

COUNCIL CORRESPONDENCE UPDATE TO JANUARY 8, 2025 (8:30 a.m.)

Correspondence

- (1) E. Fung, January 3, 2025, regarding “Artificial Grass Pitch Acoustics”**
- (2) 2 submissions, January 4 and 7, 2025, regarding 26th Street Train Bridge**
- (3) January 7, 2025, regarding “Development of 737 29th St”**
- (4) January 7, 2025, regarding “Sea Lions in Garrow Bay”**

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

No items.

From: Emil Fung [REDACTED] s. 22(1)
Sent: Friday, January 3, 2025 4:10 PM
To: correspondence
Subject: Artificial Grass Pitch Acoustics
Attachments: Artificial Grass Field Acoustics - Jan 2 2025.pdf

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Please find attached a document for public records sent to the members of the Collingwood School Task Force, which includes as Chair Mayor Mark Sager, and as members Councilor Christine Cassidy and Councilor Linda Watt.

Emil Fung
[REDACTED] s. 22(1), W. Vancouver
(name disclosure authorized)

January 2nd, 2025

TO: Members of Collingwood School Task Force

RE: Artificial Grass Pitch Acoustics

s. 22(1), a member of our Task Force, recently brought to my attention a [Design Guidance Note](#) from Sport England <https://www.sportengland.org/> regarding the recommended minimum distances between artificial grass fields and residential areas to mitigate noise pollution.

In Section 3.0 of this document, general reference is made to a 50dBA upper noise limit for the moderate avoidance of annoyance to residential properties in both daytimes and evenings (see Page #9). This English standard tracks closely with our own District of West Vancouver's Noise Control Bylaw No. 4404, 2005, which specifies continuous sound limits of 55dBA during the daytime and 45 dBA during the night.

On Page #8, the Guidance Note maps the typical propagation of noise from an artificial grass pitch in an open area and finds that of the reduction of pitch noise to below a 50dBA level is only reached when the listener is situated at a distance of more than **40 meters (131 feet)** away from the sports field, standing at a height of 1.5 meters (5 feet) above the level of the pitch. On Page #11, the study further concludes that the use of a **3 meter (10 foot)** tall barrier at the edge of the sports field can effectively reduce all emitted noise outside of the pitch below the 50dBA threshold.

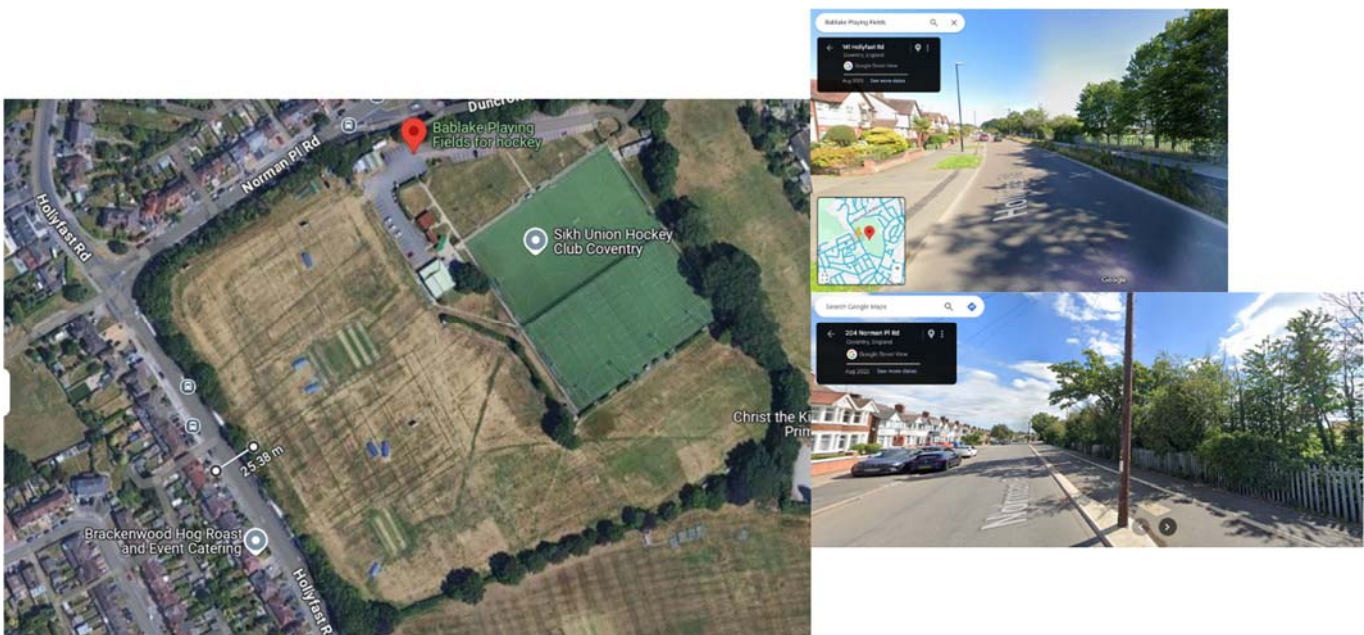
These guidelines from Sports England indicate that:

1. The existing **15.5 meter separation** between Collingwood School's playing field and neighbouring residences on Glenmore Drive is inadequate to achieve the necessary **40 meter** separation to ensure reasonable field noise; and
2. Our proposed recommendation for the construction of a **10 feet sound reflecting wall** would serve as an effective solution to the field noise problem.

A further study published by the CSIR-AMPRI Advanced Materials and Processes Research Institute in India also concluded that maintaining a significant distance between artificial turf fields and residential areas is crucial for mitigating noise levels. That study, titled "[Noise Mapping of Sports Turfs in Residential Areas of Kerala](#)", measured noise levels generated by playing activities on artificial sports turfs and found that the noise level at the source (measured at the edge of the playing field) was approximately 72 dBA. The study indicated that to reduce noise levels in residential areas to 45 dBA, a minimum distance of **120 to 140 meters from the pitch boundary** was necessary.

Reading the Sports England Guidance Note also jiggered my memory from my school days. At Bablake School's playing fields in Coventry, England, our Masters were forbidden to use whistles when we played on portions of the field bordering the two residential streets of Hollyfast Rd and Norman Place Rd. Similarly, students were encouraged to minimize any noise during our games, especially any cheering upon the scoring of goals, wickets or tries.

As can be seen from the Google images below, the separation between Bablake School's playing fields and the adjacent residences is approximately 25 meters, some **10 meters farther** than the separation which exists at the Morven Campus of Collingwood School.



In summary, the professional, research and anecdotal references above underline the need for a robust noise mitigation strategy at Collingwood School's artificial grass playing field, with the installation of a sound-reflecting barrier being a key component of that strategy.

Sincerely,

Emil Fung

s. 22(1)

, W. Vancouver

From: [REDACTED] s. 22(1)
Sent: Saturday, January 4, 2025 4:49 PM
To: correspondence; Christine Cassidy; Mark Sager, Mayor; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Promoting non-vehicle access in West Vancouver - 26th Street Railway Bridge

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Hi Council,
Happy New Year!

I am very delayed in adding my voice to those advocating for refurbishment of the 26th Street pedestrian bridge over the railway tracks.

We live in the [REDACTED] s. 22(1), and have used the overpass frequently over the past [REDACTED] s. 22(1) we have lived here. Below is a picture of [REDACTED] s. 22(1) using the bridge to walk to [REDACTED] s. 22(1) Dundarave Beach in August 2024 shortly before it was decommissioned. The bridge provides a safe and convenient way for residents living between 25th and 27th Streets to access the waterfront area.

West Vancouver should look at improving routes for pedestrian and bicycle access, not reducing or removing them. Our safe alternative to the railway bridge is now to drive to the Dundarave beach instead of walking with our [REDACTED] s. 22(1) [REDACTED], as the suggested alternate routes have no sidewalks and have more traffic. There is now no pedestrian crossing over the railway for over 1/2 kilometre between 25th and 27th streets.

Please reconsider finding (or negotiating with CN) to retain this pedestrian crossing. I am not sure how this crossing was rated as "low-use", as I never encountered anyone tracking the number of users!

Regards,

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Tuesday, January 7, 2025 6:05 PM
To: correspondence; mark@marksager.com
Subject: Save the 26th St Train Bridge

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To Mayor Mark Sager and West Vancouver Council,

We are writing in opposition to the proposed decommissioning of the 26th-St. Train Bridge at Bellevue Avenue in West Vancouver. This long-standing, well-used trestle has provided pedestrians and cyclists the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave, for a lengthy span of road between 25th and 27th Streets for close to three quarters of a century. The combination of important public access and safety, daily recreational use and unique historical interest should easily justify investing in its maintenance. We ask you to continue to preserve this valued structure, which serves the many residents visitors who depend upon it and enjoy it daily.

Thank you for your consideration!

s. 22(1)
Resident - s. 22(1), West Vancouver
s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, January 7, 2025 3:12 PM
To: correspondence
Subject: Development of 737 29th St

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To whom it may concern

I am resending this letter regard in the application to develop 737 20th St. As my pdf document was unable to be opened. I hope this will be OK.

To be addressed to Mayor and all council members

Sincerely [REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver

[REDACTED] s. 22(1)

s. 22(1)

West Vancouver, s. 22(1)

To Mayor and Council and Planning Dept
Re APPLICATION FOR DEVELOPMENT OF 737 20TH STREET, WEST VANCOUVER

As an s. 22(1) I ask that in order for council to vote fairly on this development that they seriously take into account the concerns listed below. It is of great importance that the Members of Council and Mayor visit this site in person as it will greatly affect future development in this area. Unfortunately I was s. 22(1) s. 22(1) when the information meeting took place in October so was unable to share my concerns then.

- 1) **PARKING** This is a very congested area, with the staff of the Reg Centre parking here all day. Plus the overflow from the church opposite Hollyburn Mews. It is essential there is visitor parking and room for a second car parking on the street as there is no room in the lane.
- 2) **NARROW LANE** This end of the Lane is very narrow, and as there is only a 2.17ft set back from the lane the proposed garages will be difficult to enter and exit as we have seen in Hollyburn Mews. Therefore they are often used for storage and the cars end up on the congested street.
- 3) **GENERATORS AND HEAT PUMPS.** s. 22(1) s. 22(1) we request that these noisy machines are placed in the lane or on the front street away from immediate neighbours. They are not as quiet as they make out!
- 4) **WATER PROBLEMS** It is essential there are more sump pumps than thought necessary as there is a water problem in this area. Hollyburn Mews has 12 sump pumps and even they do not always cope with the capacity of water on these properties. (See letter from s. 22(1) s. 22(1) sent to you)
s. 22(1) which is the most s. 22(1) s. 22(1) s. 22(1) s. 22(1) 737 20th Street property. It is very unfortunate that the proposed town homes do not face onto 20th Street, enabling a green space behind them like Hollyburn Mews to make the entrances on the street rather than the lane. If the house on the North side of the lane requests to build similar houses in the future where are they going to put their garages etc? This should be taken into account too.

This development is setting a precedent for future similar developments in this Block and it is thus very important to get it right this time!

Thank you for your consideration regarding these points before you take a vote.
Please contact me if you would like to come and see what our concerns are.

Sincerely
s. 22(1) s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, January 7, 2025 5:21 PM
To: correspondence
Cc: Nora Gambioli
Subject: Sea Lions in Garrow Bay

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Hello to West Vancouver staff and Council,

I'm writing to express concern about any possible intervention to the sea lions who have taken up residence in Garrow Bay. After speaking with several local residents, I've heard that some are trying to find a way to "deal" with this "problem".

The barking the sea lions make is certainly loud and can be considered a nuisance, however for residents living close to the ocean being upset about sea life in the ocean is a bit callous in my opinion. I am old enough to remember that for most of the 20th century that Howe Sound was a literal wasteland and an environmental mess. Now, in the 21st century, environmental efforts have been successful in welcoming back much of the sea life that once ran in abundance.

Although a bit loud, the sea lions provide excellent entertainment to bystanders young and old. We should treasure the fact that we have such an incredible display of nature, free to view, in one of our public parks. I've taken my children to the site several times and my [REDACTED] s. 22(1) is fascinated by them, offering a beautiful display of our close relationship to nature that i'm sure will stick with her as she grows into her formative years.

I hope that the council and staff see the sea lions as an asset, and not a nuisance. If complaints have been coming in, please realize that it is a vocal minority raising complaints, and people living by the sea must appreciate everything that comes with living in close proximity to the ocean and ALL the neighbours who live in the area, even the loud ones. We often have to endure months of construction nearby, so a few months of some noisy sea neighbours is a small price to pay to live next to such an incredible display of nature.

I hope that council can be proactive in ensuring the sea life can not face any threat of expulsion and that we all can remind our neighbours that we are lucky to live so close to a place where nature can thrive.

Thank you,

[REDACTED] s. 22(1)

West Van
[REDACTED] s. 22(1)