

COUNCIL CORRESPONDENCE UPDATE TO JUNE 3, 2026 (8:30 a.m.)

Correspondence

- (1) May 28, 2026, regarding “OPPOSITION to Proposed Rezoning of 1337 Ottawa Avenue (Bylaw No. 5434, 2026)”**
- (2) Gordon Smith Gallery, May 28, 2026, regarding “Music At the Smith” (June 13, 2026)**
- (3) May 30, 2026, regarding Proposed Heritage Designation Bylaw No. 5459, 2026 (Navy Jack House at 1768 Argyle Avenue) (Referred to the June 9, 2026 Public Hearing)**
- (4) North Shore Neighbourhoods Alliance, June 1, 2026, regarding “Metro’s NSWWTP Project - NSNA letter to Mayor and Council calling for public inquiry”**
- (5) Capilano Community Services, June 1, 2026, regarding June Newsletter**
- (6) June 1, 2026, regarding “Ambleside Park - Parking”**
- (7) 4 submissions, June 1 and 2, 2026 and undated, regarding Proposed: Official Community Plan Bylaw No. 4985, 2018, Amendment Bylaw No. 5451, 2026; Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 5452, 2026; and Development Permit 25-099 (6408 to 6418 Bay Street) (Referred to the June 9, 2026 Public Hearing)**
- (8) C. Walker, June 1, 2026, regarding “Concern Regarding Councillor Use of Accessible Parking”**
- (9) June 2, 2026, regarding “Community Awards Ceremony 2026”**

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (10) Engineering and Transportation Services, June 1, 2026 response regarding Noise Cameras**
- (11) Engineering and Transportation Services, June 1, 2026 response regarding “Sidewalk Request”**
- (12) Councillor Cassidy, June 1, 2026, response to C. Walker regarding “Concern Regarding Councillor Use of Accessible Parking”**

From: [REDACTED] s. 22(1)
Sent: Thursday, May 28, 2026 7:34 AM
To: correspondence
Cc: mroberts@westvancouver.ca
Subject: OPPOSITION to Proposed Rezoning of 1337 Ottawa Avenue (Bylaw No. 5434, 2026)

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Dear Mayor and Council,

As the owner of [REDACTED] s. 22(1), I am writing to formally oppose the proposed rezoning and subdivision of 1337 Ottawa Avenue.

My primary concerns regarding this development are:

- **Increased Density:** Subdividing the lot will increase population density and negatively alter the quiet, established character of our neighborhood.
- **Construction Disruptions:** The prolonged construction noise, dust, and heavy vehicle traffic will severely impact the daily lives and well-being of surrounding residents.
- **Environmental Impact:** Developing two homes on this single lot will inevitably lead to the destruction of mature vegetation, loss of green space, and harm to the local environment.

I respectfully urge the Council to reject this rezoning application to preserve the integrity and livability of our community.

Sincerely,

[REDACTED] s. 22(1)

[REDACTED]

[REDACTED]

From: Gordon Smith Gallery of Canadian Art <info@smithfoundation.ca>
Sent: Thursday, May 28, 2026 3:15 PM
To: correspondence
Subject: Music At the Smith

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Gordon Smith
Gallery of Canadian Art

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GALLERY EVENT

MUSIC AT THE SMITH

THE GIVING SHAPES

SATURDAY, JUNE 13

Please join us for Music At The Smith, an afternoon showcase at the Gordon Smith Gallery of Canadian Art on June 13, where The Giving Shapes will perform and blend their unique voices and sonic textures together.

The Giving Shapes is a collaborative project between harpist/vocalist Elisa Thorn and pianist/vocalist Robyn Jacob that formed in fall 2017 at the Banff Centre for the Arts. The project triangulates aspects of folk music, chamber music, and song-writing, combining their classical training and their involvement with the Canadian creative and indie music scenes. Though they originally met while both pursuing degrees in classical music at UBC in 2007, they share an interest in many musical styles. Their sound reflects broad influences from artists including Nico Muhly, Bjork, Jonny Greenwood, David Lang, and Caroline Shaw.

Saturday, June 13, 2026

Doors: 12:30PM

Performance: 1:00PM

Tickets: \$20

**2121 Lonsdale Avenue,
North Vancouver, BC, V7M 2K6**

TICKETS

The project is a synthesis of their shared musical aesthetic and curiosity with their long-standing relationship as co-curators and presenters. Music from the duo's projects has been featured in jazz festivals such as the Montreal and Toronto Jazz Festivals, new music festivals like Music on Main, and indie pop festivals including the Campbell Bay Music Festival.



Robyn Jacob and Elisa Thorn. Photo by Dayna Szyndrowski

Thorn and Jacob are interested in merging the familiar with the new, and draw from their wide range of influences to create music that is honest. Their approach involves equal parts of intellect and feeling, pursuing both accessibility and experimentation equally. The process of songwriting varies from song to song, but usually one of them brings in a kernel, and the two develop parts together, parts on their own, then back to different possibilities together.

The Giving Shapes :: Tessellation



“The piano and the harp are a really interesting match because they are so related in timbre and function, but individual enough to offer each unique sound palate. The possibilities of blend, texture, and harmonic depth are really exciting. Robyn is an endless inspiration to me in all the things that she does. We have quite different approaches to writing (Robyn is more rhythm and pattern-based, whereas I am driven mostly by melody and harmony) so the collaborative writing process is really interesting and stimulating.” (Elisa Thorn)

“I like Elisa’s integrity and devotion to her artwork, and her attitude in general as a musician and an artist. Also, it is a privilege to be able to make art with one of your best friends.” (Robyn Jacob)

Thorn and Jacob will be playing music from their The Giving Shapes catalogue as well as music from their respective solo projects, Elisa Thorn and immix

Learn more at

www.thegivingshapes.com

[BLOCKEDthegivingshapes\[.\]bandcamp\[.\]com](#)BLOCKED

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You are receiving this email because you opted in at our website or you contacted our office directly.

Our mailing address is:

Gordon Smith Gallery 2121 Lonsdale Avenue North Vancouver, BC V7M 2K6 Canada

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s. 22(1)

West Vancouver, BC. s. 22(1)

May 30, 2026

To: Legislative Services, Municipal Hall Chambers
750 17th Street
West Vancouver, BC

Re: Public Hearing regarding Proposed Heritage Designation of Navy Jack House, 1768 Argyle Ave, West Vancouver, slated for June 9, 2026

We are long time residents and property owners at the above address and are located s. 22(1). We think the building looks wonderful and are pleased to learn that it will become a bistro serving coffee and light snacks.

Our one concern is NOISE. We desperately hope that this new bistro does not play any amplified or even loud acoustic music that might be heard and be a constant irritation to ourselves and many other s. 22(1) residents....this is a residential area after all.

In s. 22(1) years we have lived in this location we have thoroughly enjoyed the summer months and the proximity of the various Ambleside parks and the seawall. Last summer, for the first time, we were shattered by relentless amplified rock music coming from the new beer garden and food truck operation adjacent to the old ferry building at the foot of 14th Ave. Even though we are s. 22(1) distant, it kept us awake at nights, and in order to hear our tv in the evenings we had to shut our windows, and even then the sound made it through.

- Please.....1. Do not allow outdoor music to emanate from Navy Jack
- 2. Do not allow any further noisy beer garden concession in the Ambleside residential area.

We are in full support of designating Navy Jack at a Heritage site to preserve its history for generations to come.

Thank you for listening to our rant re the noise.

s. 22(1)

From: David Marley <domarley52@gmail.com>
Sent: Monday, June 1, 2026 6:20 AM
To: correspondence
Cc: Mark Sager, Mayor; Scott Findlay
Subject: Metro's NSWWTP Project - NSNA letter to Mayor and Council calling for public inquiry

CAUTION: This email originated from outside the organization from email address domarley52@gmail.com. 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.

**Metro Vancouver's NSWWTP project - Demand
for public inquiry - Section 765 Local Government
Act**

Dear Mayor and Council,

I write to you on behalf of the North Shore Neighbourhoods Alliance ("the NSNA") to urge that, following the recent out-of-court settlement of the civil action ("the Action") between Metro Vancouver ("Metro") and the project's initial primary contractor, Acciona, you pass a motion at your next regular Council meeting calling upon our province's Inspector of Municipalities ("the Inspector") to initiate an inquiry, pursuant to section 765 of the Local Government Act ("the Act"), into Metro's apparent gross mismanagement of its North Shore Wastewater Treatment Plant project ("the Project") since its inception.

Section 765 of the Act permits a municipality located within a regional district, in this case Metro, to formally call upon the Inspector to initiate an inquiry, to be conducted either by the Inspector or a designate, into any "by-law, order, decision or action made by a regional district board." Presumably, with respect to the Project, these may include decisions or actions relating to the design and construction of a new plant, as opposed to completing an upgrade of the existing one, the site chosen for the new plant, the choice of primary contractor, the type and terms of the contract, the composition, qualifications and terms of reference of the Project management team, and any change orders issued during the design or

construction, such as the move to tertiary treatment from secondary only.

As with an inquiry conducted pursuant to section 764 of the Act, the inquiry being sought under section 765 must be open to the public. Accordingly, this would preclude 'behind-the-scenes' investigations resulting in a report, redacted or otherwise, released months or years hence. Further, the Inspector has the sole authority to determine the inquiry's terms of reference. Importantly, unlike a 'section 764 inquiry', where prior authorization of the provincial Cabinet is required, in this instance the Inspector has sole discretion under section 765 to initiate an inquiry.

Most importantly, the NSNA is advised that whenever an inquiry is being conducted pursuant to a statutory power, witnesses may be subpoenaed, and their oral testimony may be compelled, along with the disclosure of any and all documents in their care and control. Accordingly, with respect to the settlement of the Action and related matters, any non-disclosure agreements executed by anyone associated with the Project are not enforceable insofar as they would limit the inquiry.

The Action was initiated by Acciona over four years ago, in March 2022. Information respecting the magnitude of this issue, with its significant financial implications for Metro taxpayers, was first released over two years ago, in March 2024. The convenient excuse of ongoing civil litigation respecting the Project no longer precludes a fulsome inquiry.

It is long past time to commence a full, truly independent, and public inquiry into this matter, with the broadest terms of reference consistent with common sense. As you are aware, the next municipal elections throughout Metro and across our province are set to take place on October 17th, just 139 days away. A motion by your Council calling for a section 765 inquiry without further delay or hesitation is hereby respectfully requested.

I ask that neither my name nor my contact information be redacted from this communication.

Yours sincerely,

David Marley

Chairman, NSNA

s. 22(1)

West Vancouver, BC

s. 22(1)

604-926-8994

From: Cap Services <info@capservices.ca>
Sent: Monday, June 1, 2026 8:30 AM
To: correspondence
Subject: 🕒 Our June Newsletter Is Here! Summer at Cap Services 🕒

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Dear readers,

Our **June newsletter** is here, and it's filled with stories, updates, and moments from across our community as we step into the summer season.

Inside, you'll find highlights from our **Seniors, Youth, and Family & Children's programs**, including upcoming summer activities, recent milestones, and opportunities to stay connected in the months ahead. This edition also features a closer look at our **Food & Cooking Programs**, where partnerships and community support are helping us provide thousands of meals across the North Shore.

We are also excited to welcome new team members this summer and to celebrate Walter as he begins an inspiring new chapter. And of course, we've included a **fun giveaway**, so keep an eye out for hidden surprises throughout the newsletter.

The newsletter is easy to read digitally on any device, but you can also pick up a printed copy from the lobby, or print one at home. Moreover, previous editions of the newsletter are always available on our website:

- 👉 Visit **capservices.ca**
- 👉 Select **Get Involved**
- 👉 Then choose **Newsletter**

Thank you for being part of the Cap Services community. We hope this month's edition keeps you informed, connected, and ready for the summer ahead.

Warm regards,

Capilano Community Services Society

[Read the newsletter!](#)

We always welcome donations!

We make it easy to donate via this form, either as a one-time or recurring donation, and tax receipts will be provided at the end of the year for donations of \$25 or more.



Our mailing address is:

1733 Lions Gate Lane
North Vancouver, BC V7P0C7

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From: s. 22(1)
Sent: Monday, June 1, 2026 10:41 AM
To: correspondence
Subject: Ambleside Park - Parking

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Hi,

Just offering a fisherman's perspective on this issue. I regularly come to Ambleside during spring and summer to fish on the beach s. 22(1).

I drive from s. 22(1) to fish at Ambleside s. 22(1) each time I go out on the water. I do this multiple times a week. Depending on when I go out, I get breakfast/lunch/dinner at local businesses.

With these new parking costs (and the fact that most people go home empty-handed regularly, including me), I'll be coming out less and having shorter fishing sessions. This effectively means I will be spending \$0 at local shops.

Thanks,

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, June 1, 2026 11:29 AM
To: correspondence
Subject: Proposed rezoning of 6408 to 6418 Bay Street hearing on June 9th.

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To the members of West Vancouver Council:

There is NO business case for demolishing two popular restaurants and a signature First Nations store in favour of a high-end hotel with new retail at the ground level.

The cost of this project will be MUCH more than renovating the existing buildings (if that is the goal) and, whatever construction cost figure is initially posted, experience indicates that the final figure will be dramatically higher. Who will pay for this? Is it worth it to simply replace what is there?

Furthermore, there is absolutely NO need for a second hotel in Horseshoe Bay. The existing hotel is very rarely fully occupied. Horseshoe Bay is not a tourist destination.

If you want to approve a meaningful project, consider some affordable housing. This is a nice place for families to live.

Thank you

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Tuesday, June 2, 2026 3:51 PM
To: correspondence
Subject: Support for development at 6408, 6412 and 6418 Bay Street

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Dear Council,

I live in the Gleneagles area and am writing in support of the proposed development for 6408, 6412 and 6418 Bay Street in West Vancouver. I feel a hotel in West Vancouver is very much needed. I am also happy to see that long term rental apartments and refreshed commercial spaces are also included in the development. I support the hotel being 4 stories and look forward to having more underground parking in the area. I do have concerns about parking in Horseshoe Bay so I hope the parking that has been planned for the development is sufficient to accommodate the increased parking demand that will result from the hotel. The corner under proposed development is in need of renewal and I think the designs for the new project look good. I would like to see this project go ahead as it has been described by The Developers. I attended the open house the developers held last winter at Gleneagles Golf Course and liked their plans.

Thanks
[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

From: David Weiser [REDACTED] s. 22(1)
Sent: Tuesday, June 2, 2026 9:50 PM
To: correspondence
Subject: Emailing: LTR_to M&C_re_6408-6412-6418_BAY ST
Attachments: LTR_to M&C_re_6408-6412-6418_BAY ST.pdf

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Please distribute the attached 2-page .pdf file to Mayor and Council members prior to next Council meeting. Thank you.

[REDACTED] s. 22(1)

David Weiser Architect
Horseshoe Bay

Your message is ready to be sent with the following file or link attachments:
LTR_to M&C_re_6408-6412-6418_BAY ST

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Mayor and Council of the District of West Vancouver
750 17th Street West Vancouver B. C.
V7V 3T3. S

RE: Development Proposal, 6408-6418 Bay St., Horseshoe Bay

Honourable Mayor Sager and Council:

I write to you to voice my concerns regarding the above-referenced proposal both as a proud fifty-three-year HSB resident and property owner and as a registered architect and planning professional practicing in Horseshoe Bay (HSB) for the same period of time.

To establish my *bona fides* in such matters, know that I founded and chaired the Horseshoe Bay Business and Community Association in 1984-5, was honoured by the WV Chamber of Commerce as 1986 WV Citizen of the Year, sat on the HSB LAP Round Table, and retain in my archives a December, 1991 letter of appreciation from Mayor Mark Sager for my twelve years of volunteer service on the WV Advisory Design Panel. Also relevant is my award-winning design experience as far back as participation in planning for the NASA/Manned Spacecraft Center (1966); the 1967 comprehensive campus plan development for Southern Colorado State College (pedestrian circulation a primary consideration); University of Nebraska Planning Study (major campus in an urban setting); and served as the Architect of Record for the Horseshoe Bay Downtown Revitalization Project (C.O.T.Y. above) preceding Expo 86, under the auspices of Mayor Derek Humphries.

My principal areas of concern as regards the subject proposal are (1) appropriate neighbourhood scale/context, and (2) the cavalier treatment of OCP and LAP principles adopted as sacrosanct, and now proposed to be abridged by Council.

Broadly, I submit that the context of Horseshoe Bay—a tiny, quiet, much-loved scenic residential village unlike any other in the Lower Mainland, although abused by the ham-handed intrusion of a traumatically mislocated industrial scale ferry terminal repeatedly and insensitively overdeveloped since its acquisition by BCF Corp. in 1960—is at risk of becoming tragically flawed by derivative, grossly overscaled design of the principal building, the misapplication of LAP allowances in height and density, bizarre reinterpretation of CAC expectations, and unnecessary accommodations to a developer not in the public interest.

I will address the above in point form:

- The LAP recommendation of **FAR** of 1.75-2.0 allows sufficient density (already a stretch at 2.0) and in no way is there a reasonable justification to inflate that to the requested 2.4 in today's market.
- The requested building height limit, set by the **LAP** at 3-4 storeys (already out of scale with nearby buildings) will overshadow and loom over the location; it will cut off view and prospect for the unfortunate homeowners uphill from it; and it is alien to other developments in its environs—excepting

the Ferry Corp. structures a block to its northeast. Add to this the architectural expression, which the Planning committee calls for being “human scaled” and “relating to its Village context,” which the proponent tries to characterize as in some sort of harmony with its neighbours . . . none of which have any sort of kinship with its clumsy, Lego-block massing. The attempt to maximize rentable space in a minimal-budget blockhouse/warehouse form can not be made to fit in to its site and streetscape. May I respectfully suggest pitched/hip roof forms might relate more to the local house roof styles?

- Where are the Community Amenity Contributions [CACs]? I can not process the notion that putting up an overheight “fifth half-storey” with a few chairs and a table or two—which the neighbourhood’s denizens will be required to enter the hotel lobby (uninvited) and use an elevator to access and egress, toting their picnic hampers, kids, and dogs—and characterizing it as a “community amenity” has any relationship to genuine CACs the District has extracted from other developers.
- No. The attitude smells “off,” the planning is wrong, and the architecture doesn’t work. Horseshoe Bay deserves better, and so does West Vancouver. We should be setting an example, not emulating the District of North Vancouver’s Third Street Canyon of Death.

Sincerely,

s. 22(1)

David Weiser MAIBC/NCARB, Architect (ret’d)

June 02 | 2026

www.davidweiserdesign.com

Life member of the architectural institute of british columbia

s. 22(1)

West Vancouver, BC,

s. 22(1)

Re: Proposed rezoning of 6408 to 6418 Bay Street

To the members of West Vancouver Council:

There is NO business case for demolishing two popular restaurants and a signature First Nations store in favour of a high-end hotel with new retail at the ground level.

The cost of this project will be MUCH more than renovating the existing buildings (if that is the goal) and, whatever construction cost figure is initially posted, experience indicates that the final figure will be dramatically higher. Who will pay for this? Is it worth it to simply replace what is there?

Furthermore, there is absolutely NO need for a second hotel in Horseshoe Bay. The existing hotel is very rarely fully occupied. Horseshoe Bay is not a tourist destination.

If you want to approve a meaningful project, consider some affordable housing. This is a nice place for families to live.

Thank you

s. 22(1)

West Vancouver, s. 22(1)

From: Chuck Walker [REDACTED] s. 22(1)
Sent: Monday, June 1, 2026 3:19 PM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Scott Snider; Peter Lambur; Sharon Thompson; Linda Watt
Subject: Concern Regarding Councillor Use of Accessible Parking
Attachments: IMG_0960.jpeg

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Subject: Concern Regarding Councillor Use of Accessible Parking

Mayor and Council,

I am writing because I was extremely disappointed by something I witnessed this weekend..

A councillor, the same councillor who has been one of the strongest supporters of pay parking and has made it clear that it is necessary to keep out the "hordes" of non-West Vancouver residents using our parks and roads, was parked in an accessible (handicapped) parking spot on Bellevue for over an hour. We watched her get out of her car at 11am and return to their car at 12:05pm. I have attached a photo for reference. I did not see any accessible parking sticker or decal on their vehicle.

As a business owner in Ambleside, I know how important these spaces are. There are a very limited number of accessible parking spots in our commercial area, and our businesses rely on them. As a property manager/owner for a building that is home to one of the busiest podiatrists in West Vancouver, I regularly see patients who depend on having convenient accessible parking nearby. I am anxiously awaiting the increase in bylaw enforcement officers so these bylaws can be enforced.

To see an elected official using one of these spots for an extended period was frustrating, disheartening, and frankly embarrassing.

What makes it even more disappointing is that this is not an isolated incident when it comes to questionable judgment. This is the same councillor who was involved in a drinking and driving incident, referred to visitors to our community as "hordes," and recently walked out of a council meeting simply because they disagreed with an agenda item. Shocking and disrespectful of the office of Council, staff and the residents.

Regardless of where anyone stands on political issues, I think residents expect better from the people elected to represent them. Accessible parking spaces are there for a reason. When elected officials fail to demonstrate that level of respect for the rules, it undermines public confidence and reflects poorly on our community as a whole.

I hope Council recognizes how disappointing it is for residents and business owners to witness this kind of behaviour from someone who holds public office.

Please do not redact my name.

Sincerely,

Chuck Walker

s. 22(1)

WV



From: s. 22(1)
Sent: Tuesday, June 2, 2026 7:36 PM
To: correspondence
Subject: Community Awards Ceremony 2026

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Dear Mayor and Council,

s.22(1) Awards Committee, I want to acknowledge staff representative Christie Rosta (Cultural Services, Manager) and Frankie McKinnon (Cultural Services, Assistant) for their tremendous work ethic over a number of months s.22(1) committee meetings. On June 1st, community award recipients, their families and supporters gathered at the West Vancouver Yacht Club for a tremendously uplifting and well organized event. Christie Rosta and Frankie McKinnon were "spot on" throughout the evening and the introductions of the Community Award winners by Mayor Mark Sager and Councillors Nora Gambioli, Peter Lambur and Linda Watt were well received. Congratulations to the 2026 Award Recipients!

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

From: Engineering Department
Sent: Monday, June 1, 2026 12:46 PM
To: [REDACTED] s. 22(1)
Cc: correspondence
Subject: [REDACTED] s. 22(1) – Noise pollution

Hello,

Thank you for reaching out. At this time, the District of West Vancouver will not be pursuing the testing or installation of noise-monitoring cameras to address excessive vehicle noise along Highway 1. Current research does not provide conclusive evidence that these devices are effective, and the matter is further complicated by the fact that Highway 1 falls under provincial jurisdiction rather than municipal authority.

The Engineering and Transportation Services Department will continue to monitor the outcomes of the pilot project currently underway in Edmonton. Should those tests demonstrate clear and reliable results, the District may revisit the consideration of similar technology in the future.

Regards,

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

From: [REDACTED] s. 22(1)
Sent: Thursday, May 21, 2026 9:40 AM
To: council@dnv.org; CityCouncil@cnv.org; correspondence
Subject: Toronto and Edmonton look at noise cameras to crack down on cars making excessive noise <https://www.cbc.ca/news/canada/toronto/toronto-noise-camera-9.7206231>

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<https://www.cbc.ca/news/canada/toronto/toronto-noise-camera-9.7206231>
BLOCKEDctvnews[.]ca/edmonton/article/city-approves-50k-automated-pilot-project-to-curb-noisy-vehicles/BLOCKED

This would be a great idea for both North Vans and West Van to limit loud trucks on Upper Levels Highway.

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

Toronto could look at noise cameras to crack down on cars making excessive noise Councillor calling noise camera pilot program, but no word if province will agree.

Edmonton city council is trying to crack down on noisy vehicles using automated enforcement, approving a \$50,000 pilot project. CTV'S Jeremy Thompson reports.

The city has approved a new pilot project that wants to use cameras and microphones to crack down on the recurring issue of noisy vehicles.

Edmonton city councillors voted in the \$50,000 venture on Wednesday morning to address increasing noise complaints from city

It's not an untested solution, Ward papastew Coun. Michael Janz said, although it is an improved one. He brought forth the original motion.

"It's not the old billboard noise monitoring technology of the past," he said. "This is a new technology that works extremely precisely."

Currently, he explained, the city does manual enforcement of noise complaints from the road. By the time officers can get to it, he told CTV News Edmonton, the vehicle has disappeared "miles away."

"This is one of the issues I've heard the most about from Edmontonians across the city. This is not a Whyte Avenue problem. This is not a Whitemud Drive problem ... everyone, wherever you are in Edmonton, is sick and tired of the noisy vehicles, the banging and the flaunting of the law," Janz said.

Janz specified that the technology being used is not about issuing tickets so much as providing the police data.

He's also more confident in this project, he said, because the tech is already being used in other countries.

Still, the idea is reminiscent of the 2020 project that aimed to accomplish the same thing. The city installed microphones in noise hot spots in a \$200,000 project that was eventually written off for its flaws in automation.

Challenged tickets would not hold up in court unless an officer had been present to corroborate the offence.

For some, like Ward Dene Coun. Aaron Paquette, the current project is still a marker of "irresponsible governance."

"Look, the noise bothers me too ... But I think there was time to take a breath, maybe pull it back for a week or so, just to work on it,"

Paquette told CTV News Edmonton after the meeting.

He fears the project doesn't have a proper budget and will be slow-acting. Currently, the technology isn't set to hit the streets until summer 2027.

"Should we actually be spending \$50,000 on a technology that we do not know will work or not? Is that the best use of public funds, especially if there's no immediate outcome?" said Paquette.

According to most who voiced their opinion on Wednesday though, like Mayor Amarjeet Sohi, the cost was worth the experiment if it meant finding a solution to law-breakers.

Janz said the point of the approval is to get a "proof of concept" that the technology can work in Canada, or specifically, Edmonton.

He also said he's discussed it at length with the Edmonton Police Service (EPS). In an emailed comment, EPS said they await more details about the project.

"I think all of us realize that traffic enforcement is a major issue, and it's extremely expensive, extremely time-consuming, and anything we can do to make safer roads, more efficiently, more effectively, it's just a no-brainer," Janz said.

The city of Toronto could soon have a new tool in its battle against scofflaw drivers: noise cameras are up for discussion Thursday afternoon at city council's monthly meeting.

Coun. Lily Cheng is introducing a motion at this week's council meeting that calls on staff to look into bringing noise cameras to the streets of the city to catch drivers making excessive noise. She wants city staff to look into noise camera use in other jurisdictions to find out what technology works best.

Accompanying her motion is a letter of support with 264 signatures.

"People are racing in the streets, they have their modified mufflers," she said. "They're waking up seniors, waking up children. It really affects people's quality of life."

Cheng says she's seen an increase in complaints about drivers who needlessly rev their engines, or modify their vehicles in such a way that they become much louder.

Ultimately, she would like to see a noise camera pilot project set up.

She wants staff to ask the province to make whatever regulatory changes are necessary to allow the city to run the project. That permission is needed because only the province has the power to issue fines based on vehicle information, such as licence plate numbers.

In 2024, a city staff report highlighted some of the challenges bylaw officers faced enforcing noise bylaws when the culprit is in a moving vehicle. Staff asked the province to clear the way for a city-run noise camera pilot project.

Staff told CBC Toronto Wednesday they have not yet received a reply.

CBC Toronto reached out to the Ministry of Municipal Affairs and Housing on May 15 to find out how receptive it would be to a Toronto-based noise camera pilot project. The ministry did not respond.

Noise from moving vehicles creates challenge for bylaw

The city noise bylaw is broken down into many categories that regulate what types of sound are allowed and at what decibel levels, at particular times of day.

Cheng's motion keys in on the section of the noise bylaw that relates to vehicles. That section says engine noise from stationary vehicles cannot exceed 96 decibels. By comparison, a vacuum cleaner produces about 85 decibels.

Moving vehicles are a much more challenging problem, Cheng says.

The city's own website states: "You can submit a complaint for excessive noise from moving vehicles, but it will not be investigated.

The complaint will be collected as data to plan future enforcement initiatives."

Fines for violating sections of the noise bylaw range from \$500 to \$900.

Kathleen Payne, of No More Noise Toronto, an organization that's been asking the city to bring noise camera technology here, said the cameras are equipped with microphones that will only capture sounds above the legal threshold, which varies in Toronto, depending on the source of the noise and the time of day.

The camera would then capture the licence plate of the vehicle associated with the noise. Police would review the images and sounds and decide whether a noise infraction would be issued to the owner in the mail, Payne said.

Kathleen Payne is communications director of No More Noise Toronto, an organization that's been advocating to bring noise cameras to this city. She says they've been used successfully in other parts of the world and could help crack down on drivers who make too much noise on Toronto's streets. (Tina MacKenzie/CBC)

Payne agrees noisy vehicles have become a major problem, especially as the city grows upward.

"All these beautiful tall condo towers create noise corridors," she says. "The sound bounces back and forth — it's not just affecting people at ground level."

For some people, the noise can exacerbate health problems too, specifically cardiac and hearing issues, she says.

"It's terribly stress-inducing," she said.

Noise cameras aren't the city's first venture into automated traffic regulation. It currently operates about 300 red light cameras, which brought in roughly \$45 million last year, city records show.

Automated speed cameras, like the one the city operated on Parkside Drive that was repeatedly cut down by vandals, were outlawed by the province last November after Premier Doug Ford deemed them a "cash grab."

Payne said the latest noise cameras are placed within traffic signal stands, putting them out of reach of vandals.

Noise cameras could pose enforcement pitfalls: paralegal

But one paralegal said the city could have problems enforcing the new noise bylaw tickets.

Sean O'Connor, a former director of the Ontario Paralegals Association, said he has successfully challenged about 20 red light camera tickets on the grounds that the technology is imperfect. He questions whether noise camera technology is advanced enough to be reliable and to stand up in court.

Paralegal Sean O'Connor questions whether noise camera technology is advanced enough to be reliable and to stand up in court, although he acknowledges street noise can be a problem. (Mike Smee/CBC)

O'Connor says he has argued that the mechanisms are improperly calibrated and tested, arguments that he believes could apply to the new noise cameras as well.

"I'm skeptical," he said. "They have to be able to guarantee that the sound level being emitted is against the city bylaws."

He also questioned whether the cameras could violate privacy rights by picking up private conversations being held within vehicles.

In Edmonton, which is also poised to implement noise cameras, Coun.

Michael Janz is convinced the measure will be good for the city, and he dismissed privacy concerns.

"Driving is a privilege, not a right," Janz said. "Noisy drivers are often distracted drivers. I think this is going to save lives."

From: Engineering Department <engineeringdept@westvancouver.ca>
Sent: Monday, June 1, 2026 2:32 PM
To: [REDACTED] s. 22(1)
Cc: Engineering Department <engineeringdept@westvancouver.ca>
Subject: Sidewalk Request - [REDACTED] s. 22(1)

Dear [REDACTED] s. 22(1)

Thank you for bringing the matter to our attention.

We are fortunate to have residents that are community-minded and care about where we live. It is important that residents in our community share their thoughts and opinions with staff. We do consider them all and value your feedback.

The District of West Vancouver is an old community and there are many roadways and portions of roadways without sidewalks. Unfortunately, every year the District receives more requests for sidewalk segments than we have the resources to implement.

For a fair and balanced approach, the District ranks the sidewalks recommended in the West Vancouver Pedestrian Network Study and sidewalks requested by residents, along with consideration of coordination opportunities other capital works programming such as replacing water mains that are at their end of life. The goal, pending budget, is to construct several segments each year.

- In general, the priority is on roadways
- near school and parks
 - in high pedestrian traffic areas
 - in high pedestrian/cyclist collision areas

We are currently in the detailed design phase for construction of the current year sidewalk segments. The sidewalk segments to be built in the following year will be selected this fall.

With respect to the roadway segment referenced in your request, please be advised that the narrow corridor, constrained by the adjacent cliff face and steep slopes, would require resources and funding that are not currently available to the District.

Regards,

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

From: s. 22(1)
Sent: Friday, May 22, 2026 6:29 PM
To: correspondence
Subject: Sidewalk Request

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 the West Vancouver Council,

My name is s.22(1) years old. I am a resident in West Vancouver and am a s.22(1) student at s.22(1) school. I'm writing to bring your attention to the lack of pedestrian safety of a road near s.22(1) the Gleneagles Community Centre.

This road is located on Marine Drive a little past the intersection between Gleneagles Drive and Marine Drive. I suggest to build a sidewalk there to make this road safer. There is a curve in that area, in which cars come through pretty quickly. These cars would not see if there was a pedestrian walking on the other side of that curve. As there is no sidewalk, an accident could happen easily. Also, this road is a bus route that is used very often. This makes it even more dangerous, as honestly, I see even bus drivers speed sometimes.

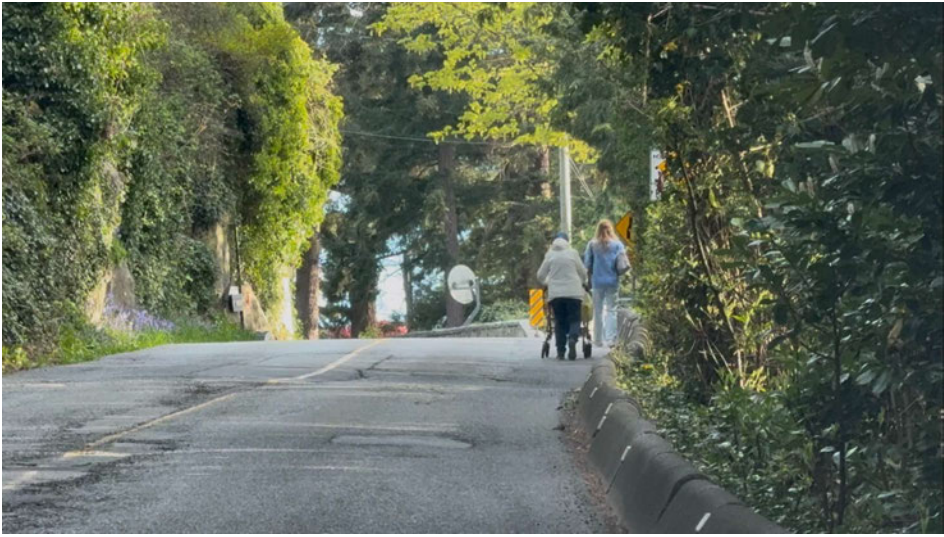
I believe the experts can find a way to make this place safer for pedestrians and drivers alike. Although, I do understand the road is narrow. But I believe a sidewalk would be great to ensure the safety of everyone who uses this important road, and make this road accessible for all people, young or old.

An example of someone who is affected by the lack of pedestrian safety in this area, is an old lady with a walker I see frequently on this road. This elderly lady passes that area almost every day, and she has to rush through, so she does not get hit by a car or a bus. Even when cars slow down and wait for the old lady to get across, it would be very intimidating to have a bunch of cars waiting for you to pass through. Also, one time we had stopped so the lady could go through, and another car overtook us not seeing the elderly lady in front of us. That could have easily gone wrong. Attached is a picture of the lady I mentioned walking on the road.

Building a sidewalk here would also encourage more people to walk places instead of always taking their vehicles. This will benefit both the environment and the physical health of residents. Furthermore, if there was a sidewalk, s. 22(1) kids who sail in the West Vancouver Yacht Club or the Eagle Harbour Yacht Club could walk s.22(1) to those clubs. I am a s. 22(1) and it would be really nice if I could walk s.22(1).

I would be very grateful if you could take this into consideration as you plan which sidewalks to build during the next year. I look forward to hearing back from you.

Thank you,
s. 22(1)



From: Christine Cassidy
Sent: Monday, June 1, 2026 4:46 PM
To: Chuck Walker; correspondence; Mark Sager, Mayor; Nora Gambioli; Scott Snider; Peter Lambur; Sharon Thompson; Linda Watt
Subject: Re: Concern Regarding Councillor Use of Accessible Parking

Mr. Walker,

I am guilty as charged and offer no excuses but an explanation. In a rush to make my 11am scheduled appointment with a Bellevue business I failed to notice the above noted sign. I can only offer my sincerest apologies and the promise that it will not happen again.

I fully recognize the issues with parking on Bellevue and the importance of handicapped space.

Christine Cassidy

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From: Chuck Walker [REDACTED] s. 22(1)
Sent: Monday, June 1, 2026 3:19 PM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Scott Snider; Peter Lambur; Sharon Thompson; Linda Watt
Subject: Concern Regarding Councillor Use of Accessible Parking
Attachments: IMG_0960.jpeg

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.

Subject: Concern Regarding Councillor Use of Accessible Parking

Mayor and Council,

I am writing because I was extremely disappointed by something I witnessed this weekend..

A councillor, the same councillor who has been one of the strongest supporters of pay parking and has made it clear that it is necessary to keep out the "hordes" of non-West Vancouver residents using our parks and roads, was parked in an accessible (handicapped) parking spot on Bellevue for over an hour. We watched her get out of her car at 11am and return to their car at 12:05pm. I have attached a photo for reference. I did not see any accessible parking sticker or decal on their vehicle.

As a business owner in Ambleside, I know how important these spaces are. There are a very limited number of accessible parking spots in our commercial area, and our businesses rely on them. As a property manager/owner for a building that is home to one of the busiest podiatrists in West Vancouver, I regularly see patients who depend on having convenient accessible parking nearby. I am anxiously awaiting the increase in bylaw enforcement officers so these bylaws can be enforced.

To see an elected official using one of these spots for an extended period was frustrating, disheartening, and frankly embarrassing.

What makes it even more disappointing is that this is not an isolated incident when it comes to questionable judgment. This is the same councillor who was involved in a drinking and driving incident, referred to visitors to our community as "hordes," and recently walked out of a council meeting simply because they disagreed with an agenda item. Shocking and disrespectful of the office of Council, staff and the residents.

Regardless of where anyone stands on political issues, I think residents expect better from the people elected to represent them. Accessible parking spaces are there for a reason. When elected officials fail to demonstrate that level of respect for the rules, it undermines public confidence and reflects poorly on our community as a whole.

I hope Council recognizes how disappointing it is for residents and business owners to witness this kind of behaviour from someone who holds public office.

Please do not redact my name.

Sincerely,

Chuck Walker

s. 22(1)

WV

