

## **COUNCIL CORRESPONDENCE UPDATE TO MAY 10, 2023 (8:30 a.m.)**

### **Correspondence**

- (1) R. Dickson, April 25, 2023, regarding “CAC related to rezoning application 325 Keith Road” (Received at the May 8, 2023 reconvened public hearing)**
- (2) C. Ballantine, May 3, 2023, regarding “Re:- Correspondence 3/5/23 (2) - " A Note to Mayor and Council about Excessive Lights.””**
- (3) May 3, 2023, regarding “It’s time to change bylaw 4740 from 2012” (Solid Waste Utility Bylaw)**
- (4) May 5, 2023, regarding “Planned Bike Lanes on Marine Drive between 26th and 31st Streets”**
- (5) P. Hundal, May 6, 2023, regarding “Requested motion regarding Wildfire Fuel Management Program”**
- (6) May 8, 2023, regarding “Aquila - Westport Road Development - Support” (Preliminary Development Proposal for Daffodil Drive)**
- (7) May 8, 2023, regarding “Fwd: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots”**
- (8) Committee and Board Meeting Minutes – Arts and Culture Advisory Committee meetings March 2 and April 6, 2023**

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

- (9) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country) (3 submissions), May 5, 2023, regarding Federal Programs and Initiatives**

### **Responses to Correspondence**

No items.

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**From:** Rick Dickson [REDACTED] s. 22(1)  
**Sent:** Tuesday, April 25, 2023 9:56 AM  
**To:** Michelle McGuire <[mmcguire@westvancouver.ca](mailto:mmcguire@westvancouver.ca)>  
**Subject:** CAC related to rezoning application 325 Keith Road

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Hi Michelle

I wanted to take a moment to thank you for taking the time to speak with me on Friday, April 14th. I genuinely appreciate your patience and candor in discussing the staff's position and its alignment with the consultant's recommendations.

I apologize if my frustration clouded our conversation. During the public hearing, I had understood that the council had requested that the staff and I explore options for potentially reducing the current 75% CAC without setting a precedent.

As you pointed out, the staff relies on the consultant's report to determine the CAC recommendations for the council. After reviewing the Coriolis report, I found the following statement in the introduction:

"The negotiated CAC value is based on the amenity needs associated with the new development, with the constraint that the CAC should not exceed 75% of the estimated change in land value due to the rezoning."

While I understand that staff must maintain their recommendation, I request that the council be presented with the following information to support a reduction from the staff-prescribed 75% to a lower percentage, considering the following factors with respect to my application:

- There are no amenity needs associated with my development.
- My application is not a new development.
- There is no change in density or permitted additional square footage.

I acknowledge that I am not special, but I believe my application is unique. West Vancouver has not previously encountered an application with these specific circumstances. Supporting a lower CAC, below the 75% upper limit, would set a precedent of being reasonable and fair to both West Vancouver and applicants with circumstances similar to mine. It is highly unlikely that an application the same as mine will be received prior to any changes of policy by West Vancouver or the Province.

I hope this information proves useful for future discussions and the council's consideration on May 8th. Once again, thank you for your understanding and openness during our conversation.

Sincerely,

Rick

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, May 3, 2023 1:49 PM  
**To:** correspondence  
**Subject:** Re:- Correspondence 3/5/23 (2) - " A Note to Mayor and Council about Excessive Lights."

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Hello Mayor and Council,

I sent the following to you, and similar to the "North Shore News", on the 2nd. December, 2022, and I was accused of being a "Scrooge" by some members of the public in the "North Shore News"! I let it slide as it was the Christmas season!

To whom it might concern.

While I appreciate the efforts to decorate our Ambleside Marine Drive and side streets with Christmas lights, it has all become rather an overkill! What with first the silver lit lamp posts, then changed to gold lit ones and finally to the absolute overkill addition of gold lights on every tree! The lights have become an unwelcome and invasive light pollution into apartment windows facing along Marine Drive. A suggestion would be that some trees could be missed and some light strings removed (or unplugged.) from each tree please!

Now, the recent further Christmas light additions to the lamps posts of a circle, and what appear to be five 'crosses' on the tops of lamp posts throughout Marine Drive in Ambleside using very intense bright white lights, have become a dangerous driving distraction similar to too bright vehicle high beam headlights approaching. There is no avoiding seeing these bright additions on both sides of Marine Drive as it now appears quite narrowed. Add rain and it's even worse! It is rather blindingly uncomfortable and feels unsafe to drive as one's eyes try to adjust to the contrasts in light. The road appears very black and seeing pedestrians difficult. (And yes, my eyes have been very recently tested and I'm deemed safe to drive at night!) In future, I will avoid driving along Ambleside's Marine Drive at night. I'm sure I'm not the only person to be so affected?

Perhaps some consideration could be given to the dimming and thinning out of all these lights in the near future please?

Thank you for your attention to this matter.

On the 16th December, '22, Ms. Christie Rosta kindly responded to me:-

In August of this year, the Ambleside Dunderave Business Improvement Association (ADBIA) installed a new decorative lighting program in the Ambleside and Dunderave business areas with the intention to create more vibrancy and to enhance our business community through beautification and placemaking. The strings of lights on the lamp standards and trees are intended to be installed on an ongoing basis.

For more information on this initiative, please see the [Decorative Tree Lighting in Ambleside and Dunderave report](#) received by Council at their regular meeting on July 25, 2022.

The District installs seasonal street lighting fixtures on an annual basis to celebrate the winter season, and enhance the Ambleside, Dunderave, and Horseshoe Bay business areas. This seasonal street lighting is typically installed from December through January each year.

The decorative lighting program is a partnership between the ADBIA and the District, and is reviewed on an ongoing basis. Thank you for your feedback and suggestions to reduce some of the lighting; it will be considered as we continue to review the program.

Sincerely,

Christie Rosta

So to-day, 3rd May, 2023, I was delighted to read a totally like-minded letter to mine in the 2023 Correspondence (2) dated 26th April, '23:- "A note to Mayor and Council about Excessive Lights." Even some of my further comments I had written to the "North Shore news" were included re: birds, and the writer even showed sympathy for those of us who live within the glare of these lights.

This writer fully confirms what I wrote in December and, the gold ('Christmas') tree lights are still illuminated **ALL THROUGH THE NIGHT!** s.22(1) yellow glow s.22(1) on a lower floor, has one large tree's lights right in her face in her living room! Thankfully, the large brilliant neon white circles were removed from atop the lamp posts in January.

However Ms. Rosta also stated:- This seasonal street lighting is typically installed from December through January each year. Thank you for your feedback and suggestions to reduce some of the lighting; it will be considered as we continue to review the program.

Now, there has been more feedback and suggestions on this lighting, will due consideration now be given to this issue please?

Thank you.

Christine Ballantine. (Please do not redact my name!)

s. 22(1)

s. 22(1)



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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, May 3, 2023 9:41 PM  
**To:** correspondence  
**Cc:** [REDACTED] s. 22(1) Mark Sager  
**Subject:** It's time to change bylaw 4740 from 2012

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To our esteemed Mayor and Council

I hope everyone is doing well. I will cut to the chase. We recently received a notification from staff that our 15 year old garbage can is now apparently too big. Please see image attached below. Reviewing the solid waste 4740 bylaw it would appear that this has been the case for a while albeit has never been an issue that we were aware of until today.

Our garbage can is like many others I see around WV; and is the smallest container of its size with wheels and a stable base at 189 litres purchased from the local Home Depot in 2008. They still sell it there today. It is an amazing garbage can and we absolutely love it.

The reason why I needed this garbage can is that we have a long steep driveway and I have [REDACTED] s. 22(1) [REDACTED] Beyond that I have a limited amount of space to store two small capacity garbage cans while they fester for bi-monthly pickup. The stable base and wheels on my garbage can make it far safer and easier to get my garbage can up my long steep driveway. It also means that the wind and animals can't easily knock it over or onto the road which creates a hazard.

Another benefit of having the right garbage can is that [REDACTED] s.22(1) kids have the ability to bring the garbage cans up and down the driveway which teaches them about responsibility and is a chore that is reasonable for them to do. The same garbage can allows [REDACTED] s.22(1) who also lives in WV to do the same.

The letter provided says the maximum container size is 121 L which given the limited options of garbage cans for sale on the market in that size makes finding a safe and reliable garbage can for our family almost impossible.

The letter cites issues around safety however in the 15 years using the garbage can no one has ever been injured. In fact and speaking to our collector last year I specifically asked him and he loves our garbage can because he can either grab the 1 or 2 garbage bags out with ease or use the many hand grips and slide the garbage can up and dump it out. For him it's a not only a none issue but a blessing. I would even go on to say that if my [REDACTED] s.22(1) can manage the garbage can then it is not unmanageable burden for anyone who performs this work on a day to day basis.

This is also not about dumping the most garbage... it's about having the right tool for the job.

The hypocrisy of this letter is that the new Bear proof garbage cans specified for use in our parks as part of the new recycling program have a much larger volume of 517 litres yet like our own garbage can have a max garbage bag capacity of approximately 120 litres which is very reasonable for your average person to lift to the back of a disposal truck.

The standard "oil drum" garbage can commonly used in buildings and parks around the community have a capacity of 250 litres.

What I am suggesting is that our can size of 189 litres is very reasonable and actually undersized given what the District itself uses larger than garbage cans commonly currently. I would suggest if it is good enough for the District to use larger capacity garbage cans, why is not ok for residents?

Additionally: most other municipalities moved to a program where they provide residents with their own reasonable capacity garbage cans that also have wheels for safety of resident and helps keep bears and pests out of traditional garbage cans. See pic below. These cans are used by all with greater ease and efficiently and have been for over 15 years in most places. Why are we modernizing and doing this as well?

Council members; I would invite each and everyone of you to my home to lift a standard 20kg 121 litre garbage can up my driveway and see if that is reasonable. I will even provide refreshments to quench your thirst afterwards and trust me you will need one.

My ask is that we need council to

1. Speak up on behalf of common sense solutions for residents
2. To allow up to 189 litre garbage cans for residents
2. To study a new garbage program like that of the district of North Vancouver and other municipalities that make this much easier for all.
3. At worst case - Allow WV residents to otherwise opt out of garbage and recycling pickup and select a private vendor who can deliver better service options as they do in Maple Ridge.

In my humble opinion it's time to update the solid waste bylaws to give staff better direction to best service the residents of WV and give us more options.

I don't want to have to drag a bunch of different garbage cans into the next council meeting to prove my point.

I would challenge the existing bylaw and suggest that a 189 litre garbage can is reasonable and should be allowed.

Please adjust the bylaws as such.

Thank you for your consideration

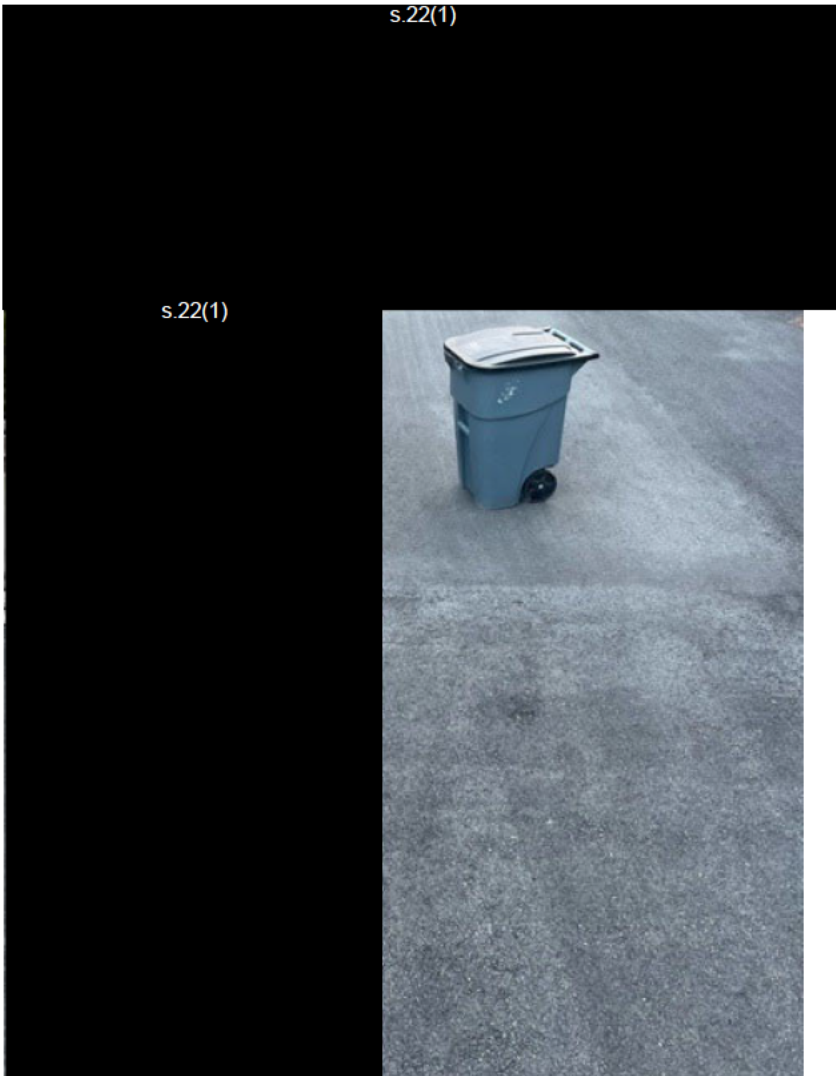
s. 22(1)

## Carts and limits for garbage and organics



District-supplied carts with wheels and locking lids (240L, left; 140L, right) for your garbage and organics (food scraps, and yard waste)

This is our driveway. Please note the wide base of our garbage can makes it very difficult for it to tip over and easy for us to pull up our driveway.



This is the only 121 litre garbage can option on the market and it's absolutely cheap junk and prone to the wind or critters tipping it over and spilling garbage everywhere.

Compare



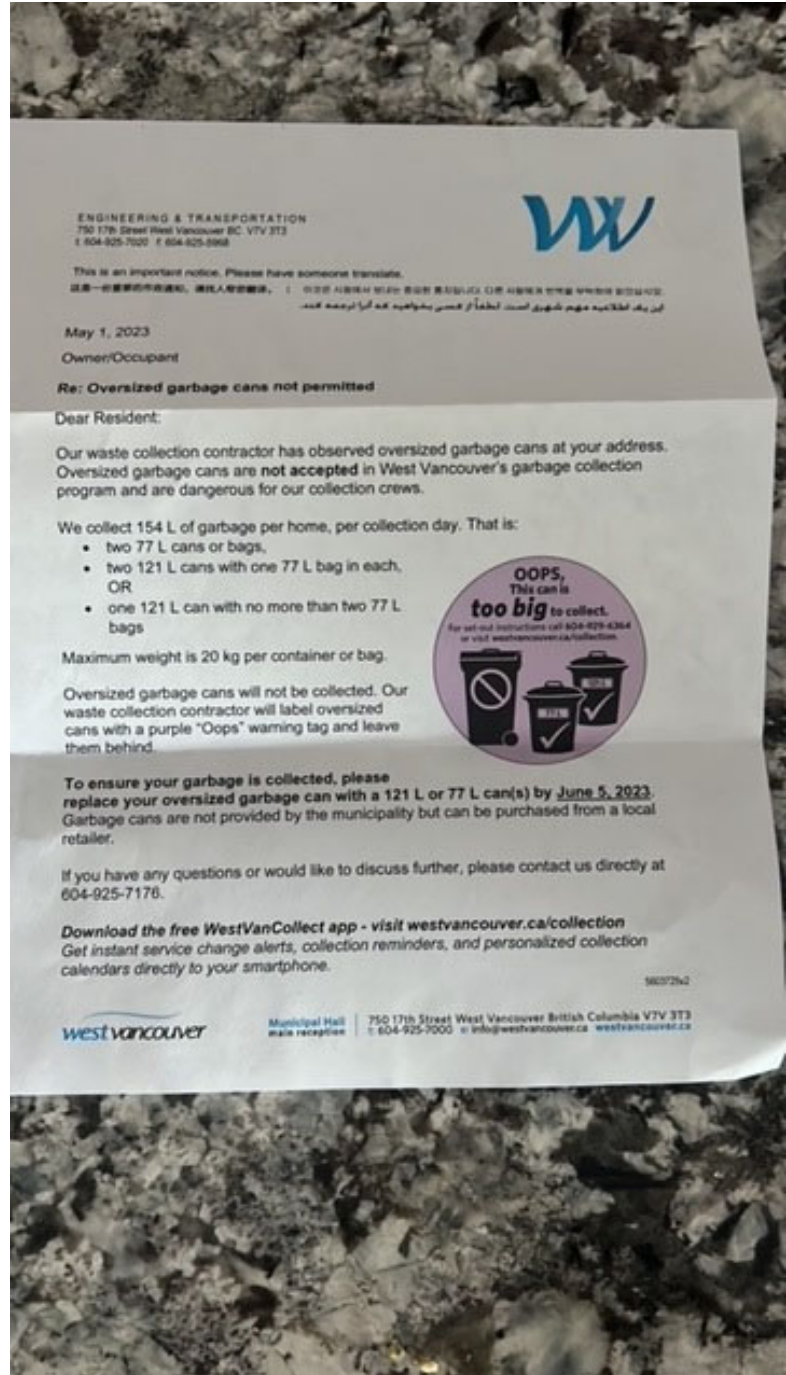
**Rubbermaid 121 L (32 Gallon)**  
Animal Resistant Outdoor  
Trash/Garbage Can/Bin with...  
Model # 1802638 | SKU # 1000712808

★★★★★ (986)

**\$29<sup>98</sup>** / each

- Out of Stock Online
- Not Sold in Stores

[View Details](#)



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**From:** s. 22(1)  
**Sent:** Friday, May 5, 2023 3:02 PM  
**To:** correspondence  
**Cc:** Jenn Moller  
**Subject:** Planned Bike Lanes on Marine Drive between 26th and 31st Streets  
**Attachments:** 2023-05-05 Planned Bike Lanes on Marine Drive between 26th and 31st Streets.pdf

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Dear Mayor Sager and Councillors,

Please find attached a letter supporting the planned implementation of bike Lanes on Marine Drive between 26th and 31st Streets, which has been reviewed and approved by HUB headquarters.

Sincerely, s. 22(1)

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s. 22(1),  
s. 22(1),  
West Vancouver, British Columbia,  
Canada, s. 22(1)  
s. 22(1)  
s. 22(1)  
s. 22(1)



604.558.2002  
bikehub.ca



5 May 2023

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

**Subject: Planned Bike Lanes on Marine Drive between 26<sup>th</sup> and 31<sup>st</sup> Streets**

Dear Mayor Sager and Councillors,

HUB Cycling is a charitable not-for-profit organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

We have appreciated the cycling and safety improvements the District has implemented over the last few years. People on bicycles began using the new Hugo Ray Connector in October of 2019, and in the same month in 2021, the widened multi-use path on the Welch Street Bridge over the Capilano River. HUB presented the District with infrastructure improvement awards for both of these projects at their annual award ceremonies in 2020 and 2022, respectively.

We are now looking forward to the planned implementation of bike lanes on both sides of Marine Drive between 26<sup>th</sup> and 31<sup>st</sup> Streets. Filling the 'gap' in the Spirit Trail between Dundarave and Eagle Harbour is a particular problem of longstanding. The planned project could be a very important step forward in developing a major bike route for safe cycling access to and from Horseshoe Bay and beyond as illustrated on the attached sketch.

The bike lanes will connect nicely with the bike lanes currently under construction between 31<sup>st</sup>/Marine Drive and the intersection of Westmount Road with Southridge Place. Having both projects completed will give people cycling a safe route option between Marine Drive and Horseshoe Bay and there could eventually be a connection into Cypress Village. Furthermore, people could find the new Marine Drive bike lanes safer than riding on the very narrow designated Slow Streets on Proctor Avenue and Park Lane between 31<sup>st</sup> and 29<sup>th</sup> Streets. Having fewer people cycling on this section of roadway will make it safer for people walking and using other mobility assistance devices like wheelchairs who currently share it with people driving cars, trucks and bicycles. Also, safety-conscious people cycling on the Marine Drive bike lanes will be able to connect via 27<sup>th</sup> Street with the Bellevue Avenue designated Slow Street to and from Ambleside and the Spirit Trail. Better still would be a further provision of protected bike lanes between 26<sup>th</sup> and 25<sup>th</sup> Streets to facilitate access to the Dundarave commercial area and another connection to Bellevue Ave.



We were very pleased that the District's transportation staff invited our comments on the proposal by sharing the preliminary engineering drawings for the project. As a potential major bike route, we believe the appropriate design standards to serve users of all ages and abilities (AAA) deserve due consideration. We responded by pointing out that while the narrow, painted bike lanes and painted buffer between the traffic and bike lanes provide some measure of safety, they do not meet the recommended standard of the BC Active Transportation Design Guide for protected bike lanes. The Guide states that protected bicycle lanes *"should be considered the preferred design treatment where motor vehicle speeds are posted at 50 km/h and motor vehicle volumes are greater than 4,000 vehicles per day."* The Guide also states that the absolute minimum bike lane width of 1.5 metres should only be used for short distances (under 100 metres). The design that we reviewed had bike lane widths of 1.5 metres between 26<sup>th</sup> and 30<sup>th</sup> Streets and only 1.2 metres between 30<sup>th</sup> and 31<sup>st</sup> Streets and no protective painted buffer between 30<sup>th</sup> and 31<sup>st</sup> Streets.

Despite these design shortcomings, we feel that the bike lanes could be made safer for people cycling and more noticeable to people driving, by installing flexible posts as shown in the following photo of Lynn Valley Road just north of Highway 1 in the District of North Vancouver:



The section of Marine Drive between 25<sup>th</sup> and 31<sup>st</sup> Streets is on one of the busiest bike routes on the North Shore, used primarily by people for recreational and sports, riding to and from Horseshoe Bay. It is also one of the longest straight sections which means automobiles travelling at higher speeds than on the curvier sections of Marine Drive further west. Therefore, it is important to have bike lanes here to make it safer for all people on bikes and those using other mobility devices. This would include disabled people who prefer smooth bike lane surfaces to rougher sidewalks.



We note that many residents perceive active transport modes as unsafe, and that there is a dearth of protected bike lanes in the District with only two blocks on the Spirit Trail in Ambleside and one more block leading up to Taylor Way on the south side of Marine Drive which protect people on cycles from collisions with people driving and walking. We believe that this project presents an opportunity to significantly increase the amount of protected bike lanes in our community and to further the District's important stated aim of bringing about a modal shift in reducing congestion and vehicle emissions. Nonetheless, we feel that the implementation of these painted bike lanes as planned is a positive step toward safer cycling infrastructure in West Vancouver and hope they can be made even safer and more functional in the future.

Yours sincerely,

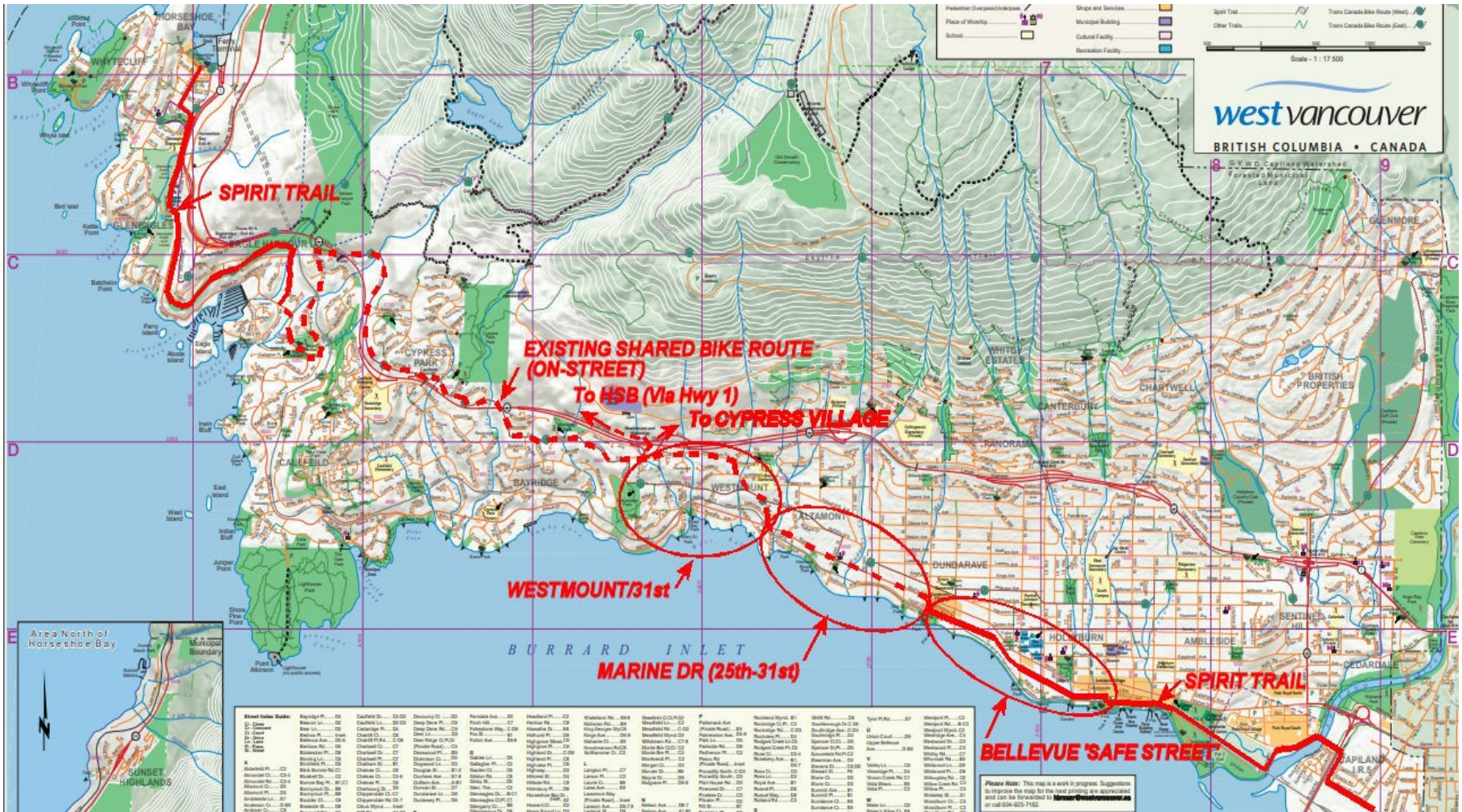
Paul Stott,  
s. 22(1)  
West Vancouver  
s. 22(1)

Peter Scholefield  
s. 22(1)  
West Vancouver  
s. 22(1)

Mike Cormack,  
s. 22(1)  
West Vancouver  
s. 22(1)

HUB North Shore Committee, West Vancouver Liaisons

Cc: Jenn Moller, Director of Engineering & Transportation Services, District of West Vancouver



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**From:** Paul Hundal [REDACTED] s. 22(1)  
**Sent:** Saturday, May 6, 2023 7:07 AM  
**To:** correspondence; Mark Sager; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson  
**Subject:** Requested motion regarding Wildfire Fuel Management Program

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To Mayor and Council,

Now that the first block of the wildfire fuel management program has been cut, I ask Council to pass a motion that the program be paused such that no further cutting take place until a full review of the stability of the first cut block takes place. As I have stated before, a disturbed stand has a higher risk of blowdown which represents a serious risk of liability to the many users of the Trans Canada trail that runs right through the cut block and proposed blocks. Furthermore the consultants prescribing these blocks claimed at a meeting that the forest canopy would not be opened up enough for the sun to dry out the forest floor. If you go there now, the sun is clearly reaching the forest floor which means the forest fire risk may increase substantially higher than before the cut.

I previously asked that you obtain a second opinion from the leading forest fire expert in BC, Dr. Michael Feller, but so far staff have failed to do so. I took Dr. Feller through the area before it was cut and he saw that there were no ladder fuels that were supposedly the purpose of cutting. He also saw there were very few fallen trees. Council has been through the area and also saw that for themselves.

There is an opportunity now to properly compare the cut area with the block immediately adjacent that is proposed to be cut next. Instead of cutting it, the prudent move would be to assess two issues, 1) is there an increase in blowdown of trees in the cut area over time (which is a huge safety risk for trail walkers), and 2) is the forest floor surface substantially drier. Both blocks were very similar before the trees were cut over the winter. Their locational features are the same so it would make for a perfect paired study. The second parameter is measuring the moisture content of the top two inches of the forest floor in the cut block versus the uncut block next to it. I have discussed this with Dr. Feller and he supports this approach.



It is clear staff have no intention to stop the logging program so I ask Council to take the prudent step of passing a motion to pause the program until a proper assessment of the impacts of the first cut block can be made. These wildfire fuel management programs, as they apply to the BC coast, are new and untested. They really amount to an experiment. No one can honestly say they have been tested on the coastal forest for long term efficacy. It would be completely wrong to suggest this "fuel management" program is based on proven science when applied to the very wet coastal conditions. This area is nothing like California or the Interior of BC where it has been in practice for years. It has not been around long enough on the coast to be proved. The right move is to move slowly and assess the impacts of this first cut block properly before going forward.

Paul Hundal [Do not redact name]

s. 22(1)

West Vancouver, BC s. 22(1)

s. 22(1)

**From:** [Redacted] s. 22(1)  
**Sent:** Monday, May 8, 2023 9:53 AM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence  
**Subject:** Aquila - Westport Road Development - Support

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Hello,

My name is [Redacted] s. 22(1), and my family and I live [Redacted] s. 22(1), West Vancouver, [Redacted] s. 22(1)

I am a proud and vocal supporter that Sterling Pacific Developments be able to rezone and build out the proposed development in Eagle Harbour (Aquila - Daffodil Drive).

- Since moving to Eagle Harbour [Redacted] s. 22(1) I have watched the neighbourhood blossom into a family-filled and family-friendly neighbourhood.
- Every family I know here has been able to buy a single family home only because of access to The Bank of Mom and Dad. We are the privileged and the lucky.
- I welcome diversity, and the best way to get more diversity of incomes, ethnicities, cultures and perspectives is by offering a lower housing price point.
- **Lower housing price points can only be achieved by building and offering multifamily offerings.**
- **Increasing supply by adding more housing, and denser housing, is the single best way to address our housing affordability issues.**
- Aquila would be walking distance to our best neighbourhood amenities - Montessori school, the Eagle Harbour beach, two playgrounds, hiking trails, and a school field where I listen to kids play baseball on summer evenings.
- More kids and families walking on our streets will encourage cars to follow the 30km speed limit in certain areas.

Will the development add more people? Yes. Will it increase traffic? Yes. Will it likely attract other families who are cognizant of driving more slowly and looking out for children? This is also likely.

Adding more families to the neighbourhood will encourage business owners to continue to add private sector amenities such as restaurants and daycares.

YES I want this development "in my backyard".

I will put up with construction, and more traffic, in order to help be part of our housing affordability problem. **It is simply the right thing to do.**

Warmest,

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

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 [Redacted] s. 22(1)

**From:** [REDACTED] s. 22(1)  
**Sent:** Monday, May 8, 2023 11:58 AM  
**To:** correspondence  
**Subject:** Fwd: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots  
**Attachments:** Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Close-up Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Topographic Marine Drive Pedestrian Access to Whytecliff Park Entrance - May 2023.pdf; Trail Access to Whytecliff Park - May 2023.pdf; Topographic - Trail Access to Whytecliff Park - May 2023.pdf; Bay St, West Vancouver, BC to Whytecliff Scuba Beach - Google Maps.pdf; Bay St, West Vancouver, BC to Whyte Lake Parking Lot - Google Maps.pdf

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Correspondence sent this morning to Mayor and Council, on the topic of Paid Parking Proposal at Whytecliff Park and Whyte Lake Trail-head Parking Lot. For information.

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

[REDACTED] s. 22(1)

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

**From:** [REDACTED] s. 22(1)  
**Date:** Mon, 8 May 2023 at 11:40  
**Subject:** Re: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots  
**To:** <[mark@westvancouver.ca](mailto:mark@westvancouver.ca)>, <[ccassidy@westvancouver.ca](mailto:ccassidy@westvancouver.ca)>, <[ngamboli@westvancouver.ca](mailto:ngamboli@westvancouver.ca)>, Peter Lambur <[plambur@westvancouver.ca](mailto:plambur@westvancouver.ca)>, <[ssnider@westvancouver.ca](mailto:ssnider@westvancouver.ca)>, Sharon Thompson <[sthompson@westvancouver.ca](mailto:sthompson@westvancouver.ca)>, <[lwatt@westvancouver.ca](mailto:lwatt@westvancouver.ca)>

May 8, 2023

To: [mark@westvancouver.ca](mailto:mark@westvancouver.ca), [ccassidy@westvancouver.ca](mailto:ccassidy@westvancouver.ca), [ngamboli@westvancouver.ca](mailto:ngamboli@westvancouver.ca), [plambur@westvancouver.ca](mailto:plambur@westvancouver.ca), [ssnider@westvancouver.ca](mailto:ssnider@westvancouver.ca), [sthompson@westvancouver.ca](mailto:sthompson@westvancouver.ca), [lwatt@westvancouver.ca](mailto:lwatt@westvancouver.ca)

Your Worship and Council,

Re: Proposal for Imposition of Paid Parking at Whytecliff Park and Whyte Lake Parking Lots

One had hoped that with the 2022 civic election results West Vancouver would have for once a practical set of councillors in place that would 'mind the store' and preserve the community from disruptive unwarranted innovations. How wrong we were then is evident now.

The proposed paid-parking innovation at Whytecliff Park and Whyte Lake parking lot is a case in point. The report prepared by staff for your information and consideration is incomplete and glosses over certain salient points that deserve your close attention.

While the representatives of Parks and Engineering look forward to a well-spring of new revenues and point to the greater possibilities of imposing 'active transportation' alternatives to the private vehicle used by families visiting these two public recreational sites for leisure activities and enjoyment of the out of doors environment, reality intrudes. Neither Whytecliff Park nor Whyte Lake trail-head are conveniently or easily accessible to pedestrian traffic – the essential 'active transportation' alternative for those not inclined to use bicycles for transportation.

A look at the salient maps of both sites makes clear the challenges that are likely to reduce the public's enjoyment of those public amenities. I have enclosed PDF files illustrating the point.

Consider Whytecliff Park, access thereto – where is the public sidewalk on the Marine Drive approach to the park entrance? There is none. Pedestrians are forced to walk in the travelled portion of the roadway, around a bend that has limited visibility and which has high vehicle traffic volume during the peak visitor periods of the week and the summer season. Is there an alternative pedestrian access? Yes, but it entails climbing up to the peak in Whytecliff Park, east of the developed portion of the park, along a poorly maintained trail on a narrow ridge defined by steep bluffs on the east and west sides, and across several rocky portions that themselves pose dangers to those who are less than athletic in aptitude. The trail is marked on two of the PDF maps for ease of reference.

There are no public transit alternatives that deliver the visitor to Whytecliff Park or the Whyte Lake trail-head parking lot. To access Whytecliff Park, the ambulatory visitor must travel 2.7 km from the nearest Blue Bus stop near Nelson St. and Marine Drive, with the last km traversing the narrow Marine Drive roadway that lacks a pedestrian sidewalk. To access Whyte Lake trail-head parking lot, the ambulatory visitor must hike 1.4 km from Marine Drive up Westport Road to Highway 1, a change in elevation of 100 metres (328 ft.) – not for the average family with young children in tow.

And, one must ask, why? What is being gained that could not be gained by other means? What is being lost without appropriate compensation to those who lose out? "User-pay" is the usual mantra chanted in response to such questions, and it to be expected in this case as well. But, the motivation is surely a decision by council this year to refuse to fund Parks operations, esp. trail maintenance, from the property tax that pays the upkeep and maintenance of West Vancouver municipal parks. This is undoubtedly the reason that the Parks representative has embraced the proposed paid-parking levy for these two public park and park access parking areas without mentioning the accessibility challenges to basic 'active transportation' alternatives for those unable or unwilling to pay the proposed parking levy.

What is being lost without adequate compensation? Access to these public amenities by those whose property taxes pay for the upkeep, maintenance and overall condition of those public amenities. The representatives of Parks and Engineering propose that West Van residents should pay \$20 per year per vehicle



for a parking permit in order to gain access to those public amenities by personal vehicle. This is on top of the property taxes and the public domain garbage utility fees that the residents of West Vancouver pay annually and quarterly to support those public amenities, amongst others. You say, in rebuttal, that the fee is modest and ‘user-pay’ is the overarching doctrine and principle fully supported by the public. I say that the application of the principle may be warranted, but the resident vehicle charge is not. And, you will find this out when you go apply the principle and the practice to the more popular parks in Ambleside and Dundarave, almost surely.

Additionally, neither the Parks nor the Engineering representative, nor the Director of Financial Services deigned to provide you or the public with an estimate of the revenue to generated nor the cost of the revenue to be borne by the public fisc, relating to the proposal. Why then should you, on behalf of us, commit to impose paid parking at either site absent a sound financial reason to do so?

For far too long, the public has had imposed upon it proposals by staff that are unsupported by sound financial reasons, and demonstrated by economic cost-benefit analyses that withstand close scrutiny. Prior councils have acceded to this practice by staff, and as we, the residents have found, to our chagrin and sorrow, that what council originally pronounced was “affordable” turned out to be anything but affordable in the long run. It is a practice that the 2006 Fiscal Sustainability Task Force drew to council’s attention in the Autumn of that year. Needless to say, staff declined to adopt the measure and it died, as all such innovations do, for want of resolute action by council.

Returning to the opening statement herein, this council can redeem itself by close examination of the premises upon which the staff proposal is based, the proposal report’s omissions and assumptions, and by reviewing past staff parking fee proposals that have been published but today languish in the document storage rooms of the library and the municipal hall building. It will be found that the revenue will fall far short of staff expectations, that the inconveniences of access to the public amenities for those without private vehicle transportation are great and incontrovertible, that ‘active transportation’ to the two public amenities is a mirage the use of which is propounded as a ‘benefit’ that does not outweigh the user cost thereof, that public resistance has not been adequately gauged, and if gauged will be found to be overwhelming as will be seen when staff move to the next stage to apply paid parking to Ambleside and Dundarave Parks.

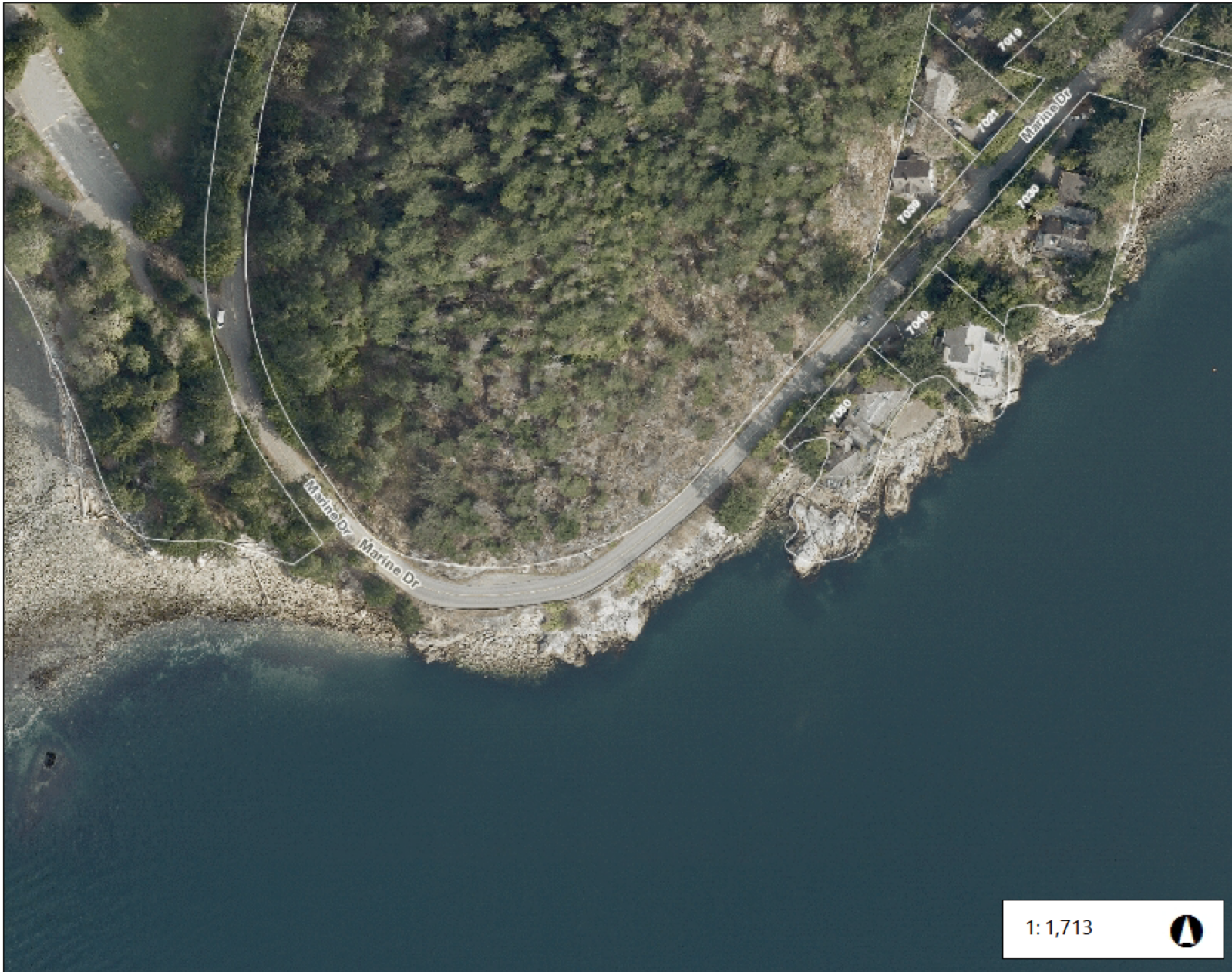
Finally, the report does not disclose, as it should, the transcripts of the in-camera council meetings that led to this agenda item of the regular council meeting today, May 8, 2023. While such discussions in-camera have their uses, it robs the public of an opportunity to see and witness the debate in council on a matter of some substance and importance relating to change in the accepted and time-honoured use and access to a public resource.

Your servant,

s. 22(1)

s. 22(1), West Vancouver, BC

s. 22(1)



Legend

Notes

1:1,713



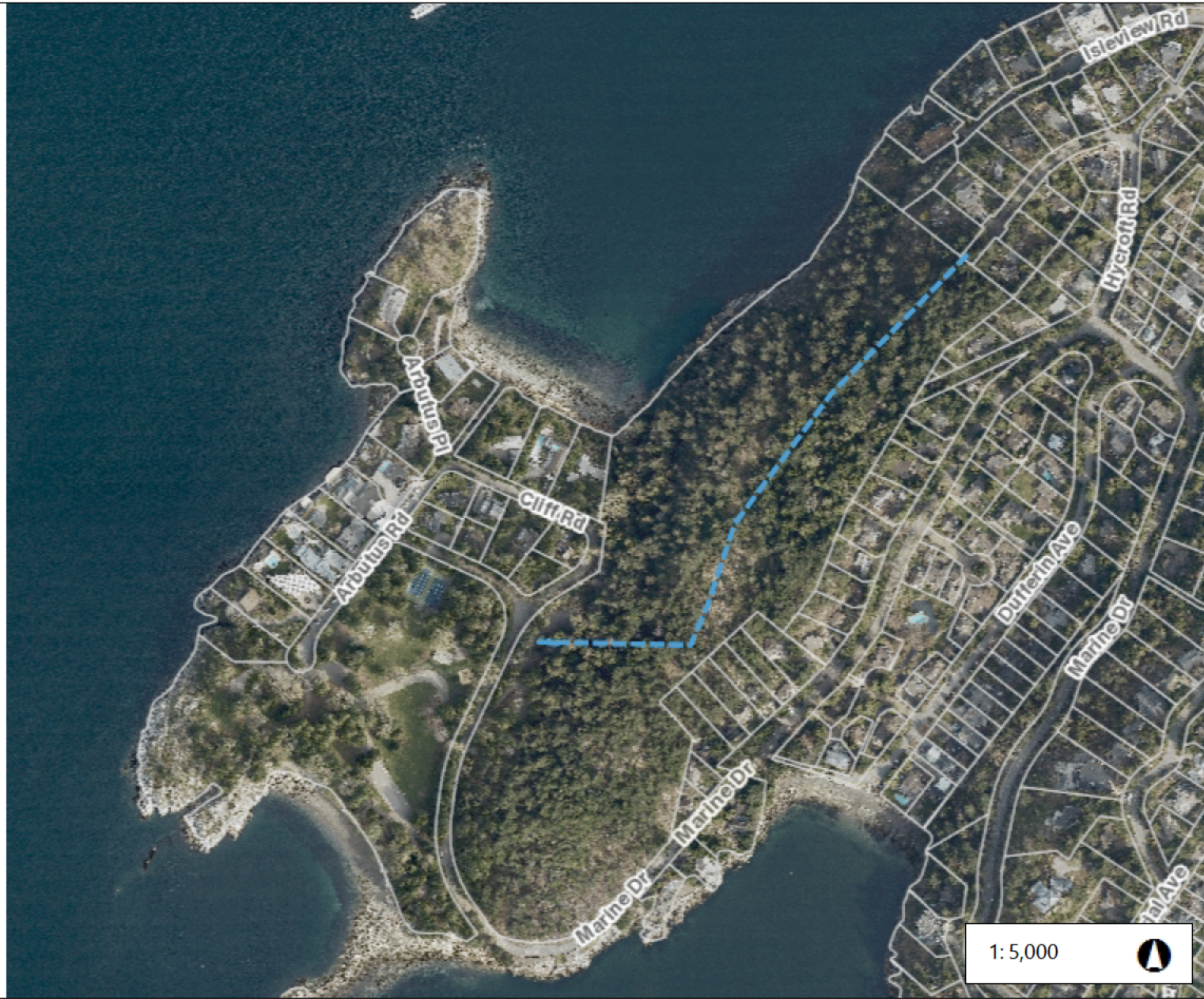
87.0 0 43.50 87.0 Meters

WGS\_1984\_UTM\_Zone\_10N  
District of West Vancouver

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION





Legend

Notes

1:5,000



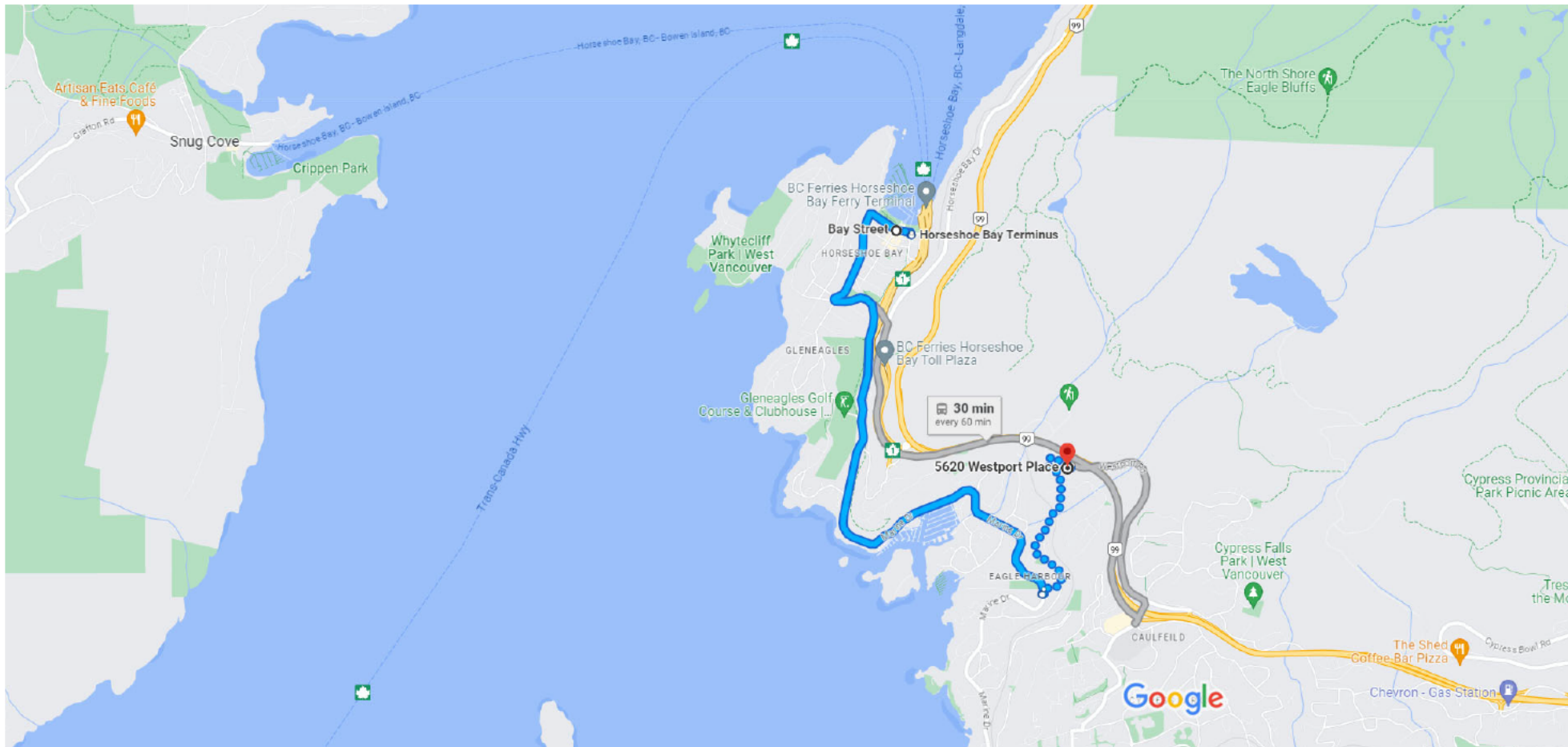
254.0 0 127.00 254.0 Meters

WGS\_1984\_UTM\_Zone\_10N  
District of West Vancouver

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Access to Whyte Lake Parking Lot from Horseshoe Bay, W Van.




Map data ©2023 Google 500 m

10:01 AM ○ Bay St  
West Vancouver, BC




 Walk

About 2 min, 120 m

 Use caution - may involve errors or sections not suited for walking

 Head east on Bay St toward Keith Rd


100 m

 Turn right onto Keith Rd

 Destination will be on the left

15 m

10:03 AM  Horseshoe Bay Terminus


 **250** Vancouver


9 min (12 stops) · Stop ID: 54556  
Service run by TransLink  
Ticket information

10:12 AM  SB Marine Dr @ Gallagher Place


 Walk

About 22 min, 1.4 km


 Use caution - may involve errors or sections not suited for walking

 Head north on Marine Dr toward Gallagher Pl

34 m

 Turn right onto Westport Rd

1.3 km

 Turn right onto Westport Pl

 Destination will be on the right

31 m

10:34 AM  5620 Westport Pl



Legend

Notes

1:428



21.8 0 10.88 21.8 Meters

WGS\_1984\_UTM\_Zone\_10N  
District of West Vancouver

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

**THIS MAP IS NOT TO BE USED FOR NAVIGATION**





Legend

Notes

254.0 0 127.00 254.0 Meters

WGS\_1984\_UTM\_Zone\_10N  
District of West Vancouver

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

**THIS MAP IS NOT TO BE USED FOR NAVIGATION**





Legend

Notes

87.0 0 43.50 87.0 Meters

WGS\_1984\_UTM\_Zone\_10N  
District of West Vancouver

1:1,713



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

**THIS MAP IS NOT TO BE USED FOR NAVIGATION**





via Marine Dr

33 min

2.6 km



11:01AM—11:28AM

27 min



250

262



### Explore Whytecliff Scuba Beach

Restaurants

Hotels

Bars

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**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
ARTS & CULTURE ADVISORY COMMITTEE MEETING MINUTES  
RAVEN ROOM, MUNICIPAL HALL  
THURSDAY, MARCH 2, 2023**

---

Committee Members: S. Swan (Chair), P. Bowles, S. Tsangarakis, E. Vaartnou, C. Wang; and Councillor Gambioli attended the meeting in the Raven Room, Municipal Hall. Absent: J. Baxter, B. Milley, and K. Rosin.

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative); and F. Costa, Cultural Services Department Secretary (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

**1. CALL TO ORDER**

The meeting was called to order at 3:02 p.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the March 2, 2023 Arts & Culture Advisory Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the February 2, 2023 Arts & Culture Advisory Committee meeting minutes be adopted as circulated.

CARRIED

**REPORTS / ITEMS**

**4. Council Liaison Update**

Councillor Gambioli informed the Committee that Council will discuss the annual budget at their meeting next Monday. Council approved the restoration of the Welcome Figure at Ambleside.

It was Moved and Seconded:

THAT the verbal report regarding Council Liaison Update be received for information.

CARRIED

**5. Arts Facilities Advisory Committee Update**

P. Bowles provided an update on the Capital Funding Subcommittee meeting on February 27, 2023. The Subcommittee reviewed three scenarios regarding the capital funding framework and the variables discussed included the cost of parking spaces, density transfer, and the rezoning process. The potential scenarios for

funding for a new Arts & Culture Centre will be presented to Council for consideration. On March 9, there will be a final meeting with the community arts groups to review the preferred governance model that will be presented to Council.

It was Moved and Seconded:

THAT the verbal report regarding Arts Facilities Advisory Committee Update be received for information.

CARRIED

## **6. Research in Other Communities Project Discussion**

Chair informed the Committee about the meeting with the Chair (E. Fiss) and Acting Chair (B. Kaiser) of the Public Art Advisory Committee (PAAC) on February 22nd. This was the first meeting with Chair/Co-Chair of other Committees of Council related to arts and culture to introduce the discussion around the research project and the findings. From this discussion came the suggestion to meet with the other Committees' Co-Chairs at the same time, which includes the PAAC, the Community Grants Committee (CGC), the Art Museum Advisory Committee (AMAC), as well as the Board Chair/Vice-Chair of the community stakeholders that receive Fee for Service Agreements, including Kay Meek Arts Centre and the West Vancouver Arts Council.

It was recommended that this meeting should occur in March, and all members agreed. The exception will be the CGC because they are currently busy with adjudicating grants. The Committee discussed the goals for these meetings, and members agreed that the Arts & Culture Advisory Committee (ACAC) mandate should be clear to everyone involved. It was recommended that Staff should propose a date and location for the meeting and that the Chairs should receive the discussion paper in advance to be prepared for the discussion.

It was Moved and Seconded:

THAT the discussion regarding Research in Other Communities Project Discussion be received for information.

CARRIED

## **7. Capacity-Building Efforts with Arts & Culture Sector Planning Update**

Staff is working with North Vancouver Recreation & Culture to plan an Arts Forum in May 2023. This collaboration was launched in 2019 to great success with arts groups across the North Shore. The Arts Forum is intended to be a one-day gathering with workshops, keynote speakers, discussions around key issues relevant and useful to the arts and culture sector on the North Shore. The North Shore Arts Forum was an action item in the Arts & Culture Strategy (2018-2023): Strategy 1.3: Provide capacity-building support to arts and culture organizations. The Committee discussed the meaning of "capacity-building". This term is still used in the arts sector.

It was Moved and Seconded:

THAT the discussion regarding Capacity-Building Efforts with Arts & Culture Sector Planning Update be received for information.

CARRIED



**8. Staff Update**

- The Arts Facilities Advisory Committee will present a report to Council on the Arts & Culture Centre preferred governance model and funding framework on April 24th and all members are invited; and
- The Ferry Building Gallery opening date is scheduled for April 5th with an Opening Reception for *Sibling Revelry*. The Ribbon Cutting Ceremony will be the day before. Councillor Gambioli suggested staff approach the Ambleside Dundarave Business Improvement Association (ADBIA) to help fund the wrapping of the hydro boxes outside the building.

It was Moved and Seconded:

THAT the verbal report regarding Staff Update be received for information.

CARRIED

**9. PUBLIC QUESTIONS**

M. Martino: Asked if there will be any other Arts Facilities Advisory Committee (AFAC) meetings prior to the Council meeting on April 24; asked if the AFAC will discuss the presentation to Council in their meetings; asked for an update on the Navy Jack House project.

J. Wittaker: commented that is useful for the Arts Council to attend the Committee's meetings for a better understanding of the strategy for arts in West Vancouver; commented that their Fee for Service has not increased in the last 17 years.

**10. NEXT MEETING**

It was Moved and Seconded:

THAT the next Arts & Culture Advisory Committee meeting be scheduled on April 6, 2023 at 3 p.m. via electronic communications facilities.

CARRIED

**11. ADJOURNMENT**

It was Moved and Seconded:

THAT the March 2, 2023 Arts & Culture Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 4:25 p.m.

Certified Correct:

s. 22(1)

[Redacted Signature]

Chair

s. 22(1)

[Redacted Signature]

Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
ARTS & CULTURE ADVISORY COMMITTEE MEETING MINUTES  
VIA ELECTRONIC COMMUNICATION FACILITIES  
THURSDAY, APRIL 6, 2023**

---

Committee Members: S. Swan (Chair), J. Baxter, P. Bowles, K. Rosin, and E. Vaartnou attended the meeting via electronic communication facilities. Absent: B. Milley, S. Tsangarakis, C. Wang; and Councillor N. Gambioli.

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative); and F. Costa, Cultural Services Department Secretary (Committee Clerk) attended the meeting via electronic communication facilities.

**1. CALL TO ORDER**

The meeting was called to order at 3:18 p.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the April 6, 2023 Arts & Culture Advisory Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the March 2, 2023 Arts & Culture Advisory Committee meeting minutes be adopted as circulated.

CARRIED

**REPORTS / ITEMS**

**4. Council Liaison Update**

There was no update.

**5. Arts Facilities Advisory Committee Update**

Staff updated the Committee on the Arts Facilities Advisory Committee (AFAC) meeting of March 16, 2023. The AFAC reviewed the final reports that will be submitted to Council on April 24, 2023 by the consultants, staff, and the AFAC Chair. Staff is finalizing the presentation.

It was Moved and Seconded:

THAT the verbal report regarding Arts Facilities Advisory Committee Update be received for information.

CARRIED



## 6. Research in Other Communities Project Discussion

Chair provided an update on the meeting with the Kay Meek Arts Centre and West Vancouver Community Arts Council's Chair and Vice-Chair of March 22nd. Key points from the discussion:

- The need for an “umbrella” organization for the arts and culture sector in West Vancouver to bring together the voices of smaller groups and identify key priorities to speak with one voice to Council. In several communities, this role is taken on by the local arts council.
- In terms of Committees of Council and providing an advisory role for District Council, it was discussed that one overarching “Committee” with an understanding of all the arts and culture activities and programs in West Vancouver would be beneficial. Currently, a number of Committees focused on various areas of arts and culture are in this advisory role but generally work in isolation of one another. This overarching “Committee” would provide a broader perspective to Council regarding the overall strategic development of the sector.
- The importance of multi-year funding for stability and long-term planning.

Members discussed which group/organization could broaden their mandate to be an “umbrella” organization. Discussion continued on the concept of one Committee of Council representing a broader arts and culture perspective. Members commented on the opportunity for the arts community to demonstrate to Council the importance of the arts for the economic health of the community. A meeting will be scheduled in May with other Committees of Council that include arts and culture in their mandate.

It was Moved and Seconded:

THAT the discussion regarding Research in Other Communities Project Discussion be received for information.

CARRIED

## 7. Capacity-Building Efforts with Arts & Culture Sector Planning Update

The North Shore Arts Forum is confirmed for May 16, 2023 at the Delbrook Community Centre for a full-day professional development and networking gathering of arts leaders from the North Shore. The forum will offer a variety of workshops, panel discussions, and keynote speakers addressing themes such as collaboration, relationships, and equity-based practices in arts organizations.

It was Moved and Seconded:

THAT the discussion regarding Capacity-Building Efforts with Arts & Culture Sector Planning Update be received for information.

CARRIED

## 8. Staff Update

Staff updated the Committee on the following:

- The Ferry Building Gallery ribbon cutting on April 4th was a great success. The April 5th opening reception for the Massey family show – *Sibling Revelry* also had many attendees. The newly reopened gallery was immediately busy.
- Council approved the restoration project for the Ambleside Welcome Figure.

- *The Bricktacular West Coast Modern Show: Paul Hetherington* opens May 5th at the West Vancouver Memorial Library.

It was Moved and Seconded:

THAT the verbal report regarding Staff Update be received for information.

CARRIED

**9. PUBLIC QUESTIONS**

There were no questions.

**10. NEXT MEETING**

Staff confirmed that the next Arts & Culture Advisory Committee meeting is scheduled for May 4, 2023 at 3 p.m. and held in-person in the Raven Room at Municipal Hall.

**11. ADJOURNMENT**

It was Moved and Seconded:

THAT the April 6, 2023 Arts & Culture Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 4:14 p.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Committee Clerk

---

**From:** Weiler, Patrick - M.P. <Patrick.Weiler@parl.gc.ca>  
**Sent:** Friday, May 5, 2023 1:25 PM  
**To:** Weiler, Patrick - M.P.  
**Subject:** [Possible Scam Fraud]Launching a New Phase of the Local Food Infrastructure Fund (LFIF)  
**Attachments:** Letter from MP Patrick Weiler - Local Food Infrastructure Fund (LFIF) 2023 Intake.pdf

**CAUTION:** This email originated from outside the organization from email address Patrick.Weiler@parl.gc.ca. 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.

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---

Good afternoon,

Please see the attached letter from MP Patrick Weiler regarding the launch of a new phase of the Local Food Infrastructure Fund (LFIF), which is now open for applications.

Sincerely,  
Kevin Hemmat



Kevin Hemmat  
Office of Patrick Weiler MP  
Director of Communications  
West Vancouver-Sunshine Coast-Sea to Sky Country  
Office: 604-913-2660  
Cell: 604-353-2550  
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

May 5, 2023

Dear Friends & Neighbours,

This week, the Minister of Agriculture and Agri-Food, the Honourable Marie-Claude Bibeau **announced \$10 million for a new phase of the Local Food Infrastructure Fund (LFIF), which is now open for applications.**

LFIF is a 5-year, \$70-million initiative, ending on March 31, 2024. It was created as part of the Government of Canada's Food Policy, a roadmap for healthier and more sustainable food systems in Canada. LFIF supports community-based, not-for-profit organizations to improve food security by strengthening local food systems and improving access to nutritious food.

**This new phase of LFIF will provide rapid-response funding in the range of \$15,000 to \$120,000 per project to help improve food security in communities through investments in equipment and infrastructure needs.** Project impacts must be targeted and immediate, and must be directly related to addressing food security and increasing the accessibility of healthy, nutritious and ideally local foods within communities. For example, a project could help purchase and install a walk-in refrigerator or storage units for donated food.

**Program details and requirements are available now. Eligible applicants from across Canada will be able to submit applications for this intake from May 4 until May 31, 2023.** Organizations who have received LFIF funding in the past will be eligible to apply to this new funding opportunity.

**For more information about the LFIF and to submit your application, [please visit this webpage.](#)**

If you have any questions, please do not hesitate to reach out to our office. We are happy to support your application in any way that we can.

Sincerely,

Patrick Weiler, MP  
*West Vancouver-Sunshine Coast-Sea to Sky Country*

*Constituency* *Ottawa*

6367 Bruce Street Suite 282, Confederation Building  
West Vancouver 229 Wellington Street, Ottawa  
British Columbia V7W 2G5 Ontario K1A 0A6  
Tel.: 604-913-2660 | Fax.: 604-913-2664 Tel.: 613-947-4617 | Fax.: 613-847-4620

**From:** Hemmat, Kevin (Weiler, Patrick - MP) <kevin.hemmat.842@parl.gc.ca>  
**Sent:** Friday, May 5, 2023 2:58 PM  
**To:** Hemmat, Kevin (Weiler, Patrick - MP)  
**Subject:** Constituency Youth Council 2023 Community Youth Survey

**CAUTION:** This email originated from outside the organization from email address kevin.hemmat.842@parl.gc.ca. Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Good afternoon,

On behalf of Member of Parliament Patrick Weiler and the West Vancouver-Sunshine Coast-Sea to Sky Country Constituency Youth Council, I am reaching out to **invite those aged 15-30 to participate in a Google form survey about transit accessibility in our region and the move towards net-zero emissions public transportation.**

One of the core goals of the Constituency Youth Council (CYC) is to engage youth throughout the riding so they can champion policies and issues that are close to their hearts. This year, our CYC has decided to commission a survey to understand young constituents' perspectives on the efficiency, energy usage, and importance of public transit as we work to build EV and net-zero emissions transit systems and achieve Canada's 2050 net-zero emissions goals.

We hope this survey will help us better understand the views of young people in communities in West Vancouver, the Sunshine Coast, and the Sea to Sky Corridor. The collected data will be used to propose a mock bill or letter to Canada's Minister of Environment, the Honourable Steven Guilbeault and the Minister of Transportation, the Honourable Omar Alghabra, articulating the main concerns/changes young constituents would like to see addressed in regard to net-zero public transit.

**To access the Community Youth Survey Google Form, please visit this page or use the following URL: [BLOCKEDforms\[.\]gle/oD2NQZxs8yWRpU1LABLOCKED](#)**

We hope that you can share this survey with as many young people in our region as possible, so **please feel free to share it with any youth you think may be interested.** As this survey is targeted towards youth, however, we kindly ask that you do so to the targeted demographic of those aged 15-30.

If you have any questions, please do not hesitate to reach out to me at kevin.hemmat.842@parl.gc.ca.

Sincerely,  
Kevin Hemmat



Kevin Hemmat  
Office of Patrick Weiler MP  
Director of Communications  
West Vancouver-Sunshine Coast-Sea to Sky Country  
Office: 604-913-2660  
Cell: 604-353-2550  
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



**From:** Hemmat, Kevin (Weiler, Patrick - MP) <kevin.hemmat.842@parl.gc.ca>  
**Sent:** Friday, May 5, 2023 3:42 PM  
**To:** Hemmat, Kevin (Weiler, Patrick - MP)  
**Subject:** Re: Constituency Youth Council 2023 Community Youth Survey

**CAUTION:** This email originated from outside the organization from email address kevin.hemmat.842@parl.gc.ca. 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.

Hello,

As a follow up to my previous email and for clarification, this survey is geared towards **youth and young people** in our region, hence the 15-30 age bracket.

We would love the participation of any secondary school students and anyone else within this age range, including those from West Vancouver-Sunshine Coast-Sea to Sky Country but are temporarily living on a university campus or those who live elsewhere but regularly commute to, from, and within the riding. **Anyone aged 15-30 who has a significant degree of experience regularly using and taking public transit in the riding is welcome to take the survey.**

I hope this provides clarity on who the targeted demographic is for this survey. Please let me know if there are any questions.

Best,  
Kevin



Kevin Hemmat  
Office of Patrick Weiler MP  
Director of Communications  
West Vancouver-Sunshine Coast-Sea to Sky Country  
Office: 604-913-2660  
Cell: 604-353-2550  
Kevin.Hemmat.842@parl.gc.ca



---

**From:** Hemmat, Kevin (Weiler, Patrick - MP)  
**Sent:** May 5, 2023 2:58 PM  
**To:** Hemmat, Kevin (Weiler, Patrick - MP)  
<kevin.hemmat.842@parl.gc.ca>  
**Subject:** Constituency Youth Council 2023

Community Youth Survey

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We hope that you can share this survey with as many young people in our region as possible, so **please feel free to share it with any youth you think may be interested**. As this survey is targeted towards youth, however, we kindly ask that you do so to the targeted demographic of those aged 15-30.

If you have any questions, please do not hesitate to reach out to me at [kevin.hemmat.842@parl.gc.ca](mailto:kevin.hemmat.842@parl.gc.ca).

Sincerely,  
Kevin Hemmat



Kevin Hemmat  
Office of Patrick Weiler MP  
Director of Communications  
West Vancouver-Sunshine Coast-Sea to Sky Country  
Office: 604-913-2660  
Cell: 604-353-2550  
[Kevin.Hemmat.842@parl.gc.ca](mailto:Kevin.Hemmat.842@parl.gc.ca)



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