

COUNCIL CORRESPONDENCE UPDATE TO APRIL 12, 2023 (8:30 a.m.)

Correspondence

- (1) 8 submissions, April 3-11, 2023, regarding Proposed Arts & Culture Facility**
- (2) G. Kravac, April 5, 2023, regarding “Traffic on Taylor Way =+”**
- (3) April 5, 2023, regarding Responses to Correspondence regarding Roads and Intersections**
- (4) 2 submissions, April 5, 2023, regarding Proposed Sports Facilities at Hugo Ray Park**
- (5) 2 submissions, April 6, 2023, regarding Adhering to Campaign Assurances**
- (6) 4 submissions, April 6-10, 2023, regarding Preliminary Development Proposal for Daffodil Drive**
- (7) West Vancouver Chamber of Commerce, April 6, 2023 regarding News and Upcoming Events**
- (8) April 7, 2023, regarding “CrossFit-type gym at Ambleside Park”**
- (9) April 9, 2023, regarding “Pay Parking”**
- (10) April 12, 2023, regarding “Fwd: Ambleside Local Area Plan”**

Correspondence from Other Governments and Government Agencies

- (11) The District of North Vancouver, April 11, 2023, regarding “FW: North Shore Advisory Committee on Disability Issues (ACDI) - Accessible Public Bathrooms at Phibbs Exchange”**

Responses to Correspondence

- (12) Engineering & Transportation Services, April 10, 2023, response to Strata Council LMS532 regarding “Sinking Sidewalk Southside of 1400 block Marine Drive”**

From: [REDACTED] s. 22(1)
Sent: Monday, April 3, 2023 1:46 PM
To: correspondence
Subject: Support for WV Arts & Culture Centre

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Greetings, as a resident of West Vancouver I'd like to voice my support for this new Arts & Culture Centre. I think our community will greatly benefit from this new centre, as well as it feels like a missing piece for a community that is as interesting as ours otherwise.

ATB,

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

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 9:51 AM
To: correspondence

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dear Mayor & Council,

I am writing to you to request that you endorse the recent Arts Centre report and move to the next stage of planning for an arts centre.

It is time that we have a vital arts centre for our community so must just do it!

A community centred around arts and cultural engagement has been proven to be a healthy community. West Vancouver has a long history of being the home of world class artists as well as a rich platform of cultural and arts activities and events.

All that is needed is a venue to house our successful museum, and other arts programming. For years the charming small venues on the waterfront plus Gertrude Lawson House have sufficed but now they have long outgrown their use. They are not adequate in any way.

Using the arts as a focus of community building is very smart as it is a driver for cultural tourism. It builds a rich local economy and attracts wealth as well as excitement. [REDACTED] s.22(1) New Mexico. Many [REDACTED] s.22(1) are from West Vancouver and have been fascinated to discover how a small city in the middle of an isolated landscape has become the third largest art capital in North America and an enchanting global destination. It has been built solely by focusing on the arts.

Please honour this fundamental need of our community to have an art centre, and also honour the years of endless hours that dedicated volunteers [REDACTED] s. 22(1) as well as arts staff have put into bringing this vision to reality.

sincerely, [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 4:43 PM
To: correspondence
Subject: New Arts Centre

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To the Members of the West Vancouver Council,

Please endorse the District's Arts Facility Plan report and immediately move to the next stage of planning.

The North Shore Artist's Guild, formerly known as the West Vancouver Sketch Club, is only one organisation on the North Shore that is in dire need of a space to continue to provide the community of West Vancouver the important but often overlooked visual arts.

As Klee Wyck was willfully neglected so that it could no longer be used for the arts programs held there, it behooves the district to find a new venue for the arts in general.

Respectfully,

[REDACTED] s. 22(1)

West Vancouver, BC Canada

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 9:23 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: New Arts Facility, April 24 Council Meeting Agenda Item

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Dear Members of District Council

I write you to express my overwhelming support for building a new stand-alone arts facility in West Vancouver. A community as robust as ours, deserves not only access to nature, and sporting facilities (both of which we have in good measure), but also cultural amenities that are just as essential to the health of a community.

Art is what binds people together. Art allows us to express and reflect who we are as a society. An art gallery brings different perspectives together, it creates joy, it makes us proud: it is akin to a hospital for the soul. Please support all of those adults and children who believe in the importance of creativity in our lives by voting to accept the thorough and thoughtful report to proceed with building a new arts facility. After decades of discussion, this has become an urgent matter and must not be delayed any further.

Thank you for the important work that you do.

Sincerely

[REDACTED] s. 22(1)

West Vancouver BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, April 6, 2023 2:08 PM
To: correspondence
Subject: Art. Centre

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Dear Council Members of the District of West Vancouver

I have been an art professional my entire life and I witness the value of visual art in our society on a daily basis. An art centre such as the one proposed for West Vancouver is not a luxury, it is essential for the well-being of our community. I fully support a new facility for West Vancouver and urge you to be enthusiastic in your approval of the report before Council on April 24th to proceed with the next stages of planning. The new centre is a very practical response to failing infrastructure and is long overdue.

Sincerely,
[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Thursday, April 6, 2023 4:15 PM
To: correspondence
Subject: FW: New Arts and Culture Centre for West Vancouver

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Dear Mayor and Council,

I have been following the process for a number of years to achieve the long overdue dream of a new Arts and Culture Centre for West Vancouver. As an enthusiastic traveler, all of our trips include a visit to an arts facility to gain exposure to local culture and history, one of the best ways to really get the sense of a place.

I understand that the journey to a new Arts and Culture Centre is getting to the point where we could soon identify its actual location. This will be a major step forward and one which will allow West Vancouver residents to see how the facility will fit into our community and to really embrace the vision. On April 28th Council will vote on whether to accept a report by District staff and the Arts Facilities Advisory Committee that looks at the vision for a new Centre, its governance model, and funding strategies.

By way of this letter, I strongly urge Council to endorse the report to allow the process towards a new Arts and Cultural Centre to move to the next stage of planning.

Yours sincerely,

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Sunday, April 9, 2023 12:38 AM
To: correspondence
Subject: New Arts & Culture Centre Project

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Dear Council. I am a resident of West Vancouver, a visual artist and an active community volunteer. I strongly urge my Council to endorse the report put forward by both the District Staff and Arts Facilities Advisory Committee to build a new arts centre under both the recommended governance model and funding strategy.

As a member of the [REDACTED] s. 22(1), I experience first hand the urgent need for more space for workshops, large exhibitions and large meetings. With our aging demographics on the North Shore there is an increasing need for spaces to support our seniors looking for activities to stay healthy and connected. That said, such a facility will serve a whole range of residents, young and older.

Creating new space takes years of planning and I urge Council to move the project urgently to the next stage of identifying a location so we can start the journey towards providing the community what it clearly needs.

Sincerely,

[REDACTED] s. 22(1)

West Vancouver, B.C.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, April 11, 2023 12:37 PM
To: correspondence
Subject: Arts Facilities for West Vancouver

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To Mayor Sager and Council

I am writing to support your endorsement of the most recent Arts Centre report and move to the next stage of actionable planning for the much needed arts centre.

The inadequate and dangerous state of the existing facilities has been well documented. Years of study and community engagement have been conducted. We need new facilities and we need them now.

West Vancouver has a history of creativity and appreciation for art, design and architecture. This richness of our arts culture is being eroded by the fact we have no decent space to nourish and display the creative talent in our community.

A well designed new building will be a centre for the community- a place to create, recreate and to gather for all of West Vancouverites. We are missing a vital element that makes a community whole.

Please recognise and honour the remarkable artists of the past and the future, and the years of work already invested in building an Arts Centre for all.

Yours sincerely,
[REDACTED] s. 22(1)

West Vancouver
[REDACTED] s. 22(1)

From: Grace Kravac [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 11:13 AM
To: gmkravac35@telus.net; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: Traffic on Taylor Way =+

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Grace Kravac
6960 Odlum Court
West Van
V7w3b6

05 Apr 2023

Dear Mayor Sager and Councillors
District of West Vancouver

Traffic on Taylor Way

My name is Grace Kravac and I am a resident of West Vancouver.

The wait time on Saturday to get onto the Lions Gate Bridge from the Upper Levels and Taylor Way was 3/4 of an hour. Meanwhile my car's exhaust is polluting the air. I take the bus when convenient, but at times it is necessary to use my car

What is the solution as it is only going to get more congested as the population increases?

Please **do not redact** my name or my home address or my email address.

Thank you.

Grace Kravac
gmkravac35@telus.net

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 5:29 PM
To: correspondence
Cc: Mark Sager
Subject: Unanswered correspondence dating back over 8 months - Call number [REDACTED] s. 22(1)

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I note from recent published correspondence that Engineering is responding promptly to nearby local residents' expressed concerns about dangerous roads/traffic (13th Street, Ambleside).

Please could you let me know why my July 2022 report of a dangerous junction (intersection of Inglewood Avenue and 11th travelling East) has not been given any reply despite numerous chasing emails and the elapse of over eight months?

On Wed., Jul. 20, 2022, 9:21 p.m. Engineering Department, <engineeringdept@westvancouver.ca> wrote:

Hello [REDACTED] s. 22(1)

Thank you for your email. The Engineering and Transportation Services Department is in receipt of your correspondence. Barring any operational emergencies or unforeseen circumstances, including extreme weather events, a response will be forthcoming within 10 business days. Call number [REDACTED] s. 22(1) has been created for your enquiry.

If this is a request for service your enquiry will be forwarded to dispatch@westvancouver.ca.

If this is an operational emergency please contact Dispatch at 604-925-7100. This line is monitored 24 hours a day, seven days a week. Emergency call out charges may apply.

Regards,

Engineering & Transportation Services | District of West Vancouver

engineeringdept@westvancouver.ca | 604-925-7020



Engineering Department engineeringdept@westvancouver.ca Wed, 24 Aug 2022,
10:58

to me

Hello [REDACTED] s. 22(1)

Thank you for your email. We will add this information to the existing enquiry s. 22(1) and forward it to the Roads Department for processing. We appreciate the seriousness of your concerns. There are currently

24 traffic calming requests in the system. Your request is now being tracked and will be considered in the order that it was received and level of priority. It is not possible to provide a timeline at this time, we will reach out with any further questions.

Please be aware that further enquiries will not expedite any action regarding your request. We will contact you with any update.

Thank you for your patience.

Engineering & Transportation Services | District of West Vancouver

engineeringdept@westvancouver.ca | 604-925-7020

s.22(1)

s. 22(1)

Tue, 8 Nov 2022, 09:32

to Engineering, rbartlett

I am following up on my report s. 22(1) to the District made in July 2022, to which I have yet to receive any substantive reply, reporting a very dangerous junction at Inglewood and 11th (travelling East along Inglewood attempting to cross 11th in a vehicle) due to cars parked on the unmade "sidewalk" north and south of the intersection impeding the driver's view of oncoming traffic.

Please note that this is not a request for "traffic calming". This is a report of a dangerous junction due to parked cars on the sidewalk restricting visibility and a query whether the cars are parked illegally (in which case as a danger to life and limb they should be ticketed and removed), or whether the cars are parked legally (in which case I recommend that a "no parking" restriction be instituted as parked cars in that location cause danger and request the District's opinion on what if anything is to be done).

Please may I have a reply?*

s. 22(1)

s. 22(1)

s. 22(1)

West Vancouver, BC s. 22(1), Canada

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 8:01 PM
To: correspondence
Subject: Indoor Tennis Centre

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I'm writing to express my thanks for the decision to invest in an indoor facility for tennis. It's a great sport enjoyed by all ages (I'm a senior still managing to run around the court at least for doubles!) and an excellent venue for creating community. Your decision will enable a much appreciated community asset.

[REDACTED] s. 22(1)

West Vancouver B.C.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, April 5, 2023 8:21 PM
To: correspondence
Subject: Tennis Courts

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Thanks for the soon to be indoor tennis courts! Absolutely delighted! Thanks to all who are making this possible!

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

Sent from my iPad

From: Luis Molina [REDACTED] s. 22(1)
Sent: Thursday, April 6, 2023 9:36 AM
To: lmolina.gva@gmail.com; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: Lack of integrity =+

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Luis Molina
205-2202 Marine Drive
West Vancouver
V7V 1K4

06 Apr 2023

Dear Mayor Sager and Councillors
District of West Vancouver

Lack of integrity

My name is Luis Molina and I am a resident of West Vancouver.

It is unfortunate for all citizens that you vote contrary to your pre-election undertakings. This does not bode well for our welfare or your re-election, at least as far as I am concerned. We need to trust our politicians.

Please **do not redact** my name or my home address or my email address.

Thank you.

Luis Molina
lmolina.gva@gmail.com

From: [REDACTED] s. 22(1)
Sent: Thursday, April 6, 2023 9:35 PM
To: [REDACTED] s. 22(1) Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Mark Sager; correspondence
Subject: Voting in accordance with campaign promises = +

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[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

07 Apr 2023

Dear Mayor Sager and Councillors
District of West Vancouver

Voting in accordance with campaign promises

My name is [REDACTED] s. 22(1) and I am a resident of West Vancouver.

Dear members of Council; I would expect that council members would vote according to campaign assurances, unless exceptional circumstances require otherwise. A lot of folks I know, who are interested in civic politics, are of a similar mind.

Thank you.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, April 6, 2023 1:41 PM
To: Linda Watt; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; correspondence
Subject: We hope you attend the Public Meeting - April 11th - RE: Daffodil Drive Proposal

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Dear Mayor and Councilors,

Thank you for taking the time to read this email.

I write to encourage ALL of you to attend the public meeting being held on Tuesday, April 11th at 5 p.m. at the Gleneagles Golf Course to review the proposed development plans of the Daffodil Property (Aquila).

Some of you are very familiar with this proposed development, as we have all been down this road before and now the neighbourhood is under stress again – facing yet another version of the proposed plan. We know there are a few of you who are new to the table and may not be up to speed with the concerns of the residents and issues that this proposed development will bring to the neighbourhood if approved.

I will not outline all the concerns here, as the purpose of this note is to ensure that the Mayor and Councilors are aware of the meeting and make every effort to attend.

It is very clear that the residents of Eagle Harbour are against the approval of this development and the increased density. Hopefully you will listen to the voices of the residents, (the people who voted for you) and take the time to get a good understanding of the issues. We invite you to come and walk the neighbourhood with some of the residents, so that you can see for yourself the lay of the land and the issues that will be at play if this development is permitted to go through - there are too many safety, infrastructure and environmental risks at play. I will not outline them here but in future correspondence.

Thank you and I hope to see you present at the meeting on Tuesday evening.

Sincerely,

[REDACTED] s. 22(1)

Eagle Harbour

From: [REDACTED] s. 22(1)
Sent: Sunday, April 9, 2023 10:31 PM
To: correspondence; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Linda Watt; Sharon Thompson
Cc: info@aquilaliving.com
Subject: Aquila development, Daffodil Drive, Eagle Harbour

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Dear Mayor and Council

Aquila Development, Daffodil Drive, Eagle Harbour

My husband and I are Eagle Harbour residents concerned about the excessive development proposed for Daffodil Drive. This will have an impact on several domains including traffic, the environment, and the community as a whole. We are not against development and change. However responsible change should not be implemented without an independent analysis by town planners and environmental specialists. This is because we feel there has been a bait and switch in terms of the number of homes which seems dishonest, both on the part of the developers and the West Vancouver Council.

The original proposal for this project for which planning had been approved was for 10 homes. Then the developers, increased the capacity to an outrageous 67 homes! Now, as if to establish a tone of compromise, they have drawn up plans for 36 units. I fear this will unreasonably impact the neighbourhood for the following reasons:

1. Without a doubt traffic will be increased. There are no buses on Westport between Marine Drive and Caulfeild Village and Rockridge School so people going to the school or shops will have to drive. The traffic report available to the public was commissioned by the developers and is not an independent voice. Thirty six units multiplied by two cars several times a day will create considerable vehicular impact. Multiply this further by the future intension of the developers in the adjacent plots and we will soon have traffic lights on Marine Drive and halfway up Westport.
2. More children in the neighbourhood plus increased traffic can only spell disaster in terms of potential accidents. I walk on Marine Drive every day near Park Verdun and I can tell you that most drivers do not adhere to the 30kmph speed limit. More cars, more kids, more speed = fatalities!
3. Parking in the neighbourhood streets is already at a premium, especially during the summer and the problem will become extreme. We do not want permit parking in this neighbourhood.
4. The council's mandate to promote climate change awareness is completely inconsistent with cutting down trees and changing the habitat around the salmon streams and drains.

I do not understand how spot zoning can be permitted - or is it an arbitrary decision of the council to override the Official Community Plan (OCP)? What is the point of establishing an OCP if planners can ride roughshod over it? It is my understanding that establishing an OCP is to present a neighbourhood plan that would prevent the rapid and irrational concentration of new builds by over-zealous developers. The eagerness to pass planning for multiple units completely undermines the OCP for providing accommodation for the so-called "missing middle", the name is a clichéd meaningless buzzword in this context. These units, at a starting price of \$1.4m will be unaffordable for the middle – who will remain in absentia.

Finally, if this proposal passes, it will set a precedent for further development of the adjacent parcels of land. Judging by the map of the layout provided by the developers, the two roads through the property end in such

a way that they appear to be waiting for the next stage. Had they made a loop in the road and joined the two, not only would that have allowed all the traffic from the development to optionally exit the area at Westport Road, but I may have been convinced that this development was a 'one off'. Unfortunately I see a whole township emerging.

In addition to the aforementioned independent analyses of the proposed project, we, as a community, are owed nothing less than full disclosure of future intentions which should also be subject to proper independent evaluation.

Opaque and devious actions are an injection of poison into the neighbourhood.

Yours sincerely,

s. 22(1)

s. 22(1)

West Vancouver s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, April 10, 2023 12:03 PM
To: correspondence
Subject: Aquila Development Concerns
Attachments: Points of Concern EH Daffodil.docx

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I would like to share in the attached document my deep concerns about the Aquila Development proposed in Eagle Harbour.

This is not appropriate development for our community.

Thank you,
[REDACTED] s. 22(1)

We are very concerned that the current proposal (Aquila) does not properly fit the Eagle Harbour neighbourhood for many reasons which are outlined below.

Your proposal to add 36 homes to the neighbourhood, which is a significant increase in the rezoning from the existing zoning of 10 single family homes.

We will review some of the points that have previously been mentioned to you, staff and Councilors during public meetings, letters and zoom calls. It appears for the most part these concerns have largely been ignored.

1. OFFICIAL COMMUNITY PLAN

Despite what you have written in submitted material, this **spot zoning**

Aquila does NOT align with the Official Community Plan (OCP).

Sterling Developments purchased a property that was approved for 10 single family homes and this property should not be further rezoned.

When the last rezoning was done, West Vancouver had not declared a Climate Emergency.

During the new existing conditions, this zoning is questionable to start with. To remove a massive number of trees, blast and excavate a hillside forested area of 4.5 acres will certainly create environmental hazards such as a landslide risk, flooding (note rainfall intensity has increased drastically since the rezoning was made), and risk of ground movement. The loss of significant amount of mature tree cover will only worsen the heat dome effect that we can expect to experience in the coming summer periods for the next many years.

Rezoning this site goes against the existing rules of the OCP:

OCP 2.1.4:

- a. Considering proposals for sites adjacent to and across the road from neighbourhood hubs such as schools, places of worship, parks, recreational facilities, local commercial nodes and existing multifamily uses.***
- b. Reviewing designs in relation to site characteristics (e.g., site area, configuration, access) and compatibility with neighbourhood context and character and considering a range of housing types...to max of three stories.***

The site in question does not fulfill criteria a:

- There is only one small elementary school (Eagle Harbour Montessori) nearby – currently at maximum enrollment
- To get to Rockridge – you drive, few kids are seen walking in the pouring rain up the hill for a 30 minute walk or more to school
- Limited services are found at Caulfield Mall – but more are found in Dundarave and Ambleside – for any services you must drive up Westport. Nobody is walking up Westport to haul back their groceries for a family of four!
- There is a park nearby and a beach, but there is no commercial node nor existing multifamily dwellings
- As to access for public transportation, there is a bus that only runs east to west and reverse every 30 minutes, otherwise you need a car.
- You mention that a trail through the property would ease access to Whyte Lake Trail. There is a parking lot on top of Westport Road and otherwise people walk up Seaview Walk and gain access through the old highway to the trail.
- There is a park nearby and a beach, but there is no commercial node nor existing multifamily dwellings

Point b.

- The site configuration is steep with a height difference from around 20 meters to 65 meters.
- However, what concerns us more is the “compatibility with neighbourhood context and character”. Eagle Harbour is a single-house family friendly quiet community without services nearby. Many houses in the area are ranchers and maximum 2-storey houses. So how can there be *compatibility with neighbourhood context and character*?

And for point OCP 2.1.7 c. “minimal impact to access, traffic, parking, and public views in the neighbourhood”.

- As has been mentioned before, your traffic study is inadequate and false as to number of expected cars. More of this below.
- You allow for 10 visitor parking spots and 2 car garages. If you consider the number of cars that the rest of the neighbourhood has per family, two cars are a minimum. Many families have teen aged children (which we assume would be part of your expected so called “missing middle” definition) and you can find both 3 and 4 cars/family. Therefore, parking would quickly fill up and overflow onto Daffodil or further.
- With three “garbage/recycling trucks per week”, a massive amount of delivery trucks and various service vehicles, your road in and out of the property would quickly become a traffic hazard.
- Even though your proposal does not include secondary suites, there is nothing that would prohibit owners to redesign to allow for a nanny suite, caretaker suite or a rental suite, which would obviously increase the number of entering and exiting the area.

- Furthermore, the proposal does not follow the framework set in the report from Neighbourhood Character Working group which was accepted by the District of West Vancouver end of 2020.

Quote:

“Neighbourhood character is defined in the West Vancouver Official Community Plan (OCP) as: “Sense of place and its distinct aspects that cause a specific area to be familiar to the people associated with it and recognizable from other areas.”

Other definitions include:

- *The look and feel of an area.*
- *Qualities that make one neighbourhood distinct from another;*
- *A range of physical components including: the built environment, architectural style, street width and layout, vegetation, fence height and style, and so on.”*

In addition to these issues of not aligning with the District’s own OCP and framework for what new developments in single family areas should look like, there are many other issues raised by concerned residents.

Other key issues:

- o TRAFFIC
- o SAFETY
- o INFRASTRUCTURE
 - SCHOOLS
 - TRANSIT
 - ROADS/PARKING
 - WATER/SEWAGE ETC
- o ENVIRONMENTAL ISSUES
- o NOISE – both during construction and after

2. TRAFFIC AND SAFETY

As discussed, two years ago, traffic is an important subject and involves other issues such as safety and parking. The report you have submitted makes certain recommendation as to sightlines and stop signs on Daffodil. It does not address the roadway of Daffodil Drive and Marine Drive.

Furthermore, your traffic measurement is flawed.

We conducted a recent traffic study during one week recently where we counted number of cars going up and down Cranley Drive by Nelson Creek using electronic instruments. There are about 25 houses with cars on Bluebell and another 20 houses with cars on Cranley Drive north of Nelson Creek. This makes 45 houses. Assuming that 40% (it could be 50% or 30%) of the cars drive up and down Primrose and therefore do not go via Cranley.

This makes about 27 houses with cars driving up and down Cranley Drive. Our count during a week in March (including a weekend) was an average of 45 cars between 7 AM to 12 noon and between 12 noon to 9pm 113 cars (both ways). This was fairly regular, and our conclusion is that there are no peak hours as mentioned in your report.

These 158 trips from 27 houses would be representative of traffic in your proposed development. These are not average North American standard number of cars that the Howes Technical report referred to, but real numbers.

With your proposed number of houses being 24 by the Daffodil Drive exit, the normalized value would be 140 trips, rather than 66 that you mention in your report. **I.E DOUBLE THE AMOUNT OF TRAFFIC.**

This increased number of cars was extensively discussed with you two years ago, and you have completely ignored these numbers.

This increased traffic brings with it important issues as to safety:

1. Traffic heading from east to west on Marine Drive approaching Daffodil Drive are exiting a curve – **there is a very big blind spot prior to the corner of Daffodil** – cars exiting Daffodil and wanting to turn LEFT (east) have limited site of oncoming traffic from the east – many would likely prefer to drive along Daffodil Drive to Cranley and then head to Marine Dr. from Cranley as the access and site lines are better – less risk – this will **INCREASE** traffic on lower Cranley Drive.

2. Although Marine Drive in this area is a 30 km zone, a vast majority (including the bus) speed up on this stretch. The District's Traffic department has stated that they have no intention for any traffic calming actions.
3. During the spring, summer and fall, Marine Drive fills with cyclists and motorcycles. This increased traffic makes it a higher risk for accidents.
4. Eagle Harbour beach has become a very popular destination to launch SUPs, kayaks etc. and the traffic to this beach along the same stretch of Marine Drive has increased over the last few years.
5. Ferry traffic, tourists and visitors increase in the summer.

Further to these issues, we are very concerned about the safety – during construction and after.

- Our children's SAFETY – Will Sterling Development, DWV Councilors and staff take responsibility when a child, cyclist, pedestrian is hurt because of the increased traffic and dangerous crossings required because of this development? Children who are walked to daycare or elementary school are extra vulnerable when crossing Marine Drive to the South side's sidewalk.

There are **No sidewalks** on Daffodil Drive, Cranley Drive, the north side of Marine Drive between Eagle Harbour School and Cranley Drive and further to Primrose. Most neighbours want to preserve Daffodil and Cranley Drive as it has been with a feel of a country lane. These are roads where people stroll, meet to chat, bike and where cars are gently passing the pedestrians.

Our kids play, bike, and walk on these streets and so do lots of adults and seniors.

No crosswalk on Marine Drive at Daffodil (which is already a dangerous spot to cross Marine Drive.)

Narrow little Daffodil Drive cannot handle **parking for construction workers, large construction trucks** entering and exiting the property where there are many pedestrians, children, and cyclists.

3. LACK OF INFRASTRUCTURE

Schools

- Note that there is currently a wait list for Eagle Harbour elementary school (about a 2 ½ years wait) as well as the daycare there.
- Other schools – Rockridge, Gleneagles are full – there are traffic jams daily on Headland Drive for families **DRIVING** to and from Rockridge School.
- If density will at all be increased, then WV School Board or the District need to make sure that the school bus system is resumed for Rockridge, Gleneagles, and Caulfield Schools, which was removed by Mary-Ann Booth.

Childcare – Early Childhood Education/Care

- Existing families in the Eagle Harbour area already scramble for childcare and Early Childhood Education spots for their young children – increased density will only make this issue worse.

Storm Water/Sewers/Water/Land Erosion

Given the age of the current systems in place – this development will only increase the load on an already very aged systems – who will pay for upgrades? West Vancouver taxpayers? Perhaps the developer should pay for this with extensive grants earmarked for this area.

Will the DWV take responsibility when there is flooding and erosion down the slope to the existing homes on Cranley Drive or Daffodil Drive.

During the Springtime, Eagle Creek is like a river and when removing all these trees, there is likely to be large issues. Has anybody from the District calculated the additional amount of water that the creek can handle and what the resulting additional rainwater from the removal of all the trees would be. Nelson Creek has already flooded more than once. Where are the considerations for this environmental hazard?

4. ENVIRONMENTAL ISSUES

CLIMATE CHANGE – DWV has a Climate Change Mandate – should it not be followed? Increasing the number of automobile trips with 36 families goes against this goal!

Given recent weather events – heat dome, extreme rainfall, and flooding – it does not make sense to clear this large piece of land of the trees and add paved roads for 36 families to drive in and out of the property – how does this help solve climate issues?

There are already issues of erosion and flooding from the property down onto the existing Daffodil properties – this will only increase once land is cleared.

It is noted on the DWV website that 41% of GHG are derived from on road commuting – increased density of this development will only contribute to this issue – not help to solve the issue—as we all must commute by car from Eagle Harbour for our daily work/school/chores/shopping etc.

5. NOISE – BOTH DURING CONSTRUCTION AND AFTER

The noise levels of construction will be unbearable with the current Noise Bylaw – Monday to Friday – 8 am to 5:30 pm and Saturday 8-5pm. Specific restrictions must be set on this development that no construction is permitted on Saturday or Sunday.

“Resident Only” parking should be enacted, and signage posted on Daffodil, Marine Drive (between Cranley and Primrose) and Cranley Drive to dissuade construction workers or visitors to Aquila from parking in the area.

So where will all these construction workers park? And even if a parking area is secured for them somewhere in the vicinity – we know that they will not all use this as they will prefer to be parked close to their job site.

We know that Westport Road is very steep and curvy and has restrictions against heavy vehicles. Therefore, we are assuming that all heavy vehicles will pass Eagle Harbour elementary school and navigate Marine Drive and Daffodil Drive. This is definitely not only a safety issue, but also a substantial noise issue.

As Cranley, Daffodil and much of Eagle Harbour is geographically in a bowl – how will we all be affected by the traffic noise as cars move through the development? When the previous owner of the [REDACTED] s. 22(1) would have a neighbourhood summer party – we could hear the conversations and music very clearly down on [REDACTED] s.22(1) – this will be even louder once trees are removed and the sound gets amplified by the acoustics of this major development proposal.

What kind of sound barriers will be erected, both during construction and after construction?

6. CONCLUSION

Reading all the DWV reports, the Developer’s proposal, and staff answers to questions, we feel that neither the Developer nor staff have particularly listened to our legitimate concerns. In fact this new proposal has not changed much.

It is evident that Aquila does not fit into the Eagle Harbour area neighbourhood.

To add 36 units, which means placing over 75 people in a limited area completely surrounded by single family homes is against what this neighbourhood should accept. It would also imply the negative effect of adding around 150 cars or more into the neighbourhood with its added safety implications.

Current purchase price for a unit in Aquila is noted to be \$1.5 to 2.3 MILLION dollars – this will not be bringing our adult children back to the neighbourhood. They have all departed – due to high rent or purchase price of property – they are living in Pemberton, Squamish, North Van, Burnaby, and far beyond.

As for aging seniors, to build 3-story houses in an area lacking stores, restaurants and services is not viable. It is mentioned that maybe elevators would be incorporated. At what cost? This is not a project for young families nor down-scaling seniors who prefer ranchers

We propose that a Local Area Plan is developed BEFORE a developer can start an ill-conceived project that changes a neighbourhood character.

Considering all of the above, we strongly recommend that you withdraw your latest application and accept the original approval for 10 homes – but with absolute minimum tree loss (for reasons stated above).

Respectfully,

s. 22(1)

A Concerned Resident of Eagle Harbour

From: s. 22(1)
Sent: Monday, April 10, 2023 8:18 PM
To: correspondence; Mark Sager
Cc: Planning Department; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; s. 22(1)
Subject: Aquila Developments - Eagle Harbor Community

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Respected Members of West Vancouver Council;

This letter shall serve as my formal opposition to currently proposed Aquila development, s.22(1)
s.22(1)

Over the last couple of years have written to council regarding this development and relevant, primary concerns;

- 1 The current proposal (Aquila) is for 36 units – has already been objected at several public hearings due to traffic concerns from Marine drive onto Daffodil Drive, being a narrow road, lack of parking and site of view, which in fact resulted in vehicular incidents over the years
- 2 This piece of raw land was approved number of years ago for 10 single family homes. It was then sold to the current owner/developer (Sterling Developments) with approval for single family development which would have already required to increasing local infrastructure, safety and environmental issues, effecting Eagle Harbour already
- 3 The current proposal would require entry and exit from development via Daffodil Drive which would present significant safety concerns due to lack of site of view
- 4 We, s.22(1), are extremely concerned about this development as since the developer moved in the neighbourhood, totally neglected soil erosion from his property causing significant damage s.22(1) and never looked after his property and therefore, site of view is non-existent at Daffodil dr...thus wondering, what would happen once development is completed...?



- 5 Developer claims he is fulfilling a void for the “missing middle” and likes to cherry pick specifics from the WVD Official Community Plan. **This development does not fulfill a need for the missing middle.** The cost of units is currently being noted at \$1.5 to \$2.3 MILLION dollars – that number will surely rise before the project is complete. This will not bring any of our adult kids back to the neighbourhood.

6 **Primary concerns surrounding this proposal are many and will create issues relating to:**

- Safety – road access for Aquila residents will be from Daffodil Drive (for the majority of units) - the cars will be entering and exiting from Daffodil and Marine Drive – trying to make a left hand turn on blind corner when they exit – or pulling through along Daffodil to Cranley to exit to Marine from there. Some of the units will access via a new driveway on Westport Road (another safety issue due to speed of vehicles and sight lines on the curves of the road)
- Safety issues for children and pedestrians on these due to high traffic and no sidewalks
- Lack of infrastructure, there is already waitlist at Eagle Harbor for childcare and kindercare, how would the city propose to resolve the lack of access to education
- Lack of parking, driveways are already blocked time to time, how would the City of West Vancouver protect neighbours' interest in limiting parking to residents only and not allowing any construction vehicles to occupy Daffodil drive
- Ongoing construction noise, pollution – with 2-3 years of intense construction – that is 6 days a week we will all be listening to bulldozing, blasting, construction - where will all these construction workers park? How will all these large trucks access the property?
- We purchased our property [redacted] s. 22(1) to have peace of mind as we age...we are [redacted] s.22(1) ...how does council view the impact this will have on our lives...dirt, dust, noise and safety concerns?
- Environment - High risk of increased flooding and subsidence from required tree felling and increasingly extreme weather patterns (when West Van has declared A State of Climate Emergency) - there is a riparian area running right through the proposed development property – developer failed to remedy soil erosion since he moved in...City of West Vancouver came to install property barrier as [redacted] s. 22(1) was damaged however, that did not stop tons of soil coming off the hill already
- Environment – we all love EH, but we know it is not transit friendly. One bus every 30 minutes – we know that we all drive – everyday – groceries, school drop off, soccer practice, work, etc – it states on the WVD website that 41% of GHG are produced by automobiles on the road – how then does adding 36 families to this area help with climate change issues?
- Traffic – current speed limit on Marine drive is 30KM/h nevertheless, including buses, average speed measured at Marine drive and Daffodil dr., is in between 45-55km/hr!!! Including the developer driving his truck over 45km per hour on his current dirt road
- Infrastructure – everything from schools to sewers and storm drains, water systems and beyond
- EH is NOT in a “HUB” – shopping, transit, work, schools, ect – as outlined in the LAP
- Neighbourhood character - Irreversible loss of unique Eagle Harbour neighbourhood character – these units will be highly visible from their hillside location between Daffodil and Westport

We are reaching out to Council to review proposed plan in details and act in good faith in protecting Eagle Harbor neighborhood character and not to allow a development that would be in contravention to the current OCP and would have significant impact on environment, our lives and characters of Eagle Harbor.

Respectfully yours,

Concerned Eagle Harbor resident, [redacted] s. 22(1)



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From: West Vancouver Chamber of Commerce <info@westvanchamber.com>
Sent: Thursday, April 6, 2023 4:57 PM
To: correspondence
Subject: \$ BC Government Announces Increase to Minimum Wage

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West Vancouver Chamber of Commerce

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Annual Conversation with the Mayor



On behalf of the West Vancouver Chamber of Commerce we would like to thank Mayor Mark Sager, Council members, special guests, and all who joined us for a great evening.

Thank you to our Presenting Sponsors:
British Pacific Properties and Park Royal / Larco Group
and our Media Sponsor, North Shore News.

To read more about the event, please visit North Shore News.



Your donation makes all the difference.
Many patients rely on regular donations to stay healthy. Your continued donations can change lives in your community

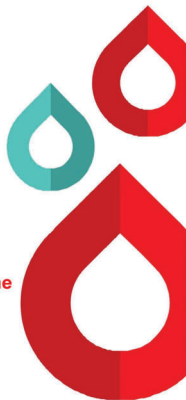
Upcoming donation events
Congregation Har El
1305 Taylor Way, West Vancouver

April 27th, 2023
From 1.15 pm - 8.00pm.



To book an appointment with your PFL team, open the camera on your mobile device and scan the QR code.
For more information, please contact chris-loat@shaw.ca

Together, we are Canada's Lifeline
Proud partners:



Canadian Blood Services

Donation Event

April 27th - Congregation Har El
1:15 pm - 8pm

For more information, please contact
Chris Loat at chris-loat@shaw.ca

Click [HERE](#) to book.

BC Government Announces Increase to Minimum Wage

On June 1, 2023, minimum wage will be increasing by 6.9% from \$15.65 to \$16.75 an hour. For more information, please visit gov.bc.ca.

BC Chamber of Commerce Statement on Minimum Wage Increase

In response to the provincial government's announcement to increase the minimum wage, the BC Chamber of Commerce, released a statement addressing

their concerns about the impact this, and other recent decisions have on BC Businesses.

"The increase comes on the heels of several government decisions in the last 14 months that have added significantly to the cost of doing business in British Columbia... Today's announcement only adds to the urgency we see for government to take meaningful actions that support businesses so they can create jobs, hire workers, contribute to community growth and drive economic sustainability and prosperity."

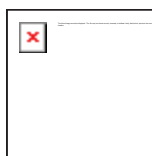
~ Fiona Famulak, President and CEO of the BC Chamber of Commerce

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Our mailing address is:

West Vancouver Chamber of Commerce
2235 Marine Drive
West Vancouver, Bc V7V 1K5
Canada

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From: [REDACTED] s. 22(1)
Sent: Friday, April 7, 2023 2:01 PM
To: correspondence
Cc: Nora Gambioli
Subject: CrossFit-type gym at Ambleside Park

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I was dismayed to read in the North Shore News April 5, 2023 that a “CrossFit-type gym will open just east of the Ambleside Skate park where an old cinder block storage building sits today.”

Between the cinder block building storage building and the Ambleside Skate Park is a paved fenced area with hockey nets. Will it also replace this area?

Was there any consideration given to how this space is currently used by a variety of ages for a variety of purposes before offering it to Larco? It would be a great shame for the community to lose it – it is the only large, paved area in Ambleside Park not designated for regular use for another activity (tennis, shooting baskets, skateboarding, driving or parking.)

[REDACTED] s. 22(1) seniors who practice tai chi there twice a week, year round (moving snow off the surface, if necessary, in order to [REDACTED] s.22(1) tai chi there). Other groups also use this space; sometimes [REDACTED] s. 22(1). In the summer the Recreation Centre uses it for some of their classes. Informally children of all ages use it for shooting goals or a pick up game with their moms, dads, friends. It’s a safe enclosed space for children to learn to skate, ride trikes etc. etc.

Perhaps the CrossFit-type gym will be “a great little vibe...a place where we can all get together and work out together” but it will replace an outdoor space currently available free of charge for a variety of activities and used by all ages which, by the way, already has “a great little vibe.”

Sounds as if this CrossFit-type gym will be a building – interrupting the view of the water from the playing fields.

IMHO parks are intended for outdoor activities; buildings for the purpose of pursuing indoor activities are more appropriately part of Recreation Centres (or attached to/nearby multi-family dwellings such as Larco is building at Clyde/Marine Drive/Taylor Way.)

For these reasons, I object to putting the CrossFit-type gym in this location. If it is to be in a building, I object even more. If the use of the building is to be user pay, I really object.

We are so blessed in West Vancouver with such lovely parkland all along the Seawall, free for all to use.

Please consider retracting your offer to Larco to build their CrossFit-type gym in the middle of a loved and well used park, replacing a space currently used by all ages for a variety of outside activities. Their original offer to build it near the buildings they are developing at Clyde and Taylor Way is, in my view, far more appropriate.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, April 9, 2023 12:24 AM
To: correspondence
Subject: Pay Parking

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Council of West Vancouver:

I am writing to express my discontent with the move of the district to begin work on implementing a pay parking pilot project for three West Vancouver parks. Access to parks is valuable for a community, it certainly was for me. Exploration of forests for children, annual picnics with extended family and a place to walk for a change of scenery are all reasons that I go to West Vancouver parks.

Requiring residents to pay to access these spaces is, in my opinion, detrimental to the community's wellbeing and would discourage people from coming to parks. I would hazard a guess that many would be inclined to go to other places, especially if they are planning on having many people with them for a get-together.

Lastly, from the post on BC Bid, it seems as if West Vancouver is seeking a private company to manage pay parking. Private parking companies are notorious for abusive and misleading practices, excessive "fines" and lack of a fair appeal process, so much so that Toronto banned private parking companies from issuing parking "tickets" back in 2004.

If West Vancouver does insist on having pay parking, it would be my advisement that the requirement to pay be incorporated into a municipal bylaw and enforced by West Vancouver Bylaw Services. This would guarantee a proper adjudication system, not to mention tickets that actually have some sort of basis in law rather than simply a "request for damages" which can be safely ignored in most cases. It would also ensure that enforcement is not overbearing, so to speak, since bylaw services would be checking for parking compliance when they have time among attending other calls, instead of constant enforcement with the sole purpose of generating revenue.

I hope the council takes my thoughts into consideration when reviewing the pilot program at a later time.

Regards,

[REDACTED] s. 22(1)

West Vancouver Resident

[REDACTED] s. 22(1)

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

From: [Redacted] s. 22(1)
Sent: Wednesday, April 12, 2023 8:12 AM
To: correspondence
Subject: Fwd: Ambleside Local Area Plan

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>> Dear Mayor and Council,
>>

>> I am writing this letter as [Redacted] s.22(1) the Ambleside Local Area Plan workshops are going to be held and I wanted to voice my concerns. Having been in the [Redacted] s.22(1) business for over 40 years, I can understand the difficulty the planning department is facing when drafting this plan. I have reviewed the three proposed options and all have merit as well as drawbacks. However, I would like to draw your attention to certain parameters that should be considered. Firstly, when considering such an extensive housing development we must ensure we have the infrastructure to support it. As it stands now, our transportation system cannot handle any further housing added to the north shore. Either a third crossing must be built over the Burrard Inlet or the addition of rapid transit must be added to the north shore before additional housing is built. Secondly, one must consider the views of the existing residents who currently live in Ambleside. To block these views would be a travesty to people who purchased property believing construction could not be higher than 40 feet or three stories in height. Thirdly, I realize this is a long term plan but I question whether we need close to 1000 units of additional housing in Ambleside. What we need is a well conceived plan that updates some of the old dilapidated properties in Ambleside and brings the seaside village character to prominence.

>>
>> Thank you for taking the time to read my email and if you have any questions regarding the above I would be happy to answer them.

>>
>> Yours truly,
>>
>> [Redacted] s. 22(1)
>>
>> West Vancouver
>

From: Mary Jukich <jukichm@dnv.org>
Sent: Tuesday, April 11, 2023 2:30 PM
To: correspondence
Cc: Maeve Bermingham; Alexis Chicoine
Subject: FW: North Shore Advisory Committee on Disability Issues (ACDI) - Accessible Public Bathrooms at Phibbs Exchange
Attachments: CDNV_DISTRICT_HALL-#5979949-v1-Letter_to_Translink_-_Accessible_Public_Bathrooms_at_Phibbs_Exchange.PDF

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At the March 30, 2023 meeting of the North Shore Advisory Committee on Disability Issues (ACDI), the committee approved the attached letter on accessible public bathrooms at Phibbs Exchange and requested that the letter be forwarded to Mayor and Council.

Thanks

Mary Jukich
Committee Clerk
The District of North Vancouver
355 West Queens, North Vancouver BC V7N 4N5

NORTH SHORE ADVISORY COMMITTEE ON DISABILITY ISSUES

March 30, 2023

Mr. Kevin Quinn, CEO, Translink
kevin.quinn@translink.ca

Re: Accessible Public Bathrooms at Phibbs Exchange

Accessible, clean, and safe public bathrooms are a necessity in any urban center as large and diverse as Metro Vancouver. Like housing, public bathrooms are a basic need, a human right, a public health concern, and a necessary piece of urban infrastructure.

The North Shore Advisory Committee on Disability Issues (ACDI) is writing to support the District of North Vancouver's request for the inclusion of accessible public bathrooms in the Phibbs Exchange Upgrade Project.

The public realm and its amenities are essential to the health and livability of a city. Public amenities are resources, facilities, or benefits continuously offered to the public for their use and/or enjoyment. Common examples include playgrounds, street furniture, water fountains, and community centers. Considerations of public amenities focus predominantly on these recreational or aesthetic amenities. Bathrooms—our most basic need—are often forgotten or cut from a project, due to cost constraints.

As noted on the Translink website, "Phibbs Exchange is one of the most important bus exchanges in the region, serving 13 bus routes with nearly 14,000 boardings and alightings daily. Because of its position in the regional road network, the exchange is where many routes on the North Shore meet in a carefully managed pulse, allowing efficient transfers in all directions."¹

As of June 2021, the Accessible British Columbia Act (the "Act")² is law in British Columbia (BC). The Act's intent is to make the province more inclusive, including for persons with disabilities. One of the key features required by all Public Sector Organizations, which includes Translink, notes that, "An organization must develop a plan to identify, remove and prevent barriers to individuals in or interacting with the organization."³ The 14,000 people, many of which are people with disabilities, do not have access to any bathroom close by, even private ones, due to the isolated location of the transit hub. Not being able to access a bathroom, during one's travels, creates a barrier to access.

Public washrooms were the top request when TransLink held an online consultation with the general public asking for their wish list of new and improved passenger amenities and services in May 2021.⁴ It was clear that the existing public bathroom infrastructure at transit hubs was not meeting the public's needs. No new bathrooms have opened since this feedback.

This environment of inequitable access highlights how historical discriminatory policies and practices still remain today. Recognizing and addressing these deficiencies by focusing on increasing diversity, equity and inclusion concepts, including universal design, opens the door to optimize transit usage.

The Mayors' Council approved TransLink's 2022 investment plan in May 2022, which outlined the public transit authority's strategy over the next three years.⁵ The ACDI appreciates that the plan involves the inclusion of new public washrooms at six major transit hubs starting in 2024, though the locations have not been announced.

The ACDI committee members call on Translink to work with the council and staff of the District of North Vancouver to develop a plan and complete the building of an accessible public bathroom at Phibbs Exchange to have it open and operating within the timeline of the present upgrade project. Accessible public bathrooms are a need, not an option.

Respectfully,

Alexis Chicoine

Committee Chair

North Shore Advisory Committee on Disability Issues

CC: Rob Fleming, Minister of Transportation and Infrastructure
Minister.Transportation@gov.bc.ca

Brad West, Chair of Translink Mayors' Council
westb@portcoquitlam.ca

Lorraine Cunningham, Chair of Translink Board of Directors
Board@translink.ca

Mayor and Council, District of North Vancouver
Mayor and Council, City of North Vancouver
Mayor and Council, District of West Vancouver
Nick Giannone, Staff Liaison, District of North Vancouver
Christel Lindgren, Staff Liaison, City of North Vancouver
Maeve Bermingham, Staff Liaison, District of West Vancouver

Resources:

1. <https://www.translink.ca/plans-and-projects/projects/maintenance-and-upgrade-program/bus-projects>
2. <https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/21019>
3. <https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/21019#part3>
4. <https://engagetranslink.ca/your-ideas/brainstormers/share-your-ideas-for-improving-transit/>
5. https://www.translink.ca/-/media/translink/documents/plans-and-projects/ten-year-investment-plan/vision/2022_investment_plan.pdf

From: Engineering Department
Sent: Monday, April 10, 2023 2:47 PM
To: [REDACTED] s. 22(1) correspondence
Cc: Engineering Department
Subject: District of West Vancouver Call #: M-107484 - 1400 Block Marine Drive Sidewalk

Hello Susan,

Thank you for your email. The repair to minimize the uneven sidewalk at the corner of 14th & Marine Drive is currently out to tender. The sidewalk disrepair is due to ground settling under the sidewalk and the road.

In conjunction with the sidewalk repair Engineering will also be conducting an investigation to understand why Marine Drive continues to settle and to identify ways to stop the settlement. In 2024 we are hoping to repave Marine Drive between 14th and 16th Street and implement the recommendations from the investigation.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Monday, March 27, 2023 11:49 AM
To: correspondence; Mark Sager
Cc: Susan Minchin
Subject: Sinking Sidewalk Southside of 1400 block Marine Drive

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March 27th, 2023

To: Mayor and Council, District of West Vancouver

Dear Mayor Sager and District Councillors,

We are writing to bring your attention to the dangerously sloping sidewalk along the south side of the 1400 block of Marine Drive.

We have written to previous Mayors and Councils, (last time was back in late 2021) with very disappointing results and hope that you will be more sympathetic and proactive.

The sinking sidewalk is causing the tiles at the front of our building to separate from the concrete creating a dangerous trip hazard. (Please see attached photos) Our building has not moved and the foundation has been reported to be very strong with no apparent problems or cracks. It is not rising...it is the sidewalk that is continuing to sink! The District has in the past filled in the gap with a substance that wears out over time and the last proposal was covering that area in front of our building with asphalt which I'm sure you will agree would be very unsightly. A few months ago, after a visitor to our building tripped and fell, (thankfully she was not seriously injured) we once again had the gap filled and covered at our own expense (many thousands of dollars have been spent on this) but it still remains a stopgap measure and will likely only last for a year as the sidewalk continues to sink at a rapid pace. We are unable to make any cosmetic improvements to the entrances of our building, such as replacing the tiles, until the problem has been resolved.

The more hazardous and pressing issue is the ever increasing steep slope of the sidewalk. In some areas it is sloping at about 7.3 degrees, is a patchwork of repairs and is really dangerous. We think you would be hard pressed to find any sidewalk on Marine Drive in worse condition than this one.

Many visitors to our building and the surrounding businesses use canes, walkers, scooters or wheelchairs and have a great deal of difficulty maneuvering along such a steep slope. It is just not safe for pedestrians with mobility or balance issues. The following is an excerpt from the Government of BC Building Accessibility Handbook from 2020:

"The acceptable cross fall of the sidewalk is 2%. Some cross fall is required for drainage, but should be minimal to reduce the impact to pedestrians that use manual wheelchairs. Standards for sidewalks are outlined in the "Master Municipal Construction Documents" (MMCD) and must be used by all municipalities in British Columbia."

A slope of 2% is equal to 1.15 degrees, well below our measurement of 7.3 degrees.

We would welcome and encourage a visit from The Mayor and Councillors to see firsthand the dangerous predicament we are facing.

Many thanks for your attention to this matter.

Sincerely,

Susan Minchin

Strata Council President LMS532

On behalf of the residential owners and commercial owner

1402, 1406, 1408 and 1412 Marine Drive

West Vancouver, B.C.



