council has a public trust, and it must conserve and use it wisely. This case is no different. Cost and benefit determine whether a proposal is worth undertaking and council should be as deliberative and conservative of the public's funds entrusted to its care in this instance as it would be in considering any other proposal for the expenditure of public monies raised by taxes levied on property for a capital purpose.

Your servant,

s. 22(1)

s. 22(1)

West Vancouver,

s. 22(1)

s. 22(1)

From: s. 22(1)
Sent: Sunday, May 14, 2023 8:46 PM
To: correspondence; Mark Sager; Peter Lambur; Sharon Thompson; Linda Watt; Nora Gambioli; Scott Snider; Christine Cassidy
Cc: s. 22(1)
Subject: Petition regarding tree protection at 4369 Erwin Drive dated 13th May 2023

CAUTION: This email originated from outside the organization from email address s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor , Council and staff,

It has recently come to my attention that a protected cedar tree at 4369 Erwin Drive is at risk of removal. It seems incredulous that a tree which has been protected during construction is now at risk of being removed for the construction of a BC Hydro Suburban Utility box and for the construction of a retaining wall.

I understand that the DVP was thoroughly studied and wonder why the position of the retaining wall was not fully addressed at that time?

The fact of the matter is that the protected cedar tree in question, on the boulevard at 4369 Erwin Drive, belongs to the neighbourhood which should benefit from the many ecoservices provided by this tree and which are more important than ever in helping mitigate our changing climate.

I sincerely hope that this tree remains protected.

Thank you,

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, May 15, 2023 10:41 AM
To: Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence
Subject: Proposed development in Eagle harbour

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Good day,

I'm emailing about the proposed development of the 30+ units in Eagle harbour. We live in horseshoe bay, and are really excited about this opportunity to purchase. [REDACTED] s. 22(1). This development is something that I will be able to afford, once [REDACTED] s.22(1) sell our place. It would be such a shame if this development doesn't get passed. Single family homes in this area are beyond what I can afford. It was a pleasant surprise to discover this opportunity might be coming. I'm also [REDACTED] s.22(1) who are very keen on this project.

I hope that the council considers passing this great opportunity.

Thank you for your time.

Regards,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)



WEST VANCOUVER MEMORIAL LIBRARY BOARD

MINUTES

February 15, 2023, 6:30 p.m.

Welsh Hall

Present: T. Wachmann [Chair], C. Garton, P. Cottier, D. Diedericks, B. Hafizi, A. Krawczyk
A. Nimmons, S. Sanajou, R. Shimoda, S. Thompson, L. Yu

Staff: S. Hall, S. Barton-Bridges, S. Dale

1. Call to Order

The meeting was called to order at 6:30 p.m.

2. Approval of Agenda

The following amendment was made to the agenda:

- Remove the 2023 Budget Book Narrative Library from the consent agenda.

Moved by: S. Thompson

Seconded by: R. Shimoda

THAT the Agenda be approved as amended.

CARRIED

3. Approval of Consent Agenda

Moved by: P. Cottier

Seconded by: C. Garton

THAT the Consent Agenda be approved.

CARRIED

4. Business Arising from Minutes

None.

5. Director

a) Update

S. Hall provided an update on the Director's report. Please see report attached.

S. Hall thanked T. Wachmann for attending the All Staff meeting on February, 8, 2023. It was a good opportunity for staff to meet her as the new Chair of the Board and was very much appreciated.

C. Garton spoke to the success of the Robbie & Rabbits: Celebrating Burns Night and Lunar New Year on January 25, 2023. She thanked all Trustees that attended commenting that it felt like a positive cultural fusion.

b) Q4 Director's Report

S. Hall provided an overview on the Q4 Director's report and thanked Communications for their hard work.

c) Provincial Libraries Grant Report 2022

S. Hall advised that the annual grant report is a required element for receiving provincial funding.

The Board suggested submitting the four quarterly reports from last year and the current year business plan to the branch as addendums.

Moved by: C. Garton

Seconded by: B. Hafizi

THAT the Board approve the grant report for submission as amended.

CARRIED

6. Governance

a) Consideration of an Ad Hoc Policy Working Group

S. Hall mentioned that there may be some legislation changes this year and it would be beneficial to form an Ad Hoc Policy Working Group to review the Board Policy manual and update the Code of Conduct.

C. Garton, A. Krawczyk, and T. Wachmann expressed interest in joining the committee. Trustees that are interested were encouraged to send T. Wachmann an email.

Moved by: R. Shimoda

Seconded by: B. Hafizi

THAT an Ad Hoc Policy Working Group be established.

7. Strategy

None.

8. Finance

P. Cottier advised that that there will likely be only a small surplus for the 2022 budget. The 2022 Year End Finance report will be prepared once the accounts have closed and will be provided to the Board at the April meeting.

9. Infrastructure Committee

D. Diedericks reported on the following projects:

- The new Recording Studio is ongoing due to delays and is expected to open in June; and,
- Dampers have been added to cooling system.

T. Wachmann mentioned that she had a tour of the Recording Studio after the All Staff meeting and commented that it is going to be fantastic.

10. Engagement Committee

C. Garton noted that the Community Relations Opportunity calendar is now a live document in SharePoint and thanked trustees for signing up for the events they are interesting in attending.

C. Garton spoke to the success of the Library tour for Council and highlighted that S. Hall will present at the February 27, 2023 Council meeting and encouraged Trustees to attend to show their support.

C. Garton noted that the Engagement Committee will be meeting in February to assign Trustees to Councillors for coffee and follow up discussions. If Trustees have a preference, please contact C. Garton. Discussion ensued regarding the importance of key messaging.

T. Wachmann advised that an email from BCLTA was sent and encouraged the Board to attend these workshops. She spoke to the importance of networking and collaboration opportunities.

11. Council Update

S. Thompson provided an update highlighting the following:

- Thanked staff for providing Council with a tour of the Library;

[4]

- Spoke to meet your MLA's on January 30, 2023;
- The new District website launched and they are welcoming feedback; and,
- The Rotary Club of West Vancouver Sunrise is coordinating a ShelterBox Fundraiser for those effected by the Earth Quakes in Turkey from February 17- 20, 2023.

12. New Business

S. Hall mentioned that the Board & Foundation social will be held on Friday, March 17, 2023 in the Story House. The Board agreed that it would also be nice to have a social in the summer when more Senior Team staff are able to attend.

T. Wachmann thanked the outgoing Chair and Vice-Chair, A. Nimmons and C. Garton, for all their hard work and presented them with flowers. They both thanked the Board and staff noting that it was their pleasure.

13. Date of Next Meeting

Wednesday, April 19, 2023, 7 p.m.

14. Adjournment

Moved by: A. Nimmons

Seconded by: P. Cottier

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 7:31 p.m.

All documents distributed at the meeting are available for perusal upon request.

s. 22(1)

Tracy Wachmann
Chair, West Vancouver Memorial Library Board

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
COMMUNITY GRANTS COMMITTEE
ARTS, CULTURE & HERITAGE SUBCOMMITTEE MEETING MINUTES
MAIN FLOOR CONFERENCE ROOM, MUNICIPAL HALL
THURSDAY, MARCH 2, 2023**

Committee Members: L. Rogers (Chair), L. Mulholland, and S. Price attended the meeting in the Main Floor Conference Room, Municipal Hall.

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative) attended the meeting in the Main Floor Conference Room, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 9:13 a.m.

2. Election of Chair for 2023

Nominations were discussed.

It was Moved and Seconded:

THAT L. Rogers be elected as Chair for 2023.

CARRIED

It was Moved and Seconded:

THAT S. Price be elected as Acting Chair for 2023.

CARRIED

3. Subcommittee Meeting Schedule for 2023

Meeting dates and times were discussed.

It was Moved and Seconded:

THAT the Arts, Culture & Heritage Subcommittee Meeting Schedule for 2023 be adopted as follows:

- March 10, 2023 at 8:30 a.m. and be held in-person in the Main Floor Conference Room at Municipal Hall;
- March 16, 2023 at 4:45 p.m. and be held in-person in the Cedar Room at West Vancouver Community Centre; and
- March 23, 2023 at 4:45 p.m. and be held in-person in the Cedar Room at West Vancouver Community Centre.

CARRIED

4. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the March 2, 2023 Arts, Culture & Heritage Subcommittee meeting agenda be approved as circulated.

CARRIED

REPORTS / ITEMS

5. Grant Adjudication Discussion

Grant applications were reviewed and recommendations were discussed.

It was Moved and Seconded:

THAT the verbal discussions regarding Grant Adjudication Discussion be received for information.

CARRIED

6. Staff Update

Staff had no updates to share.

PUBLIC QUESTIONS

7. PUBLIC QUESTIONS

There were no questions.

NEXT MEETING

8. NEXT MEETING

Staff confirmed that the next Arts, Culture & Heritage Subcommittee meeting is scheduled for March 10, 2023 at 8:30 a.m. and will be held in-person in the Main Floor Conference Room at Municipal Hall.

ADJOURNMENT

9. ADJOURNMENT

It was Moved and Seconded:

THAT the March 2, 2023 Arts, Culture & Heritage Subcommittee meeting be adjourned.

CARRIED

The meeting adjourned at 10:40 a.m.

Certified Correct:

[Redacted signature area]

s. 22(1)

Chair

[Redacted signature area]

s. 22(1)

Staff Representative

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
COMMUNITY GRANTS COMMITTEE
ARTS, CULTURE & HERITAGE SUBCOMMITTEE MEETING MINUTES
MAIN FLOOR CONFERENCE ROOM, MUNICIPAL HALL
FRIDAY, MARCH 10, 2023**

Committee Members: L. Rogers (Chair), L. Mulholland, and S. Price attended the meeting in the Main Floor Conference Room, Municipal Hall.

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative) attended the meeting in the Main Floor Conference Room, Municipal Hall.

1. CALL TO ORDER

The meeting was called to order at 8:35 a.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the March 10, 2023 Arts, Culture & Heritage Subcommittee meeting agenda be approved as circulated.

CARRIED

REPORTS / ITEMS

3. Grant Application Discussions

Grant applications were discussed and recommendations were finalized.

It was Moved and Seconded:

THAT the Arts, Culture & Heritage Subcommittee's final grant recommendations in the amount of \$67,896 be presented to the full Community Grants Committee as discussed.

CARRIED

4. Staff Update

Staff had no updates to share.

PUBLIC QUESTIONS

5. PUBLIC QUESTIONS

There were no questions.

NEXT MEETING

6. NEXT MEETING

It was Moved and Seconded:

THAT all remaining Arts, Culture & Heritage Subcommittee meetings for 2023 be cancelled.

CARRIED

ADJOURNMENT

7. ADJOURNMENT

It was Moved and Seconded:

THAT the March 10, 2023 Arts, Culture & Heritage Subcommittee meeting be adjourned.

CARRIED

The meeting adjourned at 10 a.m.

Certified Correct:

s. 22(1)

s. 22(1)

Chair

Staff Representative

From: Weiler, Patrick - M.P. <Patrick.Weiler@parl.gc.ca>
Sent: Wednesday, May 10, 2023 4:47 PM
To: Weiler, Patrick - M.P.
Subject: [Possible Scam Fraud]Letter from MP Patrick Weiler - Canada Digital Adoption Program
Attachments: Letter from MP Patrick Weiler - Canada Digital Adoption Program.pdf

CAUTION: This email originated from outside the organization from email address Patrick.Weiler@parl.gc.ca. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

WARNING: Your email security system has determined the message below may be a potential threat. The sender may propose a business relationship and submit a request for quotation or proposal. Do not disclose any sensitive information in response. If you do not know the sender or cannot verify the integrity of the message, please do not respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

Good afternoon,

Please see the attached letter from MP Patrick Weiler reminding organizations that they may be eligible to receive funding from the Canada Digital Adoption program.

Sincerely,
Kevin Hemmat



Kevin Hemmat
Office of Patrick Weiler MP
Director of Communications
West Vancouver-Sunshine Coast-Sea to Sky Country
Office: 604-913-2660
Cell: 604-353-2550
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

May 10, 2023

Dear Friends & Neighbours,

Small businesses are the backbone of the Canadian economy and the heart of our communities across the country. As small businesses adapt to the digital economy, the Government of Canada is working to help them continue to grow, thrive, and create good jobs.

The Canada Digital Adoption Program (CDAP) offers two grants that can help small and medium sized enterprises (SMEs) get online and use technology to build your business:

- The Grow Your Business Online grant gives you up to \$2,400 to set up e-commerce and grow your sales online.
- The Boost Your Business Technology grant gives you up to \$15,000 to get advice on the technologies that can propel your business forward.

Under the CDAP, Canadian SMEs will be able to assess their digital readiness and apply for grants and loans online. This funding will help them leverage e-commerce opportunities, upgrade or adopt digital technologies, and digitize their operations to stay competitive and meet their customers' needs in the digital marketplace.

CDAP has only distributed about 3% of its budget, so there are many potential applications ready to be funded. I therefore strongly encourage all interested organizations to apply.

Accelerating the digital transformation will help Canadian businesses stay competitive while creating jobs and growing the economy.

For more information about the CDAP and to submit your application, [please visit this webpage.](#)

If you have any questions, please do not hesitate to reach out to our office. We are happy to support your application in any way that we can.

Sincerely,

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country

<i>Constituency</i>	<i>Ottawa</i>
6367 Bruce Street	Suite 282, Confederation Building
West Vancouver	229 Wellington Street, Ottawa
British Columbia V7W 2G5	Ontario K1A 0A6
Tel.: 604-913-2660 Fax.: 604-913-2664	Tel.: 613-947-4617 Fax.: 613-847-4620

Subject: FW: Land Use Designation Amendment to Metro 2050 Township of Langley – Gloucester Industrial Park
Attachments: Amendment to Metro 2050 TOL Gloucester - 2023 May 16 - Outgoing to Distr....pdf

From: Maureen Trainor <Maureen.Trainor@metrovancover.org>
Sent: Tuesday, May 16, 2023 1:17 PM
To: Mark Sager <mark@westvancover.ca>; Mark Panneton <mpanneton@westvancover.ca>
Cc: Chair Harvie <chair@metrovancover.org>; Robert Bartlett <rbartlett@westvancover.ca>; Jim Bailey <jbailey@westvancover.ca>; Jerry Dobrovolny <Jerry.Dobrovolny@metrovancover.org>; Heather McNell <Heather.McNell@metrovancover.org>; Jonathan Cote <Jonathan.Cote@metrovancover.org>
Subject: Land Use Designation Amendment to Metro 2050 Township of Langley – Gloucester Industrial Park

CAUTION: This email originated from outside the organization from email address Maureen.Trainor@metrovancover.org. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Dear Mayor Mark Sager and Council,

On behalf of Chair Harvie, please find attached correspondence regarding Land Use Designation Amendment to *Metro 2050* Township of Langley – Gloucester Industrial Park. Original letter to arrive by Canada Post.

Regards,

Maureen Trainor
Executive Assistant,
CAO Executive Office
t. 604-436-6919



May 16, 2023

File: CR-12-01

Mayor Mark Sager and Council
District of West Vancouver
750 - 17th Street
West Vancouver, BC V7V 3T3
VIA EMAIL: mark@westvancover.ca; mpanneton@westvancover.ca

Dear Mayor Mark Sager and Council:

**Land Use Designation Amendment to *Metro 2050*
Township of Langley – Gloucester Industrial Park**

The Township of Langley is requesting a Type 3 Amendment to *Metro 2050*, the regional growth strategy, for eight properties located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street, totaling 14.59 hectares. The proposed regional land use designation amendment would redesignate the site from Agricultural to Industrial and move the Urban Containment Boundary to allow for the lands to be added to the Gloucester Industrial Park.

At its April 28, 2023 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board:

- a) *initiate the regional growth strategy amendment process for the Township of Langley's requested regional land use designation amendment from Agricultural to Industrial for the lands located at 26477, 26695, 26601, 26575, 26713 – 56 Avenue; 26500 Block of 56 Avenue; 5670 – 264 Street; and 5625 – 268 Street;*
- b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1364, 2023"; and*
- c) *direct staff to notify affected local governments as per section 6.4.2 of Metro 2050.*

As required by both the *Local Government Act* and *Metro 2050*, the regional growth strategy amendment process requires a minimum 45-day notification period to allow all affected local governments and members of the public to provide comment on the proposed amendment. Following the comment period, the MVRD Board will review all comments received and consider adoption of the amendment bylaw.

59796269

The proposed amendment is a Type 3 amendment to *Metro 2050*, which requires that an amendment bylaw be passed by the MVRD Board by a 50% +1 weighted vote. For more information on regional growth strategy amendment procedures, please refer to Sections 6.3 and 6.4 in *Metro 2050*. A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding its consistency with *Metro 2050* is enclosed.

You are invited to provide written comments on the proposed amendment. Please provide your comments **by July 4, 2023**.

If you have any questions with respect to the proposed amendment, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, by phone at 604-432-6391 or by email at jonathan.cote@metrovancover.org.

Yours sincerely,

s. 22(1)



George V. Harvie
Chair, Metro Vancouver Board

GVH/JWD/hm

cc: Robert Bartlett, Chief Administrative Officer, District of West Vancouver
Jim Bailey, Director, Planning and Development Services, District of West Vancouver
Jerry W. Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver
Jonathan Cote, Deputy General Manager, Regional Planning & Housing Development, Metro Vancouver

Encl: [Proposed Land Use Designation Amendment to Metro 2050, Township of Langley – Gloucester Industrial Park](#)

59796269

From: Engineering Department
Sent: Wednesday, May 10, 2023 2:15 PM
To: [REDACTED] s. 22(1); correspondence
Cc: Engineering Department
Subject: District of West Vancouver Public Enquiry Call [REDACTED] s.22(1) - Pay Parking in Destination Parks

Hello [REDACTED] s. 22(1)

Thank you for your email regarding pay parking in destination parks in West Vancouver. This email confirms that staff are in receipt of your correspondence.

As you are aware, at their regular meeting on May 8, Mayor and Council approved the Destination Parks Pay Parking Program Implementation report and recommendations, see link to meeting <https://westvancouver.ca/government-administration/mayor-council/council-videos>, Pay Parking Program session begins at 7:55 pm

Thank you again for sharing your comments and feedback. Staff will take them into consideration when planning implementation of the pay parking program.

Best regards,

Engineering & Transportation Services | District of West Vancouver
engineeringdept@westvancouver.ca | 604-925-7020

From: [REDACTED] s. 22(1)
Sent: Monday, May 8, 2023 11:58 AM
To: correspondence
Subject: Fwd: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots
Attachments: Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Close-up Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Topographic Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Trail Access to Whytecliff Park - May 2023.pdf; Topographic - Trail Access to Whytecliff Park - May 2023.pdf; Bay St, West Vancouver, BC to Whytecliff Scuba Beach - Google Maps.pdf; Bay St, West Vancouver, BC to Whyte Lake Parking Lot - Google Maps.pdf

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Correspondence sent this morning to Mayor and Council, on the topic of Paid Parking Proposal at Whytecliff Park and Whyte Lake Trail-head Parking Lot. For information.

From: [REDACTED] s. 22(1)
 [REDACTED] s. 22(1) West Vancouver, BC

[REDACTED] s. 22(1)

----- Forwarded message -----

From: [REDACTED] s. 22(1)
Date: Mon, 8 May 2023 at 11:40
Subject: Re: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots
To: <mark@westvancouver.ca>, <ccassidy@westvancouver.ca>, <ngamboli@westvancouver.ca>, Peter Lambur <plambur@westvancouver.ca>, <ssnider@westvancouver.ca>, Sharon Thompson <sthompson@westvancouver.ca>, <lwatt@westvancouver.ca>

May 8, 2023

To: mark@westvancouver.ca, ccassidy@westvancouver.ca, ngamboli@westvancouver.ca, plambur@westvancouver.ca, ssnider@westvancouver.ca, sthompson@westvancouver.ca, lwatt@westvancouver.ca

Your Worship and Council,

Re: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots

One had hoped that with the 2022 civic election results West Vancouver would have for once a practical set of councillors in place that would ‘mind the store’ and preserve the community from disruptive unwarranted innovations. How wrong we were then is evident now.

The proposed paid-parking innovation at Whytecliff Park and Whyte Lake parking lot is a case in point. The report prepared by staff for your information and consideration is incomplete and glosses over certain salient points that deserve your close attention.

While the representatives of Parks and Engineering look forward to a well-spring of new revenues and point to the greater possibilities of imposing 'active transportation' alternatives to the private vehicle used by families visiting these two public recreational sites for leisure activities and enjoyment of the out of doors environment, reality intrudes. Neither Whytecliff Park nor Whyte Lake trail-head are conveniently or easily accessible to pedestrian traffic – the essential 'active transportation' alternative for those not inclined to use bicycles for transportation.

A look at the salient maps of both sites makes clear the challenges that are likely to reduce the public's enjoyment of those public amenities. I have enclosed PDF files illustrating the point.

Consider Whytecliff Park, access thereto – where is the public sidewalk on the Marine Drive approach to the park entrance? There is none. Pedestrians are forced to walk in the travelled portion of the roadway, around a bend that has limited visibility and which has high vehicle traffic volume during the peak visitor periods of the week and the summer season. Is there an alternative pedestrian access? Yes, but it entails climbing up to the peak in Whytecliff Park, east of the developed portion of the park, along a poorly maintained trail on a narrow ridge defined by steep bluffs on the east and west sides, and across several rocky portions that themselves pose dangers to those who are less than athletic in aptitude. The trail is marked on two of the PDF maps for ease of reference.

There are no public transit alternatives that deliver the visitor to Whytecliff Park or the Whyte Lake trail-head parking lot. To access Whytecliff Park, the ambulatory visitor must travel 2.7 km from the nearest Blue Bus stop near Nelson St. and Marine Drive, with the last km traversing the narrow Marine Drive roadway that lacks a pedestrian sidewalk. To access Whyte Lake trail-head parking lot, the ambulatory visitor must hike 1.4 km from Marine Drive up Westport Road to Highway 1, a change in elevation of 100 metres (328 ft.) – not for the average family with young children in tow.

And, one must ask, why? What is being gained that could not be gained by other means? What is being lost without appropriate compensation to those who lose out? "User-pay" is the usual mantra chanted in response to such questions, and it to be expected in this case as well. But, the motivation is surely a decision by council this year to refuse to fund Parks operations, esp. trail maintenance, from the property tax that pays the upkeep and maintenance of West Vancouver municipal parks. This is undoubtedly the reason that the Parks representative has embraced the proposed paid-parking levy for these two public park and park access parking areas without mentioning the accessibility challenges to basic 'active transportation' alternatives for those unable or unwilling to pay the proposed parking levy.

What is being lost without adequate compensation? Access to these public amenities by those whose property taxes pay for the upkeep, maintenance and overall condition of those public amenities. The representatives of Parks and Engineering propose that West Van residents should pay \$20 per year per vehicle

for a parking permit in order to gain access to those public amenities by personal vehicle. This is on top of the property taxes and the public domain garbage utility fees that the residents of West Vancouver pay annually and quarterly to support those public amenities, amongst others. You say, in rebuttal, that the fee is modest and ‘user-pay’ is the overarching doctrine and principle fully supported by the public. I say that the application of the principle may be warranted, but the resident vehicle charge is not. And, you will find this out when you go apply the principle and the practice to the more popular parks in Ambleside and Dundarave, almost surely.

Additionally, neither the Parks nor the Engineering representative, nor the Director of Financial Services deigned to provide you or the public with an estimate of the revenue to generated nor the cost of the revenue to be borne by the public fisc, relating to the proposal. Why then should you, on behalf of us, commit to impose paid parking at either site absent a sound financial reason to do so?

For far too long, the public has had imposed upon it proposals by staff that are unsupported by sound financial reasons, and demonstrated by economic cost-benefit analyses that withstand close scrutiny. Prior councils have acceded to this practice by staff, and as we, the residents have found, to our chagrin and sorrow, that what council originally pronounced was “affordable” turned out to be anything but affordable in the long run. It is a practice that the 2006 Fiscal Sustainability Task Force drew to council’s attention in the Autumn of that year. Needless to say, staff declined to adopt the measure and it died, as all such innovations do, for want of resolute action by council.

Returning to the opening statement herein, this council can redeem itself by close examination of the premises upon which the staff proposal is based, the proposal report’s omissions and assumptions, and by reviewing past staff parking fee proposals that have been published but today languish in the document storage rooms of the library and the municipal hall building. It will be found that the revenue will fall far short of staff expectations, that the inconveniences of access to the public amenities for those without private vehicle transportation are great and incontrovertible, that ‘active transportation’ to the two public amenities is a mirage the use of which is propounded as a ‘benefit’ that does not outweigh the user cost thereof, that public resistance has not been adequately gauged, and if gauged will be found to be overwhelming as will be seen when staff move to the next stage to apply paid parking to Ambleside and Dundarave Parks.

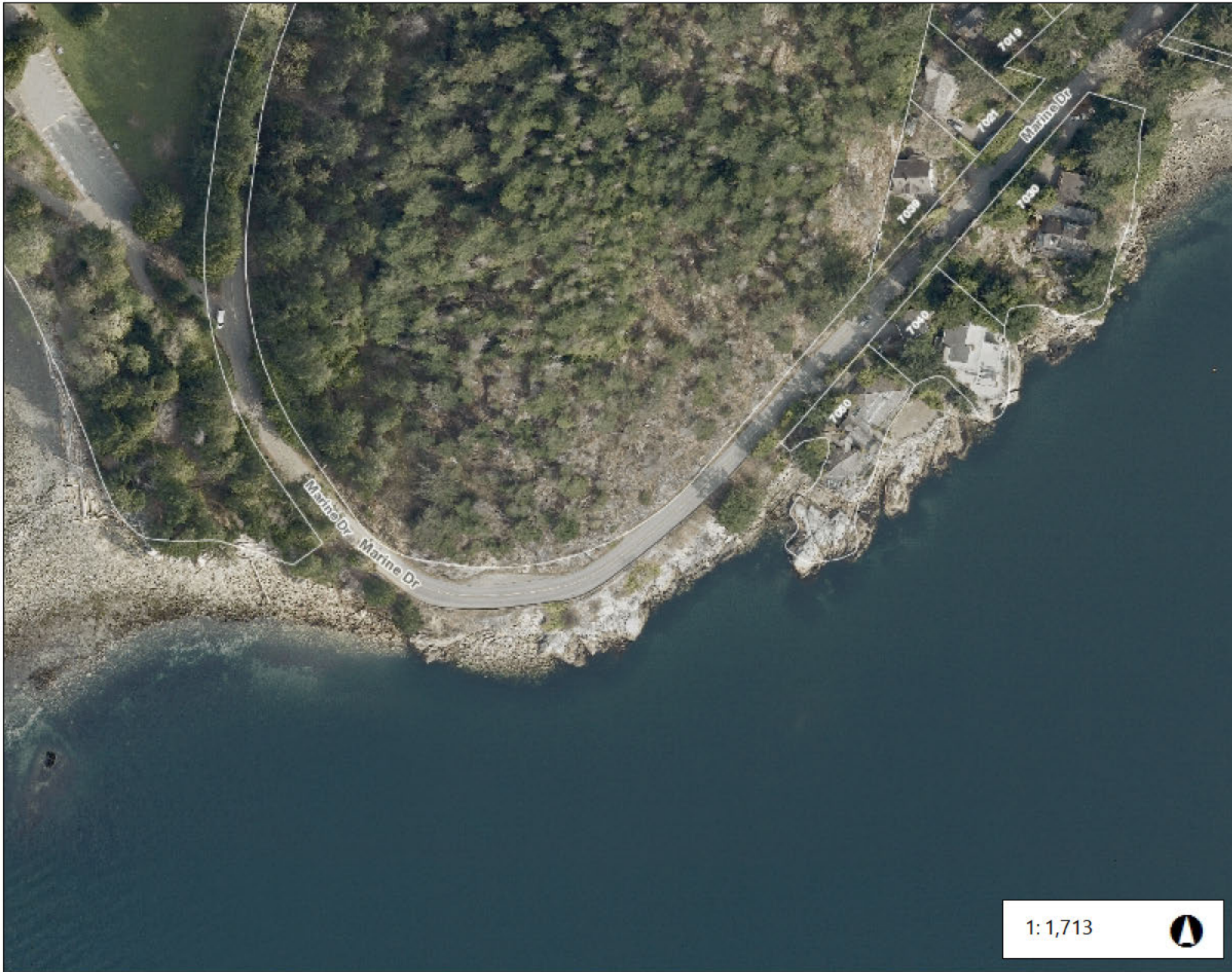
Finally, the report does not disclose, as it should, the transcripts of the in-camera council meetings that led to this agenda item of the regular council meeting today, May 8, 2023. While such discussions in-camera have their uses, it robs the public of an opportunity to see and witness the debate in council on a matter of some substance and importance relating to change in the accepted and time-honoured use and access to a public resource.

Your servant,

s. 22(1)

s. 22(1), West Vancouver, BC

s. 22(1)



Legend

Notes

1:1,713

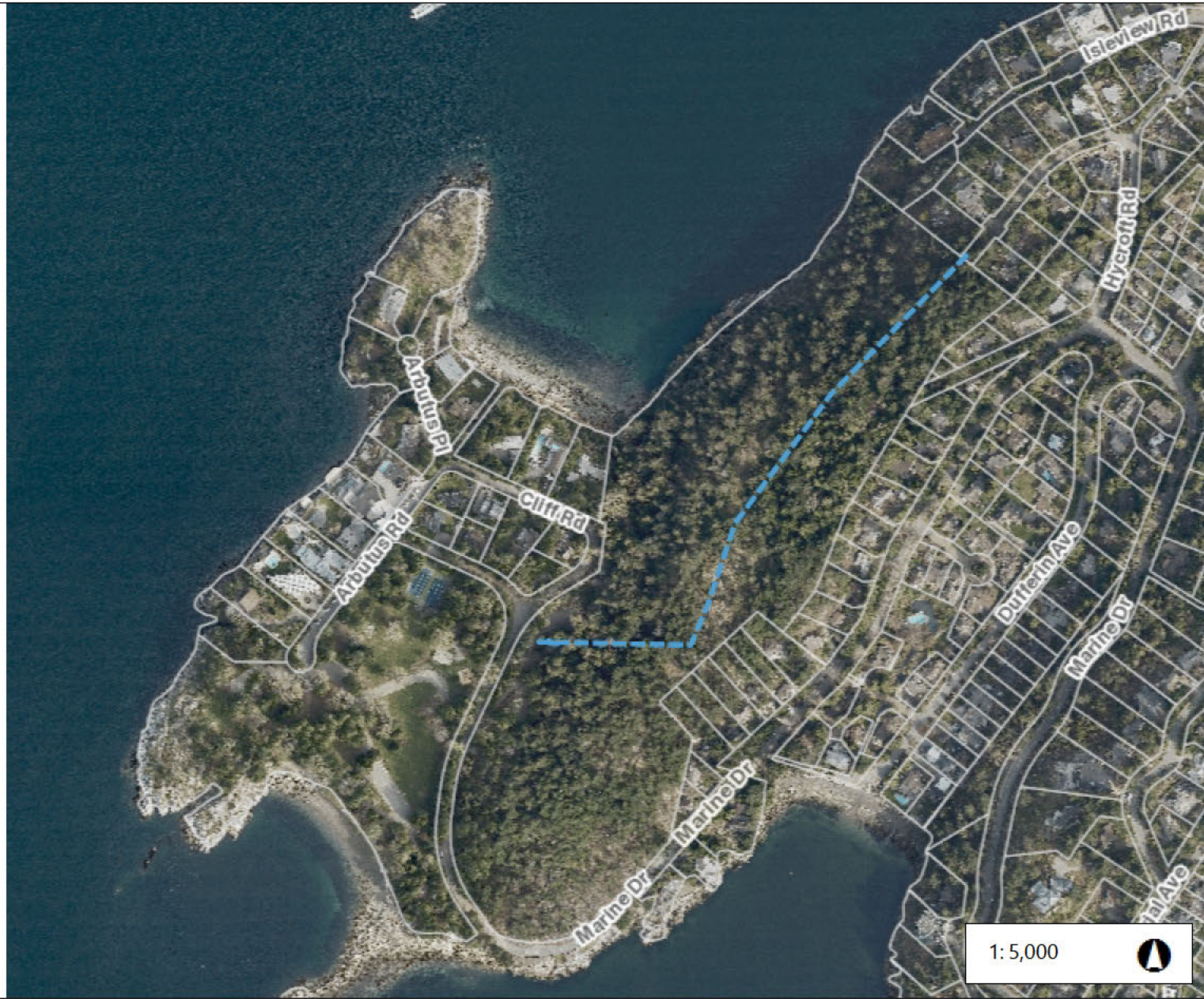


87.0 0 43.50 87.0 Meters

WGS_1984_UTM_Zone_10N
District of West Vancouver

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



Legend

Notes

254.0 0 127.00 254.0 Meters

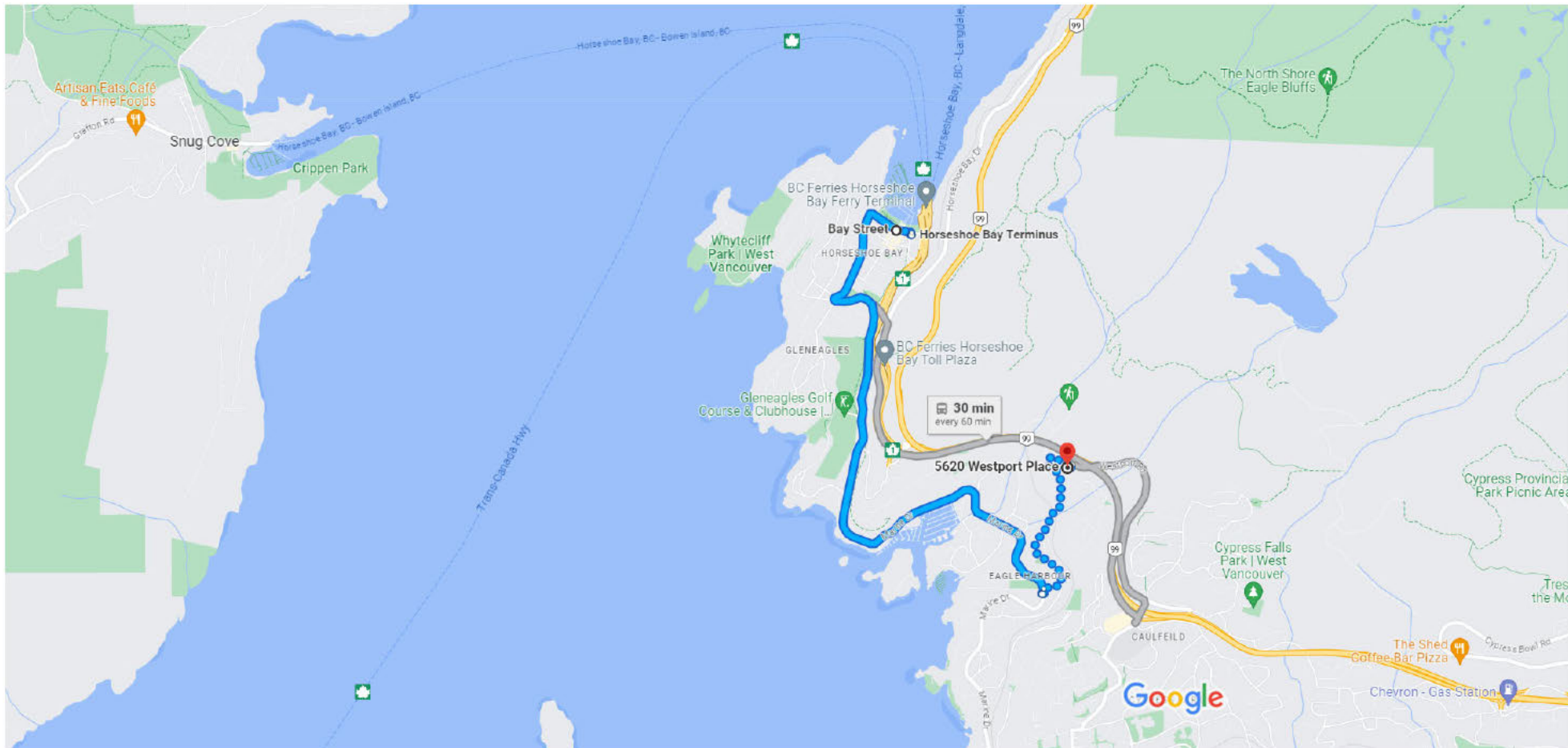
WGS_1984_UTM_Zone_10N
District of West Vancouver

1:5,000



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Walk

About 2 min, 120 m

Use caution - may involve errors or sections not suited for walking

↑ Head east on Bay St toward Keith Rd

100 m

↪ Turn right onto Keith Rd

Destination will be on the left

15 m

10:03 AM



Horseshoe Bay Terminus

250 Vancouver

9 min (12 stops) · Stop ID: 54556
Service run by TransLink
Ticket information

10:12 AM



SB Marine Dr @ Gallagher Place



Walk

About 22 min, 1.4 km

Use caution - may involve errors or sections not suited for walking

↑ Head north on Marine Dr toward Gallagher Pl

34 m

↪ Turn right onto Westport Rd

1.3 km

↪ Turn right onto Westport Pl

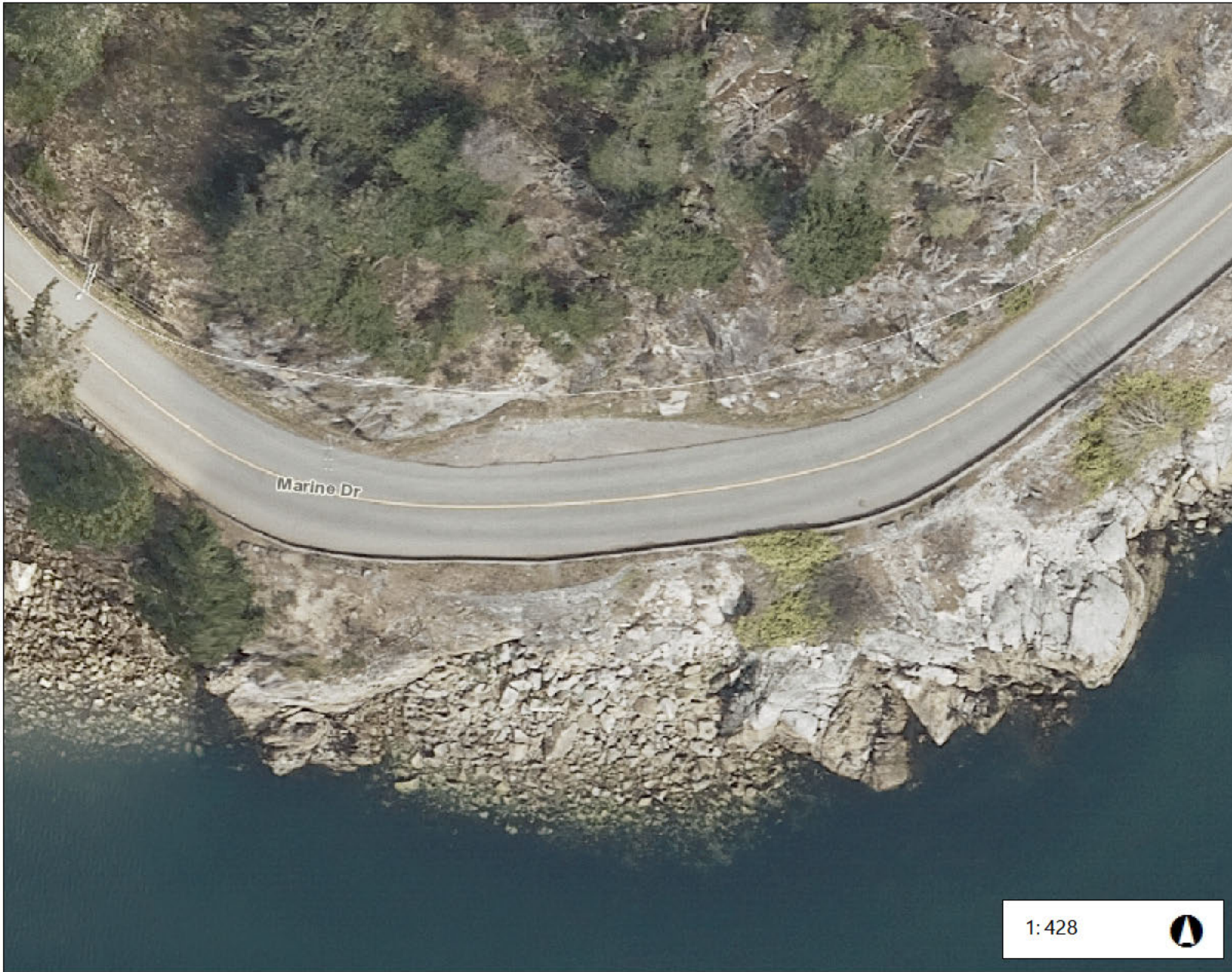
Destination will be on the right

31 m

10:34 AM



5620 Westport Pl



Legend

Notes

1:428



21.8 0 10.88 21.8 Meters

WGS_1984_UTM_Zone_10N
District of West Vancouver

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Legend

Notes

254.0 0 127.00 254.0 Meters

WGS_1984_UTM_Zone_10N
District of West Vancouver

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THIS MAP IS NOT TO BE USED FOR NAVIGATION



Legend

Notes

1:1,713



87.0 0 43.50 87.0 Meters

WGS_1984_UTM_Zone_10N
District of West Vancouver

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



via Marine Dr

33 min

2.6 km



11:01AM—11:28AM

27 min



250

262



Explore Whytecliff Scuba Beach

Restaurants

Hotels

Bars

Coffee

More

From: Linda Gillan
Sent: Thursday, May 11, 2023 1:20 PM
To: s. 22(1)
Cc: correspondence
Subject: FW: a note to Mayor and Council about excessive lights

Dear s. 22(1),

Thank you for your email to correspondence dated April 26, 2023. It has been forwarded to me for response.

In August 2022, the Ambleside Dundarave Business Improvement Association (ADBIA) installed a new streetlighting program in the Ambleside and Dundarave business areas with the intention to create more vibrancy and to enhance our business community through beautification and placemaking. The strings of lights on the lamp standards and trees are intended to be installed on an ongoing basis.

For more information on this initiative, please see the [Decorative Tree Lighting in Ambleside and Dundarave report](#) received by Council at their regular meeting on July 25, 2022.

The streetlighting program is a partnership between the ADBIA and the District, and is reviewed on an ongoing basis. Thank you for your feedback and suggestions to reduce some of the lighting; it will be considered as we continue to review the program. You may wish to share your feedback regarding the lighting with the ADBIA directly by emailing info@adbia or by calling 604-210-3500.

Kind regards,

Linda

Linda Gillan
Senior Community Planner – Economic Development | District of West Vancouver
t: 604-921-3448 | westvancouver.ca

Pronouns: she, her, hers



We acknowledge that we are on the traditional, ancestral and unceded territory of the Squamish Nation, Tsleil-Waututh Nation and Musqueam Nation. We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

This email and any files transmitted with it are considered confidential and are intended solely for the use of the individual or entity to whom they are intended. If you are not the intended recipient or the person responsible for delivering the email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately and delete all copies of this email and attachment(s). Thank you.

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 26, 2023 4:24 PM
To: correspondence
Subject: a note to Mayor and Council about excessive lights

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Dear Mayor and Council,

I drove home last night at 8.45 pm from the Enhance West Vancouver's forum on Climate Adaptability (very interesting and worthwhile - I hope it was recorded so that you can all watch it - we only saw Nora Gambioli there).

I was stunned to see the incredible Christmas light display in Dundarave, and I believe it goes on in Ambleside too. How ridiculous! What is it meant to prove? It certainly isn't Christmas any longer.

After asking some questions I hear these lights stay on every day of the year until late in the evening. How awful for the poor people who live above the shops along those two stretches of road. How ghastly for the birds who must be discombobulated by this ongoing 'daylight', They may be LED bulbs, but they still use up electricity and what a poor example leaving lights on is for us all, and specially for our young people.

And what is the purpose? The shops were all closed, we passed precisely three cars and didn't see a single pedestrian.

Please turn them off until December, then have a month of festive lighting - and then turn them off again!

[REDACTED] s. 22(1)

West Vancouver, BC
[REDACTED] s. 22(1)

From: Engineering Department
Sent: Thursday, May 11, 2023 2:11 PM
To: s.22(1)
Cc: Mark Sager; correspondence; Engineering Department
Subject: District of West Vancouver Public Enquiry Call # s.22(1) Garbage Can Replacement

Hello s.22(1)

Thank you for reaching out and sharing your thoughts to receiving the District's recent communication in regards to oversized garbage cans.

We recognize that oversize cans have been in use in recent years by some residents. However, these bin size and weight restrictions have always been in place. Over the course of time, larger bins have begun to proliferate across the District's residential collection routes. The issue has reached a point where the District, in partnership with the collector, felt it now necessary to reinforce bin size requirements for the safety of the collection staff.

Residential waste collection in West Vancouver is done using a manual collection method, meaning that no automated equipment is used to lift and dump the bins. Collection staff service over 12,000 homes each week. Container size and weight guidelines ensure our collectors can manually handle materials safely, and without injury. Automated collection, which is possible for other municipalities within Metro Vancouver, requires larger vehicles and wider streets to service bins. Manual collection service makes sense in West Vancouver, given the District's geographical composition with steep hills, narrow streets and laneways.

Within the District we are very proud to offer a diversity in waste and recycling services including residential collection, civic collection and our public realm collection services which include streetscape and now parks recycling collection. The operational servicing requirements of each program offering are different, and so different containers are used depending on the circumstances. There are numerous reasons why waste collected in busy public parks and beaches would require different bins than what individual residents use in their homes.

The District is committed to being an industry leader in reducing waste and emissions, and enforcing the residential bin size guidelines in the current Bylaw supports this position. There are numerous acceptable can options available for purchase that will fit within the set-out guidelines, and the majority of West Vancouver households do comply with the guidelines.

Again, we thank you for taking the time to express your thoughts on this matter.

Best regards,

Engineering & Transportation Services | District of West Vancouver
engineeringdept@westvancouver.ca | 604-925-7020

From: [REDACTED] s. 22(1)
Sent: Wednesday, May 3, 2023 9:41 PM
To: correspondence
Cc: [REDACTED] s. 22(1) Mark Sager
Subject: It's time to change bylaw 4740 from 2012

CAUTION: This email originated from outside the organization from email address

[REDACTED] s. 22(1) Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

To our esteemed Mayor and Council

I hope everyone is doing well. I will cut to the chase. We recently received a notification from staff that our 15 year old garbage can is now apparently too big. Please see image attached below. Reviewing the solid waste 4740 bylaw it would appear that this has been the case for a while albeit has never been an issue that we were aware of until today.

Our garbage can is like many others I see around WV; and is the smallest container of its size with wheels and a stable base at 189 litres purchased from the local Home Depot in 2008. They still sell it there today. It is an amazing garbage can and we absolutely love it.

The reason why I needed this garbage can is that we have a long steep driveway and I have [REDACTED] s. 22(1) [REDACTED] Beyond that I have a limited amount of space to store two small capacity garbage cans while they fester for bi-monthly pickup. The stable base and wheels on my garbage can make it far safer and easier to get my garbage can up my long steep driveway. It also means that the wind and animals can't easily knock it over or onto the road which creates a hazard.

Another benefit of having the right garbage can is that [REDACTED] s.22(1) kids have the ability to bring the garbage cans up and down the driveway which teaches them about responsibility and is a chore that is reasonable for them to do. The same garbage can allows [REDACTED] s.22(1) who also lives in WV to do the same.

The letter provided says the maximum container size is 121 L which given the limited options of garbage cans for sale on the market in that size makes finding a safe and reliable garbage can for our family almost impossible.

The letter cites issues around safety however in the 15 years using the garbage can no one has ever been injured. In fact and speaking to our collector last year I specifically asked him and he loves our garbage can because he can either grab the 1 or 2 garbage bags out with ease or use the many hand grips and slide the garbage can up and dump it out. For him it's a not only a none issue but a blessing. I would even go on to say that if my [REDACTED] s.22(1) can manage the garbage can then it is not unmanageable burden for anyone who performs this work on a day to day basis.

This is also not about dumping the most garbage... it's about having the right tool for the job.

The hypocrisy of this letter is that the new Bear proof garbage cans specified for use in our parks as part of the new recycling program have a much larger volume of 517 litres yet like our own garbage can have a max garbage bag capacity of approximately 120 litres which is very reasonable for your average person to lift to the back of a disposal truck.

The standard "oil drum" garbage can commonly used in buildings and parks around the community have a capacity of 250 litres.

What I am suggesting is that our can size of 189 litres is very reasonable and actually undersized given what the District itself uses larger than garbage cans commonly currently. I would suggest if it is good enough for the District to use larger capacity garbage cans, why is not ok for residents?

Additionally: most other municipalities moved to a program where they provide residents with their own reasonable capacity garbage cans that also have wheels for safety of resident and helps keep bears and pests out of traditional garbage cans. See pic below. These cans are used by all with greater ease and efficiently and have been for over 15 years in most places. Why are we modernizing and doing this as well?

Council members; I would invite each and everyone of you to my home to lift a standard 20kg 121 litre garbage can up my driveway and see if that is reasonable. I will even provide refreshments to quench your thirst afterwards and trust me you will need one.

My ask is that we need council to

1. Speak up on behalf of common sense solutions for residents
2. To allow up to 189 litre garbage cans for residents
2. To study a new garbage program like that of the district of North Vancouver and other municipalities that make this much easier for all.
3. At worst case - Allow WV residents to otherwise opt out of garbage and recycling pickup and select a private vendor who can deliver better service options as they do in Maple Ridge.

In my humble opinion it's time to update the solid waste bylaws to give staff better direction to best service the residents of WV and give us more options.

I don't want to have to drag a bunch of different garbage cans into the next council meeting to prove my point.

I would challenge the existing bylaw and suggest that a 189 litre garbage can is reasonable and should be allowed.

Please adjust the bylaws as such.

Thank you for your consideration

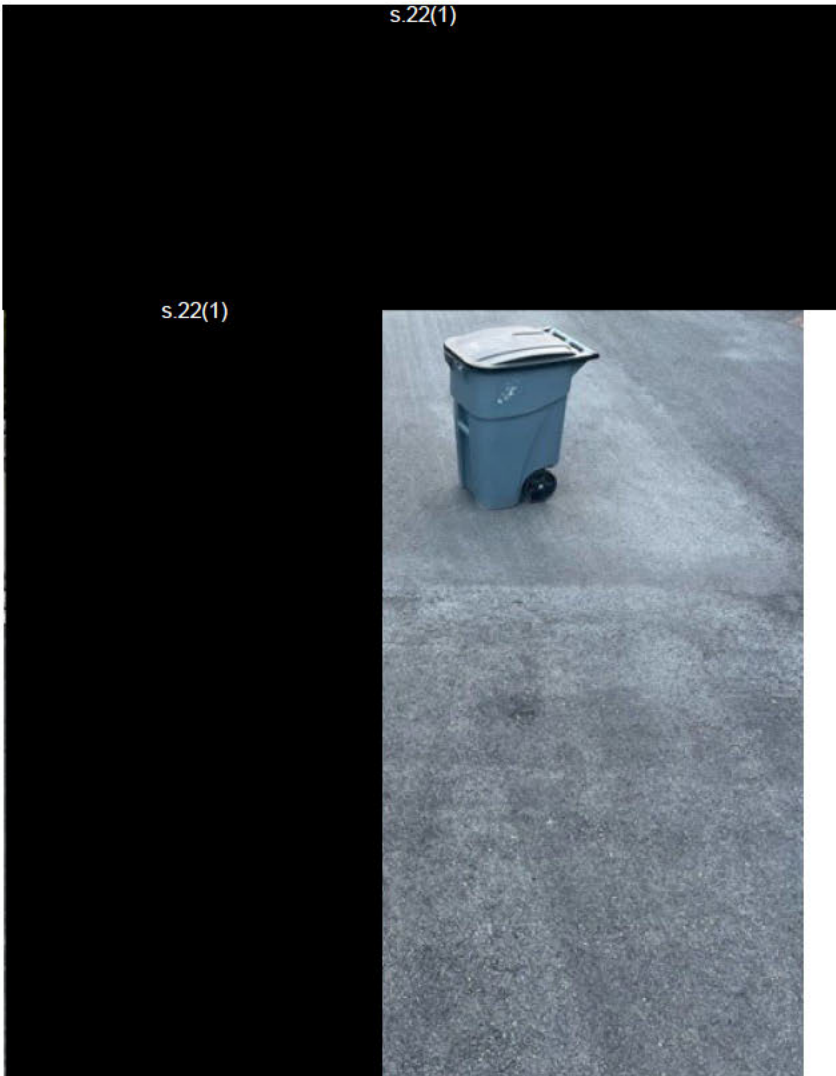
s. 22(1)

Carts and limits for garbage and organics



District-supplied carts with wheels and locking lids (240L, left; 140L, right) for your garbage and organics (food scraps, and yard waste)

This is our driveway. Please note the wide base of our garbage can makes it very difficult for it to tip over and easy for us to pull up our driveway.



This is the only 121 litre garbage can option on the market and it's absolutely cheap junk and prone to the wind or critters tipping it over and spilling garbage everywhere.

Compare



Rubbermaid 121 L (32 Gallon)
Animal Resistant Outdoor
Trash/Garbage Can/Bin with...
Model # 1802638 | SKU # 1000712808

★★★★★ (986)

\$29⁹⁸ / each

- ⊘ Out of Stock Online
- ⊘ Not Sold in Stores

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