

## **COUNCIL CORRESPONDENCE UPDATE TO AUGUST 24, 2022 (8:30 a.m.)**

### **Correspondence**

- (1) August 18, 2022, regarding “Regarding Fire Regulations and shopping carts”**
- (2) August 22, 2022, regarding “Capilano-Pacific Trail - Capilano River Up To Keith Road Section - Safety Issue”**
- (3) LandlordBC, August 22, 2022, regarding “Delivering Rental Housing in Your Community. An educational event for mayoral and council candidates.”**

### **Correspondence from Other Governments and Government Agencies**

No items.

### **Responses to Correspondence**

No items.

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**From:** s. 22(1)  
**Sent:** Thursday, August 18, 2022 2:47 PM  
**To:** correspondence  
**Subject:** Regarding Fire Regulations and shopping carts

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Dear Mayor Booth and Council,

I have just been made aware of unreasonable new applications of Fire Protocols in the underground parking garage of Strata buildings where sensible rules already apply and are enforced, and responsible adults live respecting their neighbours and their common property.

Most ridiculous is the requirement to remove small metal shopping carts that sit in front of our vehicles against a concrete wall for the essential task of taking bags of groceries or other heavy items up in an elevator to our homes. There is no other practical or convenient way to store something that one needs immediately upon arrival home, especially if ice cream is in the bags! This poses an unnecessary hardship on senior citizens in particular, and certainly most inconvenient for everyone else as well!

Storage of non-flammable or non-combustible items in designated spots that do not obstruct the movement of our motor vehicles has been acceptable to all who live in these buildings, and it makes no sense to arbitrarily demand absurd changes. Shopping carts? Who is responsible for that thoughtless rule? Please find a way to reverse this.

Yours truly,

s. 22(1)  
s. 22(1),  
West Vancouver, B.C. s. 22(1)

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**From:** s. 22(1)  
**Sent:** Monday, August 22, 2022 10:25 AM  
**To:** correspondence; Mary-Ann Booth; Sharon Thompson; Peter Lambur; Craig Cameron; Nora Gambioli; Marcus Wong; Bill Soprovich  
**Subject:** Capilano-Pacific Trail - Capilano River Up To Keith Road Section - Safety Issue  
**Attachments:** DSC05017.JPG; DSC05018.JPG; DSC05019.JPG; DSC05021.JPG; DSC05023.JPG

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Mayor and Council:

As you know the Capilano Pacific Trail goes from Ambleside Park and follows a path along the Capilano River **until signs direct you up to Keith Road**. The Trail used to continue on through the Capilano River Regional Park to the Fish Hatchery, Cleveland Dam and Capilano Lake, but this is no longer accessible from West Vancouver as a result of a landslide. The landslide occurred on January 6, 2021, in the area of Moyne Drive, and removed a section of the Trail entirely as well as the sanitary sewer line that ran beneath it. The District is currently addressing the damaged area and utilities affected by the landslide but assumably it will take some time.

So while The Capilano Pacific Trail is currently blocked to the north because of the landslide, it still provides pedestrian and cyclist access from the north and south of the Upper Levels Highway connecting to the north to the Hugo Ray Path which the District financed to the tune of \$700,000. The District upgraded its portion of the Capilano Pacific Trail from the Capilano River upto Keith Road some two years ago, unfortunately Metro did not as agreed upgrade and/or maintain their Section of the Trail from the Capilano River up to Keith Road, leaving

pedestrians and cyclist connected travel on a completely fully accessible safe, shared, barrier free and convenient path both up to the Hugo Ray Path and down to/along the Capilano River, The Spirit Trail and beyond say to Ambleside incomplete and dangerous.

You will also be aware that the Capilano Pacific Trail some years ago, in addition to running up to Keith Road from the Capilano River, also ran up from the Capilano River further to the east along the River to enter Klee Wyck Park which also opens onto Keith Road. That portion of the Trail was closed some years ago. During a public reception in April 2022 to get public feedback on upgrading the whole of Klee Wyck Park, it was put forward that the closed section of the Trail from the River up to the Park be considered for upgrading/reopening. A decision has, to my knowledge, not yet been taken. In that connection, I have been advised that the District, while providing no explanation, does not wish to press Metro for an upgrade and/or to reopen this section **OR** to upgrade the other Metro portion of the Trail that runs from the River up to Keith Road pending a decision being taken on the proposed Klee Wyck Park extension/reopening of the Trail. For your further information Metro has only recently completed major improvements to their portion of the Capilano Pacific Trail from Clyde Avenue to the point when **signs direct you up to Keith Road.**

Why am I writing?

Over two years ago the District agreed with Metro to upgrade the currently open section of the Capilano Pacific Trail from the Capilano River up to Keith Road. It would have an 8.3% grade, which is in line with Metro Vancouver's trail design guidelines and is the maximum slope for hand-propelled wheelchair ramps (4.8 degree angle; 8.3% grade). This is apparently

reasonable for most users of mobility devices and cyclists, especially since the steepest grade is only for short sections.

The upper, say 85% of the section, is controlled by the District while the remaining lower section is under Metro's jurisdiction. The District section upgrade was arranged/financed by the District with additional grant funding said to have totalled in all approximately \$75,000. It resulted in an upgraded barrier free path, which due to topography and cost factors had to be limited to say 5 feet in width, and by making a few new sweeping turns, the slope was reduced to an overall planned maximum of an 8.3% grade. It was intended that it would be a "Barrier Free" and "Shared Path" and related "Shared Path" standard signage would be put in place (not yet in place but some cyclists are using it). Now while the District portion has long been completed Metro apparently decided not to complete their section for an indefinite period. Unfortunately their section largely includes a very steep path and some 7 steps, with 4 of the risers measuring between 11 and 12 inches in height (see photos attached), making it very difficult and dangerous to navigate for pedestrians (especially seniors) while cyclists must continue to dismount and carry their bicycles over that section. Due to Metro providing no maintenance for their section for over 2 years, not surprisingly natural erosion has left it in a very unsafe condition. I assume, if Metro would upgrade their section it would also require switchbacks at appropriate locations which would increase the Trail's length somewhat and require the removal of all of the steps so as to achieve the consistent agreed "Barrier Free" "Shared Path" status with the grade of 8.3% of the upper (District) section.

As a resident s.22(1) and a long time user of the Trail from Keith Road down to the Capilano River and beyond, I and other residents were pleased when the District upgraded their section. However we were not happy, especially when upon contact, the District advised the writer they would they would not be pressing Metro to upgrade their section, at Metro's expense of

course, despite the obvious safety risks to the public, at least not until it had been firmly decided by the District, whether the currently closed section through Klee Wyck Park would be upgraded/reopened. So I personally made contact with a responsible Metro Supervisor some months ago and requested that they revisit their delayed upgrade decision a.s.a.p, if for no other reason than the safety of the public - regrettably without result.

Mayor and Council, you may not be aware that for many residents particularly in the eastern section of Cedardale, this Trail is the only public pedestrian/cycling access to the Capilano River other than the many stairs located at the intersection of 6th Street and Duchess Avenue leading down from Keith Road to Clyde Avenue (see photo attached) or the very steep sidewalks of Taylor Way for those who wish to walk or cycle or walk their dogs on their way to Park Royal Mall, the Spirit Trail and beyond. For context you will also be aware that there are some 1,100 vehicles, cyclists and the #256 Shuttle Bus using Keith Road and there are no sidewalks from the east end of Keith Road west to 6th Street and south to Duchess Avenue.

The District's Strategic Plan includes "Mobility" and discusses how it values its ability to work with other government bodies to the mutual benefit of the residents of the District and all of the North Shore. Therefore Mayor and Council may I respectfully request as follows:

- 1) Given assumably the District has over the years developed a cooperative working relationship with Metro, and as Metro's plans on Mobility for the population are consistent with the current District Strategic Plan and OCP,

and as Mayor Booth sits on its Board of Directors, I **request** the District contact Metro and encourage them to cooperate and upgrade (at their expense) their section as agreed a.s.a.p. (whether or not a decision has been taken on the extension of the Trail through Klee Wyck Park).

2) In the interim, I **request** the District request Metro to at least, at their expense, put in place adequate fill to reduce the height of the step risers to a standard 7 inches and/or have the District and/or Metro arrange to put up warning and promised "Shared Path" use and/or other appropriate signage to warn users of the dangers they face when using the Trail **from the Capilano River up to Keith Road.**

I will await your written response to my **two requests** covering the District's actions taken and/or to be taken to resolve this very dangerous situation a.s.a.p. which has existed far too long.

I am not a lawyer, but as things stand now, if someone were to be injured, would it not seem reasonable that the District may well be joined in a legal action even if the accident occurs in the Metro section of the Trail? Hopefully Metro too, when the situation is brought to their attention by the District, will recognize the urgency of completing the upgrade for the benefit and safety of not only residents of West Vancouver but the general public.

Regards,

s. 22(1)

West Vancouver,

BC

s. 22(1)







**From:** Monika Sosnowska <[Monikas@landlordbc.ca](mailto:Monikas@landlordbc.ca)>

**Sent:** Monday, August 22, 2022 12:08 PM

**To:** Monika Sosnowska <[Monikas@landlordbc.ca](mailto:Monikas@landlordbc.ca)>

**Subject:** Delivering Rental Housing in Your Community. An educational event for mayoral and council candidates.

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Hello,

I'm reaching out today to promote an upcoming event for mayoral and council candidates in Metro Vancouver and wish to invite all candidates in your community to attend this important educational event about building rental housing. I'm attaching a poster that can be shared along with a short description below. Thank you in advance for your generous support and assistance.

**Delivering Rental Housing in Your Community: An Overview for Metro Vancouver's Mayoral and Council Candidates**

Are you running for local office this October? Then you need to understand how to get purpose-built rental housing built in your community.

On August 31, LandlordBC, BC Housing and Chard Development will deliver an informative educational event for Metro Vancouver mayoral and council candidates. The event will provide insight into the opportunities and challenges to building purpose-built rental housing in our communities and will provide a deep dive into the entire process, from the early stages of land acquisition, through project design and right to the day shovels are in the ground. Emphasis will be on the financial considerations and the critical role municipalities and their political leaders play in the process. We encourage all rental housing providers to share this event with their local candidates and urge them to attend. This event is only open to declared mayoral or council candidates.

More information and registration is available at [www.landlordbc.ca/election](http://www.landlordbc.ca/election)

Monika Sosnowska

Marketing and Communications Specialist

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# DELIVERING RENTAL HOUSING IN YOUR COMMUNITY

Are you running for local office in Metro Vancouver this October?

This event will help you understand the opportunities and challenges to building secured, purpose-built rental housing in our communities. It will be a deep dive into the entire process, from the early stages of land acquisition, through project design and right to the day shovels are in the ground.

**August 31, 2022 | 6-8 PM**

**Pinnacle Hotel Harbourfront Vancouver**

[www.landlordbc.ca/election](http://www.landlordbc.ca/election)

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