

COUNCIL CORRESPONDENCE UPDATE TO SEPTEMBER 25, 2024 (8:30 a.m.)

Correspondence

- (1) 3 submissions, September 13-23, 2024, regarding Proposed Wentworth Road Exchange**
- (2) M. Deane, September 17, 2024, regarding “Invitation Mayor and Council - North Sore Night Light Walk”**
- (3) September 19, 2024, regarding “Fwd: Development Application 2905 Marine Dr”**
- (4) September 19, 2024, regarding “Ambleside concept plan”**
- (5) September 21, 2024, regarding “The difficulty of parking at Lighthouse Park”**
- (6) 2 submissions, September 22, 2024, regarding Noise Cameras**
- (7) 2 submissions, September 22 and 23, 2024, regarding 2025 Sidewalk Projects**
- (8) September 23, 2024, regarding “Written submission for september 24, 2024 regular council meeting / item 5: Regulating Short-term Rental Accommodation” (Referred to the October 21, 2024 public hearing)**
- (9) September 23, 2024, regarding “Lack of visibility 2000block Gordon/Haywood lane &20th” (Referred to the September 23, 2024 Council meeting)**
- (10) British Properties Area Homeowners Association, September 23, 2024, regarding “Re: NSWWTP”**
- (11) September 22, 2024, regarding Geese Mitigation**
- (12) September 24, 2024, regarding “Bylaw amendments to street parking.”**
- (13) Committee and Board Meeting Minutes – Memorial Library Board meeting July 17, 2024; and Board of Variance hearing July 17, 2024**

Correspondence from Other Governments and Government Agencies

No Items.

Responses to Correspondence

- (14) Engineering & Transportation Services, September 24, 2024, response regarding “Eagle Island Barge Bylaw”**

September 13, 2024

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

Dear Mayor and Council,

I hope this letter finds you well. I am writing as a parent of a student at Collingwood School. I also have s.22(1) years of experience in the s.22(1) industry, owning a company that has worked s.22(1) in West Vancouver, Vancouver's West Side, UBC, and the Shaughnessy area. With this background, I have a deep appreciation for the importance of thoughtful infrastructure planning, especially when it comes to ensuring safety and improving traffic flow. It is with this understanding that I fully support the proposed new northern access road and the closure of Wentworth Avenue.

The current access road, Wentworth Avenue, presents significant safety concerns as it runs through the Kindergarten and Junior Kindergarten drop-off area, creating risks for students, staff, and families. By closing this section of the road and establishing the proposed new northern access, the school can ensure a safer environment for everyone, which is a top priority for all of us.

Additionally, the new access road will alleviate the traffic congestion that occurs during the busy drop-off and pick-up times, reducing the impact on the surrounding community. This improvement would enhance traffic flow and contribute to a more efficient and organized transportation system in the area.

Lastly, the closure of Wentworth Avenue will allow Collingwood School to consolidate its property, providing opportunities for future enhancements to the school's facilities. These improvements will not only benefit the school community but will also contribute positively to the local area.

I believe this proposal will have lasting positive effects on both Collingwood School and the wider community. I believe that many parents share similar concerns about safety and traffic flow, and thus support the proposed improvements. From my experience s. 22(1), I see the value in this land swap not only for the school's future growth but also for optimizing traffic patterns and ensuring a safer environment for our children.

Thank you for your attention to this important matter, and I appreciate your consideration of my input.

Sincerely,

s.22(1)

[Redacted]

[Redacted]

[Redacted] Burnaby BC

s.22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, September 19, 2024 1:34 PM
To: correspondence
Cc: Lisa Evans
Subject: Collingwood Land Swap

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Dear Mayor & Council

I am writing to you today to express my support for the proposed land swap between Collingwood and the District. I am a West Van resident and [REDACTED] s.22(1) the Wentworth campus of Collingwood. I know from personal experience how dangerous the roads in West Vancouver are for kids of elementary school age. I think re-directing the traffic for the new Brivia development to the northern side of the Wentworth campus would go a long way to protecting the safety of the children and hopefully lessen congestion as well.

I urge you to support this important safety measure.

Thank you for your consideration. [REDACTED] s. 22(1)

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

From: [Redacted] s. 22(1)
Sent: Monday, September 23, 2024 7:21 PM
To: correspondence
Cc: lisa Evans; [Redacted] s. 22(1)
Subject: Collingwood School Land Swap Application
Attachments: Collingwood DWV Letter.pdf

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Regards,

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

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

s. 22(1)

September 23, 2024

s. 22(1)
West Vancouver, BC s. 22(1)
Canada
Tel: s. 22(1)
Fax: s. 22(1)

Mayor and Council

District of West Vancouver

750 17th Street

West Vancouver, BC V7V 3T3

Dear Mayor Sager and Councils of West Vancouver,

am writing to express my strong support for Collingwood School's proposed new northern access road and the closure of Wentworth Avenue, which is currently under consideration. As the owner of a s.22(1), which has been working in West Vancouver for over 35 years, and as a community member who values the safety and well-being of our children and neighbourhood, I believe these changes would significantly benefit the area.

First and foremost, the safety of students, staff, families, and our neighbours is a critical concern. The current access road, Wentworth Avenue, passes directly through Collingwood School's Kindergarten and Junior Kindergarten drop-off area. This creates safety risks due to the traffic congestion during drop-off and pick-up times. The new northern access road would alleviate these concerns by redirecting traffic flow away from this sensitive area, ensuring that young children can be dropped off and picked up in a safer environment.

In addition, the new road would help ease traffic congestion, which has become a daily challenge during peak times around the school. Providing an alternate route for vehicles would improve the overall traffic flow and reduce the bottlenecks that currently occur near the school. This would benefit not only the school community but also the surrounding neighbourhood, leading to a smoother and safer experience for all residents.

Finally, the closure of a portion of Wentworth Avenue would allow Collingwood School to consolidate its property, offering greater opportunities for future improvements and growth.

This would support the school's long-term development, enabling it to continue providing high-quality education and facilities for students while also enhancing the neighbourhood.

I firmly believe that these proposed changes would not only enhance the safety and convenience for Collingwood School but also positively impact the broader West Vancouver community. I encourage you to support this initiative, as it promises to bring significant benefits to that area.

Thank you for your time and thoughtful consideration of this critical matter.

Sincerely,

s. 22(1)

s. 22(1)

From: Marci Deane <marci@askmarci.ca>
Sent: Tuesday, September 17, 2024 9:16 PM
To: correspondence
Subject: Invitation Mayor and Council - North Shore Night Light Walk

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Dear Mayor and Council,

We are emailing to invite you to attend and perhaps provide a few opening words at the Royal LePage Shelter Foundation Night Light Walk in North Vancouver. The event is scheduled for **October 24, 2024 in Edgemont Village** and will get underway at **6:15 P.M.** with proceeds directly supporting the **North Shore Crisis Society.**

This is the inaugural year for the Royal LePage Shelter Foundation Night Light Walk, a national 3K walk series. We will be engaging Canadians in six communities across the country to come out and support their local women’s shelter - the navigational hub for intimate partner violence in our communities. Now in its 25th year the Royal LePage Shelter Foundation has raised and granted over \$41M and additional information is available at rlp.ca/shelter.

This is our chance to mount an event in their honour, to ignite the passion of our community to fund vital supports and services for women and children facing domestic violence, empowering them to move forward safely and securely.

We welcome you to engage in a variety of roles: bring greetings, start the event, stay until the walk is complete, and greet participants back at the finish line. For your scheduling purposes, the 3K walk will start at approximately **7:00 P.M.**

For inquiries or to confirm your attendance please contact myself (details below) or Caroline Baile at 604-984-4663 email: CarolineBaile@RoyalLePage.ca

Yours sincerely,
Marci Deane
Volunteer Coordinator
s. 22(1)
North Vancouver, BC
s. 22(1)



Marci Deane
Mortgage Broker
604-816-8950
Book a 30 minute consultation – **[click here!](#)**
Get the Ask Marci App here: ASK MARCI
Transaction Coordinator:
Jennifer Steele Office: jen@askjen.ca

From: [Redacted] s. 22(1)
Sent: Thursday, September 19, 2024 12:24 PM
To: correspondence
Cc: [Redacted] s. 22(1)
Subject: Fwd: Development Application 2905 Marine Dr

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----- Forwarded message -----
From: [Redacted] s. 22(1)
Date: Wednesday, September 18, 2024
Subject: Development Application 2905 Marine Dr
To: ewilhelm@westvancouver.ca

Mr. Eric Wilhelm,

Planning Department
District of West Vancouver,

Hi Mr. Wilhelm,

Re:Development Application 2905 Marine Drive.

Mr. Mayor and Members of the Council,

My name is [Redacted] s. 22(1) and I reside at [Redacted] s. 22(1), West Vancouver, BC [Redacted] s. 22(1). I have been living in West Vancouver for the past [Redacted] s. 22(1).

I attended the open house presentation meeting at the Presbyterian Church at the corner of 29th and Marine Drive. I found this proposal for the small multifamily development well designed and beautifully articulated with materials and colours fitting very well with the West Vancouver Village character.

I understand the proposal will be presented to council in October and I hereby support this rezoning application.

This is the type of development that fits very well with the demand for smaller size housing for empty nesters and the aging population.

Please forward my support for this project to the council.

Yours,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, September 19, 2024 4:24 PM
To: correspondence
Subject: Ambleside concept plan

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Please sell the land necessary to complete the Ambleside concept plan.

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

From: s. 22(1)
Sent: Saturday, September 21, 2024 5:06 PM
To: correspondence
Subject: The difficulty of parking at Lighthouse Park

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Dear Mayor and Council

This concerns the incredible difficulty of paying for parking at Lighthouse Park since pay parking there began. I am a senior living in North Van City, and s. 22(1). I took a friend (another senior who is a West Van resident) to walk the Birdsong Path, but I was unable to pay with either of the parking apps (which I already had on my phone) as there was no internet connection – at least for Telus customers. I tried for more than 10 minutes to get a connection, without success. (Roger’s customers seemed to manage ok.) I met others in the parking lot who were having the same difficulty. So, I put a note on my dashboard to this effect and we walked the Birdsong Path anyway, preferring to risk a parking ticket than having a disappointing afternoon.

If you must charge for use of the park, this is a plea for West Van District to install proper pay station machines which visitors can use with credit cards.

My husband and I were s. 22(1), and we volunteered for many years at the s. 22(1). My friend was instrumental in starting the s. 22(1) and was also on the s. 22(1). We all care very deeply about the park and have been tireless promoters of responsible park use. We are extremely distressed about being unable to access it now.

Furthermore, there are many other seniors who would not be able to deal with pay parking by app: either because they do not have a phone, or cannot download the apps, or because of the same difficulty I had – no internet connection. **Without pay station machines this beautiful park is potentially out of reach for a growing segment of the North Shore population: seniors.**

Even if my friend had had a West Van resident parking pass, it would not have served us yesterday as it attaches to a vehicle, not to the person. Perhaps you might also consider making the residents’ parking pass attachable to the person rather than the vehicle, like the Handicap Parking Permit.

I very much hope you can see your way to making Lighthouse Park accessible, once more, to all who love it, cherish its beauty, and care about its preservation.

With kind regards,

s. 22(1)

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s. 22(1)

North Vancouver, BC
s. 22(1)

From: s. 22(1)
Sent: Sunday, September 22, 2024 3:45 PM
To: correspondence; Lo Jon; Bylaw Dept
Subject: "Municipalities Ask Province to Test Noise Cameras."

Importance: High

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Dear West Vancouver Mayor, Councillors, Police Chief and By-Law Department.

As I live just off of Marine Drive, in Ambleside, I am frequently disturbed and shaken as ear-splittingly excessively noisy and back-firing vehicles race up and down Marine Drive, very often late into the night! Most particularly, when awoken from a deep sleep. It can be very frightening in this time of world-wide unrest, one immediately thinks that a bomb has gone off and we are under attack!

So, on Saturday, 21st, September, 2024 on page A6 of the "Vancouver Sun" newspaper, I was thrilled to read this below article:- **"Municipalities ask Province to Test Noise Cameras":-**

Municipalities call for noise-camera pilot program

- Vancouver Sun
- 21 Sep 2024
- TIFFANY CRAWFORD ticrawford@postmedia.com



Edmonton is among the Canadian cities that use automated noise monitoring cameras to combat noise pollution.

Urban dwellers in B.C. who are sleep deprived because of the din of traffic at all hours may be pleased with a resolution at the Union of British Columbia Municipalities conference this week.

The resolution, which was submitted to the UBCM by Port Moody, calls on the provincial government to adopt a noise camera pilot project aimed at cracking down on vehicles with noisy exhaust systems.

“Noise pollution isn't just an annoyance — it's a public health issue. Chronic exposure to excessive noise has real consequences for our residents, from sleep disturbances to stress-related health problems, and it

disproportionately affects residents that live along busy roads,” said Port Moody councillor Samantha Agtarap, a key proponent of the resolution.

The B.C. Green party announced Friday that Agtarap will run in next month's provincial election as the Green candidate in Port Moody-burquitlam.

These cameras have been tested in other cities, including Calgary and Edmonton, but they would be new to B.C. Here are questions about what they are and whether they could work in B.C.

WHAT ARE NOISE CAMERAS?

They are similar to photo radar for capturing speeding drivers, but are also equipped with high-definition audio, as well as visual sensors that monitor sound levels and capture violations of noise regulations in real time.

The resolution calls for B.C. to test the cameras to see if they can capture drivers violating noise bylaws, particularly those with cars rigged with aftermarket exhaust systems — custom mufflers that are louder than factory systems, which are typically muted.

Other types of noise from vehicles would be engine revving and burnouts, or spinning tires.

WHY INSTALL THEM?

The councillors who support the resolution say effective enforcement of existing regulations can be a challenge and resource intensive.

Saanich councillor Teale Phelps Bondaroff, who is also a marine conservationist and a longtime supporter of noise cameras, said traditional enforcement methods, such as patrols and roadside inspections, are resource-intensive and can be dangerous for police officers.

“When you are woken up in the middle of the night by a loud vehicle driving past your window, the vehicle is long gone before you can gather the information needed to make an actionable report to the local authorities. Noise cameras help solve this problem,” he said.

WHERE WOULD THE CAMERAS BE SET UP?

Saanich Coun. Teale Phelps Bondaroff, who is also a marine conservationist and a longtime supporter of noise cameras, said it would be up to the province during a potential pilot program to figure out the best locations. It might be similar to the priority areas for red light and speed cameras. Urban areas where high-traffic roads run through residential areas, for example St. John's Street in Port Moody, would be a good places to put these types of cameras, he added.

“A good pilot would test them in different settings,” he said.

DO THEY CAPTURE OTHER NOISE, SUCH AS TRAINS?

The newer generation of noise cameras on the market can filter out other noise such as an ambulance going by, said Phelps Bondaroff, but at the moment they aren't meant to track whether a train or any other mode of transportation is too loud.

When he first took the idea to Saanich council, Phelps Bondaroff said he had received 47 letters of complaint about noisy vehicles in neighbourhoods.

WHAT ARE THE CURRENT SOUND REGULATIONS?

Under the Motor Vehicle Act, the maximum allowable decibels for vehicles is 83 for light duty vehicles, 88 for gas-driven heavy-duty vehicles, 91 for motorcycles and 93 for diesel-driven heavy-duty vehicles.

The law also prohibits driving a gas-powered car with a muffler with a modified exhaust outlet that increases the noise of the expulsion of the gases from the engine or allows a flame to be emitted from the exhaust system.

WHAT HEALTH ISSUES ARE ASSOCIATED WITH NOISE?

Health experts have linked noise pollution to increased stress, cardiovascular issues, cognitive impairments, learning disabilities and sleep disturbances.

“Noise exposure is a major determinant of public health and the well-being of city residents. In other jurisdictions, noise exposure is actively monitored and managed. As our cities grow we must leverage technology to protect residents and maintain quality of life,” said North Vancouver Coun. Tony Valente.

Kelowna Coun. Gord Lovegrove also said there is data supporting the need to reduce excessive traffic noise on roads.

“For example, prolonged sleep disturbance and deprivation due to excessive traffic noise of adjacent visitors (motels) and residents leads to chronic high blood pressure and heart disease, a major burden on our public health system,” Lovegrove said in a statement.

According to Health Link, the B.C. government's health website, sounds above 85 decibels can be harmful and can lead to hearing loss, depending on the length and frequency of exposure. Examples of noises above 85 include heavy traffic, chainsaws and leaf blowers, noisy restaurants, power lawn mowers, motorcycles, sports crowds, concerts, car races and gunshots.

WHAT ARE THE FINES FOR VIOLATING NOISE LAWS?

If a police officer suspects your engine or exhaust does not comply with the law they may serve you a notice of inspection, which must be done within 30 days.

If you get a ticket, the current fine is \$109.

WHAT WOULD A PILOT PROJECT COST?

There's no cost estimate yet because the province must look into conducting a pilot. Phelps Bondaroff said the revenue from the tickets would cover the cost of the cameras.

WHO IS AFFECTED MOST BY THIS TYPE OF POLLUTION?

Phelps Bondaroff said as municipalities increase density, there are more people living in high-traffic areas with increased traffic noise.

“And if you're putting more of your affordable units on these major corridors, then that makes this an equity issue. A lot of research has been done that shows people who are lower income or live in more affordable housing will experience more noise pollution on a daily basis,” he said.

Thank you for your serious consideration to this urgent matter.

Yours Sincerely,

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

From: [Redacted] s. 22(1)
Sent: Sunday, September 22, 2024 4:25 PM
To: correspondence
Subject: Fwd: To solve our problem of excessive noise every night of the week.

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

From: [Redacted] s. 22(1)
Date: Sun, Sep 22, 2024 at 2:29 PM
Subject: To solve our problem of excessive noise every night of the week.
To: MayorandCouncil <MayorandCouncil@westvancouver.ca>, <BylawDept@westvancouver.ca>, Bryce Wilkinson <BryceWilkinson@wvpd.ca>, [Redacted] s. 22(1), [Redacted] s. 22(1), [Redacted] s. 22(1)

Dear Mayor & Council, Bylaws & Bryce,

[BLOCKEDwestknews\[.\]com/local-news/bc-municipalities-push-province-for-noise-camera-pilot-project-7546534BLOCKED](#)

This clip was in the paper and if it was put into use, it would surely reduce the noise we are subjected to every night of the week.

Sometimes it is so bad, we just cannot hear a program on the TV.

Obviously we have traffic going by where we live off the main Marine Drive, but these race cars are souped up or have defective exhaust pipes. The noise is unbelievable!

They gather at the [Redacted] s. 22(1) and race along both Marine Drive and Bellevue Avenue.

Please consider implementing this unit, so we can get some respite from all their noise.

I have contacted the Bylaw Dept., also the WVPD, who have tried to be helpful, but without any results. This unit would record these noisy racers.

Your consideration would be appreciated.

Yours truly,

[Redacted] s. 22(1)

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

From: s. 22(1)
Sent: Sunday, September 22, 2024 9:55 PM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Sept 23 2024 Agenda Item 9

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To Mayor and Council

I have reviewed the proposal for a sidewalk on the north side of Burley Drive and have serious concerns about you proceeding with the section between Braeside and 11th. My main objection is that it will greatly reduce cycling safety while causing only marginal improvement for pedestrians. Unfortunately the staff report fails to identify this serious safety tradeoff.

I have specific knowledge about this route because I ride it on my bicycle s.22(1). I have chosen this route because it is much safer than the Kings Ave alternative. Kings is the designated bike route but I was almost killed on that route because of the combination of dangers that exist there. It is a high volume stretch where the driving lane is very narrow putting bicycles and cars at maximum conflict especially on the uphill portion. I always take the Burley cutoff to avoid that dangerous section. Burley has more space that allows me to keep right to avoid conflict with drivers. When I reach Braeside, Burley is uphill slowing me down but when I hear a truck come up behind me there is a gravel boulevard that I can retreat to until it goes by. Cars also can use that gravel boulevard to park so it is easier to get by them without me being forced into the centre part of the lane in conflict with cars. Right now that section of my riding route is the safest part but staff's proposed changes will force parked cars onto the roadway making the travelling lane much narrower which will create the same type of dangerous conditions that exist on Kings.

As for the pedestrians, I regularly walk as well and the places I believe we need sidewalks are where pedestrians are forced to walk on the driving lane of the road in conflict with cars. An example right by district hall is 16th St. above Fulton. I regularly walk up from s.22(1) and that part of 16th is notably unsafe. The Burley Drive proposal is one where the pedestrians already have a wide gravel boulevard to walk off the roadway. Sometimes cars are parked there but the boulevard is wide enough to still walk without being forced onto the driving lane so there is little value to pedestrians to make it concrete. Instead the concrete sidewalk will take away access to the gravel boulevard used by parked cars and bikes (I don't ride on sidewalks like some people do).

There needs to be a recognition here that the staff proposal is taking an important and safe bike route and making it much more dangerous for cyclists, especially in the early evening when the sun is in drivers eyes going westbound. You are directly putting cyclists in conflict with drivers by narrowing the available space. If you are going to fairly assess this proposal you need to factor this in. Personally I think it is a very bad idea and should be rejected. For that reason I would ask that you reject the second staff recommended motion with regard to the Burley Drive component from Braeside to 11th St.

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

From: [Redacted] s. 22(1)
Sent: Monday, September 23, 2024 3:42 PM
To: Mark Sager, Mayor; Nora Gambioli; Sharon Thompson; Linda Watt; Scott Snider; Christine Cassidy; Peter Lambur; correspondence
Cc: Sean OSullivan; Jenn Moller; [Redacted] s. 22(1); [Redacted] s. 22(1); [Redacted] s. 22(1); [Redacted] s. 22(1); [Redacted] s. 22(1); [Redacted] s. 22(1); Peter Lambur; [Redacted] s. 22(1)
Subject: Agenda item 9, Sidewa
Attachments: 2024-09-23 proposed sidewalks on Clyde Ave and on13th Street.jpg; Clyde Avenue at 13th Street 2024-09-23 IMG_5395.jpg

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Dear Mayor and Councillors,

I am very pleased to see this project and support all of the proposed sections of sidewalks, which when implemented, will be very important in promoting active transportation in our community. This will serve to encourage residents to walk more, thereby reducing GHG emissions. I would like to see the following two significant gaps in the sidewalk network filled and be given a high priority due to their close proximity to schools as are shown in red on the attached map:

1. Clyde Avenue between 12th and 13th Streets

A sidewalk in this one block would link up with the lengthy sidewalk on Keith Road and its connecting slip lane at 12th Street to the existing sidewalk on 13th Street between Marine Drive and Mathers Ave. As shown in the attached photo, there already is pedestrian crosswalk with pedestrian-activated flashing lights at the intersection of Clyde Avenue and 13th Street. Also, shown in the photo is a concrete pad with a curb let-up for people with disabilities. A sidewalk here would provide a safer route for children walking to and from Hollyburn School along this block of Clyde Avenue and east of 12th Street and Keith Road.

2. 13th Street between Inglewood and Kings Avenues.

This is another important link and current gap in the sidewalk network for children walking to and from Ridgeview School along 13th Street and those pedestrians visiting Chatwin Park. Note that there is a bus stop at the corner of 13th Street and Inglewood Avenue. This means that children taking the bus to and from Ridgeview School have, for two blocks, no sidewalk to walk on to get to and from school.

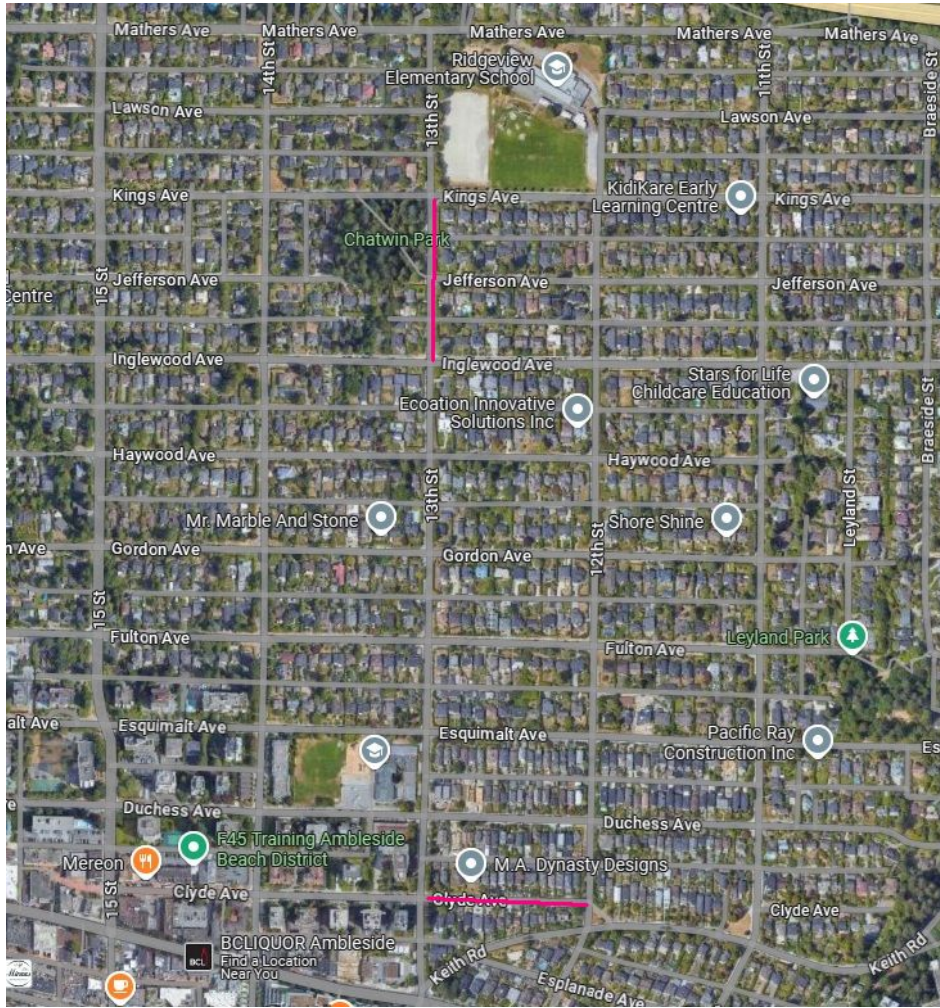
These two gaps are mentioned in the 2017 Pedestrian Network Study.

Finally, I would like to suggest that the proposed sidewalk on 19th Street between Fulton Avenue and Marine Drive be given a lower priority because there already is a suitable and safe gravel pathway for pedestrians on the west side of the Street. It is also a very picturesque route beside McDonald Creek.

Sincerely, [Redacted] s. 22(1)
 --
 [Redacted] s. 22(1),
 West Vancouver, British Columbia,
 Canada, [Redacted] s. 22(1)
 Tel: [Redacted] s. 22(1)

Cell: s. 22(1)

E-mail: s. 22(1)



From: [Redacted] s. 22(1)
Sent: Monday, September 23, 2024 4:32 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Written submission for september 24, 2024 regular council meeting / item 5: Regulating Short-term Rental Accommodation

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.

Dear Mayor and City Councilors,

I am writing to express my support for the proposed changes regarding the regulation of short-term rental accommodations.

However, I would like to suggest a modification to the staff’s current proposal of limiting the maximum number of guests to 6. Instead, I propose allowing 2 guests per room, up to a maximum of 8 guests per short-term rental accommodation, for the following reasons:

- **Family Cohesion:** Many visitors to West Vancouver prefer renting houses with multiple rooms so that their entire family can stay under one roof, rather than booking several hotel rooms. Notably, 41% of homes in West Vancouver have 4 or more bedrooms, with 21% having 3 bedrooms and 21% having 2 bedrooms.
- **Common Guest Profiles:**
 - Approximately 50% of short-term stays in 4-bedroom homes consist of extended families, including grandparents, parents, and children (e.g., 4 adults, 2 children, and an infant). They like to stroll Ambleside, shop locally and eat at local restaurants.
 - Another 40% of stays involve two couples, often siblings who grew up in West Vancouver but now live out of province, visiting with their children to see grandparents who live locally in an apartment in Ambleside.
 - The remaining 10% are business travelers visiting with their families or tourists staying in Greater Vancouver before embarking on an Alaska cruise.

These types of guests are generally quiet, responsible, and beneficial to the community. They also support local tourism, especially in areas like Ambleside and Dundarave villages.

Recommendation: Increase the proposed guest limit from 6 to 2 guests per room, with a total maximum of 8 guests per short-term rental accommodation.

Thank you for considering this recommendation.

Sincerely,
 [Redacted] s. 22(1)
 West Vancouver
 [Redacted] s. 22(1)

From: [Redacted] s. 22(1)
Sent: Monday, September 23, 2024 8:52 AM
To: Engineering Department; Dispatch; Gyula Oszvald; correspondence
Subject: Lack of visibility 2000block Gordon/Haywood lane &20th
Attachments: 20240922_082309.jpg; 20240920_154746.jpg; 20240916_132120.jpg

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.

Re: Sept 23, Council meeting agenda, item 4

Photos taken this week indicate no improvement from photos sent in June, 2018 !! to R Fung, S Almas, G Oszvald subject: Collaboration between WV District heads required to achieve safety solutions.

Photos sent to the Municipality of the 57 tree encroachment on lane in 2016 show that the situation has only worsened.

Letter sent from Engineering, July 4, 2024 requiring "trimming" front? 955 20th (M-128039) two months AFTER FENCE INSTALLED has been omitted from Stel's Sept 11 report to Council. Follow up inspection? Why "front"?

What criteria do Roads and Transportation use in determining that a visual obstructions has been removed such that Stel's 5.2 History (page 3) can state that "an inspection was conducted, satisfying the sight line and visibility issue"? That was 2023, visibility unimproved.

A driver needs to see from behind the Ivy covered pole. A corner clearance 10 ft back from road (same as Municipality required of 2055 20th- laurels trunks denuded, south side of 2000 block Kings lane) ,back to the last of large bolders and short laurels in photo 1 (taken Sunday, Sept 22, 2024) is required to both make lane visible and provide sight line from lane. Ofcourse, first the fence must be removed.

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



s. 22(1)

s.22(1)



s.22(1)

From: Neil Jensen [REDACTED] s. 22(1)
Sent: Monday, September 23, 2024 11:52 PM
To: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Linda Watt; correspondence; Sharon Thompson
Cc: [REDACTED] s. 22(1)
Subject: Re: NSWWTP
Attachments: cidF0A0276B-5AFA-4BA5-A621-EDB8CF08435D.pdf

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.

Dear Mayor and Council Members,

I trust that you all enjoyed a pleasant summer. I am writing to follow up on my previous correspondence dated July 18, 2024, in which I sought a response regarding our appeal and emphasized the importance of your support for a thorough public inquiry to be conducted by the Inspector of Municipalities, as stipulated in the Local Government Act (section 764), on behalf of the British Properties ratepayers represented by our board.

The British Properties Area Homeowners Association has played a vital role in the formation of the inaugural North Shore Neighborhoods Alliance (NSNA.ca), in collaboration with ADRA, which has gained media recognition as a legitimate community association representing eight North Shore communities affected by this issue. This coalition was established specifically to advocate for our communities in light of this unprecedented financial crisis.

In the past three months, the NSNA has successfully secured the backing of Councillor Pope from the District of North Vancouver, who has since been joined by seven other councillors from various municipalities throughout the Metro region. On September 9, Councillors Daniel Fontaine and Paul Minhas from New Westminster, Richard T. Lee from Burnaby, Ahmed Yousef from Maple Ridge, Kash Heed from Richmond, along with Linda Annis and Mike Bose from Surrey, collectively committed to encouraging their respective councils to support their mayors in sending letters to Premier Eby. These letters would advocate for an independent review of governance in Metro Vancouver and request the province’s Inspector of Municipalities to initiate an inquiry under Section 764 of the Local Government Act.

The ongoing silence from this council is alarming, and we respectfully urge a Councillor from West Vancouver to take the lead in proposing a motion to the West Vancouver Council, advocating for the District to request the Province of British Columbia to initiate a public inquiry into the Metro Vancouver North Shore Wastewater Treatment Plant debacle.

Our organization seeks a written response from Council regarding the present status of where it is at in its decision-making process and it’s action plan to protect us as WV residents from the fallout of this unprecedented boondoggle.

Sincerely,
 Neil Jensen
 Board of Directors for the British Properties Area Homeowners Association
 [REDACTED] s. 22(1)

Sent from my iPad

On Jul 18, 2024, at 2:53 PM, Neil Jensen s. 22(1) wrote:

Dear Mayor and Council Members,

On behalf of area residents, we are reaching out to urge your backing for a comprehensive public inquiry to be carried out by the Inspector of Municipalities in accordance with the Local Government Act (section 764), especially in light of the gravity of the situation surrounding the North Shore Waste Water Treatment Plant. The residents of North Shore, who will ultimately bear the burden of this significant cost escalation, which will be reflected in both current and future property taxes and utility charges, deserve the transparency and accountability that such an inquiry would provide.

It is common knowledge that the initial projected cost of the project has skyrocketed from what was once as low as \$500 million to now nearly \$4 billion and costs are still rising, with a completion date that is now a decade overdue. During the meeting on May 31st, the Metro Vancouver board imposed an additional annual levy of an average of \$590 for the next thirty years on North Shore residents which as I understand will vary cost depending on home assessment values. The current cost estimates do not even include the expenses related to decommissioning the existing Lions Gate Treatment Plant or any necessary soil remediation at the site.

We kindly request our elected officials in West Vancouver to communicate with Premier Eby and propose that his government appoint an Inspector of Municipalities to conduct a public inquiry. This will help ensure transparency and build trust among all stakeholders.

Yours faithfully,

Neil Jensen

Board of Directors for the British Properties Area Homeowners Association

Sent from my iPhone

Coun. Pope demands provincial probe into massive delays, cost overruns at North Shore Wastewater Plant

<https://www.northshoredaily.com/coun-pope-demands-provincial-probe-into-massive-delays-cost-overruns-at-north-shore-wastewater-plant/>

"The public deserves answers regarding what went wrong, why costs have skyrocketed, and whether Metro Vancouver's management and/or governance are responsible."



Staff report

September 5, 2024 11:14am

District of North Vancouver Councillor Catherine Pope again calls for a provincial public inquiry into the escalating costs and delays surrounding the [North Shore Wastewater Treatment Plant \(WWTP\)](#). Initially budgeted at \$700 million with a 2020 completion target, the plant has ballooned to an estimated \$4 billion, with no completion in sight.

In a report she has brought before the council at a meeting on September 9, Councillor Pope says the DNV council should request the Province to launch a formal investigation into the project. "This staggering increase in cost and time demands a robust investigation, transparency, and accountability from Metro Vancouver," she says in her report.

Pope outlined key concerns regarding the project's oversight, mainly focusing on the massive cost overruns and delays. "The public deserves answers regarding what went wrong, why costs have skyrocketed, and whether Metro Vancouver's management and governance are responsible," Pope said.

She highlighted the financial burden that has [disproportionately fallen on North Shore residents](#), who are set to pay an estimated \$590 annually for 30 years to cover the costs. In contrast, residents of other Lower Mainland municipalities will pay much lower fees—between \$80 and \$150 annually for 15 years. "This financial inequity is unacceptable," Pope emphasized.

Pope also raised doubts about the adequacy of the [independent performance audit](#), pointing out that Metro Vancouver will oversee this audit. "Its independence is questionable as it is overseen by Metro Vancouver, limiting its scope and effectiveness," she said.

Pope called for a fully independent public inquiry, stating it would comprehensively investigate the WWTP project. "A public inquiry will help ensure that Metro Vancouver's governance and management practices are thoroughly examined, preventing future fiscal mismanagement in large-scale infrastructure projects," she added.

She also referenced the [North Shore Neighbourhoods Alliance](#), which includes seven community associations. The group has voiced support for a public inquiry and called for additional funding from higher levels of government. The City of North Vancouver also passed a resolution in June 2024, authorizing the mayor to file a formal complaint against Metro Vancouver over the WWTP's escalating costs.

Pope hopes the inquiry will pave the way for greater transparency and accountability for the WWTP and future projects such as the planned \$10 billion Iona Island Wastewater Treatment Plant. "We can't afford to let this happen again," she warned.

[Why should taxpayers pay for North Shore wastewater treatment plant debacle?](#)

[Metro Vancouver announces independent review of North Shore Wastewater Treatment Plant](#)

[North Shore Wastewater Plant: Company in legal battle with Metro Vancouver wins Surrey-Langley Skytrain station contract](#)

s. 22(1)
West Vancouver, BC s. 22(1)
September 22, 2024

Correspondence
750 17th Street
West Vancouver BC V7V 3T3

To: West Vancouver Mayor and Council:
Mark Sager, Christine Cassidy, Nora Gamboli, Linda Watt, Peter Lambur, Sharon Thompson, Scott Snider

Re: West Van Council debates Canada Goose concerns; North Shore News, Sept 18, 2024

Seems like a fair exchange.... we pollute their environments, they pollute ours.

Brent Richter’s article mentions although Canada geese are a native species, the current southern population was introduced in the 1970’s. Well, I also am of a population introduced relatively recently, just around 150 or so years ago. These arrivals also found and settled into an environment that conveniently provided for basic needs. And promptly used the best of the resources, leaving their pollution (and destruction).

Are we really any different? Yes, most of our species now use bathrooms but have Council members frequently (daily?) walked through Ambleside area sports fields, parks, beaches? Seen the garbage regularly left? Drink containers (often still half, or more, full) and other food wrappings dropped and left? Before adding bird eggs to reduce a population’s ‘natural’ pollution we need to do a better job with our environmental use and detritus. I’m surprised and disheartened that the sports field users, spectators and others, apparently appreciating our “natural” environments, are not more conscientious in their respect and protection of these spaces. The messages have certainly been presented, in various ways, to the last 3 or 4 generations.

Regards,
s. 22(1)

NOTE s.22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, September 24, 2024 5:51 PM
To: correspondence; Miranda A. Emery
Subject: Bylaw amendments to street parking.

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.

Re: Landsea tours and other large commercial vehicles

Hello

I have reached out to bylaws on numerous occasions about Landsea tours and other large commercial vehicles parking on 13th (in front of Parkview Tower 555 13th street, 475 13th street and in front of tennis courts at 13th and Duchess). Landsea tours gets tickets for being there on a street cleaning day but not any other reason. We can't have Richmond based businesses parking their busses in West Vancouver overnight in residential areas meant for guest and resident parking.

Our by laws are not suitable to prohibit large commercial busses from using our two hour parking spots or unmarked parkable spots in residential areas in West Vancouver for free overnight.

Can we please take a look at adding a bylaw to prohibit these large busses from parking. They obstruct visibility and take up parking spots. Our residential streets are being taken advantage of by companies.

The City of Vancouver enforces a bylaw which prevents commercial vehicles over a certain size from parking.

Ps. Just saw landsea park for the night across 475 13th street :)

Thank you
[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

Sent via [Superhuman iOS](#)



WEST VANCOUVER MEMORIAL LIBRARY BOARD

MINUTES

July 17, 2024, 7:00 p.m.

Welsh Hall

Present: T. Wachmann [Chair], A. Krawczyk, B. Hafizi, E. He, W. Marais, P. Morris,
H. Vanee

Absent: A. Nimmons, S. Sanajou, S. Thompson, L. Yu

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

The Chair welcomed new Board members E. He, W. Marais, P. Morris, and H. Vanee to the meeting.

1. Call to Order

The meeting was called to order at 7:13 p.m.

2. Approval of Agenda

Moved by: B. Hafizi

Seconded by: E. He

THAT the Agenda be approved.

CARRIED

3. Approval of Consent Agenda

Moved by: H. Vanee

Seconded by: T. Wachmann

THAT the Consent Agenda be approved.

CARRIED

4. Business Arising from Minutes

None.

5. Director

a) Update

Please see report attached report from the Director.

T. Wachmann and S. Hall thanked the Senior Team for all their hard work during S. Hall's absence.

6. Governance

None.

7. Strategy

a) Business Plan – Q2 Update

S. Hall reported on the progress of these goals noting that most projects are on track.

8. Finance

a) 2025 Amended Funding Distribution Request to the Foundation

Moved by: A. Krawczyk
Seconded by: W. Marais

To consent to the Library's 2025 amended funding distribution request for a total of \$300,000 in 2025 as follows:

\$112,600 for collections
\$175,400 for programming
\$12,000 for technology and projects

CARRIED

b) Young Canada Works Funding Memo

Moved by: P. Morris
Seconded by: E. He

To approve the expenditure of 2024 Young Canada Works funding of \$3,487.26 to help cover in part the cost of a summer reading club assistant.

CARRIED

c) 2024 Library Enhancement Grant

Moved by: W. Marais
Seconded by: B. Hafizi

To approve the expenditure of an additional one-time library Enhancement Grant received in 2024 of \$23,800.68.

CARRIED

d) 2024 Mid-Year Budget Amendment

S. Gill advised that the main 2024 mid-year amendments include:

- An amount of \$3,487.26 from Young Canada Works for a summer reading club assistant.
- An increase of \$5,500 of operating expenditures from the Foundation as per the 2024 amended request to the Foundation.
- A one-time Provincial library enhancement grant amount of \$23,800.68
- An increase of \$60,000 from the Foundation in 3rd party capital revenue with offsetting costs to enhance the sound system, stage, and equipment in the new concert area in the Main Hall.
- The Library Board has approved the receipt and expenditure of funds for a 3rd party Law Matters Grant, which has been included in the 2024 District mid-year capital budget amendment. The total of this grant is an increase of \$1,500 in 3rd party capital revenue with offsetting costs.

Moved by: B. Hafizi
Seconded by: W. Marais

To approve the 2024 Mid-Year Budget Amendment submission to the District as presented.

CARRIED

S. Gill advised that the library salaries are currently trending over budget due to a number of factors including increased temporary salary usage due to absences (e.g sick) and maternity leave top up coverage. A mid-year budget amendment for salaries was proposed.

Moved by: A. Krawczyk
Seconded by: W. Marais

To approve library staff to submit to the District an additional operating budget amendment for salaries if required.

CARRIED

The Board thanked S. Gill for all his hard work in preparing these documents.

9. Infrastructure Committee

B. Hafizi reported on the following projects:

- Modern Niagara has prepared a design brief with three options for the heating system upgrade. Their recommended option is a heat pump with an electric boiler. Once the design is finalized, we will work on negotiations for construction. Construction negotiations and construction mobilization will commence with Modern Niagara in September. Most of the work will begin next year during the late spring/summer when it becomes warmer, and less heating is required.
- Flynn Canada is approximately 90% complete on the roofing seismic upgrade. They should be complete by July 19th. The rooftop parking and community garden will re-open shortly thereafter.
- We are working with a contractor to provide us a non-commitment budget for the elevator to the rooftop parking project. We expect to receive this budget within the next week and will then determine next steps. We are hoping we can engage this contractor and complete the work this summer.
- Materials continue to be moved in preparation for the Mezzanine renovation. The permit package is ready, and we are working through final design details. Once the review is complete, we will also issue the tender for construction. We anticipate commencing the renovation work in late summer or early fall.

10. Engagement Committee

T. Wachmann will be meeting with new Deputy Municipal Manager S. Ketler in the coming weeks.

T. Wachmann suggested that it may be helpful if the Board connect with the new Councillors in the fall.

T. Wachmann will contact the new Trustees to find out where their interest lies, which will help determine committee appointments.

The Engagement Committee will meet to plan engagement opportunities in the fall.

11. Council Update

None.

12. New Business

On behalf of L. Yu, T. Wachmann reported on her attendance at the Arts and Culture Advisory Committee meeting. The Arts & Culture Advisory Committee re updating their Arts & Culture Strategy (2018-2023) and D. Niedermayer would like to attend a Board meeting in the fall to provide an update on their strategies.

13. Date of Next Meeting

Wednesday, September 18, 2024, 7 p.m.

14. Adjournment

The meeting was adjourned at 8:10 p.m.

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

s. 22(1)

Tracy Wachmann
Chair, West Vancouver Memorial Library Board

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
BOARD OF VARIANCE HEARING MINUTES
VIA ELECTRONIC COMMUNICATION FACILITIES
WEDNESDAY, JULY 17, 2024**

BOARD MEMBERS: Chair L. Radage and Members J. Elwick and R. Yaworsky attended the hearing via electronic communication facilities. Absent: Members S. Abri and D. Simmons.

STAFF: P. Cuk, Board Secretary; H. Dallas, Senior Manager, Legislative Services/ Corporate Officer; and T. Yee, Building Inspector, attended the hearing via electronic communication facilities.

1. Call to Order

The hearing was called to order at 5 p.m.

2. Introduction

Staff introduced the Board Members and described the hearing procedure.

3. Confirmation of the Agenda

It was Moved and Seconded:

THAT the July 17, 2024 Board of Variance hearing agenda be approved as circulated.

CARRIED

4. Adoption of the June 19, 2024 Minutes

Chair Radage referred to the minutes of the Board of Variance hearing held on June 19, 2024.

It was Moved and Seconded:

THAT the June 19, 2024 Board of Variance hearing minutes be adopted as circulated.

CARRIED

5. Time Limit of Board of Variance Orders

Chair Radage read out the following statement regarding Time Limit of Order Approving a Variance and noted that the time limit applied to each application approved by the Board:

Pursuant to section 542(3) of the *Local Government Act*, if a Board of Variance orders that a minor variance be permitted from the requirements of the bylaw, and the Order sets a time limit within which the construction of the building or structure must be completed, and the construction is not completed within that

time, the permission of the Board terminates and the bylaw applies. Further, if that construction is not substantially started within 2 years after the Order was made, or within a longer or shorter time period established by the Order, the permission of the Board terminates and the bylaw applies.

6. Application 24-028 (2468 Mathers Avenue)

Staff confirmed the following requested variance regarding a basement addition, main floor addition, shed, and front entry addition:

- a) 6.9 % (55m²) to Floor Area Ratio.

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Plans Examiner II	July 17, 2024	1

Staff provided permit history of the subject property and responded to a Board member’s questions.

A. Golbazi and K. Kheradmandian (representing the owner of 2468 Mathers Avenue) described the variance application for a basement addition, main floor addition, shed, and front entry addition.

Chair Radage queried whether anyone had signed up to address the Board regarding the subject application.

L. Jones (West Vancouver) commented and queried regarding: the proposed floor area ratio; the scope of the proposed construction; and tree protection. Staff and Board members provided a response.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated June 16, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submissions of A. Golbazi, L. Jones, and K. Kheradmandian:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-028 regarding a basement addition, main floor addition, shed, and front entry addition at 2468 Mathers Avenue with a variance of:

- 6.9 % (55m²) to Floor Area Ratio

BE ALLOWED pursuant to the plans dated May 1, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

7. Application 24-029 (5405 Greentree Road)

Staff confirmed the following requested variances regarding a power pole (accessory structure):

- a) 5.90 m to Front Yard Setback
- b) 2.40 m to Accessory Building Height.

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Building Inspector	July 16, 2024	1

Staff provided permit history of the subject property.

S. Malek (representing the owner of 5405 Greentree Road) described the variance application for a power pole (accessory structure) and responded to a Board member's questions.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site

- adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated June 17, 2024, including the applicant’s letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submission of S. Malek:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-029 regarding a power pole (accessory structure) at 5405 Greentree Road with variances of:

- 5.90 m to Front Yard Setback
- 2.40 m to Accessory Building Height

BE ALLOWED pursuant to the plans dated June 19, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

8. Application 24-030 (2624 Ottawa Avenue)

Staff confirmed the following requested variances regarding a power pole (accessory structure):

- a) 8.00 m to Front Yard Setback
- b) 0.85 m to Minimum Side Yard Setback
- c) 3.60 m to Accessory Structure Height.

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Redacted	July 8, 2024	1
Building Inspector	July 16, 2024	2

Staff provided permit history of the subject property.

M. Shahmirza (representing the owner of 2624 Ottawa Avenue) described the variance application for a power pole (accessory structure) and responded to a Board member’s question.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated June 17, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submission of M. Shahmirza:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-030 regarding a power pole (accessory structure) at 2624 Ottawa Avenue with variances of:

- 8.00 m to Front Yard Setback
- 0.85 m to Minimum Side Yard Setback
- 3.60 m to Accessory Structure Height

BE ALLOWED pursuant to the plans dated May 17, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

9. Application 24-031 (2508 Nelson Avenue)

Staff confirmed the following requested variances regarding a carport:

- a) 7.47 m to Front Yard Setback
- b) 3.27 m to Distance Between Principal and Accessory Structure
- c) 0.28 m to Accessory Structure Height.

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Building Inspector	July 16, 2024	1

Staff provided permit history of the subject property.

G. Cragg (representing the owner of 2508 Nelson Avenue) described the variance application for a carport and responded to a Board member's question.

Chair Radage queried whether anyone else had signed up to address the Board regarding the subject application. Staff informed that no one else had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated June 18, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site, and having heard the submission of G. Cragg:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-031 regarding a carport at 2508 Nelson Avenue with variances of:

- 7.47 m to Front Yard Setback
- 3.27 m to Distance Between Principal and Accessory Structure
- 0.28 m to Accessory Structure Height

BE ALLOWED pursuant to the plans dated June 6 and 7, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

10. Application 24-032 (1058 Esquimalt Avenue)

Staff confirmed the following requested variances regarding a power pole (accessory structure):

- a) 6.60 m to Front Yard Setback
- b) 1.12 m to Minimum Side Yard Setback
- c) 3.92 m to Accessory Structure Height.

Staff informed of written submissions received for this application prior to the Board of Variance hearing.

Written submissions received:

SUBMISSION AUTHOR	SUBMISSION DATED	#
Building Inspector	July 16, 2024	1

Staff provided permit history of the subject property.

Chair Radage queried whether the applicant was present to address the Board regarding the subject application. Staff informed that the applicant was not in attendance.

Chair Radage queried whether anyone had signed up to address the Board regarding the subject application. Staff informed that no one had signed up to address the Board regarding the subject application.

Members of the Board considered:

- All of the submissions;
- Whether the application was for a minor variance that did not
 - result in inappropriate development of the site
 - adversely affect the natural environment
 - substantially affect the use and enjoyment of adjacent land
 - vary permitted uses and densities under the applicable bylaw; or
 - defeat the intent of the bylaw; and
- Whether compliance with the bylaw would cause the applicant undue hardship.

Having read the application dated June 18, 2024, including the applicant's letter, plans and all other related documents, and having read the statutory Notice of Hearing for the subject application, and having inspected and/or viewed images of the subject site:

It was Moved and Seconded:

THAT the Board finds that undue hardship would be caused to the applicant by compliance with Zoning Bylaw No. 4662, 2010 (as amended) and orders that Application 24-032 regarding a power pole (accessory structure) at 1058 Esquimalt Avenue with variances of:

- 6.60 m to Front Yard Setback
- 1.12 m to Minimum Side Yard Setback
- 3.92 m to Accessory Structure Height

BE ALLOWED pursuant to the plans dated June 5, 2024 submitted with the application; AND THAT if construction is not substantially started within 2 years of the issuance of the Order, the permission terminates and the Zoning Bylaw applies.

CARRIED

11. Receipt of Written and Oral Submissions

It was Moved and Seconded:

THAT all written and oral submissions regarding the following Board of Variance Applications:

- Application 24-028 (2468 Mathers Avenue);
- Application 24-029 (5405 Greentree Road);
- Application 24-030 (2624 Ottawa Avenue);
- Application 24-031 (2508 Nelson Avenue);
- Application 24-032 (1058 Esquimalt Avenue);

up to and including July 17, 2024, be received.

CARRIED

12. Public Question Period

There were no questions.

13. Next Hearing

Staff confirmed that the next hearing of the Board of Variance is scheduled for September 18, 2024 at 5 p.m.

14. Adjournment

It was Moved and Seconded:

THAT the July 17, 2024 Board of Variance hearing be adjourned.

CARRIED

The Board of Variance hearing adjourned at 5:48 p.m.

Certified Correct:

s. 22(1)

L. Radage, Chair

s. 22(1)

P. Cuk, Secretary

From: Engineering Department
Sent: Tuesday, September 24, 2024 10:11 AM
To: s.22(1)
Cc: correspondence; Engineering Department
Subject: District of West Vancouver Engineering Enquiry M-105633 - 2024 09 06 s.22(1) - Eagle Island Infrastructure Feedback
Attachments: COUNCIL REPORT 2024 05 27 Eagle Island Access Infrastructure.pdf; Eagle Island Infrastructure Access - Letter to Residents.pdf

Hello s.22(1),

Thank you for your email. Apologies for the late reply. In a letter dated August 3, 2023, from Jenn Moller, Director of Engineering & Transportation Services, all Eagle Island residents were asked to provide feedback regarding Eagle Island Access Infrastructure, see letter attached. There were 14 responses, see page 4 of the attached report. All feedback was considered when developing the recommendation to Council to regulate the use of the Eagle Island Access infrastructure.

In spring 2024, Staff attended the site to gather the information regarding barge size and space availability detailed in the report.

As per the recommendation in the report, the Engineering Department has been directed to prepare a bylaw designed to regulate the use of the District's public access and dock infrastructure for Eagle Island to be brought forward at an upcoming regular Council meeting no later than Q3, 2024 for consideration.

Council agenda items are made public on the District website the week before the meeting. You can also sign up to receive notifications of upcoming Council meetings.

Best regards,

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

 Director	_____ Municipal Manager
---	----------------------------

<u>COUNCIL AGENDA</u>	
Date: _____	Item: _____



DISTRICT OF WEST VANCOUVER
750 17TH STREET, WEST VANCOUVER BC V7V 3T3

COUNCIL REPORT

Date:	May 12, 2024
From:	Jenn Moller, Director of Engineering & Transportation Services
Subject:	Eagle Island Access Infrastructure
File:	1700.09

RECOMMENDATION

THAT

1. staff prepare a bylaw designed to regulate the use of the District's public access and dock infrastructure for Eagle Island, and bring forward at an upcoming regular Council meeting no later than Q3 2024, for consideration; and
2. the bylaw includes conditions of use and enforcement measures, a permitting scheme for vessel moorage, and a user fee to be applied with vessel moorage permitting.

1.0 Purpose

This report has been prepared to provide Council with an update on District provided servicing in relation to Eagle Island access infrastructure, and to seek direction from Council on next steps towards the management and regulation of the infrastructure.

2.0 Legislation/Bylaw/Policy

Community Charter

Section 8 (2) and (3) of the *Community Charter* authorizes the council of a municipality to provide any service that the council considers necessary or desirable, and by bylaw, to regulate, prohibit and impose requirements in relation to that service.

Pursuant to the *Community Charter*, a service is defined as an “activity, work or facility undertaken or provided by or on behalf of the Municipality”; Section 15 provides that when regulating a service, including regulating Municipal services, such as a dock facility, a council may provide for a system of licences, permits, or approvals. Similarly, Section 194 enables a council to impose a fee in relation to a bylaw and a service it regulates.

3.0 Council Strategic Objective(s)/Official Community Plan

Official Community Plan

Within the Districts Official Community Plan (OCP), Part 450 which regulates Marine Zones, allows for permitted uses including private floats, wharves, piers, and walkways, on the condition that M1 Zoning, which includes the foreshore area surrounding Eagle Island, conditional to:

“Private floats, wharves, piers, and walkways are only permitted where necessary for practical access to property immediately abutting the foreshore lying within the District boundaries, but only within the boundaries of a water lease or licence of occupation issued by the District. Private floats and wharves shall be used for purposes of private access only and no commercial or industrial activity or use shall take place thereon.”

With this “condition of use”, it is only Eagle Island residents within the District that are permitted to have a dock under the Zoning Bylaw as they have no road access. They are required to have a license agreement with the District under the Head Lease for the dock to extend onto the foreshore from their property.

Council’s Strategic Objectives do not apply.

4.0 Background

Eagle Island, located in Eagle Harbour, is home to 33 West Vancouver households. Currently, it is understood that 9 households access their residences from the West Vancouver Yacht Club where they receive limited boat moorage, vehicle parking, and garbage disposal. The remaining property owners moor their boats at the District owned Eagle Harbour Public Dock. The parking of vehicles and the disposal of garbage occurs at the foot of Eagle Harbour Road

Vessel Moorage

The District owns and maintains a public dock facility on both the island and mainland. Both the mainland and island docks consist of a gangway ramp connecting the shoreline to a series of attached float sections. Each dock facility has a total deck area of roughly 160 m², intended to provide moorage for “small barges and row boats”.

There is limited moorage capacity associated with the public dock facilities; with the current occupancy as described above there is no excess moorage capacity. To date, the moorage of vessels by Eagle Island residents has been structured on a social contract basis, with an understanding and practice of one moorage slip for each dock facility per household (33 minus 9, for a total of 24 households). More recently staff have received complaints regarding a purported disruption to the current moorage slip per household arrangement.

Historically, the docks have been maintained on a reactionary, complaint basis, with provision for a limited maintenance budget of \$3,000 annually within the Roads & Transportation Operating budget to support this operating model. Between the period of 2015 to 2018 major capital rehabilitation works were carried out by the District in relation to the public dock structures, for a total expenditure of roughly \$500,000.

In addition to moorage, the District also provides electrical service vis-a-vis the mainland public dock for the purposes of charging for some of the vessels. The service has failed and is being maintained on an interim basis with plans pending equipment delivery and contractor availability, to renew the service for an estimated cost of \$7600; it is anticipated this work will be completed later this spring. Electrical consumption associated with the service is paid for by the District.

Vehicular Parking and Solid Waste Collection

To ensure the availability of parking, Eagle Island residents have assigned one stall per household marked with a personalized name sign; the District has historically provided that signage. In addition, residents typically store a wheelbarrow at the head of the parking stall for the purpose of moving goods to and from their home on the island. From time to time, civil and drainage works are necessary for maintaining the parking lot area for resident use. Currently, there is no dedicated operation budget associated with this asset, maintenance and replacement costs are addressed through the Roads & Transportation capital or operating budget on an as and when need basis.

In 2023, \$19,000 was budgeted to carry out more significant repair and maintenance needs for the parking access infrastructure described above due to safety reasons.

4.1 **Previous Decisions**

At its **November 16, 2009, regular Council meeting**, Council passed the following resolution:

THAT

1. Council direct staff to establish a Resident Parking Zone at the foot of Eagle Harbour Road for Eagle Island residents with an annual permit fee of \$10;
2. An annual Occupancy fee of \$100 be established should Eagle Island residents desire a dedicated parking stall; and
3. Costs of \$150 per stall for manufacture and installation of personalized name signage be borne by Eagle Island residents.

At its **October 27, 2008, regular Council meeting**, Council passed the following resolution:

THAT funding in the amount of five hundred thousand dollars (\$500,000) for the replacement of Eagle Island mainland and island docks be considered by Council through the 2009 Capital Budget deliberation process as a municipal capital project.

5.0 Analysis

5.1 Discussion

At present, the vessel moorage facilities (“the Docks”), owned by the District and used to provide access to Eagle Island is currently unregulated. Due to the capacity of the Docks, the limited space on Eagle Island, and the lack of publicly accessible lands, services, and amenities on Eagle Island, the Docks are overwhelmingly, if not exclusively, used by the residents of Eagle Island, and that is likely to remain the case in the foreseeable future.

Notwithstanding the existing operations and maintenance approach to address needs of the Docks and parking infrastructure associated with Eagle Island resident access and egress, and in recognition of the cost and significance of the assets, staff commissioned a structural review of the Docks. The review was carried out by a qualified professional as part of the Bridge and Major Structures Review Programming, excerpt of report attached as **Appendix A**. The outcome of the assessment provides for current condition rating, as well as identifying near and longer-term rehabilitation and replacement needs for the structures.

Resident feedback

On August 3, 2023, residents of Eagle Island were mailed a letter advising a review of the Eagle Island access infrastructure was being undertaken and inviting residents to provide feedback; of the 33 properties, 14 responses were submitted in writing from residents. Feedback is summarized as follows:

- one barge per household for a “standard size” barge (13)
- no change to current “social contract” system (12)
- create a permit system for barges (1)
- create EV Charging station for parking lot (1)
- add additional parking (1)
- create/renew permanent electrical service for barge charging (5 plus the support of the Eagle Island Association)
- various operational improvement requests (requires funding)

As mentioned earlier in this report, Eagle Island residents have expressed concerns regarding the use of the Docks and the availability of mooring space at the Barge Dock.

With regard to the other matters for which feedback was received, increasing parking is not possible due to the existing site conditions, configuration of the roadway, and limited footprint of the existing parking lot. In connection with the request for an electric vehicle (EV) charger, the District does not have a public EV Charging Station Policy to guide such an application where some considerations include but are not limited to upfront capital costs, ongoing operations and maintenance costs, charging infrastructure including necessary power, cost recovery and metering, and regulation of use. Should this be something the local residents wish to pursue, one avenue to explore this would be through a local area service improvement for a community EV charging station within the Eagle Island parking lot. A local area service is a municipal service that is to be paid for in whole or in part by a local service tax as set forth in the Community Charter. The District has a policy in place to guide local service area improvement applications.

Regulation Bylaw

The introduction of a bylaw to consider and regulate the Dock facilities for marine barge access to and from Eagle Island would serve to regulate the use of these facilities, including short and long-term moorage.

The regulation bylaw could establish a permitting scheme designed to support the current allocated capacity use and extend to contemplate the associated use of the parking lot, on a legal parcel basis. Beyond this, and as part of the permitting requirements, permit holders would be required to maintain insurance for any vessel which is moored at the Docks. Other regulatory measures could include conditions under which the Docks can be utilized along with enforcement measures.

5.2 Climate Change & Sustainability

Not applicable.

5.3 Public Engagement and Outreach

Staff contacted property owners of Eagle Island by letter, advising a review of the Eagle Island access infrastructure was being undertaken and inviting residents to provide feedback. A summary of that feedback is provided in an earlier section of this report.

6.0 Financial Implications

As outlined in earlier sections of this report, costs associated with annual operations and maintenance and more significant capital reinvestment for the Eagle Island access infrastructure have predominantly been addressed on an as and when need basis; currently there is an allocated operations budget of \$3000/year.

Through the detailed structural condition assessment that was conducted, it was determined that the annual maintenance needs of the Docks structures exceed the existing annual budget, creating a shortfall of \$12,000 per annum. For the 2024 budget year, funds for bridge programming will be redirected to fund the maintenance on these dock structures as it is more critical to address.

Were the District to introduce a bylaw to regulate the Eagle Island access infrastructure, it could impose a user fee as part of a permitting scheme to help recover some or all of the routine maintenance costs associated with providing vessel moorage service.

7.0 Options

7.1 Recommended Option

THAT

1. staff prepare a bylaw designed to regulate the use of the District's public access and dock infrastructure for Eagle Island, and bring forward at an upcoming regular Council meeting no later than Q3 2024, for consideration; and
2. the bylaw includes conditions of use and enforcement measures, a permitting scheme for vessel moorage, and a user fee to be applied with vessel moorage permitting.

7.2 Considered Options

Council could instead choose to provide alternate direction, to be specified, relative to the proposed recommendations, and direct staff to report back accordingly at a future Council meeting.

8.0 Conclusion

A bylaw to regulate the use of the District's public dock facilities and ancillary infrastructure providing access to Eagle Island will provide a framework which will serve to enhance clarity, consistency, and equity in the management of the infrastructure, ultimately benefiting both the District and its residents.

s. 22(1)

Author:

Jenn Moller, Director of Engineering & Transportation Services


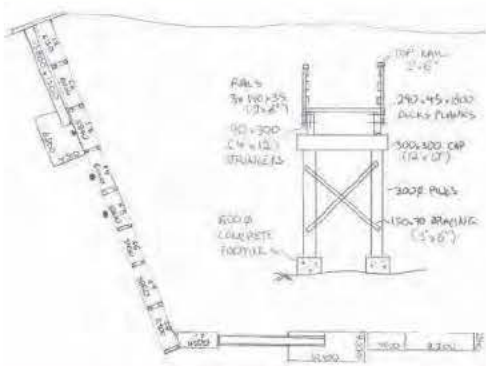
Appendices:

Appendix A: Bridge and Pier Inspection Program – Eagle Harbour Island Pier & Mainland Dock

STRUCTURE ID: 401 – EAGLE HARBOUR MAINLAND PIER

DATE: 09/05/2022

DESCRIPTION

 		
CONSTRUCTION DATE:	Unknown	
PIER ORIENTATION:	East-West	
FEATURE SUPPORTED:	Eagle Harbour mainland access	
FEATURE CROSSED:	Eagle Harbour	
SUBSTRUCTURE:	Abutments – concrete abutment at East end connected to aluminum gangway and mainland pier float at West end supported by timber piles with concrete footings (at rock-supported pier)	
SUPERSTRUCTURE:	Timber stringers supporting a timber decking with an aluminum truss gangway (replaced in 2015) to a floating timber dock.	
WEARING SURFACE:	Expanded metal mesh over timber decking on inclined surfaces and docks	
APPROACHES:	Bridge connects with entrance to/from Eagle Harbour Rd. on the East end	
GENERAL:	TOTAL LENGTH:	Mainland pier - 9-span timber pier = 51m long, floating dock = 24.6m long
	DECK AREA:	162m ²
	BEARINGS:	Steel
	BANK/PIER PROTECTION	None
	GUARDRAIL:	timber
	CURB:	Timber bottom railing
	UTILITIES	Power for the lighting along railing on mainland pier.
	CLEARANCE:	4m
	ROADWAY CLASS:	Local
	SIGNAGE:	Eagle Island resident use only; use at own risk.
SEISMIC ASSESSMENT:	None	
DIAGONISTIC TESTING/STUDY:	1994: Watermain and hangers relocated 1996: Pier 1 foundation footing scour repaired 2007: Deck strengthening – installation of transverse steel beams 2013: Focused pier inspection report	
PAST REHABILITATION WORKS:	2002: Column strengthening to Pier 1 (West) and Pier 2 (East) 2015: Major rehabilitation works	

OVERALL CONDITION:	Fair-Poor Condition – Urgency Rating = 3
ESTIMATED REMAINING SERVICE LIFE:	15 yr (based on major rehabilitation completion date and inspection findings)
RECOMMENDED UPGRADE LIFE CYCLE TIMELINE:	<ol style="list-style-type: none"> 1. Shim Bearing Seats Above Each Pier (~5 yr) 2. Re-deck Float (~10 yr) 3. Re-deck Pier (~15 yr) 4. Bearing Replacement (~25 yr)
FIVE-YEAR REMEDIATION AND REHABILITATION PROGRAM:	<ol style="list-style-type: none"> 1. Re-deck Float Deck Adjacent to Ramp and Add Pile Slider (~\$7,500) 2. Reapply Blackout Paint for Deck Lighting (~\$1,000) 3. Reposition or Replace Bearing Pins at Aluminum Ramp (~\$2,000) 4. Realign Pier 4 Footing and Cap (~\$20,000) 5. Replace Pier Bracing at All Piers and Grout All Pier Pedestals (~\$15,000)
RECOMMENDED INSPECTION FREQUENCY:	<p>Monitoring Inspection Frequency: 1 / year Principal Inspection Frequency: 1 / 5 years</p>
ANNUAL ROUTINE MAINTENANCE PROGRAM:	<ol style="list-style-type: none"> 1. Monitoring Inspection (~\$500; no associated specification). 2. Clean Pier and Float Decks (~\$2,000; no associated specification). 3. Clean Debris from Bearing Areas (~\$2,000; no associated specification). 4. Touch-Up Coating of Galvanized Components (~\$1,000; BC MoTI 2020 Standard Specifications for Highway Construction Volume 1, Cl. 216.12.05a and SS 308 using corresponding BC MoTI Recognized Products List suppliers). 5. Repair or Float Edges due to Boat Strikes, As Needed. 6. Tighten Loose Connection Bolts to Snug-Tight Condition, As Needed. 7. Remove Debris from Channel Under Pier and Float (~\$1,500; no associated specification).

BRIDGE CONDITION INSPECTION

Inspection Type
 Routine Partial
 Detailed

Structure Number **401**

Structure Name **Eagle Island Docks: Mainland Dock**

Inspection Date (yyyy/mm/dd) **9/5/2022**

COMPONENT

PERCENT CONDITION RATING

Enter % in each condition.
 See BMIS User Manual 15.2.2

INSPECTION NOTES BY COMPONENT

All poor or very poor conditions should be explained with notes and documented by photos. Label explanation(s) with component numbers.

HYDROTECHNICAL

- 1 Debris Risk
- 2 Channel
- 3 Erosion Protection
- 4 Substructure Scour

	E	G	F	P	V	X	N	CU
1			100					R
2							N	
3	20				80			R
4			80	20				R

Estuary with potential for drift wood accumulation around piers.
 No channel.
 Most piers unprotected; however, two at the end of the pier are on bedrock.
 A couple of pier foundations have become exposed but most remain covered.

SUBSTRUCTURE

- 5 Foundation Movement
- 6 Abutments
- 7 Wing/Retaining Walls
- 8 Embankment
- 9 Footings/Piling
- 10 Pier Columns/Walls/Cribs
- 11 Bearings
- 12 Caps
- 13 Corbels
- 14 Dolphins/Fenders

	E	G	F	P	V	X	N	CU
5		20	50	20	10			1
6		30	50	20				1
7		40	50	10				1
8		100						R
9		50	50					R
10			80	10	10			R
11			50	50				R
12			80	20				1
13							N	
14		50	50					R

Most piers have rotated to some degree, but Pier 4 has rotated 4 degrees.
 Some cracks and voids present but do not appear to be propagating.
 Adjoining walls in generally good condition except for moderate cracking.
 No issues with land embankment.
 Piles generally good fair, but tops cut out of plumb on some and others have rot.
 Pile pedestals at Piers 8 and 9 have significant vertical cracks.
 Direct bearing of girders on caps.
 Most creasote caps not fully bearing on piles.
 Anchor piles for float in good-fair condition.

SUPERSTRUCTURE

- 15 Floor Beams/Transoms
- 16 Stringers
- 17 Girders
- 18 Portals
- 19 Bracing/Diaphragms
- 20 Truss Chords/Arch Ribs
- 21 Arch Ties
- 22 Truss Diagonals
- 23 Truss Rods/ Verticals
- 24 Cables
- 25 Panels
- 26 Pins/Bolts/Rivets
- 27 Camber/Sag
- 28 Live Load Vibration
- 29 Coating (structure)

	E	G	F	P	V	X	N	CU
15							N	
16							N	
17		50	35	15				R
18							N	
19		50	15	30	5			3
20		100						R
21							N	
22		100						R
23		90			10			R
24							N	
25							N	
26	50	20	20	5	5			2
27			90	10				3
28		100						R
29							N	

Creosote 4x12s in good-fair condition with longitudinal cracks some members.
 Aluminum members in good condition. Timber bracing fair to poor.
 Aluminum members in good condition.
 Aluminum members in good condition. Most timber posts are cracked.
 Fasteners on pier generally good. Joint pins on float and ramp are good to poor.
 Significant sag on float near north edge of ramp.
 Short span lengths with little live load vibration.

DECK

- 30 Sub Deck/Cross Ties
- 31 Wearing Surface
- 32 Deck Joints
- 33 Curbs/Wheelguards
- 34 Sidewalk(s)
- 35 Railings/Parapets
- 36 Median Barrier
- 37 Drains/Pipes
- 38 Coating (Railings)

	E	G	F	P	V	X	N	CU
30		30	50	10				3
31	50		40	5	5			3
32			70	30				R
33		15		85				3
34							N	
35		40	50	10				R
36							N	
37							N	
38							N	

Mostly good condition aside from surface wearing and centre ramp panel.
 Float planks good to very poor. Severe deflection in middle tread of ramp.
 Deck panel joints on ramps heavily deformed, replacement/strengthening required.
 No kick plates except on the aluminum ramp.

APPROACHES

- 39 Signing/Lighting
- 40 Roadway Approaches
- 41 Roadway Flares

	E	G	F	P	V	X	N	CU
39		15	85					R
40			100					R
41		100						R

Conditions Codes			
E	Excellent	V	Very Poor
G	Good	X	Not Inspected
F	Fair	N	Not Applicable
P	Poor		

Urgency Rating
3

For Condition Guidelines see BMIS User Manual 15.2.2.

For definition see BMIS User Manual 15.2.8 "4" and "5" rating must be explained.

Brook Robazza PhD, PEng, PE, Jesse Gallop MEng, EIT
 Inspector(s) (please type or print)

s. 22(1)
 Signature

Posted Weight Restriction (*print actual message on sign(s)*)

No posted weight restrictions.

Other Posted Hazard Warning Signs

Underwater cable utility sign and sign designating use only for Eagle Island residents.

Drainage Area Description (*water level fluctuation, logging debris, etc.*)

Protected harbour affected by tidal water level fluctuations. Low levels of logging debris, but the pier lies at the entrance to a large marina.

Scour Notes

Most pier foundations are supported by exposed loose sand/mud/silt substrate except at the southernmost piers, which lie on bedrock. The foundation on the loose soils are partially scoured around most their respective perimeters. The abutment is supported by a masonry wall which has been subjected to minor scour at its base.

Rehab Work Notes

Pier 4 is rotated approximately 4 degrees and should be straightened to plumb. Large portions of float, particularly on north side of ramp on the float section closest to the pier has suffered from moderate to severe decay and should be redecked within 4 years. Regrout pile bars on piers 8 and 9, which are founded on the bedrock outcrop at the southern end of the pier. Almost all of the pier cross-bracing members require replacement within 4 years. Replace pile sliders/rub rails that have detached on floats. While likely not needed at this time, erosion protection to the piers not founded on bedrock is recommended in the future to mitigate the high erosion potential of those piers.

Maintenance Work Notes

Pier caps require straightening from their currently rotated orientation. Replace rub rails on pile connections. Tighten loose connection on ramp joint leading down to float or replace the bearing pin. Monitor splitting on hand rails and mid rails. Monitor longitudinal crack in Span 1 of west girder. Blackout paint on deck lights needs to be reapplied.

Structure Type	Aluminum and Timber Pier
Structure Number	401

Additional Partial Inspection Notes

Only general inspection completed.

Additional General Inspection Notes

Main Dock: 1.6m x 51m deck, 1.82m out-to-out, 1.05m railing height, 2x12 x 1.6m long planks + 2x6 mid rails, 4x4 x 53.5"@79.5" post spacing.

Aluminum Ramp: 20m long x 47.5" wide with 48" posts. 2x6 running planks, 3 on each side of a centre bay with aluminum tread that is heavily deformed, with a width of 12" and depth of 1".

14.4m long x 2.4m wide pier float. 9.7m long x 4.4m ramp float.

9.5' max clearance, 7ft min clearance (not including bedrock piers).

19' pier spacing.

Overall, the structure is heavily aged, with the superstructure of the pier in overall fair condition, whereas the substructure is in a general fair-poor condition.

Given the current condition, there are no immediate safety concerns with the structure. Most of the pier footings appear to have high erosion potential; however, given the site conditions and past performance, urgent action is likely not needed at this time.

Additional Utility Concern Notes

Power cables to deck lights are aging and may require refurbishment to ensure reliable function.

Additional Urgency Rating Notes

While the structure is likely vulnerable to seismic loading, gravity load-carrying capacity is not significantly reduced. Moderate urgency of repairs are required to reduce further decay of float decking, wear on the ramp connection, and ensure adequate performance of the piers in a seismic event.

The greatest risk to the structure is likely from boat or large driftwood impact to the piers in a storm scenario.

Seismic Vulnerability Notes

The cross-bracing on the piers is in poor condition and almost completely failed on some piers. The seismic demands are likely low due to the low seismic mass (the structure is entirely timber or aluminum), but the structure does not have a reliable seismic force resisting system, and therefore is likely moderately vulnerable to seismic loading.

Brook Robazza, Jesse Gallop

Inspector(s) (please type or print)

Brook Robazza

Professional Engineer (EoR) (please type or print)

s. 22(1)

Signature(s)

s. 22(1)

Signature(s)

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

GENERAL ARRANGEMENT



001. Upstream



002. Downstream



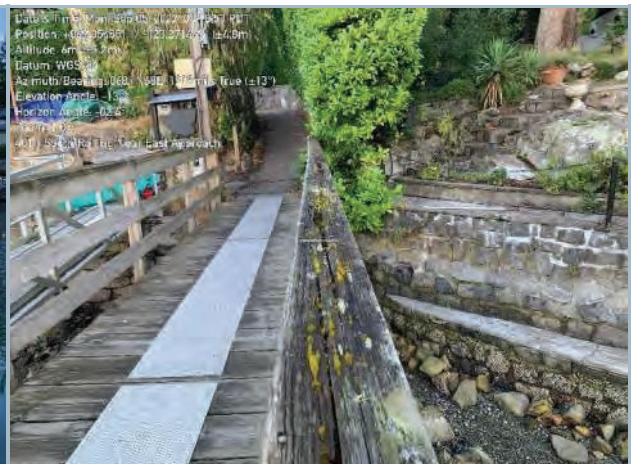
003. North Elevation



004. South Elevation



005. East Approach



006. West Approach
(Note: Splitting and Warping of Top-rail)

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

GENERAL ARRANGEMENT



007. East Abutment



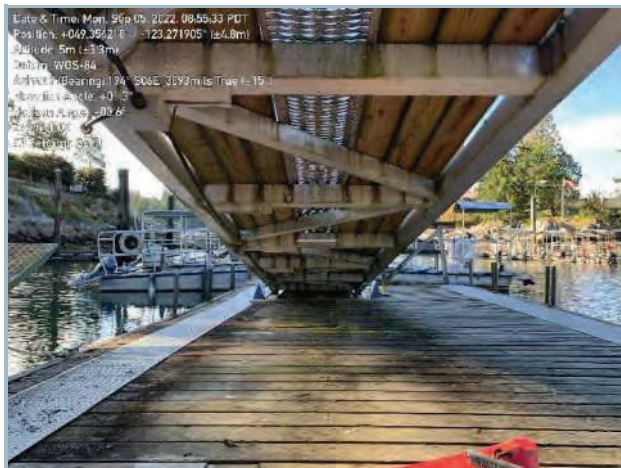
008. West Pier Abutment on Concrete Pedestal and Bedrock



009. Braced Timber Piers, Typ.



010. West Pier Abutment on Bedrock



011. Aluminum Gangway Soffit Viewing South



012. Timber Pier Soffit

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

CONFIGURATION



013. Timber Railing, Typ.



014. Aluminum Gangway Truss Rail, Typ.



015. Gangway Access Approach to Timber Pier
(Note: Skewed Corner Orientation)



016. Gangway Slider Connection Mechanism

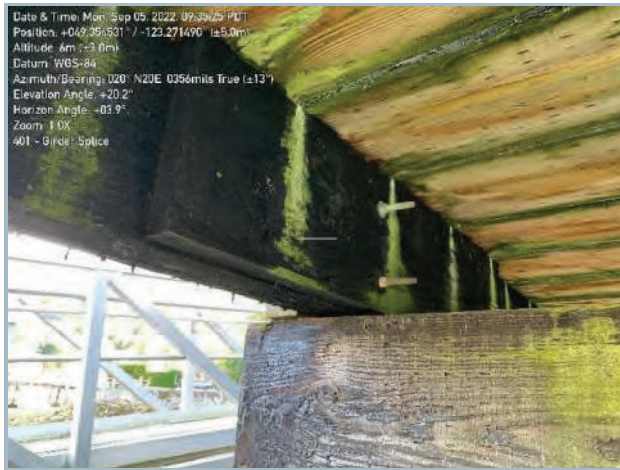


017. Extended Gangway Connection

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

SEISMIC FORCE REISISTING SYSTEM



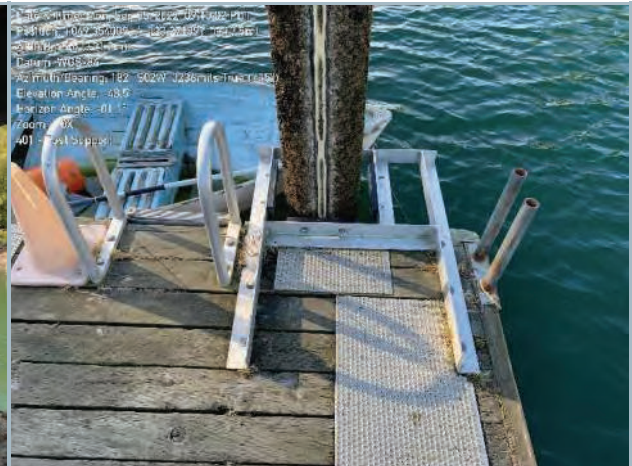
018. Timber Girder Splice Connection



019. Interior Bolted Angle Connection



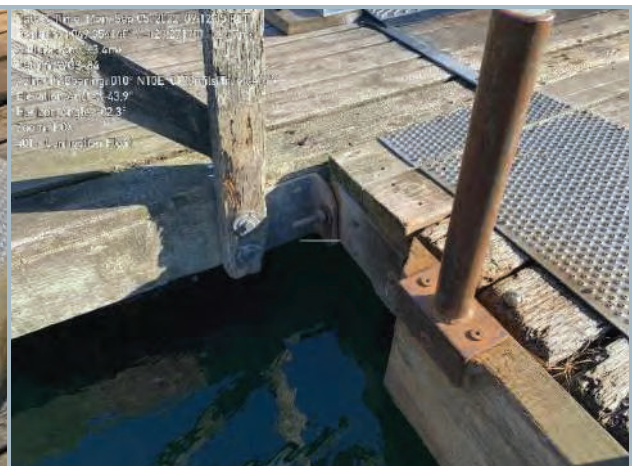
020. Gangway Access Platform to Timber Pier Connection



021. Timber Pile Dock Restraint Connection, Typ.



022. Anchored Plate Dock Connection



023. Anchored Bracket Dock Connection

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

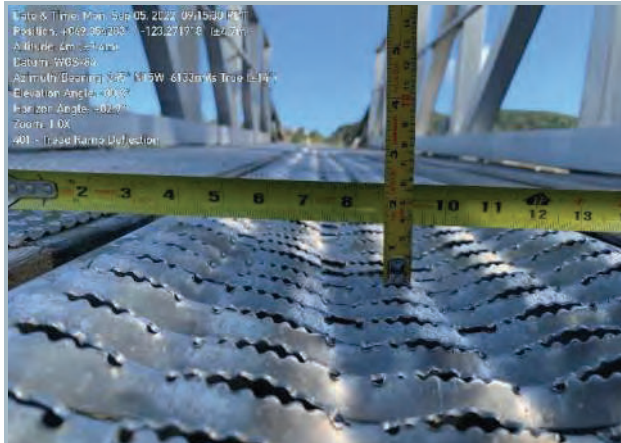
NOTABLE DEFICIENCIES



024. Vertically Unsupported Timber Splice at Bedrock Pier



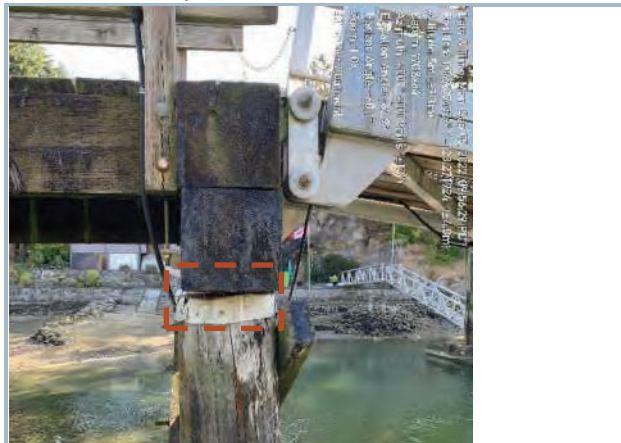
025. Cracked Concrete Pedestal at Bedrock Pier



026. 1.5" Deflection of Unsupported Central Walkway Tread



027. Decaying Timber Brace at Pier, Typ.



028. Non-bearing Pier Cap at Gangway Transition



029. Diminishing Black Paint on Light Fixtures, Typ.

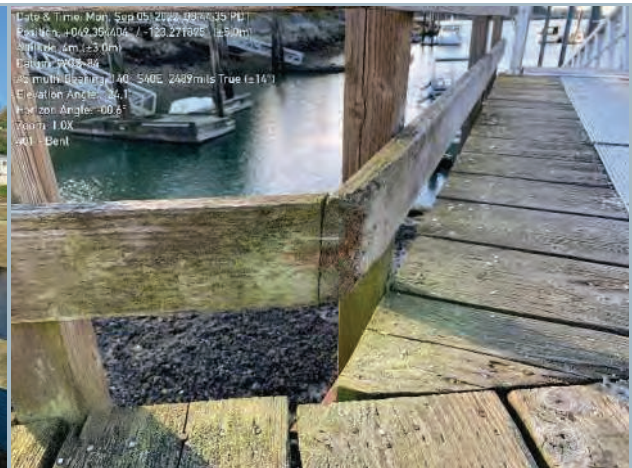
STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

NOTABLE DEFICIENCIES



030. Localized Lifting of Decaying Top-rail, Typ.



031. Unsecure Mid-rail at Pier Abutment



032. Timber Pier Dock Restraint Missing Teflon Bumper



033. Decay Deck Members at East Profile of Dock



034. Dissimilar Timber Pile Restraint



035. Overlapping Plates at Dock Connection

STRUCTURE ID: 401 – MAINLAND DOCK

DATE: 09/05/2022

NOTABLE DEFICIENCIES



036. Unbalanced Longitudinal Beam Bearing Seat



037. Full Longitudinal Splitting of Timber Splice

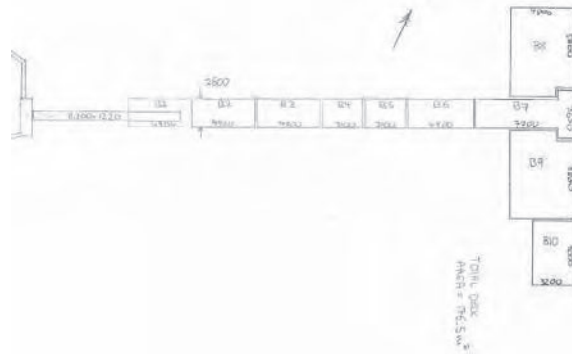


038. Inadequate Placement of Anchors at Bedrock Pier

STRUCTURE ID: 402 – EAGLE ISLAND PIER

DATE: 09/05/2022

DESCRIPTION



CONSTRUCTION DATE:	Unknown	
PIER ORIENTATION:	East-West	
FEATURE SUPPORTED:	Eagle Island access	
FEATURE CROSSED:	Eagle Harbour	
SUBSTRUCTURE:	Abutments – concrete abutment at West end leading to float on East end supported by timber piles	
SUPERSTRUCTURE:	Single span aluminum truss and aluminum gangway spanning to a series of floating timber docks	
WEARING SURFACE:	Expanded metal mesh over timber decking on inclined surfaces and docks	
APPROACHES:	Bridge connects with entrance to from Eagle Harbour Rd. on the East end	
GENERAL:	TOTAL LENGTH:	33.5m
	DECK AREA:	163.8m ²
	BEARINGS:	Elastomer
	BANK/PIER PROTECTION	None
	GUARDRAIL:	Timber
	CURB:	Timber bottom railing
	UTILITIES	Charging station
	CLEARANCE:	4m
	ROADWAY CLASS:	Local
SIGNAGE:	Eagle Island resident use only; use at own risk.	
SEISMIC ASSESSMENT:	None	
DIAGNOSTIC TESTING/STUDY:	2013: Focused pier inspection report	
PAST REHABILITATION WORKS:	2015: Major Rehabilitation Works	

OVERALL CONDITION:	Good-Fair Condition – Urgency Rating = 2
ESTIMATED REMAINING SERVICE LIFE:	15 yr (based on major rehabilitation completion date and inspection findings)
RECOMMENDED UPGRADE LIFE CYCLE TIMELINE:	<ol style="list-style-type: none"> 1. Shim Bearing Seats Above the Pier (~10 yr) 2. Re-deck Float (~15 yr) 3. Re-deck Pier (~20 yr) 4. Bearing Replacement (~25 yr)
FIVE-YEAR REMEDIATION AND REHABILITATION PROGRAM:	<ol style="list-style-type: none"> 1. Remove Excess Corrosion at Piles and Coat or Add Anodes (~\$2,500) 2. Perform Localized Redecking on Float (~\$2,500) 3. Repair Pile Sliders at (2) Locations (~\$1,500)
RECOMMENDED INSPECTION FREQUENCY:	<p>Monitoring Inspection Frequency: 1 / year Principal Inspection Frequency: 1 / 5 years</p>
ANNUAL ROUTINE MAINTENANCE PROGRAM:	<ol style="list-style-type: none"> 1. Monitoring Inspection (~\$500; no associated specification). 2. Clean Pier and Float Decks (~\$1,500; no associated specification). 3. Clean Debris from Bearing Areas (~\$1,000; no associated specification). 4. Touch-Up Coating of Galvanized Components (~\$1,000; BC MoTI 2020 Standard Specifications for Highway Construction Volume 1, Cl. 216.12.05a and SS 308 using corresponding BC MoTI Recognized Products List suppliers). 5. Repair or Float Edges due to Boat Strikes, As Needed. 6. Tighten Loose Connection Bolts to Snug-Tight Condition, As Needed. 7. Remove Debris from Channel Under Pier and Float (~\$1,000; no associated specification).

BRIDGE CONDITION INSPECTION

Inspection Type
 Routine Partial
 Detailed

Structure Number **402**

Structure Name **Eagle Island Docks: Island Dock**

Inspection Date (yyyy/mm/dd) **9/5/2022**

COMPONENT

PERCENT CONDITION RATING

Enter % in each condition.
 See BMIS User Manual 15.2.2

INSPECTION NOTES BY COMPONENT

All poor or very poor conditions should be explained with notes and documented by photos. Label explanation(s) with component numbers.

HYDROTECHNICAL

- 1 Debris Risk
- 2 Channel
- 3 Erosion Protection
- 4 Substructure Scour

	E	G	F	P	V	X	N	CU
1			100					R
2							N	
3	20				80			R
4			80	20				R

Estuary with potential for drift wood accumulation around piers.
 No channel.
 Abutment is lightly riprapped, but to an adequate degree.
 Anchor brackets on land side have exposed anchors.

SUBSTRUCTURE

- 5 Foundation Movement
- 6 Abutments
- 7 Wing/Retaining Walls
- 8 Embankment
- 9 Footings/Piling
- 10 Pier Columns/Walls/Cribs
- 11 Bearings
- 12 Caps
- 13 Corbels
- 14 Dolphins/Fenders

5			100					R
6			90	10				1
7			100					R
8			85	15				1
9		75	20	5				2
10		75	20	5				2
11		40	60					1
12		65	30	5				1
13							N	
14							N	

No evidence of significant foundation movement.
 Abutment shelf has visible signs of debris accumulation on concrete from deck.
 Riprap abutmented with only small wing walls.
 Embankment is steep but is relatively well riprapped.
 Up to 1mm corrosion on pile surfaces.
 Piles act as pier columns, with up to 1mm corrosion on the pile surfaces.
 Deformation visible on bearing pad.
 Steel channel section showing signs of deterioration and surface corrosion.

SUPERSTRUCTURE

- 15 Floor Beams/Transoms
- 16 Stringers
- 17 Girders
- 18 Portals
- 19 Bracing/Diaphragms
- 20 Truss Chords/Arch Ribs
- 21 Arch Ties
- 22 Truss Diagonals
- 23 Truss Rods/ Verticals
- 24 Cables
- 25 Panels
- 26 Pins/Bolts/Rivets
- 27 Camber/Sag
- 28 Live Load Vibration
- 29 Coating (structure)

15		50	50					R
16							N	
17		20	75	5				R
18							N	
19		50	50					R
20		50	50					R
21							N	
22		70	30					1
23		70	30					R
24							N	
25							N	
26		40	60					R
27			100					R
28			100					R
29							N	

Aluminum floorbeams in generally good condition.
 Longitudinal girder members in generally good-fair condition.
 Aluminum vierendeel bracing in generally good condition.
 Aluminum truss chords in good condition.
 Connections have significant debris buildup.
 Aluminum truss verticals/posts in good condition.
 Pin connections in generally condition.
 No sag issues.
 Live load vibration as expected for aluminum ramp.

DECK

- 30 Sub Deck/Cross Ties
- 31 Wearing Surface
- 32 Deck Joints
- 33 Curbs/Wheelguards
- 34 Sidewalk(s)
- 35 Railings/Parapets
- 36 Median Barrier
- 37 Drains/Pipes
- 38 Coating (Railings)

30		60	40					R
31		70	30					R
32		10	90					1
33		40	60					R
34							N	
35		40	60					R
36							N	
37							N	
38							N	

Moisture accumulation from water entering through gaps in adjoining deck sections.
 Visible signs of moisture accumulation on wearing surface from deck soffit.
 No visible signs of deterioration at hinge location between adjacent ramps.
 Aluminum kick plates in generally good condition.

APPROACHES

- 39 Signing/Lighting
- 40 Roadway Approaches
- 41 Roadway Flares

39			100					R
40			100					R
41			100					R

Conditions Codes			
E	Excellent	V	Very Poor
G	Good	X	Not Inspected
F	Fair	N	Not Applicable
P	Poor		

Urgency Rating
2

For Condition Guidelines see BMIS User Manual 15.2.2.

For definition see BMIS User Manual 15.2.8 "4" and "5" rating must be explained

Brook Robazza PhD, PEng, PE, Jesse Gallop MEng, EIT
 Inspector(s) (please type or print)

s. 22(1)
 Signature

Posted Weight Restriction (*print actual message on sign(s)*)

No posted weight restrictions.

Other Posted Hazard Warning Signs

No other posted hazard signs.

Drainage Area Description (*water level fluctuation, logging debris, etc.*)

Protected harbour affected by tidal water level fluctuations. Low levels of logging debris, but the pier lies at the entrance to a large marina.

Scour Notes

The pier foundations are all steel piles except for the abutment, and none are significantly affected by scour.

Rehab Work Notes

Remove excess corrosion on piles supporting pier and coat with an approved product or add anodes to inhibit further corrosion.

Maintenance Work Notes

Repair pile sliders/rub rails in two locations. Replace localized decking planks on float that are exhibiting above-average decay.

Structure Type	Aluminum Pier
Structure Number	402

Additional Partial Inspection Notes

Only general inspection completed.

Additional General Inspection Notes

21 x 5m float with 2x5 cut out of southeast corner.

2.7x11.3m East Float Section

5x6m West Float Section

15.2x9.4m x 1.2 ramp

Consider installing protective screen on railings to minimize accessible gap between railing members.

Overall condition is good-fair, with the primary area of concern being the relatively high level of corrosion present on the piles on the pier closest to the abutment.

Additional Utility Concern Notes

Electrical utility attached to deck soffit, but no immediate concern.

Additional Urgency Rating Notes

Only minor repairs are required at this time, none of which have significant effect on the load-carrying capacity of the structure.

Seismic Vulnerability Notes

The superstructure is lightweight, being composed almost entirely of aluminum and timber members, and with relatively robust piled foundations, the structure is considered to have low vulnerability to seismic loading.

Brook Robazza, Jesse Gallop

Inspector(s) (please type or print)

Brook Robazza

Professional Engineer (EoR) (please type or print)

s. 22(1)

Signature(s)

s. 22(1)

Signature(s)

STRUCTURE ID: 402 – EAGLE ISLAND PIER

DATE: 09/05/2022

GENERAL ARRANGEMENT



001. North Elevation



002. South Elevation



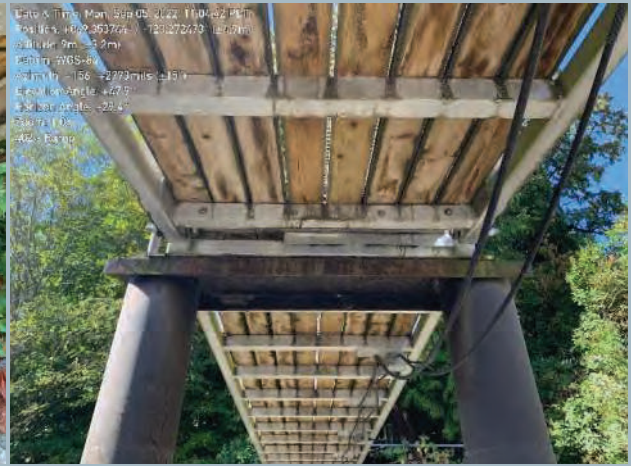
003. West Approach (Access from Eagle Island Trail)



004. East Approach (Access from Landing Dock)



005. West Abutment



006. Steel Pile West Pier

STRUCTURE ID: 402 – EAGLE ISLAND PIER

DATE: 05/09/2022

GENERAL ARRANGEMENT



007. Southwest Abutment Wingwall



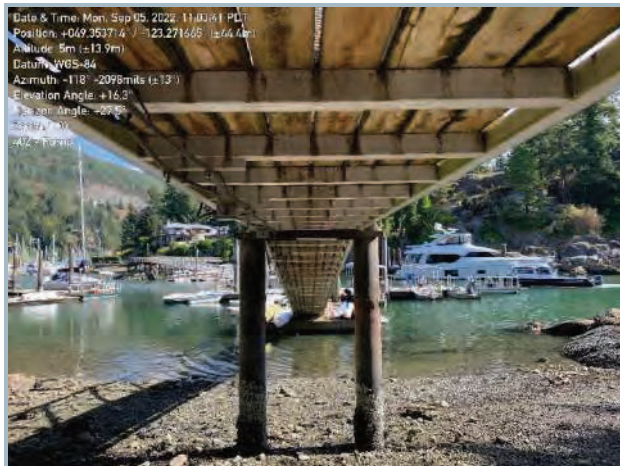
008. Aluminum Gangway Deck Tread



009. Deck of East Intermediate Landing Dock



010. Deck of East Landing Dock



011. West Segment Gangway Soffit



012. East Segment Gangway Soffit

STRUCTURE ID: 402 – EAGLE ISLAND PIER

DATE: 09/05/2022

CONFIGURATION



013. Exterior Dock-Timber Pile Restraint Connection, Typ.



014. Electrical Utility Along North Profile of Deck Soffit

SEISMIC FORCE REISISTING SYSTEM



015. Shear Key at Abutment



016. Anchored Pier Connection with Elastomer Bearing



017. Timber Pile Dock Restraint System, Typ.
(Note: Missing Roller Support)

STRUCTURE ID: 402 – EAGLE ISLAND PIER

DATE: 09/05/2022

NOTABLE DEFICIENCIES



018. Minor Surface Corrosion of Pier Cap



019. Minor Undermining at Northwest Section of West Backwall

STRUCTURE ID: 403 – EAGLE HARBOUR MAINLAND SERVICE FLOAT

DATE: 09/05/2022

DESCRIPTION



CONSTRUCTION DATE:	Unknown	
PIER ORIENTATION:	North-South	
FEATURE SUPPORTED:	Eagle island access	
FEATURE CROSSED:	Eagle Harbour	
SUBSTRUCTURE:	Abutments – stone abutment at East end leading to float on East end supported by timber piles	
SUPERSTRUCTURE:	Single span aluminum truss gangway spanning to a service floating timber dock supported by anchored by timber connections and timber piles	
WEARING SURFACE:	Expanded metal mesh over timber decking on inclined surfaces and docks	
APPROACHES:	Bridge connects with entrance to from Eagle Harbour Rd. on the East end	
GENERAL:	TOTAL LENGTH:	N/A
	DECK AREA:	6.8 m long x 4.5 m = 30.6 m ²
	BEARINGS:	None
	BANK/PIER PROTECTION	None
	GUARDRAIL:	Timber
	CURB:	Timber bottom railing
	UTILITIES	Charging station
	CLEARANCE:	N/A
	ROADWAY CLASS:	Local
	SIGNAGE:	Eagle Island resident use only; use at own risk.
SEISMIC ASSESSMENT:	None	
DIAGNOSTIC TESTING/STUDY:	2013: Focused pier inspection report	
PAST REHABILITATION WORKS:	2015: Major rehabilitation works	

OVERALL CONDITION:	Good-Fair Condition – Urgency Rating = 2
ESTIMATED REMAINING SERVICE LIFE:	15 yr (based on major rehabilitation completion date and inspection findings)
RECOMMENDED UPGRADE LIFE CYCLE TIMELINE:	<ol style="list-style-type: none"> 1. Re-deck Float (~15 yr) 2. Re-deck Pier (~20 yr) 3. Bearing Replacement (~25 yr)
FIVE-YEAR REMEDIATION AND REHABILITATION PROGRAM:	<ol style="list-style-type: none"> 1. Reposition or Replace Bearing Pins at Aluminum Ramp (~\$1,000) 2. Perform Localized Redecking on Float (~\$1,000)
RECOMMENDED INSPECTION FREQUENCY:	<p>Monitoring Inspection Frequency: 1 / year</p> <p>Principal Inspection Frequency: 1 / 5 years</p>
ANNUAL ROUTINE MAINTENANCE PROGRAM:	<ol style="list-style-type: none"> 1. Monitoring Inspection (~\$500; no associated specification). 2. Clean Pier and Float Decks (~\$1,000; no associated specification). 3. Clean Debris from Bearing Areas (~\$500; no associated specification). 4. Touch-Up Coating of Galvanized Components (~\$500; BC MoTI 2020 Standard Specifications for Highway Construction Volume 1, Cl. 216.12.05a and SS 308 using corresponding BC MoTI Recognized Products List suppliers). 5. Repair or Float Edges due to Boat Strikes, As Needed. 6. Tighten Loose Connection Bolts to Snug-Tight Condition, As Needed. 7. Remove Debris from Channel Under Pier and Float (~\$500; no associated specification).

BRIDGE CONDITION INSPECTION

Inspection Type
 Routine Partial
 Detailed

Structure Number **403**

Structure Name **Eagle Island Docks: Service Dock**

Inspection Date (yyyy/mm/dd) **9/5/2022**

COMPONENT

PERCENT CONDITION RATING

Enter % in each condition.
 See BMIS User Manual 15.2.2

INSPECTION NOTES BY COMPONENT

All poor or very poor conditions should be explained with notes and documented by photos. Label explanation(s) with component numbers.

HYDROTECHNICAL

- 1 Debris Risk
- 2 Channel
- 3 Erosion Protection
- 4 Substructure Scour

	E	G	F	P	V	X	N	CU
1			100					R
2							N	
3			80	20				R
4			80	20				R

Estuary with potential for drift wood accumulation around piers.
 No channel.
 Abutment is lightly ripped, but to an adequate degree.
 Anchor brackets on land side have exposed anchors.

SUBSTRUCTURE

- 5 Foundation Movement
- 6 Abutments
- 7 Wing/Retaining Walls
- 8 Embankment
- 9 Footings/Piling
- 10 Pier Columns/Walls/Cribs
- 11 Bearings
- 12 Caps
- 13 Corbels
- 14 Dolphins/Fenders

	E	G	F	P	V	X	N	CU
5			100					R
6		30	50	20				1
7		40	50	10				1
8		100						R
9			75	25				2
10							N	
11			75	25				R
12			100					R
13							N	
14							N	

No evidence of significant foundation movement.
 Some cracks and voids present but do not appear to be propagating.
 Adjoining walls in generally good condition except for moderate cracking.
 No issues with land embankment.
 Pile footings generally good, but timber bracket footings beginning to deteriorate.
 Directly pin-connected to abutment. Pin bolts require tightening.
 No significant issues.

SUPERSTRUCTURE

- 15 Floor Beams/Transoms
- 16 Stringers
- 17 Girders
- 18 Portals
- 19 Bracing/Diaphragms
- 20 Truss Chords/Arch Ribs
- 21 Arch Ties
- 22 Truss Diagonals
- 23 Truss Rods/ Verticals
- 24 Cables
- 25 Panels
- 26 Pins/Bolts/Rivets
- 27 Camber/Sag
- 28 Live Load Vibration
- 29 Coating (structure)

	E	G	F	P	V	X	N	CU
15		25	75					R
16							N	
17								R
18							N	
19		50	50					R
20		50	50					R
21							N	
22		70	30					R
23		70	30					R
24							N	
25							N	
26		20	70	10				3
27			100					R
28			100					R
29							N	

Floor beams on float are in good-fair condition overall.
 Float girders in generally good condition.
 Aluminum vierendeel bracing in generally good condition.
 Aluminum truss chords in good condition.
 Connections on ramp have significant debris buildup.
 Connections have significant debris buildup.
 Pin connections in generally good condition but require tightening.
 No sag issues.
 Live load vibration as expected for aluminum ramp.

DECK

- 30 Sub Deck/Cross Ties
- 31 Wearing Surface
- 32 Deck Joints
- 33 Curbs/Wheelguards
- 34 Sidewalk(s)
- 35 Railings/Parapets
- 36 Median Barrier
- 37 Drains/Pipes
- 38 Coating (Railings)

	E	G	F	P	V	X	N	CU
30		30	50	10				3
31		5	60	30	5			3
32			70	30				R
33		40	60					R
34							N	
35		40	60					R
36							N	
37							N	
38							N	

Mostly good condition aside from surface wearing and centre ramp panel.
 Float planks good to very poor. Severe deflection in middle tread of ramp.
 Deck panel joints on ramps heavily deformed, replacement/strengthening required.
 Aluminum kick plates in generally good condition.

APPROACHES

- 39 Signing/Lighting
- 40 Roadway Approaches
- 41 Roadway Flares

	E	G	F	P	V	X	N	CU
39			100					R
40			100					R
41			100					R

Conditions Codes			
E	Excellent	V	Very Poor
G	Good	X	Not Inspected
F	Fair	N	Not Applicable
P	Poor		

Urgency Rating
2

For Condition Guidelines see BMIS User Manual 15.2.2.

For definition see BMIS User Manual 15.2.8 "4" and "5" rating must be explained

Brook Robazza PhD, PEng, PE, Jesse Gallop MEng, EIT
 Inspector(s) (please type or print)

s. 22(1)
 Signature

Posted Weight Restriction (*print actual message on sign(s)*)

No posted weight restrictions.

Other Posted Hazard Warning Signs

Underwater cable utility sign and sign designating use only for Eagle Island residents.

Drainage Area Description (*water level fluctuation, logging debris, etc.*)

Protected harbour affected by tidal water level fluctuations. Low levels of logging debris, but the pier lies at the entrance to a large marina.

Scour Notes

The structure is supported by an abutment supported by a masonry wall which has been subjected to minor scour at its base. A steel pile is the primary anchor point for the float; however, two other shear key style anchorages on the north deck edge are supported by creasote timber foundations that have moderate scour around their perimeter, which is surrounded by sand and mud.

Rehab Work Notes

Replace localized decking planks on float that are exhibiting above-average decay.

Maintenance Work Notes

Reposition or replace bearing pins at aluminum ramp.

Structure Type	Aluminum Pier
Structure Number	403

Additional Partial Inspection Notes

Only general inspection completed.

Additional General Inspection Notes

15.2 x 1.2m ramp

7.2m x 5m float

The structure is in generally good-fair condition, with the primary of concern being the foundations of the two smaller anchorages on the north deck edge of the float.

Additional Utility Concern Notes

No utility concerns.

Additional Urgency Rating Notes

Only minor repairs are required at this time, none of which have significant effect on the load-carrying capacity of the structure.

Seismic Vulnerability Notes

The superstructure is lightweight, being composed almost entirely of aluminum and timber members, and with relatively robust piled foundations, the structure is considered to have low vulnerability to seismic loading.

Brook Robazza, Jesse Gallop

Inspector(s) (please type or print)

Brook Robazza

Professional Engineer (EoR) (please type or print)

s. 22(1)

Signature(s)

s. 22(1)

Signature(s)

STRUCTURE ID: 403 – SERVICE DOCK

DATE: 09/05/2022

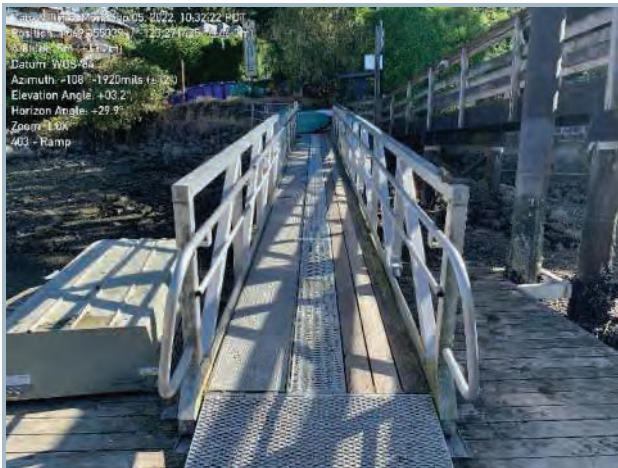
GENERAL ARRANGEMENT



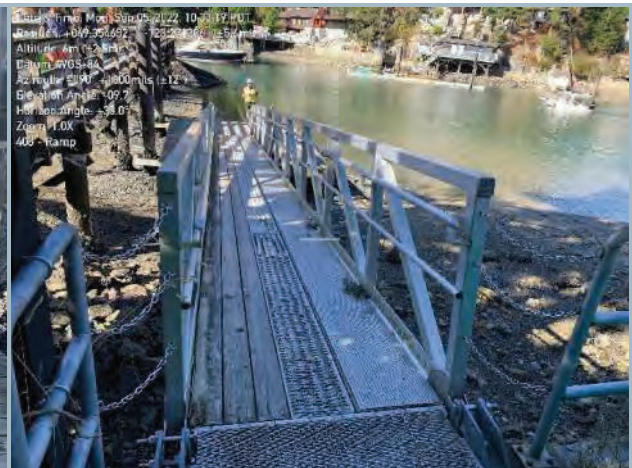
001. North Elevation



002. West Elevation
(Note Connection to Timber Pile at Southwest)



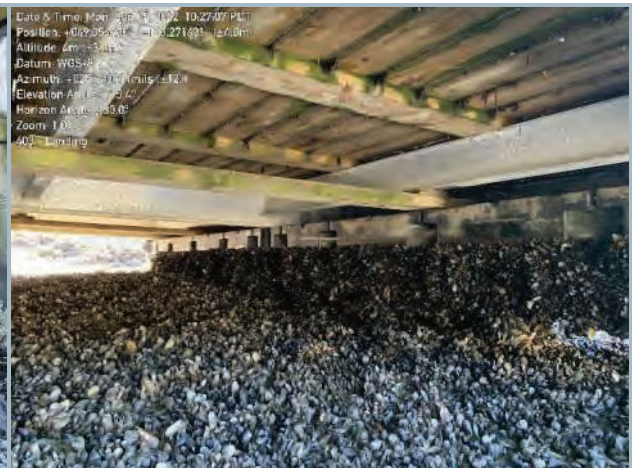
003. East Approach Gangway Viewing East



004. East Approach Gangway Viewing West



005. East Abutment



006. Dock Soffit

STRUCTURE ID: 403 – SERVICE DOCK

DATE: 09/05/2022

CONFIGURATION



007. Gangway Railing & Truss Orientation



008. Gangway Connection to East Abutment

SEISMIC FORCE REISISTING SYSTEM

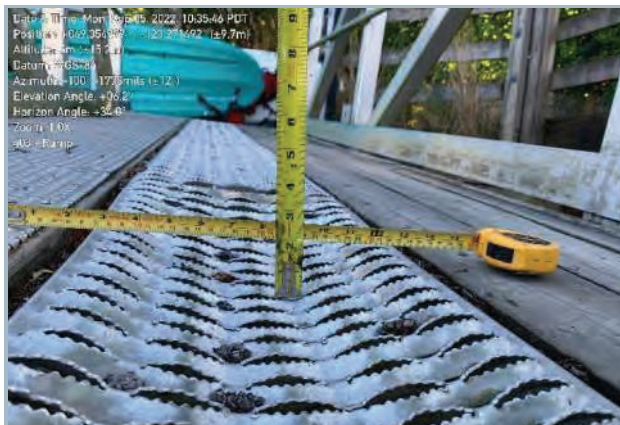


009. Dock Corner Restraint Connection, Typ.



010. Dock Restraint Timber Pier Connection

NOTABLE DEFICIENCIES



011. 2" Deflection of Unsupported Central Walkway Tread



012. Debris Accumulation at Rail Truss Base



This is an important notice. Please have someone translate.

这是一份重要的市政通知，请找人帮您翻译。 | 이것은 시청에서 보내는 중요한 통지입니다. 다른 사람에게 번역을 부탁하여 읽으십시오.
این یک اطلاعیه مهم شهری است. لطفاً از کسی بخواهید که آنرا ترجمه کند.

August 3, 2023

File: 1785.07

Dear Resident:

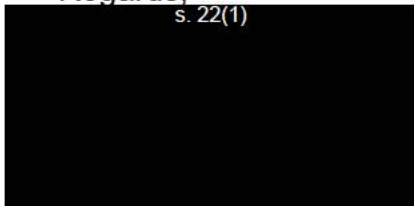
RE: Eagle Island Access Infrastructure

This letter is to advise you the District will be undertaking a review of the Eagle Island access infrastructure. Supporting infrastructure facilitating access to Eagle Island for residents includes the resident only zoned District parking lot along Eagle Harbour Road; the mainland pier and floating dock structures; and the Eagle Island pier.

The access infrastructure's capacity is limited to its existing footprint and there are currently no capital plans to expand upon this capacity. Given this, and with consideration to any increase in demand for use, the District is considering steps to formally regulate the use of the infrastructure, to provide fairness and consistency for all Eagle Island residents.

This work will be taking place over the next several months. Should you have any feedback or input to be considered as part of this review, you are invited to contact the undersigned at engineeringdept@westvancouver.ca by no later than September 6, 2023.

Regards,
s. 22(1)



Jenn Moller
Director of Engineering & Transportation

From: s. 22(1)
Sent: Friday, September 6, 2024 12:22 AM
To: correspondence
Subject: Eagle Island Barge Bylaw

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

Dear Mayor and Council,

I am writing in regard to the decision by council to regulate the residents only dock space on Eagle Island and the corresponding mainland dock. It is my understanding that a bylaw is being developed that would regulate the number of barges permitted for each residential lot on Eagle Island. The maximum being one per residence. It is my belief that council has been misled by a small faction of residents on the island and have been put in a position to make a decision without all the facts. I have watched the council meeting where the decision was made to move forward with the bylaw. I have read the quotes from certain Eagle Island residents in the North Shore News article published on June 2, 2024. It would appear council only took the word of a minority of Eagle Islanders and did not petition everyone on the island to get an understanding of the issue.

As a s. 22(1), I can attest that there has never been a social contract or unwritten rule where there should only be one barge per residence. What has been published in the NS News and explained to council in this regard is pure fiction. In fact, up until last year, s. 22(1) for many years had two barges in their possession. Both were always parked at the public island only docks. If there was a social contract it somehow did not apply to this home.

A small number of people became upset when the owners of s. 22(1) obtained a second barge. Which makes no sense s. 22(1) already had a second barge. Then around June of 2023 this second barge s. 22(1) magically disappeared. It is my understanding the barge numbers were discussed at an Eagle Island Residents Association (EIRA) meeting that same month and a recommendation was made to talk to the DWV about policing the barges. Honestly, it seems they thought the best way to make their case to the district would be to get rid of s. 22(1) second barge in order to make it look like there is only one barge per household, claim there is a social contract and ask the district to regulate it.

A note about the EIRA: It was set up in order to make communication with the district more efficient and less burdensome for district staff. For example, instead of the district receiving 20 complaints about a burnt out dock light. As residents, we let the EIRA know and they communicate to the appropriate DWV department. It has also been invaluable when it comes to dealing with fire safety and medical emergency planning. However, it was never intended to be used as a way to influence council decisions. The EIRA is not and should not be political in anyway. Therefore, any recommendations such as asking for a bylaw is illegitimate as it is not the original intention of the Association.

Finally, this has nothing to do with the number of barge spaces and barges. It stems from a dispute between the homeowners of s. 22(1). It goes back to when the owners of s. 22(1) Somehow this unfairly made the s. 22(1) a pariah on the island. It just seems to be completely vindictive on the part of this small faction and sadly they have dragged council into the dispute. You've been asked to make a bylaw to punish one home owner on Eagle Island. That doesn't seem fair to them or anyone. I can guarantee the majority of residents on Eagle Island do not want this type of regulation. It is totally unnecessary. There is no issue with the current number of barges as there is more than enough dock space for everyone. I have never had a problem finding a spot.

I urge you to reconsider moving ahead with this bylaw. It will place a financial burden on owners, it is trying to fix a problem that doesn't exist, the majority of residents are opposed to it and most importantly it is the product of misinformation..

Thank you for your time.

s.22(1)

West Vancouver, BC

s.22(1)