

COUNCIL CORRESPONDENCE UPDATE TO DECEMBER 18, 2020 (8:30 a.m.)

Referred for Action

- (1) December 18, 2020, regarding “Ferry building project” (Referred for consideration and response)
- (2) December 18, 2020, regarding “Trust property held by West Van ion North Van.” (Klee Wyck Property) (Referred for consideration and response)

Referred for Action from Other Governments and Government Agencies

No items.

Received for Information

- (3) December 6, 2020, regarding Klee Wyck Property
- (4) C. Reynolds, December 14, 2020, regarding “2020 Christmas Poem”
- (5) December 17, 2020, regarding “Fwd: Missing Middle: Video”
- (6) 6 submissions, December 18 - 21, 2020, regarding Preliminary Development Proposal for Inglewood Campus of Care
- (7) HUB Cycling, December 18, 2020, regarding Cycling Advocacy
- (8) North Van Arts, December 18, 2020, regarding “Best Wishes from North Van Arts”
- (9) December 20, 2020 regarding “The COVID-19 Pathology: Class and Information Warfare, Algorithms; the Role of Artificial Intelligence –”
- (10) West Vancouver Chamber of Commerce, December 22, 2020, regarding Upcoming Events

Received for Information from Other Governments and Government Agencies

- (11) Metro Vancouver, December 16, 2020, regarding “Policy Review Summaries - Update to Metro 2040, the Regional Growth Strategy”
- (12) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), December 18, 2020, regarding “Letter from MP Patrick Weiler - Canada Summer Jobs 2021 - Call for Applications”

Responses to Correspondence

- (13) Manager of Utilities, December 21, 2020, response regarding “Flooded Road, Park Royal South”

From: [REDACTED] s. 22(1)
Sent: Friday, December 18, 2020 10:20 AM
To: MayorandCouncil
Subject: Ferry building project

Hi there

Your posting of July 30 had great information about the proposal to move upgrade and renovate our Ferry Building Facility. Thank you

Just interested to know if there is anything available for public inspection about the budget for the \$2 million, giving detailed breakdown of costs, and setting out the plans? Would appreciate knowing. I have a number of neighbours who would like to know too, if I can pass that info to them.

Thanks

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Friday, December 18, 2020 12:25 PM
To: Info <info@westvancouver.ca>
Subject: Trust property held by West Van ion North Van.

The District Councillors,

Your Mark Chan has advised me that West Van has the authority to own land in North Van.

If the District is minded to attempt to change the terms of the Trust and to demolish the building on it no doubt in any proceeding under the Community Charter to seek the approval of the Supreme Court the District of West Vancouver will ensure that the the District of North Vancouver will also be joined as a party to any such proceeding.

Would it be too much if I were to request that you authorize Mark Chan to provide me with a copy of the State of Title Certificate issued to the District on registration to the Transfer of the Trust Land to the District.

[REDACTED]
s. 22(1)

West Van.

From: [REDACTED] s. 22(1)
Sent: Sunday, December 6, 2020 4:25 PM
To: MayorandCouncil
Subject: Defer demolition of Klee Wyck park Heritage buildings

Dear Mayor and Council

I am asking Council to reserve its decision about the future of Klee Wyck until AFTER a definitive Building Assessment has been done.

Why should residents trust DWV that is blatantly breaking the Klee Wyck legal agreement?

Why would any residents donate to the District of West Van when their wishes are not honoured?

Please explain why the projected \$320,000+ for demolition and landscaping, has not been used for maintenance before now?

Why for the sake of \$30,000 to re-roof the house or accept an offer to re-roof at no cost to DWV, did DWV staff not protect this Heritage house?

Yet \$1+ million was spent on the rarely used nearby 500 metre Hugo Ray walking/bike path

Thank you. (DWV requires your name, street and city) I am disgusted that the DWV has squandered the gift of a respected member of west Van. by ignoring the agreement made by the municipality .
have any of you thought that it could sustain itself if run correctly not just sold off to line someones pocket.

[REDACTED]
s. 22(1)

west Vancouver

From: Carolanne Reynolds [REDACTED]
Sent: Monday, December 14, 2020 8:43 PM
To: MayorandCouncil
Cc: Carolanne Reynolds
Subject: 2020 Christmas Poem

s. 22(1)

My poem for the end of this year (just delivered at PQP/C Item 12 at the end of the mtg), as you know, organized by phone and no one allowed in the Chamber! -- and it won't be Christmas for over a week

*'Twas the nights before Christmas
and all through the Hall
not a creature was stirring
nothing! just no one at all!
Outside there wasn't a clatter
And no one to run to see what the matter
The pandemic had hit
at home did we all sit
took the opportunity to call
and heartily wish you all
Merry Christmas and Happy New Year--
Celebrate with champagne, not just beer!*

Have a great holiday season!

Cheers,

Carolanne

[REDACTED]
s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, December 17, 2020 5:22 PM
To: MayorandCouncil
Subject: Fwd: Missing Middle: Video

This is just for information! I think it is great info and very well done!!
 Thank You for taking the time to view!!

Enjoy [REDACTED] s. 22(1)
 s. 22(1) West Vancouver, B.C.
 [REDACTED] s. 22(1)

Sent from my iPhone

Begin forwarded message:

From: Don Peters <don.peters@nscr.ca>
Date: December 17, 2020 at 1:24:52 PM PST
To: 'Don Peters' [REDACTED] s. 22(1)
Subject: FW: Missing Middle: Video

Hi all:

I think you will find this short video (scroll) quite interesting. You might remember that [REDACTED] s. 22(1) [REDACTED] s. 22(1) is the developer who brought a small CHAC review group [REDACTED] s. 22(1) his vision for a new Legion in Lynn Valley. We'll probably (hopefully) see him again.

Cheers

Don Peters
 Housing Advocate
 Chair, Community Housing Action Committee
 604.982.3309
don.peters@nscr.ca

www.nscr.ca



North Shore Community Resources acknowledges and honours that we live and work on the unceded territories of the Coastal Salish people. Including the S̓kwxwú7mesh (Squamish), xʷməθkʷəy'əm (Musqueam) and səl'ílwətaʔɬ (Tsleil-Waututh) Nations.

This email may be privileged and confidential. Any use or redistribution of this email by an unintended recipient is prohibited. If you receive this email in error, please let us know and delete it.

From: [REDACTED] s. 22(1)
Sent: December-16-20 8:22 AM
Subject: Missing Middle

Good Morning

As someone in the planning/Metro Vancouver real estate world, I wanted to share this video. It's 12 minutes long but really well done in explaining the "Missing Middle" concept we often hear about.

Happy Wednesday!

s. 22(1)

https://www.youtube.com/watch?v=cjWs7dqaWfY&feature=emb_logo

From: [REDACTED] s. 22(1)
Sent: Friday, December 18, 2020 8:38 AM
To: [REDACTED] s. 22(1) MayorandCouncil; Peter Lambur; Sharon Thompson; Bill Soprovich; Craiq Cameron; Nora Gamboli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1)
Subject: I oppose the proposed Inglewood Care Centre Development

s. 22(1)
[REDACTED]

s. 22(1)
[REDACTED]

18 Dec 2020

Dear Councillors:

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver. I am sending you this email to tell you that I do not support the expansion of Inglewood Care Centre as currently proposed. I could possibly support a much smaller and lower building height proposal.

There are other reasons why I oppose this spot re-zoning application:

- I feel outraged, despair and anger when I read that council is even contemplating moving this proposal forward. I am not opposed to senior care facilities, but the proposed development is far too large and not the right fit for our community; it is the equivalent of 2.6 Lions Gate Hospitals constructed at Taylor Way and Inglewood. This proposal is massive. The mass (4 buildings), height (up to 11 floors) and density (from 230 beds to 699 units – a 529% increase in Floor Area Ratio), **is completely at odds with West Van's small town, village character.**
- I am concerned about the environmental impact this project. The carbon emissions from just the demolition, clearing of land the construction and furnishing of the facility will be significant. In addition the year after year operating (heating, lights, maintenance) carbon emissions from the facility itself plus the consequential increase in carbon emissions associated with increase population, traffic, utility operations, and etc.). Council has passed a "Climate Emergency Resolution" and yet there is NO analysis of the environmental impact of just building the proposed structure.
- I want a degree of predictability with zoning and development, yet this is another case of spot-zoning. **I strongly object to spot-zoning.** I despair that we are allowing developers to shape our community instead of residents. There is no point in having an Official Community Plan or Local Area Plans if Council continues to allow such significant exceptions.
- There are currently 230 publicly funded long-term care beds at this location. This proposal provides NO increase in public care beds. **We need more publicly funded long-term care beds, not expensive, private-care facilities.** The benefits to the community do not outweigh the drawbacks. If a significant increase in density is requested there needs to be a significant increase in publicly funded long-term care capacity.

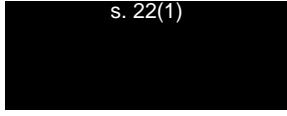
- I am concerned about the impact this project will have on infrastructure (roads, sewer systems, drinking water, community facilities and parks).
- While the use of this site for housing and a graduated care facility is acceptable, the massive size of the project, particularly within a single-family residential neighbourhood, is not acceptable.
- We need more publicly funded long-term care beds, not expensive, private-care facilities. Yet this proposal provides NO increase in public care beds. I could possibly support a much smaller building if all beds were designated publicly funded long-term care.
- The benefits to the community do not outweigh the drawbacks. The majority of the proposed development is rental apartments and private, for-profit units. There must be a significant increase in publicly funded long-term care to offer true community benefit.

Please reject this proposal as currently presented to West Vancouver residents.

So tired of council pushing things through. They never seem to listen to what residents want.

Thank you

s. 22(1)



From: [REDACTED] s. 22(1)
Sent: Friday, December 18, 2020 10:56 AM
To: MayorandCouncil
Cc: [REDACTED] s. 22(1); Peter Lambur; Sharon Thompson; Bill Soprovich; Nora Gambioli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1); Craig Cameron
Subject: Re: I oppose the proposed Inglewood Care Centre Development

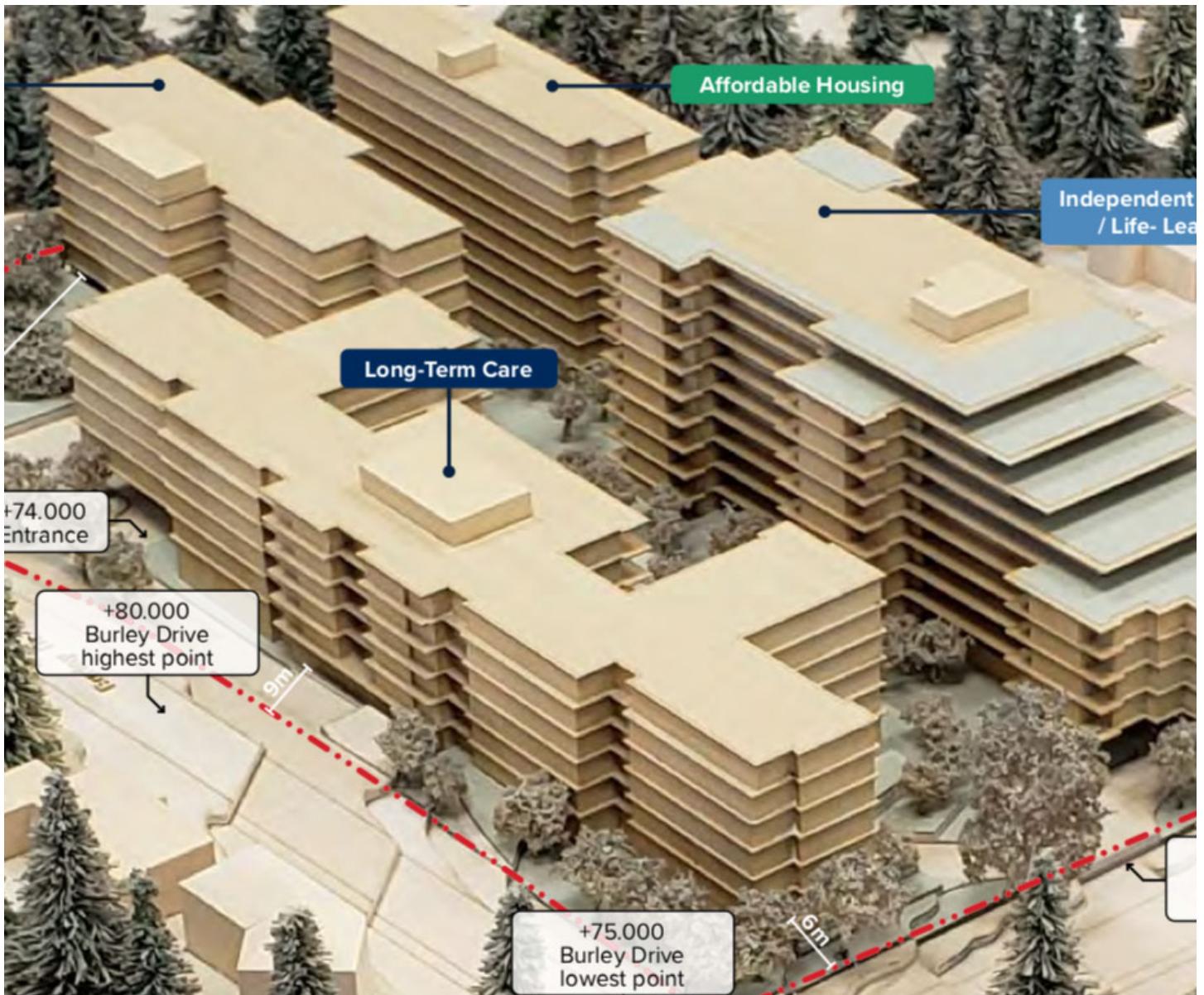
Mayor and Council

This is a misleading response by Councillor Cameron - **who is forcing seniors out of West Van?**

[REDACTED] s. 22(1) letter says: *I am not opposed to senior care facilities, but the proposed development is far too large and not the right fit for our community; it is the equivalent of 2.6 Lions Gate Hospitals constructed at Taylor Way and Inglewood. This proposal is massive. The mass (4 buildings), height (up to 11 floors) and density (from 230 beds to 699 units – a 529% increase in Floor Area Ratio), is completely at odds with West Van's small town, village character"*

- Baptist is not offering a First Right of Housing for West Van seniors. BC Housing/CMHC may not allow.
 - Seniors from North Van, Vancouver City and elsewhere can also move into this proposed project.
 - Baptist's Continuum of Care from Independent Living to Long Term Care may not be workable.
 - Only Coastal Health (not Baptist) controls access to publicly funded LT / Assisted care.
-
- 76 long term care beds are being closed at West Van Care Centre (27th St)
 - 205 long term care beds may be lost as Capilano Care is rumoured to close
 - No Increase in public funded Long Term Care units at Inglewood is proposed by Baptist.
 - Large density increases require large increases in publicly funded LT / assisted care.

What is the clear & significant benefit to West Van for this MASSIVE 699 unit facility?



s. 22(1)

West Van

On Fri, Dec 18, 2020 at 8:45 AM Craig Cameron <ccameron@westvancouver.ca> wrote:
Hi [REDACTED] s. 22(1)

Do you want to force aging seniors out of our community?

Sincerely

Craig Cameron

Sent from my iPhone

On Dec 18, 2020, at 8:28 AM, [REDACTED] s. 22(1) wrote:

s. 22(1)

West Van
s. 22(1)

18 Dec 2020

Dear Councillors:

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver. I am sending you this email to tell you that I do not support the expansion of Inglewood Care Centre as currently proposed. I could possibly support a much smaller and lower building height proposal.

There are other reasons why I oppose this spot re-zoning application:

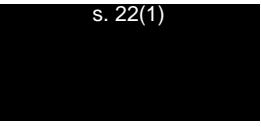
- * I feel outraged, despair and anger when I read that council is even contemplating moving this proposal forward. I am not opposed to senior care facilities, but the proposed development is far too large and not the right fit for our community; it is the equivalent of 2.6 Lions Gate Hospitals constructed at Taylor Way and Inglewood. This proposal is massive. The mass (4 buildings), height (up to 11 floors) and density (from 230 beds to 699 units – a 529% increase in Floor Area Ratio), is completely at odds with West Van's small town, village character.
- * I am concerned about the environmental impact this project. The carbon emissions from just the demolition, clearing of land the construction and furnishing of the facility will be significant. In addition the year after year operating (heating, lights, maintenance) carbon emissions from the facility itself plus the consequential increase in carbon emissions associated with increase population, traffic, utility operations, and etc.). Council has passed a "Climate Emergency Resolution" and yet there is NO analysis of the environmental impact of just building the proposed structure.
- * Based on the proposed living areas, 67% of this development is for condos and 33% is for senior care (Long Term Care and Assisted Living). This just sounds like a condo development dressed up and marketed as a senior care facility.
- * I want a degree of predictability with zoning and development, yet this is another case of spot-zoning. I strongly object to spot-zoning. I despair that we are allowing developers to shape our community instead of residents. There is no point in having an Official Community Plan or Local Area Plans if Council continues to allow such significant exceptions.
- * I am concerned about the impact this project will have on infrastructure (roads, sewer systems, drinking water, community facilities and parks).
- * The benefits to the community do not outweigh the drawbacks. The majority of the proposed development is rental apartments and private, for-profit units. There must be a significant increase in publicly funded long-term care to offer true community benefit.
- * I am concerned about the traffic impact the proposed development will have. Additional residents, visitors and support workers such as medical staff (doctors, nurses, physiotherapists, etc.) and maintenance workers (cleaning and commercial laundry services, deliveries, etc.), plus users of the contemplated child day care facility and Seniors Wellness centre will put undue pressure on already congested roads.

Please reject this proposal as currently presented to West Vancouver residents.

This is another example of Council making decisions that favour developers over electors. The community is fed up with this assault on our lifestyle!

Thank you

s. 22(1)



From: [REDACTED] s. 22(1)
Sent: Friday, December 18, 2020 4:53 PM
To: [REDACTED] s. 22(1) Mayor and Council; Peter Lambur; Sharon Thompson; Bill Soprovich; Craig Cameron; Nora Gamboli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1)
Subject: I oppose the proposed Inglewood Care Centre Development

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

18 Dec 2020

Dear Councillors:

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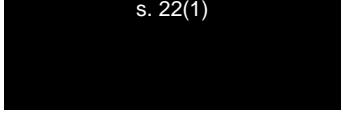
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Please reject this proposal as currently presented to West Vancouver residents.

Thank you

s. 22(1)



From: [REDACTED] s. 22(1)
Sent: Saturday, December 19, 2020 6:47 PM
To: [REDACTED] s. 22(1) MayorandCouncil; Peter Lambur; Sharon Thompson; Bill Soprovich; Craiq Cameron; Nora Gamboli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1)
Subject: I oppose the proposed Inglewood Care Centre Development

[REDACTED] s. 22(1)
[REDACTED]

West Vancouver

[REDACTED] s. 22(1)

19 Dec 2020

Dear Councillors:

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver. I am sending you this email to tell you that I do not support the expansion of Inglewood Care Centre as currently proposed. I could possibly support a much smaller and lower building height proposal.

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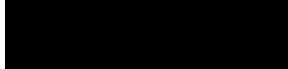
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- While the use of this site for housing and a graduated care facility is acceptable, the massive size of the project, particularly within a single-family residential neighbourhood, is not acceptable.
- I am concerned about the traffic impact the proposed development will have. Additional residents, visitors and support workers such as medical staff (doctors, nurses, physiotherapists, etc.) and maintenance workers (cleaning and commercial laundry services, deliveries, etc.), plus users of the contemplated child day care facility and Seniors Wellness centre will put undue pressure on already congested roads.

Please reject this proposal as currently presented to West Vancouver residents.

There is little purpose in having an approval process in West Vancouver. Developers seem to know know that they can build infrastructure, larger than necessary to support their approved development, as once their original submission is approved they will receive approval for a larger, more densified project.

Thank you

s. 22(1)



From: [REDACTED] s. 22(1)
Sent: Sunday, December 20, 2020 8:04 AM
To: [REDACTED] s. 22(1); MayorandCouncil; Peter Lambur; Sharon Thompson; Bill Soprovich; Craig Cameron; Nora Gambioli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1)
Subject: I oppose the proposed Inglewood Care Centre Development

s. 22(1)
[REDACTED]

West Vancouver, BC

s. 22(1)
[REDACTED]

20 Dec 2020

Dear Councillors:

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver. I am sending you this email to tell you that I do not support the expansion of Inglewood Care Centre as currently proposed. I could possibly support a much smaller and lower building height proposal.

There are other reasons why I oppose this spot re-zoning application:

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- I am concerned about the traffic impact the proposed development will have. Additional residents, visitors and support workers such as medical staff (doctors, nurses, physiotherapists, etc.) and maintenance workers (cleaning and commercial laundry services, deliveries, etc.), plus users of the contemplated child day care facility and Seniors Wellness centre will put undue pressure on already congested roads.

Please reject this proposal as currently presented to West Vancouver residents.

Thank you

s. 22(1)



From: [REDACTED] s. 22(1)
Sent: Monday, December 21, 2020 5:51 PM
To: [REDACTED] s. 22(1) MayorandCouncil; Peter Lambur; Sharon Thompson; Bill Soprovich; Craiq Cameron; Nora Gamboli; Marcus Wong; Mary-Ann Booth; [REDACTED] s. 22(1)
Subject: I oppose the proposed Inglewood Care Centre Development

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

21 Dec 2020

Dear Councillors:

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver. I am sending you this email to tell you that I do not support the expansion of Inglewood Care Centre as currently proposed. I could possibly support a much smaller and lower building height proposal.

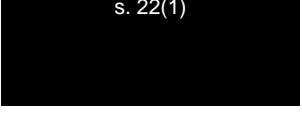
There are other reasons why I oppose this spot re-zoning application:

- Based on the proposed living areas, 67% of this development is for condos and 33% is for senior care (Long Term Care and Assisted Living). This just sounds like a condo development dressed up and marketed as a senior care facility.
- This proposal is yet another example of spot-zoning and will set a precedent for the entire Taylor Way corridor. It should not be considered until a Local Area Plan has been completed. To do otherwise overrides a critical aspect of local community input as to the types of development residents want (or don't want) in their neighbourhood.
- I am concerned about the impact this project will have on infrastructure (roads, sewer systems, drinking water, community facilities and parks).
- While the use of this site for housing and a graduated care facility is acceptable, the massive size of the project, particularly within a single-family residential neighbourhood, is not acceptable.
- I am concerned about the traffic impact the proposed development will have. Additional residents, visitors and support workers such as medical staff (doctors, nurses, physiotherapists, etc.) and maintenance workers (cleaning and commercial laundry services, deliveries, etc.), plus users of the contemplated child day care facility and Seniors Wellness centre will put undue pressure on already congested roads.

Please reject this proposal as currently presented to West Vancouver residents.

Thank you

s. 22(1)



From: Erin O'Melinn <noreply@bikehub.ca>
Sent: Friday, December 18, 2020 10:23 AM
To: MayorandCouncil
Subject: Support Arno's Legacy 



HUB Supporter,

Longtime cycling advocate [Arno Schortinghuis](#) was more than an inspiring friend and enthusiastic volunteer, he shaped HUB Cycling into the thriving organization you see today.

We lost Arno two years ago but his legacy lives on through [Arno's Fund](#), a charitable fund in his memory dedicated towards cycling advocacy. By giving to Arno's fund you can carry on the work he so passionately advanced to make our communities happier and healthier through cycling.

[Donate to Arno's Fund](#)

Your generous contributions to [Arno's Fund](#) will support our advocacy work to achieve Arno's vision of a region with a safe, more accessible cycling network for people of all ages and abilities. Our advocacy work, among other things, includes an appeal to the provincial government to:

- create a dedicated funding stream for infrastructure projects targeted to create active transportation options for underserved rural and urban

communities, consisting disproportionately of people of colour and low-income individuals and families.

- ensure all current and future transportation projects follow the policies, specifications, standards and guidelines recommended in the British Columbia Active Transportation Design Guide.
- make a commitment to the Vision Zero mandate by setting up a timeline to achieve zero traffic deaths and serious injuries and ensuring transparency on progress and challenges.

Give to Arno's Fund

**Donate to Arno's Fund by December 31st, 2020
and help us reach our year-end goal of raising \$51,000.
We have raised \$31,000 to date and are 62% of the way there.**

Help us continue this important work in 2021. Your gift will help us support more communities across Metro Vancouver by connecting the critical gaps in cycling infrastructure with the goal of making streets safe and livable for people of all ages, races, and abilities.

Please give as generously as you can today.
Wishing you health and happiness this holiday season!

Erin O'Melinn
Executive Director
HUB Cycling

PS - [Click here to check if your employer has a donation matching program that allows you to double your impact \(i.e. through the United Way\).](#)

Photo credit: Vancouver Courier, Dan Toulgoet

Give to Arno's Fund

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You are receiving this email because you wished to stay up to date on Bike Events, Bike Advocacy, and Bike Education in Metro Vancouver.

Our mailing address is:

HUB Cycling
312 Main (2nd Floor)
Vancouver, BC V6A 2T2
Canada

[Add us to your address book](#)

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

From: North Van Arts <info@northvanarts.ca>
Sent: Friday, December 18, 2020 3:10 PM
To: MayorandCouncil
Subject: Best Wishes from North Van Arts

Unsubscribe

It appears that you have subscribed to commercial messages from this sender. To stop receiving such messages from this sender, please [unsubscribe](#)

North Van Arts | holiday greeting | December 18, 2020



Reflecting on the challenges presented to us all in 2020, we wish you joy and hope for the coming year.

As artists and art enthusiasts, you understand the healing power of art in all its varied forms. Let us celebrate this power and look forward to 2021, knowing the arts will continue to provide us all with strength, resilience, and hope.

We appreciate all the support we have received over the past year, and are happy and encouraged that you are part of our community.

Sincerely,
Andy, Zoe, Michelle, Nancy, Samantha, Stefanie, Florene, Val, Joyelle, George and Harriet
North Van Arts staff

On behalf of the Mayor's Healthiest Small City Social Resiliency Collective, coordinated by North Van Arts with support from the Collective's community partners, CityAlive provided art activations to vulnerable populations hardest hit by COVID-19. Instead of the planned in-person musical activation with the Christmas Bureau, we share this holiday video to brighten your day.

Take 5 minutes to listen and rejoice in the beauty of the human voice. Be uplifted.



city
of north
vancouver



Holiday Closure:

CityScape Community ArtSpace will be closed for the holidays from Dec 24 through Jan 3, 2021.

To reopen Mon, Jan 4.

Also to note: northvanarts.ca will be down for scheduled maintenance on Jan 4 & 5, 2021.

If you would like to register for any Arts Education classes or the North Shore Art Crawl, plan to do so before or after these dates. Staff will be available by phone 604-988-6844 on these days.

Our sincere thanks to our funders and supporters:



STAY CONNECTED



North Van Arts | 335 Lonsdale Avenue, North Vancouver, BC V7M 2G3 Canada

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Sent by info@northvanarts.ca

From: [REDACTED] s. 22(1)
Sent: Sunday, December 20, 2020 3:31 PM
To: MayorandCouncil; Robert Bartlett; [REDACTED] s. 22(1)
Subject: mayorandcouncil@cnv.org; mayorandcouncillors@richmond.ca; [REDACTED] s. 22(1)
The COVID-19 Pathology: Class and Information Warfare, Algorithms; the Role of Artificial Intelligence -

<https://www.globalresearch.ca/covid-19-pathology-intersection-class-information-warfare/5732440>

Wisdom here. Take heed. Forget emotions, feelings, fears. Reality.....IS...foremost.

Analytical Intelligence needed upon ALL of us. Not the electronica 'A-I'.

Sincerely,

s. 22(1)

West Van

From: West Vancouver Chamber of Commerce <info@westvanchamber.com>
Sent: Tuesday, December 22, 2020 5:30 PM
To: MayorandCouncil
Subject: 🎄 Happy Holidays! Save the Dates

Unsubscribe

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West Vancouver Chamber of Commerce

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Leader to Leader - WV Exchange is a series of discussions hosted by **Mayor Mary-Ann Booth** with guest business leaders addressing a range of topics important to the growth and vitality of West Vancouver businesses.



SAVE THE DATE:

Tuesday, January 12th, 3-4:30pm.

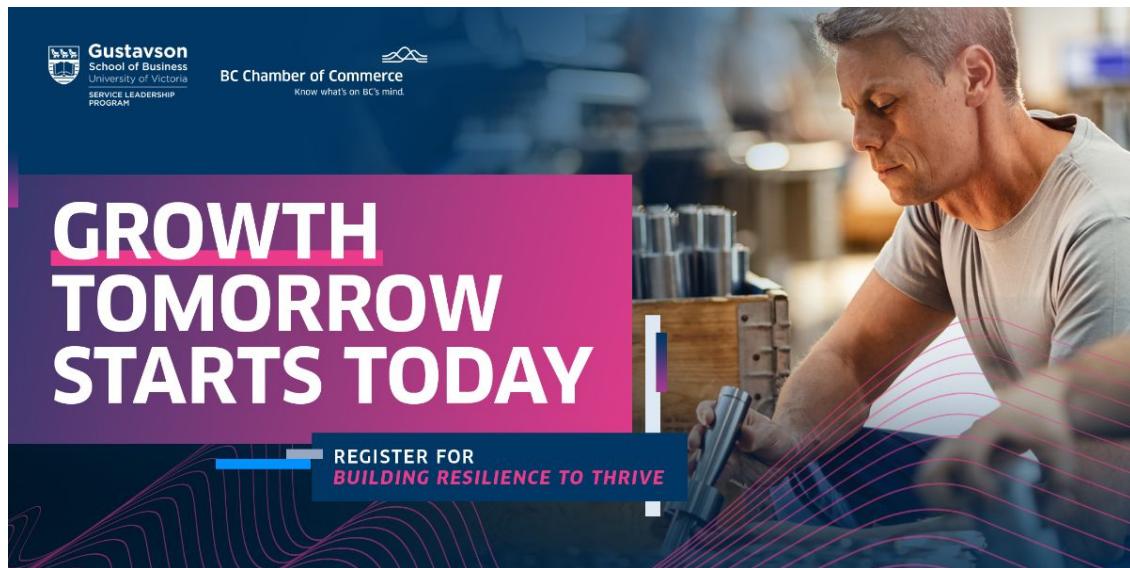
Join Mayor Booth in a discussion about hospitality during these difficult times with **Ian Tostenson**, President and CEO of the BC Restaurant & Food Association.

More details to follow.

Small and Medium-Sized Business Recovery Grant

The BC government announced that it has enhanced the Small and Medium-Sized Business Recovery Grant program, to make it easier for businesses to qualify and has increased support for those in the hard-hit tourism sector.

[How The Program Works](#)



Building Resilience to Thrive

The online training program, developed in partnership with UVIC's Gustavson School of Business, will offer relief to businesses, helping to mitigate the negative impacts of the COVID-19 pandemic by teaching them how to adapt their business models, re-engage customers, and adjust workplace cultures. If you are in a leadership role, or influence a team, Building Resilience to Thrive can help you adapt and equip you for the future, it applies core competencies in leadership and resilience to help set you up for long-term, consistent success. The certificate program is valued at \$700 and is offered to businesses at \$35 per attendee to ensure cost isn't a barrier during the pandemic and will be facilitated through a virtual learning platform.

The program will feature weekly seminars delivered by award-winning professors [Dr. Mark Colgate](#) and [Prof. Brian Leacock](#), for six weeks and – and results in a formal education certificate. Credits from the Building Resilience to Thrive program can be applied towards many education programs.

The Building Resilience to Thrive program will equip you with resources and hands-on tools to better position you now, and in the recovery of COVID-19. It will help you:

- Apply coaching and development skills with your team
- Communicate and connect more openly with your employees

- Be a more productive, empathetic leader
- Efficiently host team meetings to encourage dialogue and idea exchanges
- Listen and learn from your employees
- Build a better workplace culture and team mentality
- Engage with customers in a more meaningful way
- Strategize new approaches to servicing your clients
- Cultivate and offer a superior customer experience
- Diversify your cultural intelligence to help your team work more effectively together
- Design a world-class customer experience program that also recognizes employee excellence

[View Course Schedule](#)

The program will be offered on the following dates:

Tuesdays, January 12th to February 16th - 11am to 12pm, PST

(registration closes Jan 8th at 4pm)

Wednesdays, February 24th to March 31st - 11am to 12pm, PST

[REGISTER](#)



HOLIDAY HOURS:

Our office will be closed until January 4th for the Holidays.

We wish you all a very Happy Holiday Season and a Happy New Year!!



Join now!

Develop valuable connections that lead to business growth and personal success. Access Chamber benefits only available to members.

[Membership pays for itself...](#)

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**Promote your business and help support the
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The West Vancouver Chamber of Commerce offers a variety of sponsorship opportunities that provide your business with the chance to be front and center in our community. Sponsors are an important part of our events! For further info: [SPONSORSHIP](#)

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Office of the Chair
 Tel. 604 432-6215 Fax 604 451-6614

December 16, 2020

File: CP-11-01-RGS-016

Mayor Mary-Ann Booth and Council
 District of West Vancouver
 750 - 17th Street
 West Vancouver, BC V7V 3T3

Dear Mayor Booth and Council:

Policy Review Summaries - Update to *Metro 2040*, the Regional Growth Strategy

Metro Vancouver has been working on a review and update of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy since mid 2019. I am pleased to provide you with four policy review summaries undertaken in support of this update.

Since its adoption, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for how to sustainably manage anticipated growth in this region in a way that supports the development of a diverse set of complete, healthy and resilient communities, protects important lands like our agricultural, ecologically important and industrial lands, and supports the efficient provision of urban infrastructure like transit, water and sewer services.

The regional growth strategy is the long-term plan of our regional federation, building on decades of shared regional planning objectives and principles. It represents our collective vision of how best to sustainably manage the growth we anticipate coming to our region over the next thirty years in a way that advances our shared livability and reflects the federation's objectives and values. Most of the strategy's policy directions and tools are working well. As a result, the update is meant to extend the strategy to 2050, integrate it with the current update to the Regional Transportation Strategy, better respond to the challenges of climate change, social equity and a renewed emphasis on resilience, and improve in some areas where new opportunities have been identified such as striving for more affordable rental housing near transit, and improved environmental policies.

An important first phase of this work is coming to a close with the completion of a series of themed policy reviews based on different subject areas in *Metro 2040*. The recommendations coming out of these reviews will be used to determine the extent to which the strategies, and policy actions in *Metro 2040*, should be adjusted to better reflect the current practices, opportunities and challenges in this region and support our shared aspirations as a regional federation.

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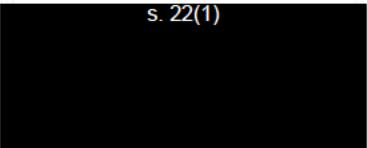
The second half of the year will be dedicated to engagement with member jurisdictions and other signatories on that draft. Between September and December 2021, we will be reaching out to set up working sessions or presentations with each member council to provide an overview and engage on the entire draft *Metro 2050*. For more information, attached is a timeline graphic on the timing of the process. Metro Vancouver staff are also offering to co-host a public information meeting on the draft *Metro 2050* in cooperation with your staff.

More information about the development of *Metro 2050* and the associated background materials can be found on the Metro Vancouver website: www.metrvancouver.org/metro2050.

If you have any questions, please contact Sean Galloway, Director, Regional Planning and Electoral Area Services, by phone at 604-451-6616, or by email at Sean.Galloway@metrvancouver.org.

Yours sincerely,

s. 22(1)



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/HM/er

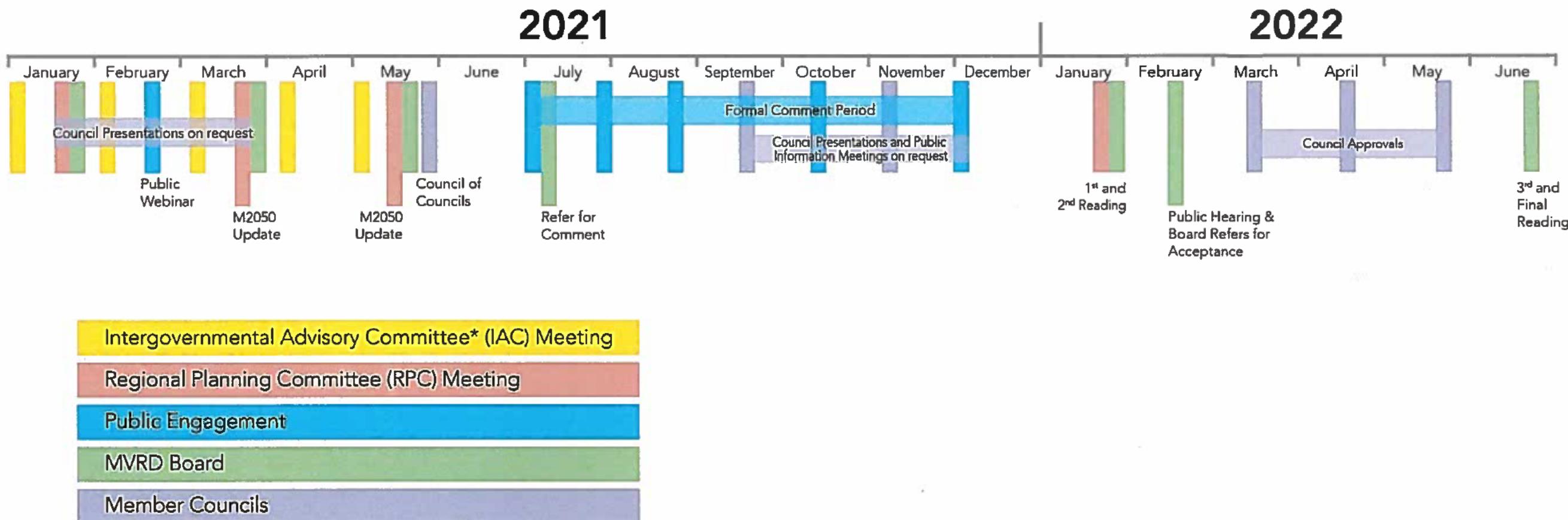
cc: Robert Bartlett, Chief Administrative Officer, District of West Vancouver
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Sean Galloway, Director, Regional Planning and Electoral Area, Metro Vancouver

Encl: 1. Metro 2050 Phase 2 and 3 Timeline (*Doc #42539796*)
2. Policy Review Summaries
a) Policy Review Summary: Agriculture (*Doc #42678811*)
b) Policy Review Summary: Regional Industrial and Mixed Employment (*Doc #42671817*)
c) Policy Review Summary: Environment (*Doc #42671204*)
d) Policy Review Summary: Urban Centres and Frequent Transit Development Areas
(*Doc #42669356*)

42534485

Metro 2050 Phase 2 & 3 Timeline

January 2021 – June 2022



*Member jurisdictions, TransLink, FVRD, SLRD, and in-region First Nations are all members of the IAC and may request a meeting with staff at any time



POLICY REVIEW SUMMARY

Agriculture

About Metro 2050

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region's vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

Metro 2040 was co-created and supported by all municipalities in the region, Tsawwassen First Nation, TransLink, adjacent regional districts, and the Metro Vancouver Board. The direction provided by the strategy recognizes the region's collective vision for the future and the importance of cooperation among member jurisdictions to create that future together.

The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with *Transport 2050* (TransLink's new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called *Metro 2050*.



Policy Review Summaries

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Agricultural Lands

Agricultural lands and activities are an important component of the region, and crucial to supporting food production, economic activity, and resilience to climate change.

At 55,000 ha, the Agricultural regional land use designation makes up 20% of the region's land base. This is where the region grows food, where farmers maintain agricultural businesses, and where farmland—as vegetated, undeveloped land—also contributes ecosystem services, such as nutrient and organic matter recycling, wildlife habitat, carbon sequestration, climate change regulation, water infiltration, and flood management.

Protecting agricultural land for food production over the long term is challenging because there are ongoing threats to converting farmland to other uses, which in turn impacts agricultural viability. Agricultural land in the Metro Vancouver region is constantly under pressures from residential, commercial, and industrial land users looking for less expensive land to purchase and develop.

Agricultural uses are located within the Agricultural Land Reserve (ALR), outside the Urban Containment Boundary. The Urban Containment Boundary has been one of the most effective tools for protecting agricultural land because it limits regional sewer service extensions into agricultural areas, therefore reducing development potential.

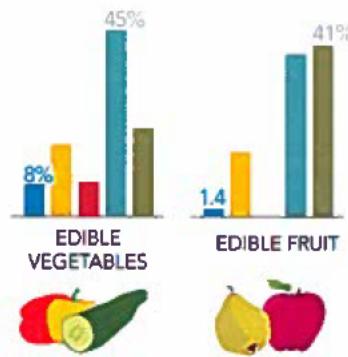
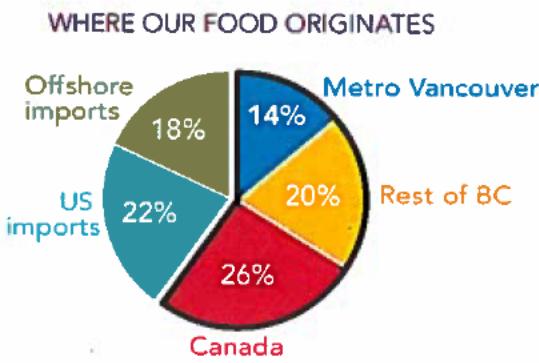


Map of the Agricultural Regional Land Use Designation

Together, the provincial and regional designations create reinforcing and complementary layers of protection. Policies that maintain the integrity of the ALR and promote farming as a primary use will assist in ensuring the viability of the agricultural industry, and protecting agricultural land will enable local food production over the coming decades.

Metro 2040 supports regional goals to protect agricultural land and promote agricultural viability. Recommended changes for Metro 2050 are minor but will enhance and clarify current policies.

The *Food Flows in Metro Vancouver* study revealed there is an opportunity to increase the production of local food. Currently 8% of vegetables and 1.4% of fruit consumed in the region are produced in Metro Vancouver.



60% of the Metro Vancouver food supply originates in Canada

WHAT'S CHANGING

The following changes to agricultural policies are recommended:

1. Enhance distribution avenues for locally produced food
2. Prevent conflicts with agriculture operations
3. Discourage non-farm uses on agricultural land and encourage actively farmed land
4. Include actions for climate change adaptation, ecosystem services, and agriculture awareness
5. Clarify the intention of existing policies and actions

BENEFITS

These changes will provide the following benefits:

- Help strengthen agricultural viability, encourage new farms, and enhance food security for residents
- Generate fewer complaints about farm odours and noise, trespassing on private land, and conflicts on recreational greenways
- Discourage land speculation, which can enable expansion of existing farms while creating opportunities for new farmers
- Encourage better land use decision-making that can prevent the loss of farmland
- Improve the understanding of the goals in the regional growth strategy and support the established regional planning principles

Recommendation #1: Enhance Distribution Avenues for Locally Produced Food

Metro 2040 does not currently address the importance of buying local food or protecting agricultural land for food security. Farmers need opportunities to sell their products, which makes expanding market access necessary to maintain agricultural land for local food production over the long term.

The recommendation is to better support agricultural viability, complete communities, and long term food security in the region and enhance the availability of local food for residents. Some potential actions for member jurisdictions are to enact local food purchasing policies, establish permanent farmers' markets, and ensure resilient goods movement.

Recommendation #2: Prevent Conflicts with Agriculture Operations

Agriculture operations sometimes receive complaints when conflicts arise between different adjacent uses, such as residential, roadways, and trails. Complaints are typically focused on odour, noise, and trespassing. Informed by other work, such as the agricultural-related recommendations in the Regional Industrial Lands Strategy, the policy review recommends opportunities to address interface issues between farm uses and non-agricultural uses such as industrial and residential.

The recommendation to prevent such conflicts can be achieved by carefully planning the edges of agricultural and adjacent properties and adding buffers between them. This will reduce the number of nuisance complaints received by local governments and the Ministry of Agriculture. Community well-being will increase when a variety of activities, on- and off-farm, can be accommodated.

Recommendation #3: Discourage Non-Farm Uses on Agricultural Land and Encourage Actively Farmed Land

Non-farm uses on agricultural land displace farming activities and fuel land speculation. Though provincial regulations define appropriate residential, commercial, and industrial uses on the ALR, local governments may have conflicting bylaws allowing inappropriate zoning. Stronger policies to reduce land speculation and competition are necessary, as they can prevent farmers from starting or expanding agricultural businesses.

The recommendation seeks to discourage non-farm uses and encourage actively farmed land. One such action is to better align municipal zoning bylaw regulations with the *Agricultural Land Commission Act*.

Recommendation #5: Clarify the Intention of the Existing Policies and Actions

Minor adjustments to the text of Metro 2040 will assist in clarifying policy directions. For example, in addition to promoting agricultural viability, more emphasis should also be placed on strengthening the viability of local food production. It is also necessary to address process issues related to Strategy 2.3.4 regarding small parcels that are not subject to the *Agricultural Land Commission Act*.

Recommendation #4: Include Action for Climate Change Adaptation, Ecosystem Services, and Agriculture Awareness

Metro 2040 does not consider the multi-functional role of agricultural land in providing ecosystem services and requires updating to act on this and other emerging priorities. The recommendation to include actions for climate change adaptation, ecosystem services, and agriculture awareness will be supported by some of the proposed actions in *Climate 2050*.

Protecting farmland's ecosystem services is one way to support climate change adaptation. More awareness of the importance of climate adaptation in the agricultural sector, and the range of issues faced by farmers, can help inform land use decision-making that prevents losses of actively farmed land and maintains agricultural viability.

NEXT STEPS AND OPPORTUNITIES TO PROVIDE FEEDBACK

Such adjustments will improve understanding of the goals in the regional growth strategy, support local food production for the long term, and address procedural issues that have arisen over the last ten years.

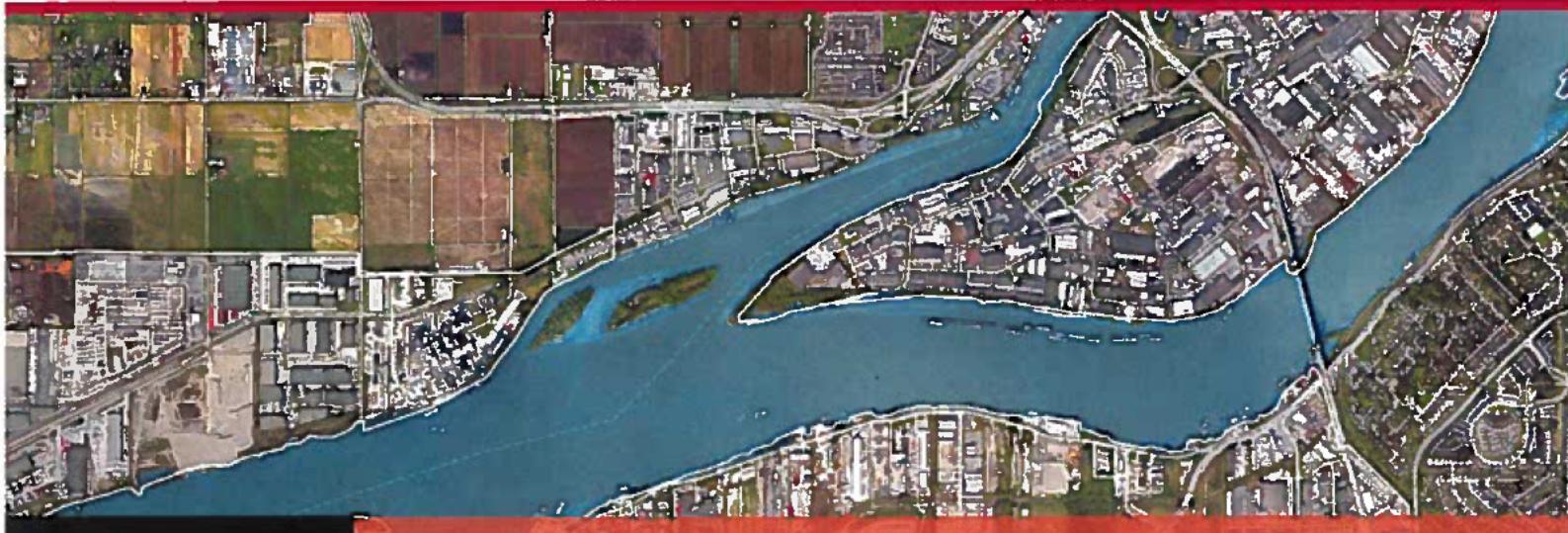
REGIONAL PLANNING PRINCIPLES

The recommended changes align with Metro 2040's established core regional planning principles to:

- Put growth in the right places (centres and corridors)
- Protect important lands (agricultural, ecologically important, industrial)
- Support complete communities
- Create diverse and affordable housing, better mobility, and a prosperous economy
- Enable efficient urban infrastructure (utilities, transit).

FOR MORE INFORMATION

Visit metrovancouver.org/metro2050



POLICY REVIEW SUMMARY

Industrial and Mixed Employment

About Metro 2050

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future* (Metro 2040), the regional growth strategy. Since its adoption in 2011, Metro 2040 has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region's vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

Metro 2040 was co-created and supported by all municipalities in the region, Tsawwassen First Nation, TransLink, adjacent regional districts, and the Metro Vancouver Board. The direction provided by the strategy recognizes the region's collective vision for the future and the importance of cooperation among member jurisdictions to create that future together.

The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in Metro 2040 will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with Transport 2050 (TransLink's new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called Metro 2050.



Policy Review Summaries

Content for Metro 2050 is being developed through a series of 11 themed Policy Reviews scoped to address specific policy topics in the regional growth strategy like Agriculture or the Environment. Each Policy Review is looking at the current policies in Metro 2040 related to the topic area, identifying gaps and opportunities, engaging with stakeholders and others, and developing policy recommendations to be integrated into Metro 2050. Upon completion of the Policy Reviews, Metro Vancouver is producing Policy Review Summaries to support a broad understanding by decision makers and interested stakeholders of the issues and updates proposed that will guide the drafting of amended and new policy directions for each topic area in Metro 2050.

Industrial and Mixed Employment Land Use Designations

Industrial lands are crucial to supporting a prosperous and sustainable economy. Industrial lands, while comprising only 4% of this region's land base, accommodate over one-quarter of total employment, and contribute to the region's economic well-being, along with connections to transportation, trade, and government tax revenues.

'Industrial' represents a wide spectrum of uses and intensities including manufacturing, repair, processing, and trade. Many jobs and businesses are also connected to national and international trade through the Port of Vancouver and Vancouver International Airport, which require industrial lands for the handling of goods.

Metro 2040 includes two land use designations to protect the supply of employment lands: Industrial and Mixed Employment. These land use designations work in concert with local land use policies to manage the permitted uses in these areas to promote industrial and commercial activities and prevent the encroachment of residential or other incompatible land uses. For the past decade these designations have been an effective tool that protects the limited supply of industrial and employment lands in the region.

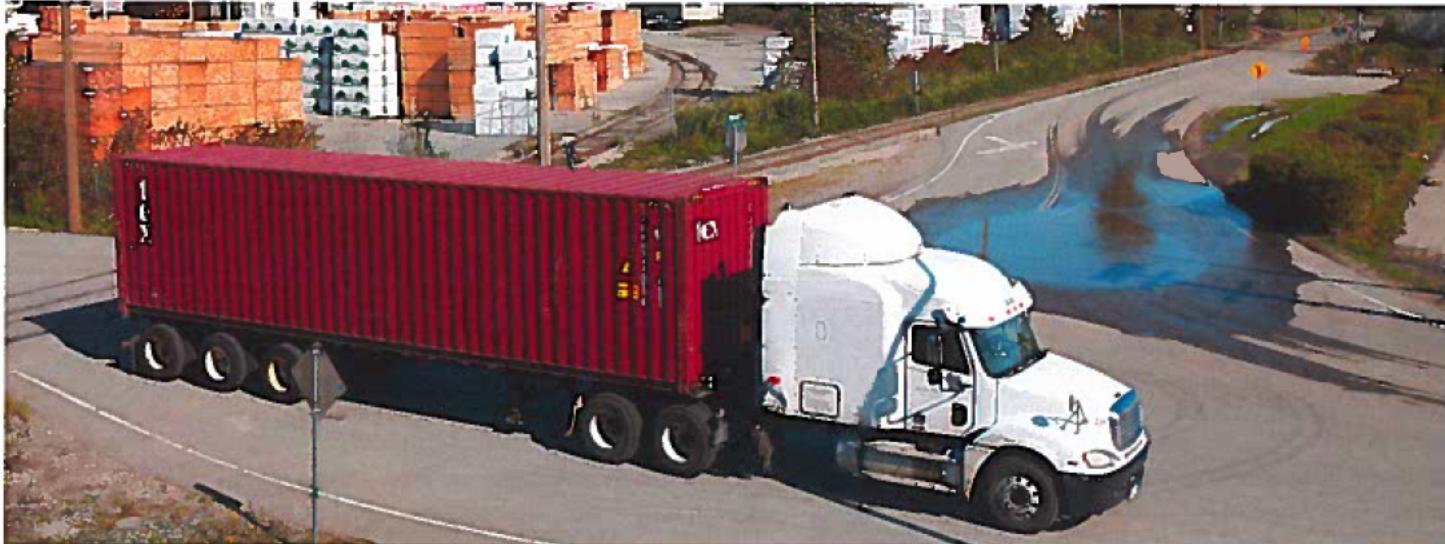
As part of the update to Metro 2040, Metro Vancouver has undertaken an Industrial and Mixed Employment Policy Review. The purpose of the Policy Review is to explore and identify the challenges and opportunities to enhance the associated regional policies taking into account policy research, current best practices, emerging trends, and stakeholder engagement.

The Metro Vancouver region is experiencing a critical shortage of industrial land. Continuing population and employment growth, along with ongoing conversion pressures from non-industrial uses, and demands for lands for housing, commercial and agricultural uses, all in a constrained geography, have contributed to the challenges we are facing today. Coupled with the strong demand for industrial space, many businesses are finding it increasingly difficult to secure suitable space to operate and expand.

The main challenges facing Metro Vancouver's industrial lands are:

- 1. A Constrained Land Supply**
- 2. Pressures from competing land uses**
(i.e. residential and commercial development)
- 3. Site and Adjacency Issues**
- 4. A Complex Jurisdictional Environment**

These challenges were identified through the preparation of the Regional Industrial Lands Strategy, approved by the Metro Vancouver Board in July 2020. The Strategy has helped shape the Industrial and Mixed Employment Lands Policy Review.



WHAT'S CHANGING

The recommended changes to the regional growth strategy, as received by the MVRD Board, are:

1. Update the definition of industrial uses
2. Strengthen regional policies to protect Industrial lands
3. Introduce some flexibility for Mixed Employment lands by rapid transit
4. Encourage industrial intensification / densification
5. Undertake a regional land use assessment
6. Improve climate action

BENEFITS

These changes will provide the following benefits:

- More consistent implementation of policies across the region
- Improved protection of industrial lands and uses
- Greater flexibility for employment lands in certain cases
- Increase the industrial capacity of lands
- Optimize the locations and uses of lands
- Advance greenhouse gas reduction, climate change mitigation, and natural hazard resilience

The six recommendations are as follows:

These recommendations should be considered as a package; the responses should be holistically reviewed as a balancing set of trade-offs, rather than as individual or stand-alone items or options.

Recommendation #1: Update the definition of industrial uses

A clearer and stronger definition of 'Industrial' uses will provide for more consistent implementation across the region, while recognizing that different types of industrial activities require different types of spaces with different features and attributes. As informed through the development of the Regional Industrial Lands Strategy, updated definitions will use current terms to reflect new and emerging technologies.

Recommendation #2: Strengthen regional policies to protect Industrial lands

A priority action from the Board-endorsed Regional Industrial Lands Strategy is to strengthen regional growth strategy policies to protect industrial land in the region. Through extensive engagement, this was seen as the most effective and viable action of the Strategy's 10 priority actions. The recommendation includes exploring a higher voting threshold for amending lands with a regional industrial land use designation, as well as developing a new regional overlay for trade-oriented lands, which may include restricting strata tenure and unit sizes.

Recommendation #3: Introduce some flexibility for Mixed Employment lands by rapid transit stations to accommodate higher job density and other regional objectives

Some lands in proximity to rail rapid transit stations are facing increasing pressures to develop to higher values and densities. To accommodate higher job density and other regional objectives (such as affordable, rental housing), this recommendation explores more flexible policies for lands with a Mixed Employment regional land use designation in areas close to rail rapid transit stations (for example within 200 metres) to accommodate higher employment densities and some residential uses above industrial and commercial uses, if it advances other regional and local objectives, such as transit-oriented development and affordable rental housing.



Recommendation #4: Encourage industrial intensification / densification

Where contextually appropriate to the activity and location and considering urban form and the interface with other uses, industrial intensification / densification will increase the industrial capacity of lands, and accommodate new and emerging industrial forms and uses. By creating more space for industry, lands can be used more efficiently, improve capacity for businesses to grow and co-locate operations, support greater employment opportunities, and provide a better connected and more efficient transportation system.

Recommendation #5: Undertake a regional land use assessment

In a region with a constrained land base, there is significant pressure among competing land uses. A regional land use assessment, considering all land use classes, will proactively identify the 'best' locations for different land uses based on a developed set of criteria (e.g. location, adjacent uses, lot size, proximity to the goods movement network).

The results will identify opportunities for optimized locations and uses of lands in order to support regional and local policy objectives and to assist planners and decision makers as changes are considered.

Recommendation #6: Improve climate action

Exploring opportunities to mitigate and adapt to the impacts of climate change on industrial and employment lands could include adjusting policies to better consider the impacts and opportunities over the long term. This will include considering: the impacts of rising sea levels and seasonal flood events (given that much of the region's industrial and port-based lands are located at sea level); enhancing resilience to natural hazards, including through incorporating ecosystems services and green infrastructure; and advancing greenhouse gas emission reductions.

REGIONAL PLANNING PRINCIPLES

The recommended changes align with Metro 2040's established core regional planning principles to:

- Put growth in the right places (centres and corridors)
- Protect important lands (agricultural, ecologically important, industrial)
- Support complete communities
- Create diverse and affordable housing, better mobility, and a prosperous economy
- Enable efficient urban infrastructure (utilities, transit).

NEXT STEPS AND OPPORTUNITIES TO PROVIDE FEEDBACK

Member jurisdictions have had opportunities to provide feedback on these recommendations through Metro Vancouver's Regional Planning Advisory Committee, Regional Planning Committee, and Board. Member jurisdictions may submit questions or request a presentation from Metro Vancouver staff by sending an email to regionalplanning@metrovancouver.org.

FOR MORE INFORMATION

Visit metrovancouver.org/metro2050



POLICY REVIEW SUMMARY

Environment

About Metro 2050

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Ecologically Important Lands

Natural spaces provide many 'ecosystem services' (Figure 1), including capturing carbon, absorbing and cleaning floodwater, cooling cities, and protecting coastal communities. If these areas are protected and remain healthy and biodiverse, they will continue to help the region adapt to climate change.

Metro Vancouver residents also clearly value parks and other green spaces. In 2019, the Metro Vancouver regional parks system welcomed nearly 12 million visitors, with visitation records set at 7 regional parks and 2 regional greenways. That same year, TransLink surveyed over 30,000 Metro Vancouver residents and 72% stated they valued "natural areas like parks and forests" most in their neighbourhoods. When asked about the future of the region, residents noted "the loss of green space" as one of their top three concerns.

Metro 2040 includes several tools and policies to protect important ecosystems, however a consistent, science-based regional ecosystem inventory was not available during its development. New datasets have revealed that the region is losing sensitive ecosystems within and outside the regional Conservation and Recreation land use designation that is intended to "protect significant ecological and recreation assets". Between 2009 and 2014, 1,600 hectares of sensitive and modified ecosystems were lost in the region, including:

- 1,000 hectares of forest,
- 120 hectares of wetland, and
- 100 hectares of riparian areas.

This trend is expected to continue as many hectares of sensitive ecosystems are on land planned for future urban development. Strategic protection, enhancement, and restoration will be needed to preserve vital ecosystem services – water purification, clean air, carbon storage, flood control, crop pollination, shading, cooling, physical and mental health benefits – that these ecosystems provide.



Figure 1 Ecosystem Services provided by healthy ecosystems

Updates to the regional growth strategy are needed to strengthen the protection and enhancement of ecologically important lands and reflect current local environmental planning priorities, both within and beyond urban areas.

1. TransLink's Transport 2050 Phase 1 public engagement survey of over 30,000 Metro Vancouver residents. Respondents included 8,300 youth aged 25 or younger, 2,600 seniors, 2,300 New Canadians, and 9,700 drivers.

WHAT'S CHANGING

The following changes to the regional growth framework are recommended:

1. Clarify the definition of intended uses within the regional Conservation and Recreation land use designation
2. Integrate Metro Vancouver's Sensitive Ecosystem Inventory map and policies
3. Include an aspirational regional target for protecting, enhancing and restoring ecosystems
4. Support a regional green infrastructure network
5. Reflect emerging priorities (tree canopy cover, invasive species, and ecosystem services)
6. Support equitable access and exposure to green space in urban areas

BENEFITS

These changes will provide the following benefits:

- Additional clarity, collaboration and support
- Strong scientific basis for ecosystem protection
- Enhanced ecosystem protection and consideration of ecosystem services
- Greater support for new environmental land use planning priorities
- Improvements in green space equity

Recommendation #1: Clarify the definition of the regional Conservation and Recreation land use designation

Metro 2040 defines the Conservation and Recreation land use designation in two places in the document, with slightly different terminology and permitted land uses identified. Member jurisdictions have included different land uses within this regional designation.

This recommendation is to:

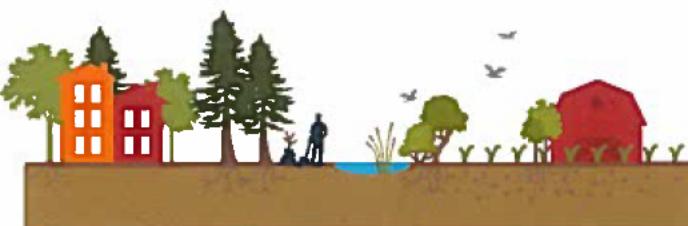
- consolidate the two definitions of Conservation and Recreation;
- better define terms such as 'major parks' and 'commercial uses', with consideration of local context; and
- track and report on 'renewable resource extraction areas' (e.g. recently logged forest, a landfill, a quarry, drinking water, and wastewater treatment plants) that are currently designated Conservation and Recreation.

The objective of these clarifications is to increase the consistent application of policies for the designation across the region and improve understanding of changes over time. Member jurisdictions could consider proposing additions to this designation through Regional Context Statements after the adoption of Metro 2050.

Recommendation #2: Integrate the Sensitive Ecosystem Inventory map and policies

The Sensitive Ecosystem Inventory (SEI) has been developed since 2011, and this dataset maps the region's most ecologically important areas that should be considered for protection. The SEI identified that over 87% of the region's sensitive ecosystems are located on lands designated Conservation and Recreation, but the remaining 13% (~17,000 hectares) are currently found on lands within the other regional land use designations. In 2017, Metro 2040 was amended to reflect SEI performance measures, but SEI-related policies were not added to the regional growth strategy at that time.

This recommendation will replace Metro 2040 Map 10 (Natural Features and Land Cover) with the SEI and add ecosystem protection and restoration policies that would apply within and outside of urban areas.



Recommendation #3: Include an aspirational regional target for protecting, enhancing, and restoring ecosystems

Member jurisdictions and other stakeholders identified a role for the region to set a vision through aspirational targets for ecosystem protection, enhancement, and restoration. Member jurisdictions can then collectively respond to shared regional objectives in a consistent way.

An example target could be protecting an additional 10% of the region to ensure 50% of the land base is protected as a natural area. Working collectively to better protect ecosystems across the region will ensure these lands remain healthy and provide residents with vital ecosystem services.

Recommendation #5: Reflect emerging priorities (tree canopy cover, invasive species, and ecosystem services)

Since 2011, several member jurisdictions have adopted policies to enhance tree canopy cover, manage invasive species, and consider ecosystem services in decision making. This recommendation adds new regional policies to support local environmental land use planning efforts. Collective leadership on these priorities will help member jurisdictions continue to address the effects of climate change and biodiversity loss in their communities.

Recommendation #4: Support a regional green infrastructure network

Green infrastructure includes natural assets (e.g. forests, wetlands, parks), enhanced assets (e.g. urban trees, rain gardens), and engineered assets (e.g. permeable pavement, green roofs). In recent years, the importance of connected green infrastructure networks has been broadly recognized worldwide; however, Metro 2040 does not contain clear actions to support this work. A regional green infrastructure network would improve ecosystem connectivity, maximizing biodiversity, climate resilience, and human health benefits.

This recommendation adds new policies to collaboratively identify, protect, enhance, and restore natural and urban elements of a regional green infrastructure network.

Recommendation #6: Support equitable access and exposure to green space in urban areas

Enhancing green space access and exposure (i.e. routine, every day 'micro-contacts' provided by street trees or pocket parks) within neighbourhoods provides benefits for physical and mental health. These spaces enhance health and well-being for residents, and can mitigate the urban heat island effect by providing shade and cooling. This recommendation will add new policies to enhance green space in urban areas, particularly in underserved communities, with a focus on reducing climate-related health risks.

REGIONAL PLANNING PRINCIPLES

The recommended changes align with Metro 2040's established core regional planning principles to:

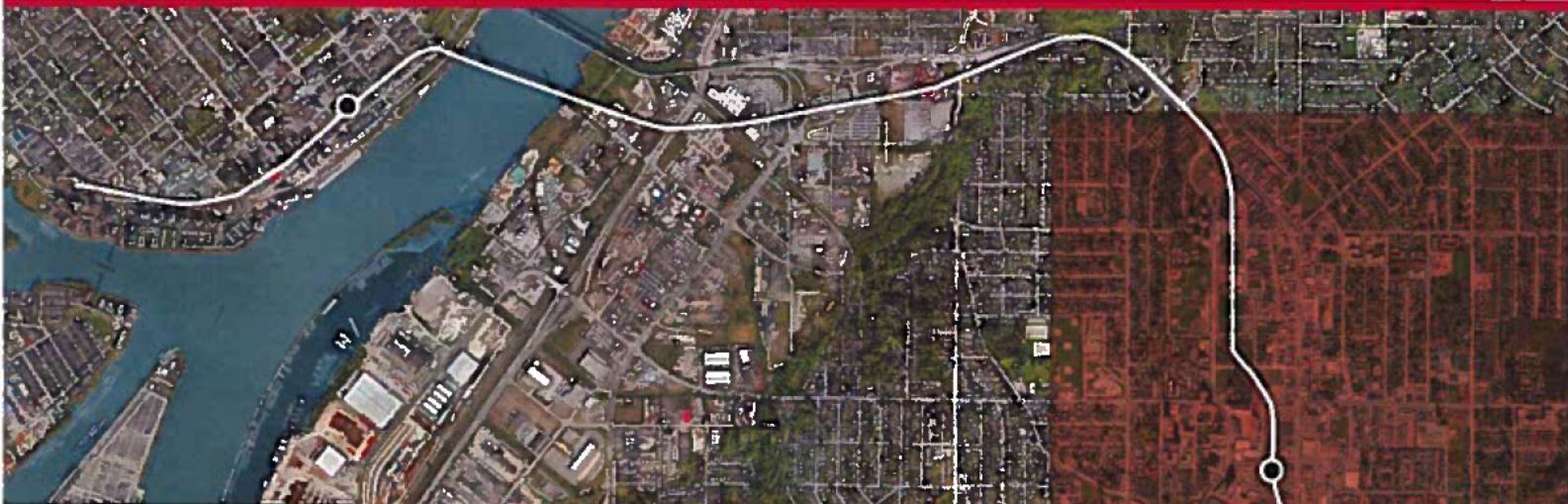
- Put growth in the right places (centres and corridors)
- Protect important lands (agricultural, ecologically important, industrial)
- Support complete communities
- Create diverse and affordable housing, better mobility, and a prosperous economy
- Enable efficient urban infrastructure (utilities, transit).

NEXT STEPS AND OPPORTUNITIES TO PROVIDE FEEDBACK

Member jurisdictions have had opportunities to provide feedback on these recommendations through Metro Vancouver's Regional Planning Advisory Committee, Regional Planning Committee, and Board. Member jurisdictions may submit questions or request a presentation from Metro Vancouver staff by sending an email to regionalplanning@metrovancouver.org.

FOR MORE INFORMATION

Visit metrovancouver.org/metro2050

**POLICY
REVIEW
SUMMARY**

Urban Centres and Frequent Transit Development Areas

About Metro 2050

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*), the regional growth strategy. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Having a regional growth strategy allows Metro Vancouver and member jurisdictions to prevent urban sprawl by focusing growth (i.e., new homes and new jobs) in transit-oriented locations to support the development of livable neighbourhoods, with a range of housing, jobs, and amenities. The strategy also protects the region's vital agricultural, ecologically important, and industrial lands. These efforts support the provision of affordable housing, a diverse economy, and mobility for all, and they help prepare the region for the impacts of climate change.

Metro 2040 was co-created and supported by all municipalities in the region, Tsawwassen First Nation, TransLink, adjacent regional districts, and the Metro Vancouver Board. The direction provided by the strategy recognizes the region's collective vision for the future and the importance of cooperation among member jurisdictions to create that future together.

The regional growth strategy is being updated. Though many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged, updates will extend the strategy to the year 2050 and allow the region to better respond to critical and emerging issues such as climate change, social equity, resilience, and housing affordability. Updates will also align the strategy with *Transport 2050* (TransLink's new regional transportation strategy) and implement policy improvements in a number of areas. The updated strategy, anticipated to be completed in 2022, will be called *Metro 2050*.



Policy Review Summaries

Content for *Metro 2050* is being developed through a series of 11 themed Policy Reviews scoped to address specific policy topics in the regional growth strategy like Agriculture or the Environment. Each Policy Review is looking at the current policies in *Metro 2040* related to the topic area, identifying gaps and opportunities, engaging with stakeholders and others, and developing policy recommendations to be integrated into *Metro 2050*. Upon completion of the Policy Reviews, Metro Vancouver is producing Policy Review Summaries to support a broad understanding by decision makers and interested stakeholders of the issues and updates proposed that will guide the drafting of amended and new policy directions for each topic area in *Metro 2050*.

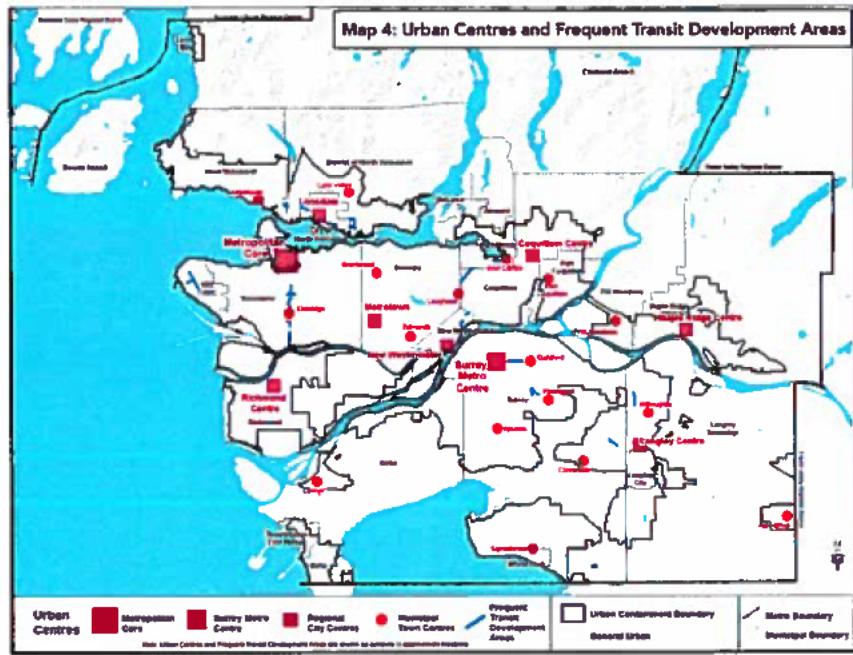
Urban Centres and Frequent Transit Development Areas

Urban Centres and Frequent Transit Development Areas (FTDAs) are the key focal areas for the connection between growth, development, and transit investment in the region. In Metro 2040 there are four centre types:

- Metro Centres
- Regional City Centres
- Municipal Town Centres
- Frequent Transit Development Areas

They, along with the Urban Containment Boundary, make up the region's growth framework, allowing Metro Vancouver and member jurisdictions to focus growth to a network of centres and transit-oriented corridors throughout the region, supporting the creation of liveable, walkable communities, and the efficient expansion of the transit network.

Updates to the Urban Centres and FTDAs framework will better reflect existing development, set the stage for more resilient neighbourhoods going forward, and make the policies easier to implement.



Metro 2040 Urban Centres and FTDA map

WHAT'S CHANGING

The following changes to the regional growth framework are recommended:

1. Include a Frequent Transit Corridor Network map to simplify the use of the FTDA tool
2. Update the Urban Centre and FTDA classifications
3. Introduce an Urban Centre and FTDA Type reclassification framework
4. Update the Urban Centre and FTDA targets to align with the 2050 growth projections
5. Strengthen neighbourhood and complete community policies to support climate change mitigation and adaptation efforts and other regional priorities

BENEFITS

These changes will provide the following benefits:

- Makes the regional growth strategy simpler to implement at the local level
- Clarifies the distinction between centre types and improve consistency with existing conditions
- Specifies the expectations, function, and location of each Urban Centre and FTDA
- Helps to better coordinate community planning with transit planning
- Clarifies the intended use of transit corridors by providing a map that identifies potential areas where FTDAs could be identified.
- Brings a stronger climate lens to growth planning to ensure regional resilience

Recommendation #1: Include a Frequent Transit Corridor Network Geography to Simplify the use of the FTDA Tool

The intent of the FTDA tool is to encourage more people to live and work along the Frequent Transit Network (FTN) across the region. Over the past decade, FTDAs have not been identified as quickly as desired, and have not always been aligned with a frequent transit corridor. This has made it hard to measure where growth is going. It also means the regional growth strategy has not provided consistent signals to developers and member jurisdictions about where growth should be directed.

This recommendation is to add a map in *Metro 2050* that identifies the Frequent Transit Corridor Network and potential areas for growth (including housing and job growth), supports transit-oriented development, and increases ridership for transit. It will also improve and simplify regional growth monitoring.

Through the use of FTDAs, member jurisdictions will be asked to identify how much growth will be going to transit-oriented corridors over time and how they will be supporting transit oriented development along the Frequent Transit Corridor Network.



Recommendation #2: Update Urban Centre and FTDA Typology

Metro 2040 has a process for adding or deleting Urban Centres and FTDAs, and a process to adjust the boundaries of Urban Centres and FTDAs, but it lacks a process for reclassifying centre types from one centre type to another. Since Recommendation #2 would add new subtypes to the typology a reclassification framework is needed.

This recommendation introduces a framework to guide the reclassification of one centre type to another. It outlines clear, fair, and standardized criteria by which a centre type reclassification could be evaluated as well as the required amendment process. The framework would only allow existing Urban Centres or FTDAs to be reclassified (although new FTDAs are always encouraged provided they are located along the FTN).

Recommendation #2: Update Urban Centre and FTDA Typology

There are four “centre types” in the *Metro 2040* typology: Metro Centres, Regional City Centres, Municipal Town Centres, and FTDAs. The typology is intended to reflect the different scales of intensity, roles, activity, and land uses in Urban Centres and FTDAs across the region. Over the past decade, the region has matured and Urban Centres and FTDAs have developed in different ways to the point where the typology no longer accurately reflects today’s Urban Centres and FTDAs. FTDAs are also being used in different ways depending on the transit service. Member jurisdictions have requested more specific criteria and more explicit growth expectations for each centre type.

This recommendation would divide the Municipal Town Centre “type” into two “subtypes”: Municipal Town Centres and High Growth Municipal Town Centres and divide the FTDA “type” into two “subtypes”: Corridor FTDAs and Station Area FTDAs. There are also new criteria to define the general expectations, function, and location of each centre type and subtype.

This will incorporate more nuance into the typology to reflect the variety of communities across the region. In addition, the updated typology provides clearer expectations for growth, location, and function of Urban Centres and FTDAs as well as a stronger relationship with transit service planning.

The reclassification framework has been defined using a “climate lens.” This means that a member seeking reclassification to a higher order centre type would need to demonstrate that the area has high accessibility to jobs, has high density of jobs and residents, and is not in a known hazard area. This helps to focus new growth in areas where residents can walk, bike, or take transit for most trips and in areas that are resilient to the impacts of climate change.



Recommendation #4: Update and Refine Urban Centre and FTDA Targets to align with 2050 Projections

Through Metro 2040, member jurisdictions have committed to a target of focusing 40% of housing growth and 50% of job growth between 2006 and 2041 to the region's Urban Centres. In addition, members have committed to a target of 28% of housing growth and 27% of job growth to take place along the Frequent Transit Network across the region.

These targets are not currently broken out by sub-region or by municipality, making it unclear how much growth each community is anticipated to accommodate. Transit-oriented growth is taking place along the Frequent Transit Network but that growth is not being reflected in the growth monitoring framework.

This recommendation would extend the Urban Centre and FTDA growth target timeline to the year 2050 to align with the 2050 growth projections. The proportion targeted for Urban Centres and FTDAs may be revised to ensure that they are achievable and supportive of the regional vision. Furthermore, the targets may be broken out by sub-region and potentially by municipality to clarify growth expectations. The FTDA target will be clarified with growth targets for appropriate areas along the Frequent Transit Network. Finally, additional targets for different metrics may be added, recognizing that growth is not the only determinant of complete communities.

Recommendation #5: Strengthen Compact and Complete Development Policies to Support Climate Change Adaptation and Mitigation and other Regional Priorities

Developing compact, complete, walkable, and transit-oriented Urban Centres and FTDAs is a critical strategy essential to achieving the region's goal of reaching carbon neutrality by the year 2050. This strategy also supports the creation of more affordable rental housing, improved access to community amenities, and a healthy built environment. Over the past decade, Metro Vancouver has done extensive policy research to develop best practice guidelines for the development of complete communities.

This recommendation adds new policies to Goal 1 of the regional growth strategy based on recent policy research. These new policies address emerging and critical issues, including climate change, green infrastructure, transit-oriented affordable housing, childcare, and other topics that were not considered in Metro 2040.



REGIONAL PLANNING PRINCIPLES

The recommended changes align with Metro 2040's established core regional planning principles to:

- Put growth in the right places (centres and corridors)
- Protect important lands (agricultural, ecologically important, industrial)
- Support complete communities
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FOR MORE INFORMATION

Visit metrovancouver.org/metro2050

From: Weiler, Patrick - M.P. <Patrick.Weiler@parl.gc.ca>
Sent: Friday, December 18, 2020 12:39 PM
To: Weiler, Patrick - M.P.
Subject: Letter from MP Patrick Weiler - Canada Summer Jobs 2021 - Call for Applications
Attachments: Letter from MP Patrick Weiler - Canada Summer Jobs 2021 - Call for Applications.pdf

Good afternoon,

Please find attached a letter from MP Weiler regarding the call for applications for Canada Summer Jobs 2021. You will also find details on upcoming information sessions in January that we encourage all interested applicants to attend.

Sincerely,



Kevin Hemmat
Office of Patrick Weiler
Communications & Correspondence Assistant
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



Patrick Weiler

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

December 18, 2020

Dear Friends & Neighbours,

The COVID-19 pandemic has had a profound impact on young Canadians who are trying to find work. Employers also face challenges when recruiting and hiring workers while adapting to the realities of the pandemic.

I know this is a particular challenge for workers and businesses in our communities that rely heavily upon the hospitality and tourism sectors. Our Government is continuing to take action to meet these challenges and provide good job opportunities for youth and to support employers across Canada.

This week, Minister of Employment, Workforce Development and Disability Inclusion, Carla Qualtrough, announced that up to 120,000 job opportunities will be available to young Canadians through Canada Summer Jobs (CSJ) in 2021. This represents a 50 percent increase from the 80,000 CSJ opportunities approved in 2020. With this significant increase, more employers and youth will be able to apply and benefit from the program.

Not-for-profit organizations, public-sector employers, and private-sector employers with 50 or fewer full-time employees can start preparing their applications now to hire a young Canadian.

Similar temporary flexibilities introduced for CSJ 2020 will be applied this year to help small businesses operate. These include:

- a wage subsidy, so that private and public-sector employers can receive up to 75 percent of the provincial or territorial minimum hourly wage for each employee (not-for-profit organizations will continue to receive 100 percent);
- an extension to the end date for employment to February 26, 2022; and
- allowing employers to hire staff on a part-time basis.

Employers interested in applying for CSJ 2021 funding are encouraged to prepare their applications in advance of next week's launch.

Applicants who do not have an account on the secure [Government Grants and Contributions Online Services portal](#) are encouraged to create one prior to the launch of the application process. Registration is a one-time process that allows employers to submit their applications for CSJ funding and other funding opportunities offered through Employment and Social Development Canada.

Constituency Ottawa

6367 Bruce Street Suite 282, Confederation Building
West Vancouver 229 Wellington Street, Ottawa
British Columbia V7W 2C5 Ontario K1A 0A6
Tel.: 604-913-2660 | Fax.: 604-913-2664 Tel.: 613-947-4617 | Fax.: 613-847-4620

I encourage all interested applicants to attend one of several information sessions, which will be held throughout January 2021. Please note that these sessions are for employers only. [Visit this page to register.](#)

- Friday, January 8, 2021 10:00 – 11:00 AM PST
- Monday, January 11, 2021 10:00 – 11:00 AM PST
- Tuesday, January 19, 2021 12:00 – 1:00 PM PST
- Monday, January 25, 2021 12:00 – 1:00 AM PST

For more information and to apply for the 2021 CSJ program, [please visit this webpage](#). The employer application period for CSJ 2021 will open on Monday, December 21, 2020, and close on Friday, January 29, 2021.

My office stands ready to support your application, so if you have any questions or concerns, please do not hesitate to reach out to us.

Sincerely,



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

From: Andy Kwan
Sent: Monday, December 21, 2020 3:55 PM
To: [REDACTED]
Cc: MayorandCouncil; Jenn Moller; Suzanne Bornestig; Robert Bartlett
Subject: Flooded Road, Park Royal South
Attachments: [REDACTED] s. 22(1) .pdf

[REDACTED] s. 22(1)

Thank you for your email attached to Mayor and Council dated Dec 17, 2020; it has been referred to me for response.

The road that you are referring to is part of the privately operated road network maintained by Park Royal outside of District owned lands, and in turn, is outside of District's jurisdiction.

I have contacted the property manager of Park Royal and passed along your concerns.

Thank you

Andy Kwan, P.Eng
Manager, Utilities | District of West Vancouver
d: 604-925-7027 | westvancouver.ca

.....
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: Thursday, December 17, 2020 12:23 PM
To: MayorandCouncil
Subject: Flooded Road, Park Royal South

Dec 17, 2020

Dear Mayor and Council

Driving on the road south of Park Royal South, between the Capilano River and Staples, for at least the past FIVE years, every fall and winter after a rain the south side of the road is completely flooded for a distance of about 300 feet. Towards the middle of the flooded area, the water extends all the way to the dividing line for east and west bound traffic.

Is there a reason why your Engineering department cannot install a catch basin and tie it into the existing storm drain system, or install a catch basin and dig a trench to drain the storm water into the nearby Capilano river? This is a safety issue for traffic and cyclists.

We joke that this is Lake Capilano. But this is no joke. I would expect this level of road management from a cash starved Eastern European country. But the taxpayers of West Vancouver deserve much better.

Please instruct your Engineering and Roads department to address and remedy this long overdue situation.

Thank you.

Sincerely,

[REDACTED]
s. 22(1)

West Vancouver, BC

[REDACTED]
s. 22(1)