

COUNCIL CORRESPONDENCE UPDATE TO JULY 31, 2024 (8:30 a.m.)

Correspondence

- (1) July 17, 2024, regarding “Seawall vs seawall” (Proposed Development Permit 23-079 for 2368 Bellevue Avenue) (Referred to the July 22, 2024 regular Council meeting)**
- (2) Ambleside Tenants Association, July 25, 2024, regarding “Rental Replacement and Tenant Assistance Policy”**
- (3) 5 submissions, July 25-30, 2024, regarding Proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 5351, 2024 (Small-Scale Multi-Unit Housing)**
- (4) July 26, 2024, regarding “Entrance Plaza Construction Commencing July 30”**
- (5) 2 submissions, July 28 and 30, 2024, regarding Proposed Road Closure and Removal of Highway Dedication Bylaw No. 5342, 2024**
- (6) 2 submissions, July 29, 2024, regarding Reinstatement of 29th Street Staircase**
- (7) July 29, 2024, regarding “Klee Wyck Park”**

Correspondence from Other Governments and Government Agencies

- (8) Metro Vancouver, July 23, 2024, regarding “Housing Needs Reports – Opt-In Opportunity for Metro Vancouver Member Jurisdictions”**

Responses to Correspondence

- (9) Manager of Bylaw & Licensing Services, July 26, 2024, response regarding “Excessive Noise Disturbances”**

From: [REDACTED] s. 22(1)
Sent: Wednesday, July 17, 2024 7:51 PM
To: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence; Lisa Berg; Hanna Demyk
Subject: Seawall vs seawall
Attachments: 1720732665310_668d9830b1544.pdf

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Please do not approve this wall

[REDACTED] s. 22(1)
West Vancouver
[REDACTED] s. 22(1)
Sent from my iPhone

Scan this QR code for a PDF version of this document. Get email addresses with the QR code on next page.



SEAWALK NOT SEAWALL: DEADLINE JULY 22

I OBJECT: wall along the seawalk @ 2368 Bellevue Ave

The wall will be 13 feet high and 160 feet long next to the seawalk - almost the length of the grim, imposing Fresh Street Market wall on Bellevue. The seawalk is a defining feature of West Vancouver.

- **The height, scale, and massing of this imposing concrete structure, even with greenery, is an aberration.**
- **All other new waterfront construction has stepped retaining walls according to bylaws and staff recommendations.** Private interests should not override usual requirements, which protect the nature of our most important public amenity.

This wall is not in the public interest. I urge DWV Mayor and Council to send the application back for redesign with setbacks to preserve the public realm.

SIGNATURE:

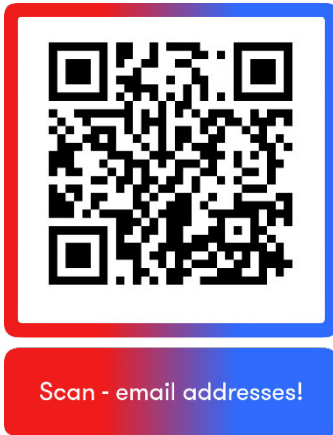
NAME:

ADDRESS:

Council will consider this application on July 22, so please act now!

- Sign above, and print your name and your complete address (including city).
- Scan your signed petition and email it to the Mayor, Councillors and staff (addresses below), or copy the above message into the body of your email.

Here are email addresses for the Mayor, Councillors, and responsible staff members; copy these to your email's 'To' field – you can copy the whole batch using this QR code:



mark@westvancouver.ca,
ccassidy@westvancouver.ca,
ngamboli@westvancouver.ca,
plambur@westvancouver.ca,
ssnider@westvancouver.ca,
sthompson@westvancouver.ca,
lwatt@westvancouver.ca,
correspondence@westvancouver.ca,
lberg@westvancouver.ca,
hdemyk@westvancouver.ca

Suggested title:

Seawalk not Seawall: OBJECTION to Development Permit #23-079 Variance Application at 2368 Bellevue

LINKS:

- DWV link to Meetings and Agendas: <https://westvancouver.ca/mayor-council/council-agendas-minutes>
- Minutes of the June 3 meeting: <https://www.westvancouver.ca/sites/default/files/media/documents/24jun03- Agenda-Web-Final.pdf>
- Staff presentation at the June 3 meeting: <https://westvancouver.ca/media/4343>

From: Ambleside Tenants Association <amblesidetenantsassociation@gmail.com>
Sent: Thursday, July 25, 2024 4:42 PM
To: Linda Watt; Mark Sager, Mayor; Nora Gambioli; Sharon Thompson; Christine Cassidy; correspondence; Peter Lambur; Scott Snider
Cc: HILARY ALLISON; Margaret Baker; Rick Wagner; David Hawkins
Subject: Rental Replacement and Tenant Assistance Policy

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Dear Mayor and Councillors,

The Ambleside Tenants Association would like to thank you for unanimously approving the Rental Replacement and Tenant Assistance Policy.

We are deeply grateful that a comprehensive policy to protect tenants and existing rental stock is now in place.

The good faith and collaborative relationship with Council and staff has been exceptional, and in our view is a model of what first class consultation should look like.

The ATA would like to convey a special acknowledgement and thank you to Councillor Peter Lambur.

Councillor Lambur, we applaud you for your initial motion to Council in 2023, and your ongoing efforts, to develop greater protections for tenants along with a strategy to retain existing rental units.

The ATA is hugely appreciative of your generous and wise counsel.

We feel that your leadership has been instrumental in creating the Rental Replacement and Tenant Assistance Policy.

In our opinion, the West Vancouver Rental Replacement and Tenant Assistance Policy is one of the best in Metro Vancouver.

So, Mayor and Councillors, we commend and thank you for your support of this Policy. It will provide significant positive impact and protection for thousands of tenants in West Vancouver for years to come.

Rick Wagner, Hilary Alison, and Margaret Baker

*Ambleside Tenants Association ...
Tenants are a vital segment of our Ambleside Community.*

From: [REDACTED] s. 22(1)
Sent: Thursday, July 25, 2024 5:08 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Multi unit housing

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Your Worship Mayor Sager, Council, et al.:

My name is [REDACTED] s. 22(1), and I am a [REDACTED] s. 22(1)-old resident of West Vancouver. My wife and I are both educated professionals: she owns a successful local business, and I am a [REDACTED] s. 22(1) for a major organization on the North Shore. Despite our combined family income placing us roughly in the top 5% of earners in Canada, our incomes are not high enough to afford a home in North or West Vancouver which meets our needs.

Earlier this year, as we are [REDACTED] s. 22(1), we were forced into a situation I had hoped to avoid. We had to move into [REDACTED] s. 22(1) basement. It is disheartening to be [REDACTED] s. 22(1), earning a good salary, and still having to settle for this as our best housing option. [REDACTED] s. 22(1) live in an old West Vancouver house that has been [REDACTED] s. 22(1) for decades, and we are fortunate that it is situated on a large lot.

Bill 44 provided a glimmer of hope for our situation, which now leaves me deeply frustrated. This bill would have allowed us, along with [REDACTED] s. 22(1), to utilize [REDACTED] s. 22(1) underutilized lot to build two additional units. This solution would not only have made the home more affordable for my [REDACTED] s. 22(1), who are well into their retirement, but also allowed us to be closer to family and improve our overall quality of life.

However, your recent decision to oppose this bill, seemingly due to council's personal conflict with the Provincial Government, is troubling. It is likely that this will result in significant costs to taxpayers and will certainly lead to the bill being mandated upon the city.

Can you understand the impact your decision has had on my life and my family's? Do you recognize that this action reflects poorly on the council and suggests a disconnect from the needs of your constituents?

I urge the council to reconsider its stance on this issue and align with the overwhelming majority of BC municipalities that are supporting these necessary changes.

Sincerely,

[REDACTED] s. 22(1)
West Vancouver

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

From: [REDACTED] s. 22(1)
Sent: Friday, July 26, 2024 12:08 PM
To: [REDACTED] s. 22(1); correspondence
Subject: NDP Housing Targets For Cities and Municipalities

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[REDACTED] s. 22(1)

It is quite perturbing the way that Premier Eby and Minister Kahlon are bullying the cities, towns and municipalities with the housing targets.

Obviously, there has been no forethought to such issues as:

---How to handle the additional sewage that thousands of homes will create especially since the existing waste treatment plants are at capacity and new plants are decades away.

---Where will the additional water requirements come from when there are drought conditions and watering restrictions in place.

---Not to mention that the increase in housing will also create a need for more schools, hospitals, medical staff, doctors and public transit etc.

Instead of interfering with Municipal issues, Eby should instead be looking at the Provincial Governments own shortfalls and set targets for his Ministers to address these items such as:

--- Housing for the homeless

---Medical doctors for everyone in the Province

---More schools so that there is no need for portable classrooms

---Address the failure of the Children's Ministry

---The lack of progress on replacing the Massey Tunnel

---The ongoing failure to address violent offenders who are caught and released without consideration of the Public's safety

Perhaps the Provincial Government should get their own house in order before interfering in other jurisdictions.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Saturday, July 27, 2024 10:42 PM
To: correspondence
Subject: July 29th Council Meeting "Proposed Zoning Amendments for Small-Scale Multi-Unit Housing"

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Dear Mayor and Council,

Reading the Vancouver Sun headline yesterday ("Do it or we do it for you: B.C. government tells West Vancouver it has 30 days to allow small-scale, multi unit housing") was unfortunately predictable. The bylaw changes made by planning staff on May 27th- carefully devised to minimize the impact of development overall- was outright rejected by West Vancouver council. The dramatic and over the top prepared speeches of council members- although appealing to three seniors cheering you on- was also available for the province and Ravi Kahlon to see, putting a target on the back of West Vancouver. We are now the only municipality out of 161 municipalities to be found not in compliance. Our planning staff was creative in finding the least amount of change that fell just within the guidelines- similar to what many other municipalities chose to do, and Kahlon did not notice minor changes and adaptations in those municipalities. Instead, our council challenged Kahlon, and now he is challenging us and has full legislative power to do so. If we do not pass what our staff is proposing, the alternative is far worse. Having the province override West Vancouver, allowing 3-storeys 10 feet higher than current regulations with 60% lot coverage (up from current .35 coverage) with setbacks pushed out almost to lot lines would mean obstructed views and giant forms that completely ruin the community and landscape of West Vancouver. I'm not sure council fully realizes how damaging the plans of the province are. West Vancouver urges you to think rationally, and understand that by continually rejecting plans and thwarting any change, the province will intervene. Perhaps, council members do not want to be personally held accountable for imposed changes, but it is the responsible choice for council to be able to have some sense of control over those changes and not hand over the reins to the province. Eby and Kahlon are looking to make an example of us. Please pass our staff plan at the upcoming meeting, which would at least bring us into the standards of other municipalities and prevent the province standards being forced upon us- a far worse alternative. The province can and will override us if we refuse.

Thank you,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, July 30, 2024 10:23 AM
To: Linda Watt; Peter Lambur; Christine Cassidy; Scott Snider; Sharon Thompson; Mark Sager, Mayor; correspondence
Subject: Last night's discussion on SSMUH

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Hello everyone

I just wanted to say thank you as a "part time" Council for your excellent comments last night and your time consuming hard work on this subject. Some excellent points were made about the average WV incomes, the traffic from BC Ferries and Whistler, the "wealth tax" etc . Clearly some work is needed to improve the media's perception of the West Van brand.

Can you tell me when the Premier, the Housing and Transportation ministers have actually visited West Van and engaged with Council and residents?

Many people are skeptical that small developers will actually build on these designated lots, given the land and construction costs. Mark, it would be interesting to know how many secondary suites, coach houses, duplexes have been approved in the past year and how many are actually under construction today and what their rents will be. Certainly not affordable.

My concern is that when the results in a year's time are released, that the NDP will expand their mandatory rezoning to account for a larger percent of West Van. Is this the thin end of the wedge ?

Thank you again for your time and work !!!! [REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Tuesday, July 30, 2024 6:36 PM
To: correspondence
Subject: Housing in west van

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Dear mayor and council,

I was dismayed and embarrassed to find out that we are the only municipality in the ENTIRE PROVINCE that did not comply with the provincial requirements to change our housing policies.

It is shameful that you are not doing your jobs and working on creating more housing options in West Van. The people who work here should be able to live here, the people who grow up here should be able to move back here when they are ready to and the elderly who want to move from single family houses to apartments should have options.

My father just downsized to an apartment after living in his west vancouver home for [REDACTED] s.22(1) years. We looked in West van but found very few options. He is now living [REDACTED] s.22(1)

So much of the traffic on and off the North Shore is due to people commuting in for work. I've heard the mayor and other council members say that traffic is what prevents them from adopting this policy. This makes no sense to me. If people could live here, where they work, there would be less rush hour commuting. Not more.

Please immediately vote to adopt the plan proposed by staff. Maybe we will be slightly less of an elitist laughing stock. Your policies do not represent anyone that I know in West Vancouver. I encourage you to work towards opening up west vancouver so that we can thrive as a community.

Respectfully,
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Friday, July 26, 2024 6:05 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: Entrance Plaza Construction Commencing July 30

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Dear Council: I really didn't think you could make the summer even worse for the owners of [REDACTED] s. 22(1), but you have. We were just notified that "essential maintenance work that cannot be delayed" will commence the day after your July 29 council meeting.

It will involve jack hammering and cement trucks which will cause a tremendous amount of noise and dust for the rest of the summer. This is the time we leave our windows and doors open to remain cool in the hot weather. I am assuming the work will not go beyond 5pm and not on weekends.

Did you just decide to commence this, or has it been planned for some time? What is the reason for doing it and why wasn't the reason included in the letter, as it would help us understand why now.

I am sure you will all have lovely holidays and return in September to a newly minted entrance to the Municipality. And I am sure that if I suggest some tax relief for us, you will just laugh.

I have to say that living [REDACTED] s.22(1) has been pretty challenging these last 10 years.

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

From: [REDACTED] s. 22(1)
Sent: Sunday, July 28, 2024 7:40 PM
To: Mark Sagar; Christine Cassidy; Linda Watt; Peter Lambur; Sharon Thompson; correspondence; Scott Snider; Nora Gambioli
Subject: 3000 Park Lane and 30th Street Right of Way

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Dear Mayor and Council,

I am strongly opposed to selling this right of way along with the property in question. As our population grows into the next century, every waterfront access will be important. Public assets such as this should be kept in perpetuity. Period. Reopening the 29th Street access does not mitigate this decision.

And, I did a little math:

I checked the value of this property with BC Assessment. The land is worth \$6.641 M (down from \$7.38 M last year) and the building is worth nothing. The lot is 9020 square feet, which works out to a value of \$736.25 per square foot. That would make the additional land from the right of way (2527.37 square feet) worth \$1.86 M, not the additional million that was touted at the council meeting on July 22, 2024.

What are the numbers? Did we get fair market value or were we cheated?

Yours truly,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, July 30, 2024 7:41 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: DO NOT ADOPT Sale of Altamont Park Beach Access @ 3000 Park Lane

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Dear Mayor and Councillors,

The CBC interviewed [REDACTED] s. 22(1) yesterday on-site at 3000 Park Lane,

next to the Altamont Park Beach Access that is [REDACTED] s.22(1) [REDACTED] s.22(1) years ago and have enjoyed having access to the beach, [REDACTED] s.22(1) garden.

We use the beach on a regular basis for picnics, Plein Air painting, reading and swimming.

[REDACTED] s.22(1) dismay and anger to the CBC and to Mark Sager (who arrived at the interview)

at being told that this public Beach Access has been sold to private buyers.

Mark Sager has presented your decision to sell the land that is defined as Public Beach Access as a fait accompli - that it's done deal.

I do not accept this decision.

The manner in which this information has been presented to the public has lacked transparency and your decision was made

with lightning speed at an inappropriate time - the height of summer in July - when people are traditionally away on holiday,

such as [REDACTED] s.22(1), which meant that I was unable to attend the important Council Meeting where this issue was discussed.

I did write to Mayor and Council before [REDACTED] s.22(1).

Mark Sager said that the sale went through immediately after last Monday's Council Meeting.

No SOLD sign has been posted on Park Lane's large real estate sign. The FOR SALE sign remains, showing a parcel of land

that does not include the beach access. This is misleading and a cynical ploy to lull residents into thinking

that the property is still for sale, maintaining our beloved public access to Altamont Beach Park.

I wish to register in no uncertain terms that I do not accept Mayor and Council's decision to sell this public Beach Access

land and that it remains to be challenged.

Sincerely,

--

s. 22(1)

s. 22(1)

From: s. 22(1)
Sent: Monday, July 29, 2024 11:51 AM
To: correspondence
Subject: Agenda Item 4 WV Council Meeting 3 pm uly 29, 2024

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Pursuant to Council Procedure Bylaw No. 5005, 2019 (as amended) public input for items in this section is not permitted.

4. Reinstatement of 29 th Street Staircase (File: 2130-01)

RECOMMENDATION:

THAT staff investigate the feasibility of reinstating the staircase at the foot of 29th street and report back to Council with feasibility and cost estimate.

As public input is not permitted for this item I am writing to you in advance of the meeting to respectfully suggest, if you have not already done so, that Council ask staff to research and report on the reasons for the decision not to continue to maintain the original beach access at 29th St. before asking staff to fully investigate the feasibility of reinstating the staircase.

Taking into consideration the original reasons for not maintaining the beach access at 29th may indicate it would be unwise to spend additional staff time and municipal expense on a new feasibility report.

I doubt that conditions there will have changed (steep slope, eroding bank, water outflow) and would continue to suggest a steep stair beach access at that location is not in the best interests of the community. A small terrace is there now, with benches and a lovely, accessible view for those no longer able to make their way down to the beach.

The expense of reinstating and maintaining the beach access at 29th Street, even if feasible, will not mitigate the loss of the much more accessible current beach access at 30th St.

Respectfully yours,

s. 22(1)

(Since there is not time to submit this to Correspondence for public access before the meeting, I am sending it to your e-mail addresses now, and also to Correspondence none-the-less, so that these views are accessible by the public.)

s. 22(1)

West Vancouver, BC,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, July 29, 2024 1:01 PM
To: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence
Subject: Waterfront Access at 29th

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Hello Mayor Sager and ladies and gentlemen of the Council:

It is great that Council is considering re-instating waterfront access at 29th. This shows an awareness of the century-old legacy of providing residents with waterfront access.

Waterfront access is a very special feature of the charm that makes West Vancouver a very special community. People in any community on the planet can walk along the street. Access to the waterfront adds enormous value to living in West Vancouver.

Through this note, many people are asking you to stay with that principle, which is enshrined as a policy in the Community Plan.

Waterfront access at 29th is not a substitute for taking away access at 30th.

Expediency in this moment does not excuse you from going against a century of tradition and the policies of the Community Plan.

The lot at 3000 Park Lane will sell in due course. The lot in Ambleside will be acquired in due course.

Taking away waterfront access will be felt FOREVER.

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

[REDACTED]

From: [REDACTED] s. 22(1)
Sent: Monday, July 29, 2024 2:40 PM
To: West Vancouver Parks (westvanparks); correspondence
Subject: Klee Wyck Park

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To The Council & West Vancouver Parks Department.

I am writing to The Council and Parks Dept. of West Vancouver regarding Klee Wyck Park.

You all should be ashamed for not looking after this land and structures over the years.

I'm sure Dr. Trapp would be horrified and is rolling over in her grave knowing how well the West Vancouver Council & Parks Department has looked after the parcel she donated to the community.

The Parks department can't even keep the lawn mowed on a regular basis. Grass can get a foot high before it is mowed and is a horrible job to say the least. Trust me, I use this park [REDACTED] s. 22(1).

The Parks department can't even decently keep up the little house area where [REDACTED] s.22(1). (Quit the eye sore).

The Totem pole has fallen down off the wooden horses it was laid on. Now it's on the ground and part of the totem pole is broken.

This 6.2-acre property was donated to the District in **1960** by Dr. Ethlyn Trapp, under an agreement that the District would use the property for recreation, nursery garden, playground, or other community use.

So in 63 years West Vancouver Council and Parks Dept. have done nothing. You just let this parcel deteriorate.

Location and history

Klee Wyck is a park located at 200 Keith Road, in the Cedardale neighbourhood. This 6.2-acre property was donated to the District in 1960 by Dr. Ethlyn Trapp, under an agreement that the District would use the property for recreation, nursery garden, playground, or other community use. Dr. Trapp lived on the property until her death in 1972. Dr. Trapp named the property "Klee Wyck" in honour of her friend, the renowned artist Emily Carr.

The property has heritage significance for both the extensive gardens and the house. The house was significant for its association with Dr. Ethlyn Trapp and Emily Carr. The property is significant for the rustic estate setting, the mature landscape, proximity to Capilano River, and the landscape design that includes many unusual introduced plant specimens.

Please put my name on the agenda for the next Council meeting.

Regards, [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

[REDACTED]

July 23, 2024

File: CR-07-16-HOU

Mayor Mark Sager and Council
 District of West Vancouver
 750 17th St
 West Vancouver, BC V7V 3T3
 VIA EMAIL: mark@westvancouver.ca; correspondence@westvancouver.ca

Dear Mayor Mark Sager and Council:

Housing Needs Reports – Opt-In Opportunity for Metro Vancouver Member Jurisdictions

In April 2019, legislation took effect requiring that all local governments in BC prepare Housing Needs Reports (HNRs) describing their current and anticipated housing needs. Historically, Metro Vancouver has assisted member jurisdictions by collecting and issuing close to 50 distinct types of data required by the Province for HNRs and providing the information in a report format.

At its March 22, 2024 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD) adopted the following resolution:

That the MVRD Board:

- a) direct staff to provide an 'opt in' opportunity for member jurisdictions for Metro Vancouver to undertake the Housing Needs Reports as per the provincial methodology and requirements;*
- b) direct staff to advance and coordinate 'opt in' opportunities for co-operative procurement of consultants for member jurisdictions necessary for implementing the new provincial housing legislation; and*
- c) advance advocacy actions to the Province directed towards: infrastructure programs and funding to ensure that sufficient infrastructure is in place to accommodate the increases in population and housing projected; better alignment with Metro 2050; and stronger support for non-market and affordable housing.*

On June 18, 2024, the Province released the new methodology and instructions for interim HNRs that local governments are required to complete by January 1, 2025, using the standardized HNR Method to identify 5- and 20-year housing needs in their communities. Municipalities must then update their official community plans and zoning bylaws by December 31, 2025 to accommodate the number of units identified. The first "regular" HNRs will subsequently be required by December 31, 2028, and every five years thereafter. Metro Vancouver is well-positioned to support member

68962705

jurisdictions by generating HNRs using the standardized HNR Method, in line with the supportive role that has been provided to member jurisdictions in the past.

The HNR Method can be applied using Excel or the HNR Calculator, an online tool being developed by UBC's Housing Assessment Resource Tools (HART), that will not be available until mid-July 2024 at the earliest. On an opt-in basis, Metro Vancouver can immediately start using the HNR Method Technical Guidelines provided by the Province to calculate 5- and 20-year housing needs for member jurisdictions using Excel instead of the HNR Calculator. Metro Vancouver can also offer this after the release of the HNR Calculator for member jurisdictions wanting to have their calculations available in an Excel tool for internal planning purposes going forward.

Should your jurisdiction be interested in receiving support from Metro Vancouver staff to complete the Housing Needs Report as per the provincial methodology and requirements, you or your staff are invited to contact Jessica Hayes, Program Manager, Housing Policy and Planning, by email at jessica.hayes@metrovancouver.org.

Please note that this invitation was sent to members of the Regional Administrators Advisory Committee (RAAC) and Regional Planning Advisory Committee (RPAC) via email in late June. While staff have already received many positive responses, we encourage you to connect with your RAAC and/or RPAC representative to coordinate a response if you have not already, and still wish to opt-in.

Yours sincerely,

s. 22(1)



Mike Hurley
Chair, Metro Vancouver Board

MH/JC/jh

cc: Scott Findlay, Municipal Manager
Jerry W. Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board report dated February 23, 2024, titled "Provincial Housing Legislation: Provincial Advocacy and Supportive Roles" \(pg. 225\)](#)

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To: Mayors Committee

From: Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, and Jonathan Coté, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services

Date: February 23, 2024 Meeting Date: March 14, 2024

Subject: **Provincial Housing Legislation: Provincial Advocacy and Supportive Roles**

RECOMMENDATION

That the MVRD Board:

- a) Direct staff to provide an 'opt in' opportunity for member jurisdictions for Metro Vancouver to undertake the Housing Needs Reports as per the provincial methodology and requirements;
 - b) Direct staff to advance and coordinate 'opt in' opportunities for co-operative procurement of consultants for member jurisdictions necessary for implementing the new provincial housing legislation; and
 - c) Advance advocacy actions to the Province directed towards: infrastructure programs and funding to ensure that sufficient infrastructure is in place to accommodate the increases in population and housing projected; better alignment with Metro 2050; and stronger support for non-market and affordable housing.
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EXECUTIVE SUMMARY

In early November 2023, the Province of BC introduced legislation intended to stimulate the infill and intensification of housing in single-detached neighbourhoods and transit-oriented areas. Since the release of the new housing legislation, Metro Vancouver has been working with member jurisdictions and the Province at multiple levels to engage, support and receive feedback regarding the potential impacts of the legislation and regulations, as well as considering potential roles for Metro Vancouver in supporting the implementation in the region.

Engagement with, and continued advocacy to, the Province will be critical to mitigate the shared concerns that are being raised by local governments. While Metro Vancouver has an important role to play in helping to coordinate a regional response to the legislation, advocacy efforts will be multi-faceted, and will involve separate efforts from individual local governments and the Union of BC Municipalities (UBCM). Feedback from across the region has highlighted three advocacy areas that would be relevant and appropriate for Metro Vancouver to advance to the Province: infrastructure investments; improved alignment with *Metro 2050*, the regional growth strategy; and greater support for non-market/affordable housing.

To support member jurisdictions in implementing the legislation and to make best use of resources, feedback was also sought on areas where Metro Vancouver is able to support its members. Considering that member jurisdictions are sensitive to infringement on local jurisdiction, staff have identified three balanced roles where Metro Vancouver could assist: Housings Needs Reports; co-operative procurement for consulting support; and regional modelling/mapping.

PURPOSE

To provide the Mayors Committee and MVRD Board with an update on: a) the new provincial housing legislation, b) the feedback that Metro Vancouver has received through engagement with member jurisdictions, and c) recommendations for Metro Vancouver supportive actions including advocacy to the Province.

BACKGROUND

At the Mayors Committee meeting on December 15, 2023, the Committee requested that Metro Vancouver host a special Council of Councils meeting focused on the provincial housing legislation. Further direction was provided to report back to the Committee and Board in early 2024 with options regarding: a coordinated regional response to the legislation changes; strategies to pursue regional advocacy; and the identification of supportive roles that Metro Vancouver can play to support member jurisdictions.

ENGAGEMENT/FEEDBACK

Since the release of the provincial housing legislation in November 2023, Metro Vancouver has been working with member jurisdictions and the Province at multiple levels to share information, understand the implications, identify common themes and questions, and assist in coordinating a regional response. Given the strong interest from member jurisdictions, this issue has been the focus of discussions at meetings for the Regional Administrators Advisory Committee (RAAC), Regional Planning Advisory Committee (RPAC), Regional Engineers Advisory Committee (REAC), Regional Transportation Advisory Committee (RTAC), and the Regional Finance Advisory Committee (RFAC).

Through this engagement, Metro Vancouver received a significant amount of feedback from member jurisdictions. The feedback has been mixed, but a number of common themes and issues have emerged from the engagement including concerns that:

- the timelines associated with the legislative changes are challenging, and will stretch the capacity of municipalities and the consulting sector in the region;
- the legislation will exasperate pre-existing deficiencies in provincial investments for new schools, health care and emergency services, utilities and public transit;
- the new development financing framework will not provide local governments with the adequate tools needed to fund community amenities;
- the legislation will have very different and potentially negative impacts on the delivery of housing for areas with substantial greenfield development areas; and
- local governments will not have the support to address the localized impacts on utilities and infrastructure that result.

This feedback provides guidance as to the roles Metro Vancouver could take in supporting member jurisdictions' implementation of the legislation.

Council of Councils Meeting

On February 3, 2024 Metro Vancouver hosted a Council of Councils meeting focused specifically on the new provincial housing legislation. The meeting was well attended with 118 elected officials from member jurisdictions participating in the session. The Minister of Housing, the Honourable Ravi Kahlon, also attended the meeting, which provided members an opportunity to directly engage with the Minister. A wide range of questions were raised but concerns regarding the impacts that increased growth pressures would have on infrastructure (utilities, transit, education, and health) was a central focus of many of the questions directed towards the Minister.

The meeting also provided an opportunity to gauge the general outlook elected officials in the region have regarding the new housing legislation. An online survey tool was used during the meeting to help capture the sentiments of the elected officials who attended the meeting. Below are the highlights of the results from the online survey:

Question #1: Which of the following statements best describe your view of the Provincial legislative changes? The Provincial legislative changes are:

(Participants were able to select more than one answer)

Rushed with many unresolved questions.	57%
A good starting point with more work needed.	47%
Unnecessarily infringing on the jurisdiction of local governments.	37%
Needed to meet historic housing demand.	33%
Positive change that will better link transportation and land use planning.	30%

Question #2: What are the most significant challenges for the region introduced by the new legislation?

(Participants ranked each option on a scale of 1-5, results show % of participants that ranked each option as either a 4 or a 5)

Funding and delivering public services (including health, education and public transportation) in tandem with development.	94%
Infrastructure planning and increased or unknown additional infrastructure costs.	86%
Reduced ability to leverage community amenities (including delivering non market housing) through development approval process.	80%
Lack of staffing capacity to achieve timelines mandated by provincial legislation.	75%
Unintended consequences from potential changes in the location and pattern of development.	58%
Potential misalignment with Regional Growth Strategy environmental targets including tree canopy cover.	45%
Potential for increased pace of growth beyond projections.	45%

Question #3: To support members in implementing the legislation and to make best use of resources Metro Vancouver should explore:

(Participants ranked each option on a scale of 1-5, results show % of participants that ranked each option as either a 4 or a 5)

Support joint procurement tools to reduce duplication of consulting services.	72%
Developing model bylaws, templates, and model guidelines which could be used or adopted by members to assist in implementation.	59%
Producing Housing Needs Reports regionally on behalf of all members.	51%
Creating and maintaining a shared regional model of OCP capacity and zoned capacity.	47%

METRO 2050 ALIGNMENT

Since the release of the legislation, Metro Vancouver staff have been working to analyze the impacts on *Metro 2050*, the regional growth strategy. Building a diverse and affordable housing stock is a key *Metro 2050* objective. There is general alignment between the intent of the legislation and the housing goals and shared regional vision outlined in *Metro 2050*. However, staff’s review and analysis has identified a number of concerns and gaps that have the potential to lead to misalignment between provincial policy and land use planning at the regional level. Below is a short summary of the most significant areas of concern that have been identified:

- Putting growth in the right places is a core guiding principle in *Metro 2050*. Spreading development more broadly by upzoning single-detached neighbourhoods (greenfield and infill) may make it more challenging for local governments to meet the shared regional transit-oriented intensification policies and Urban Centre/FTDA targets. Although the legislation requires that this development occur within the Urban Containment Boundary, many of the impacted single-detached neighbourhoods are located in greenfield locations and/or in outlying parts of the region, away from the major transit network. The blanket approach to increasing housing density in these locations could make these neighbourhoods more car dependent and increase congestion, and make it more difficult to meet the region’s greenhouse gas emission reduction targets. In these locations, the new legislation may also make it more difficult and costly to support the efficient provision of infrastructure. Spreading growth to outlying single-detached neighbourhoods in the region cannot be considered strategic infill.
- Significant regional coordination and consensus over the past four years has underpinned the development of the housing and transit-oriented development policies of *Metro 2050*. The new legislation has created Transit Oriented Areas (TOAs) which have not utilized or referenced the established regional spatial geography (e.g., Urban Centres, Frequent Transit Development Areas (FTDA), and Major Transit Growth Corridors). This new geography, based on 200, 400 and 800m concentric rings around rapid transit stations, will likely create unnecessary confusion in implementation and could potentially lead to a misalignment between provincial policy requirements and regional planning goals and targets. In many areas the growth concentration locations identified in *Metro 2050* are larger in area compared to TOAs, and better aligning these typologies could have resulted in more intensification of housing in transit-oriented locations in which regional consensus already exists. The failure to align the typologies of *Metro 2050* and the provincial legislation is a missed opportunity and may not contribute to focusing growth in all of the transit-oriented locations identified in *Metro 2050*.
- *Metro 2050* includes a regional target that at least 15 percent of new housing units be affordable rental within all Urban Centres and FTDA’s. Leveraging the development of affordable

housing units through new development with policies such as negotiated inclusionary zoning and density bonusing is one of the strongest tools local governments have to help achieve this regional target. The new development financing framework introduced by the province will reduce the ability of municipalities to leverage non-market/affordable housing units through new development. The new framework may also limit local government's ability to leverage stronger tenant relocation policies for those impacted by redevelopment, which is another important strategy included in *Metro 2050*. The Ministry of Housing has acknowledged this concern and have indicated that they would be bringing forward subsequent legislation in early 2024 to help address these issues.

- *Metro 2050* includes a new target to increase the regional tree canopy cover within the Urban Containment Boundary to 40 percent by the year 2050. Enhancing the urban tree canopy improves community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes. As the region densifies it will become more challenging to not only expand the tree canopy cover but to retain the canopy that exists as well. The spreading out of ground-oriented growth through the intensification of single-detached neighbourhoods as allowed by the new legislation will likely make it more difficult to achieve the region's tree canopy policy direction and target.

PROVINCIAL ADVOCACY

Engagement with member jurisdictions and elected officials since the introduction of the new legislation has led to a number of common concerns and regionally significant issues being identified. Although it is not anticipated that the provincial government will make any significant moves to step back from the new legislation, continued engagement and advocacy with the Province will be critical to mitigate the shared concerns and issues that are being raised by local governments in the region. While Metro Vancouver has an important role to play to help coordinate a regional response, advocacy efforts will be multi-faceted and will involve separate efforts from individual local governments and UBCM. Capturing concerns from local governments across the province, UBCM plans to advocate to the province on behalf of its members, guided by the feedback collected at the February 2024 Housing Summit held in Vancouver, and by the results of the delegate survey (Reference 1). Based on discussions and feedback from member jurisdictions, three advocacy areas have been identified that would be relevant and appropriate for Metro Vancouver to advance to the Province:

1) Infrastructure Investment

Local governments have long advocated for adequate, predictable long-term funding from the provincial and federal governments for critical infrastructure. Now, there are concerns that the new provincial legislation will exasperate the infrastructure challenges in the region.

It will be imperative that senior levels of government address how housing-enabling infrastructure will be funded to support current growth trends and targets. Metro Vancouver, in its capacity as a federation, can advocate for the provincial and federal governments to increase funding supports for local governments to address this growing demand on infrastructure. This would complement Metro Vancouver's Intergovernmental Relations Strategy, which seeks increased funding in support of Metro Vancouver's critical infrastructure projects.

2) Improved Alignment with Metro 2050

There are a number of concerns and noted gaps that have the potential to lead to misalignment between provincial policy and *Metro 2050*. Some of the regional targets set in *Metro 2050* may become more difficult to achieve following the implementation of the new provincial housing legislation. To address these issues, the following strategies and actions are proposed:

- At a staff level, continue to work with and engage provincial staff to work towards improved alignment over time between *Metro 2050* and provincial legislation.
- Make adjustments to Regional Planning projects (e.g., Urban Centres and FTDA Target Update, Parking Strategy, Regional Affordable Housing Strategy) to consider and mitigate impacts stemming from the legislation.
- If necessary, engage with the Board to develop additional strategies for political engagement.

3) Support for Non Market & Affordable Housing

The new provincial housing legislation is focused primarily on increasing the market supply of housing in the province. Increasing housing supply and building a diverse housing stock is important to help address the region's housing challenges. However, the legislation does not address the high need and lack of supply of non-market affordable, particularly rental housing in Metro Vancouver. Further provincial advocacy will be required to push for increased provincial investment in non-market housing and to ensure that local governments have the tools available to support the development of affordable housing in their communities. Metro Vancouver staff propose focusing these advocacy efforts in the following areas:

- **Enabling Inclusionary Zoning:** The new legislation reduces the tools available to municipalities to address critical community needs for affordable housing with the changes to development financing tools. The Province has indicated that it is exploring introducing new "inclusionary zoning" legislation. Metro Vancouver is currently preparing a model regional inclusionary zoning framework. The Province should be encouraged to proceed with enacting new legislation that enables inclusionary zoning and to work closely with the region to ensure that the legislation is well aligned with that framework.
- **Stronger Tenant Protections:** Increased development activity will result in an increase in existing tenants in older buildings being displaced as a result of redevelopment. Many municipalities have introduced policies to ensure tenants are provided with assistance in these circumstances. Pre-zoning, however, would remove the ability of local governments to require developers to provide tenant assistance beyond what is required under the *Residential Tenancy Act* (i.e., four month's notice and one month's rent). The *Residential Tenancy Act* should be reviewed to ensure appropriate compensation is provided to tenants who are displaced due to redevelopment.
- **Increased funding for Non-Market Affordable Housing:** The legislative changes may result in additional housing supply, but will not result in creating much needed affordable housing units. The Province should work closely with Metro Vancouver's member jurisdictions to ensure that collaborative strategies, and commensurate funding, are provided to meet the number of non-market units suggested under the Provincial Housing Target Orders.

SUPPORTIVE ROLES FOR METRO VANCOUVER

To support member jurisdictions in implementing the legislation and to make best use of resources, Metro Vancouver has suggested some supportive roles the regional district could take on to support its members. These options have been discussed at both the staff and political levels. Feedback on these supportive roles has been mixed. While there is a general recognition that the legislation will stretch the capacity of local governments and support from Metro Vancouver would be welcomed, some member jurisdictions have expressed concern over an infringement on local jurisdiction. Considering this feedback, Metro Vancouver staff have identified three balanced roles where Metro Vancouver could assist member jurisdictions with implementing the new legislation:

1) Housing Needs Reports

In April 2019, legislation took effect requiring that all local governments in BC prepare Housing Needs Reports (HNRs) describing their current and anticipated housing needs. The first report deadline was in April 2022. For the first round of provincially-required HNRs, Metro Vancouver provided assistance to member jurisdictions by collecting and issuing close to 50 distinct types of data required by the Province, and providing the information in a report format. This data report was used by member jurisdictions to inform the analysis of local housing needs in their communities. However, the significant variation in the methods used to estimate total housing need led to HNRs across the region not being consistent, or comparable regionally or provincially. As a result, and as part of the recently announced suite of legislative changes, the Province has indicated that local governments will be required to use a standardized methodology when completing HNRs going forward. The new methodology and instructions for HNRs is not yet available, however, based on the information released by the Province to date, it is expected that the interim HNRs that are required to be complete by January 1, 2025 will be a relatively straightforward data-driven exercise. Once the instructions are available, and should the update be framed as an objective and data-driven exercise, Metro Vancouver is well-positioned to support member jurisdictions by generating the reports on their behalf, similar to the supportive role that has been provided in the past.

2) Co-operative Procurement of Consultants

To reduce the duplication and cost of consulting services associated with implementing the province's new requirements by individual local governments, Metro Vancouver can play a coordinating role in procurement for its member jurisdictions. In the past Metro Vancouver has similarly managed procurement that involves several member jurisdictions for some of its transportation corridor studies that cross jurisdiction boundaries. A similar approach could be applied in this case.

Any co-operative procurement would be voluntary only, and could be initiated by member jurisdiction Planning staff identifying for Metro Vancouver staff what implementation work they would be interested in partnering on with Metro Vancouver in terms of shared procurement. Co-operative procurement participation could range from a minimum of two interested member jurisdictions, to region-wide studies that involve all member jurisdictions. Each member jurisdiction would be expected to fund a respective portion of the total amount for each study based on scale and scope of the work; it is not intended that Metro Vancouver would contribute financially.

Local governments can use the recent grant they received from the Province's Local Government Housing Initiatives funding program towards such consulting services. The associated grant program scope and guidelines state: "Funding can be used for regional projects that cover two or more planning areas (i.e., municipalities, electoral areas, local trust areas). A municipality may contribute from its funding to a regional project if that municipality is a participant and the funding is dedicated for planning purposes".

3) Regional Modelling / Mapping

The development of a new regional growth scenario to reflect the new housing legislation will be critical to better understanding the impacts that the new legislation will have on Metro Vancouver and its member jurisdictions. The Planning Analytics team at Metro Vancouver will be doing this work in support of regional utility and transit planning, but this data will likely be useful to member jurisdictions as well. Using the existing digital model, Metro Vancouver will be undertaking the following:

- Simulating the most plausible land use conversions between 2024 and 2050 as influenced by new provincial legislation;
- Estimating the number of newly generated units by type;
- Estimating the number of hectares that will be intensified by land use class;
- Comparing growth scenarios pre and post legislative changes in terms of the impacts on urban expansion, density, dwelling type diversification, etc.; and
- Building regional and municipal parcel-based maps based on multiple criteria, to determine the probability of intensification.

The results from these activities will be critical to supporting regional utility and transit planning, and will be shared with member jurisdictions for their further analysis and local infrastructure planning efforts once complete.

ALTERNATIVES

1. That the MVRD Board:

- a) Direct staff to provide an 'opt in' opportunity for member jurisdictions for Metro Vancouver to undertake the Housing Needs Reports as per the provincial methodology and requirements;
- b) Direct staff to advance and coordinate 'opt in' opportunities for co-operative procurement of consultants for member jurisdictions in implementing the new provincial housing legislation; and
- c) Advocate to the Province for: infrastructure programs and funding to ensure that sufficient infrastructure is in place to accommodate the increases in population and housing projected; better alignment with Metro 2050; and stronger support for non-market and affordable housing.

2. That the Mayors Committee receive for information the report dated February 23, 2024 titled "Provincial Housing Legislation: Provincial Advocacy and Supportive Roles" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS

The proposed actions and next steps listed in this report can be accommodated within the existing work plan and Board-approved budget for the Regional Planning and Housing Services and External Relations departments. If further advocacy actions or supportive roles are identified, Metro Vancouver staff would report back to the MVRD Board with any updated financial implications.

CONCLUSION

Recently passed provincial housing legislation will result in significant and historic changes to the planning framework for British Columbia. Since the release of the new legislation, Metro Vancouver staff have been working with member jurisdictions at multiple levels to engage, support and receive feedback regarding the potential impacts. The impacts will be wide ranging and affect planning work at both the local and regional levels. Metro Vancouver is well positioned to help the federation develop a coordinated regional response and can play an important role to help support member jurisdictions with the changing planning landscape and new provincial requirements.

REFERENCES

1. [Local Government Delegate Survey Results - 2024 UBCM Housing Summit \(ubcm.ca\)](#)

66019088

From: Matthew OConnor
Sent: Friday, July 26, 2024 9:24 AM
To: s. 22(1)
Cc: correspondence
Subject: Excessive Noise Disturbances

Good morning, s. 22(1)

I am in receipt of your concerns regarding the excessive noise generated from certain motorcycles travelling in the Ambleside area. The *Noise Control Bylaw 4404, 2005* outlines regulations surrounding decibel levels of non-continuous noise, with restrictions of 80 decibels during the day and 65 decibels at night, with readings taken from a relevant point of reception where individuals are regularly affected. Enforcement of moving vehicles and the noise they create would be directed to our partners over at the West Vancouver Police Department. If the disturbance is actively happening, they will look to attend in a timely manner, given they have available resources at the time. They did note that an investigation would be initiated upon receipt of a complaint, and any additional information about the concerns would help them take steps towards addressing the issues. You may contact their non-emergency line at 604-925-7300 for further information or to submit a formal complaint.

I am also happy to discuss this further with you, feel free to reach out.

Sincerely,

Matthew O'Connor he, him, his
Manager, Bylaw and Licensing Services | District of West Vancouver
d: 604 925 7153 | westvancouver.ca

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From: [REDACTED] s. 22(1)
Sent: Friday, July 19, 2024 5:02 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Excessive Noise Disturbances

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

Good afternoon:

I live in the Ambleside area. I am surrounded by high rise buildings. I mention this because like everyone else in this area, I am are being disturbed several times a day/evening by a motorcyclist who lives in a neighboring building.

It is no exaggeration that I have heard jet planes that don't sound as loud as this bike. I'm sure if it was measured, the decibel level would be off the charts. We suffered all last summer and in the spring, the owner again started the disturbances. Thank God for small mercies in that his bike is stored from Fall to Spring.

Today I contacted the West Vancouver Bylaw office to inquire what, if anything could be done. I spoke to a very helpful Officer who explained that unfortunately, they do not have the authority to attend and ask the owner to turn on the bike in order for them to hear the noise. He also mentioned that it's probably the same situation with the Police.

There is currently no Bylaw that prevents this antisocial behavior.

Similarly as of late, West Vancouver appears to have a problem with "boy racers" flying along Marine Drive in their extremely loud vehicles. This happened a couple of evenings ago and is unfortunately happening more frequently.

I do recall Councillor Cassidy mentioning a similar incident a few weeks ago at a Council Meeting.

As I am sure that there are many other residents affected by these disturbances, I am appealing to Council to investigate and see what can be done to stop it.

The owners of these motorcycles and vehicles should not be allowed to cause such disturbances to so many people.

Thank you

[REDACTED] s. 22(1)

West Vancouver B. C.

[REDACTED] s. 22(1)