

COUNCIL CORRESPONDENCE UPDATE TO FEBRUARY 26, 2025 (8:30 a.m.)

Correspondence

- (1) 9 submissions, February 21-24, 2025, regarding 26th Street Train Bridge**
- (2) 13 submissions, February 23 and 24, 2025, regarding Pay Parking Expansion**
- (3) February 24, 2025, regarding “Soil Erosion/Atmospheric Rivers; Further Example of WV Environment Funding Need & Wildfire Bylaw Is Dangerous & Makes *No Sense” (Referred to the March 31, 2025 Public Hearing)**
- (4) February 25, 2025, regarding “Cottages at Gleneagles,6035,6075 Marine Drive”**

Correspondence from Other Governments and Government Agencies

No items.

Responses to Correspondence

- (5) Engineering & Transportation Services, February 19, 2025, response to Strata Council LMS532 regarding “Sinking Sidewalk Southside of 1400 block Marine Drive”**

From: s. 22(1)
Sent: Friday, February 21, 2025 9:46 AM
To: Mark Sager, Mayor; Christine Cassidy; Linda Watt; Sharon Thompson; Nora Gambioli; Scott Snider; Peter Lambur; correspondence
Subject: 26th St. Pedestrian Crossing Permanent Closing - Please Reconsider!

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Dear Mayor and Council,
I am disheartened to see that West Van staff still recommend demolition of the 26th Street Pedestrian Crossing without a replacement.
I strongly suggest that Council recommend a replacement for this pedestrian crossing.

- Staff's usage count showed 45 to 70 crossings per day.
- The proposed "formalized" alternative crossing points at 25th and 27th Streets would add 550 metres and 8 minutes to the pedestrian route (see Google Map extracts below).
- The staff recommendation ignores the fact that the 26th Street crossing is much safer and attractive than 25th or 27th Streets.
- A simple prefabricated bridge is all that is required to replace the current crossing. Staff should request formal quotes to determine actual costs.

West Van's OCP 2.4.2 states "Provide attractive alternatives to driving by enhancing the safety, accessibility and connectivity for pedestrians and cyclists". The OCP doesn't state that pedestrian routes should be removed!

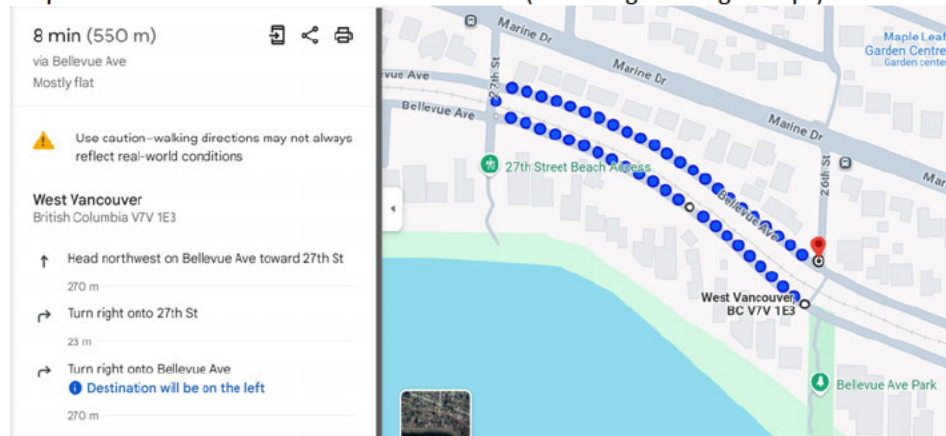
Please reconsider keeping this pedestrian route open, when this topic arises at the February 24th Council Meeting.

Regards

s. 22(1)

West Vancouver

Proposed 27th St Detour - 550m and 8 minutes (according to Google Maps)



Proposed 25th St Detour - 550m and 8 minutes (according to Google Maps).

West Vancouver, British Columbia V7V 1E1

49.3349294, -123.1856977

Add destination

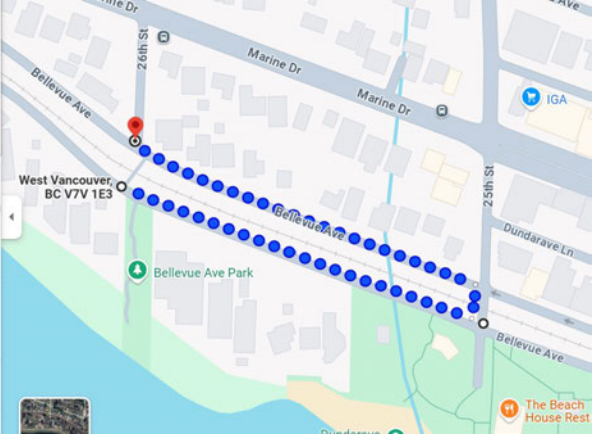
Options

Send directions to samsung SM-S901W Copy link

via Bellevue Ave 8 min 550 m

Details

Mostly flat



The map displays a street grid in West Vancouver, BC. A red dot marks the starting point at the intersection of 26th St and Bellevue Ave. A blue dotted line indicates a proposed detour route that travels south on Bellevue Ave, then east on Marine Dr, and finally south on Dundarave Ln. Key locations shown include Bellevue Ave Park, IGA, and The Beach House Rest. The terrain is noted as 'Mostly flat'.

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:05 PM
To: Nora Gambioli; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor Ms. **Nora Gambioli**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for close to three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:08 PM
To: Christine Cassidy; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor Ms. **Christine Cassidy**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for close to three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:09 PM
To: Linda Watt; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor Ms. **Linda Watt**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for close to three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:12 PM
To: Peter Lambur; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor Mrs. **Peter Lambur**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for close to three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:13 PM
To: Sharon Thompson; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor Ms. **Sharon Thompson**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for nearly three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:14 PM
To: Mark Sager, Mayor; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver, Major Mrs. **Mark Sager**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for nearly three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 7:17 PM
To: Scott Snider; correspondence
Subject: 26th St. Train Bridge

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Dear West Vancouver Councillor, Mrs. **Scott Snider**,

I am writing in **opposition** to the proposed decommissioning of the **26th St. Train Bridge at Bellevue Ave.** in West Vancouver.

This long-standing, well-used trestle has provided pedestrians and cyclists with the only safe passage over the CN Rail tracks between Upper and Lower Bellevue Ave. for a lengthy span of road between 25th and 27th Streets for close to three-quarters of a century.

The combination of crucial public access and safety, daily recreational use, and unique historical interest should easily justify investing in its maintenance.

I'd like to ask you to continue to maintain this valued structure, which serves the many residents and visitors who depend upon it and enjoy it daily.

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 10:44 AM
To: Mark Sager, Mayor; Christine Cassidy; Linda Watt; Sharon Thompson; Nora Gambioli; Scott Snider; Peter Lambur; correspondence
Subject: 26th St. Pedestrian Crossing Permanent Closing

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Dear Mayor and Council,

It has been brought to my attention that the pedestrian overpass at 26th street is to be removed due to age and city plans not to replace it due to cost concerns.

Pedestrian bridges and shortcuts bring a lot of character to West Van. It is hard to put a cost on that character, it can't be measured in terms of sheer usage. There is a strong desire for more walkable spaces in the city and this is evident with how crowded the sea wall and Bellevue Avenue are, even on wet weather days. Along Esquimalt street between 21st and 15th you find many people walking and using the pedestrian bridges. The pedestrian only access provided by the bridges leads traffic calming on Esquimalt street and provides a more enjoyable experience for pedestrians as compared to Marine Drive or Fulton. The city should be developing more pedestrian shortcuts such as this throughout the city rather than dismantling them. As the pedestrian friendly connectivity is increased, the greater the usage will become, and walking will become a viable alternative to driving.

Thanks,

[REDACTED] s. 22(1)

From: David Marley <domarley52@gmail.com>
Sent: Sunday, February 23, 2025 3:56 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Council Meeting - February 24th - Expansion of Pay Parking

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.

I see that this agenda item for Monday's regular Council meeting is now, at the last minute, to involve a Notice of Motion, one which instructs District staff to proceed with implementation of the proposed pay parking expansion, albeit contrary to the distinct impression left with those in attendance at the Council meeting last November that some new-fangled technology was to be employed. I recall our mayor being quite animated about this possibility. :-) Maureen O'Brien of the ADBIA spoke in favour of this innovative approach to a long-standing concern of local business.

You know my views on pay parking, especially in our public parks. I suspect we disagree. That's neither here nor there for now.

The current process by which this substantial change to the governance of our District's parks is being handled is unacceptable. A revenue grab, with a significant adverse impact on livability in our community, is being rammed through. You're emulating Eby et al in your approach here.

This agenda item needs to be deferred to a subsequent Council meeting, one to be held after there has been the opportunity for proper engagement of those interested individuals among the public, business owner-operators or otherwise, respecting options. I note our Squamish neighbours are to be consulted about this matter, at least insofar as Ambleside Park is concerned, but not the people of West Vancouver generally.

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

David Marley

s. 22(1)

West Vancouver, BC

s. 22(1)

604-926-8994

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 8:10 PM
To: correspondence; Mark Sager, Mayor
Subject: Paid Parking in West Vancouver

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I am all for Paid Parking to the general public in all our WV Parks. Tired of not being able to park at Dundarave Beach or Ambleside on the weekends and in the summer months.

[REDACTED] s. 22(1)

West Vancouver

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 9:00 PM
To: correspondence
Subject: Pay Parking

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Ladies and Gentlemen,

I am TOTALLY opposed to pay parking in West Vancouver.....ANYWHERE. This is a 'creeping scourge' – once you have found it to be an easy source of revenue – there will be no end to it. And for what? To pay more salaries and further inconvenience residents. It seems we are the forgotten ones in this.

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 9:04 PM
To: correspondence
Subject: Pay Parking

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To West Van Council. I am horrified at the idea of having to pay for parking in our neighbourhood parks. At least can you make it free for West Van residents, and just make visitors pay. Many of us drive to the seawall and park before taking a walk for exercise. I feel this pay parking will discourage people from getting their much needed exercise.

I have lived at [REDACTED] s. 22(1) , West Van for [REDACTED] s. 22(1) .

[REDACTED] s. 22(1)

From: s. 22(1)
Sent: Sunday, February 23, 2025 9:29 PM
To: correspondence
Subject: Pay Parking in my parks

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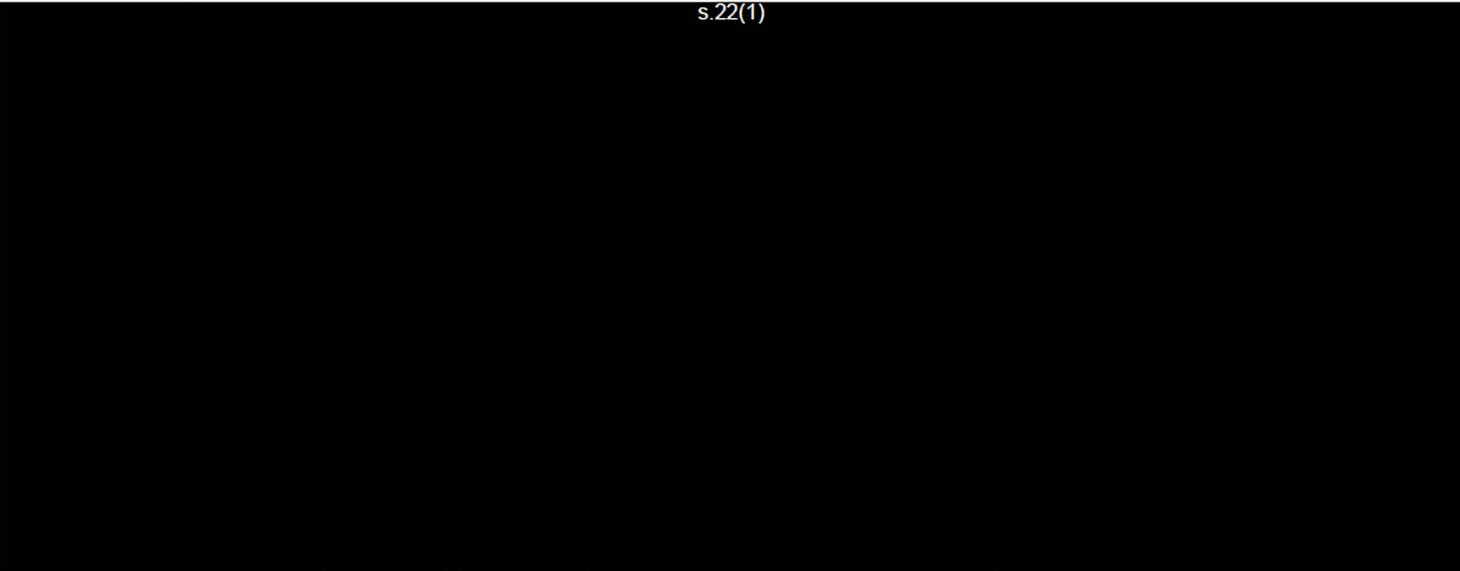
To Council:

With the taxes s. 22(1) I pay s. 22(1) + per year I expect to be able to park for free everywhere in my municipality. s. 22(1) and I do not expect to start paying for parking to use my parks.


Issue parking stickers to residents and tenants of West Vancouver.

I do not expect to pay for parking for Harmony Arts and other events.

s.22(1)



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



From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 10:06 PM
To: correspondence
Subject: No to pay parking

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Further pay parking is wrong and I stand strongly against it.

[REDACTED] s. 22(1)

West Vancouver

Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Sunday, February 23, 2025 10:08 PM
To: correspondence
Subject: Pay parking

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

Dear Council,

Am not sure what issue you are trying to address.

Being able to enjoy parks should be without a parking cost.

It's another squeeze, negatively impacting many who already struggle to meet daily requirements including housing, groceries, household bills and transportation.

It's hard enough to make ends meet let alone another adding another cost simply be outdoors at a park.

Should this be implemented West Vancouver residents should be able to purchase a yearly parking pass.

Thank you,

[REDACTED] s. 22(1)

West Vancouver

Sent from my iPad

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 9:48 AM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Pay Parking at the Seaview Trail

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Dear Mayor and Councillors,

I am writing to kindly request that you leave the parking situation at Seaview Trail alone!

As a dog owner who frequently brings my dog to for a walk on Seaview Trail. Sometimes the parking lot is full, sometimes it isn't. But there is always a relaxed neighbourhood feel where one takes turns, you never overstay because the length of the walk is all you need time-wise. I see absolutely no reason why this natural, hassle-free exercise suddenly becomes monetized. It feels like a money-grabbing pursuit, dictated by people who probably never use the facility anyway. It is one of the last remaining privileges of living out here in nature. We pay plenty in taxes which really should cover the costs of maintaining this little lot. This is symptomatic of the progressive ruin of our gorgeous enclave. What a pity - leave it alone!

Sincerely,

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

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 10:54 AM
To: correspondence
Subject: Pay parking

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I must say that I am disappointed with this proposal even being tabled!

Sure cash is tight but between different levels of government , it is getting to the point that there is little left to shake out of our pockets.

It seems to me that this initiative flies directly in the face of the widely held belief that we (government and citizens) should work towards preserving the character and ambience of West Vancouver.

If council gives in and implements pay parking throughout our community you will have betrayed a large part of the reason you were elected.

Thank you.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 10:56 AM
To: correspondence
Subject: parking west van

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I am writing to express my concern for the blanket expansion of pay parking throughout west van. There should be some accommodation for tax paying resident members of west van to have some benefit for paying taxes in west van?

Thanks

[REDACTED] s. 22(1)

West Vancouver, BC

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 1:48 PM
To: correspondence
Subject: Objection to parking meters

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Good afternoon

My wife & I are strongly opposed to introducing parking meters in Ambleside, Hollyburn to Dundarave areas.

Thank you

[REDACTED] s. 22(1)

West Vancouver

(Residents in West Van [REDACTED] s. 22(1))

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 3:13 PM
To: correspondence
Subject: Paid parking

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We strongly oppose paid parking at our local playgrounds and walking paths. This will deter people, especially older people, from walking along the seawall and in our local parks. It will penalize dog owners and parents with small children. Walking is well recognized as a free, easy activity to support healthy aging. West Vancouver has many elderly residents. Please do not implement paid parking in these popular local spots.

Thank you,

Two long time residents and seniors

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 6:08 PM
To: correspondence
Subject: Pay parking

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

Are West Vancouver tax payers going to be exempt from this pay parking plan?

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

Sent from my iPad

From: [REDACTED] s. 22(1)
Sent: Monday, February 24, 2025 8:22 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Linda Watt; Nora Gambioli; Sharon Thompson; Scott Snider
Subject: Soil Erosion/Atmospheric Rivers; Further Example of WV Environment Funding Need & Wildfire Bylaw Is Dangerous & Makes *No Sense

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.

Good Evening Mayor and Council,

Atmospheric Rivers and Soil Erosion due to Trees, Shrubs and Grasses Being Cut Down : an immediate, known problem costing lives and properties.

It was interesting to see atmospheric rivers – that West Vancouver *does have*- with a proposed Bylaw Amendment - to address the types of wildfires they experience *in LA*, in a very different climate.

Addressing LA type wildfires in West Vancouver by encouraging WV owners to cut down their trees – makes no sense and that is why other municipalities are not doing it. **In WV we need to protect and plant our trees to protect against atmospheric river flooding.**

Regarding Councillor Gambioli's question and concern at the council meeting tonight about stream bank erosion resulting from the atmospheric rivers: experts agree that streambank erosion is a major concern (see below).

It so happens the subject of my weekly further example on why the WV environment needs the WV environment funding, on this very subject.

More broadly, soil erosion from a lack of vegetation (e.g. working riparian area trees' roots holding up the stream banks see below), is a very serious concern. You will recall that one of the reasons Staff have advised it is making replanting very difficult is due to soil erosion. It is a very real problem. (See the below information experts).

If preventing heat islands/heat domes, clean air, carbon reduction etc. are not enough reason to protect all of our working trees 20cm and greater and enforce the protection of all riparian area working trees, shrubs and grasses (per provincial law), in my view, if the community is made aware of the costs to themselves and the community in soil erosion and stormwater management resulting from cutting down trees, shrubs and grasses, it will almost certainly result in broad community support.

It would be far better for Staff experts to compile the below materials instead of myself (or e.g. the West Vancouver Streamkeepers if that is something they would be interested in taking on beyond focused salmon count projects).

However, the below gives an idea of the types of informational materials the DWV could be providing using the WV Environment Fund on these very urgent issues through the same means as suggested for the climate change funding request (library info areas, on the screen at municipal hall, mailers especially to those property owners in and adjacent to riparian areas, etc.)

I again ask that the Environment Fund be used to educate the West Vancouver community.

Bylaw Amendment to for Wildlife Management: In my view, it's a funding grab for a novel project instead of doing the work of restoring our environment - protecting our effectively irreplaceable mature trees instead of encouraging they be cut down

West Vancouver is not L.A. We do not have Santa Ana winds. WV has had very very few "wildfires" that were quickly addressed. What we do have are atmospheric rivers and heat domes caused by a lack of trees/vegetation.

It's confounding why the DWV is so anxious to cut down all the trees and create a heat dome and have seniors living living in what will be heat domes.

As Staff said, they are not saying to cut down the protected trees – **when we only protect the largest of trees as it is .**

Such a bylaw amendment will put the nail in the coffin of our already fragile environment

The reason other municipalities are not doing this is because it doesn't make any sense

Sincerely,

s. 22(1)

West Vancouver

Absorptive, Stabilizing Vegetation *versus* Impervious Surfaces, Flooding and Soil Erosion

From the Office for Coastal Management, California, "Assessing the Impact of Impervious Surfaces on Water Resources in Southern California":

"When natural vegetation [working trees, shrubs and grasses]



is replaced with an impervious surface [e.g. roads, paved patio deck made of such materials as asphalt, concrete, brick that are covered by water-resistant materials]
the natural hydrology cycle is altered, increasing stormwater runoff and reducing groundwater recharge.



The result is more frequent flooding, higher flood peak flow, lower base flow in streams, and lower water table levels."

- **From a World Wildlife Federation article**, "Act Locally: How to help nature by preventing erosion in your community":

"Here on the West Coast...we receive a lot of rainfall [and] because of climate change, the intensity and frequency of these large atmospheric river events are increasing...

...To stabilize a landslide or to prevent bank erosion on a river, you can also use nature-based solutions — roots and plants have an amazing ability to cling to soil.

When raindrops fall on bare soil, it causes erosion [but] a plant can dissipate the energy of those raindrops and absorb some of that water....Re-establishing biodiversity and plant cover on disturbed soils is more important than ever....

The basic principles of...soil erosion work applies to the slopes of a city ravine...or the edges of a creek or the banks of a pond. ...[Spend] time in your local national or provincial park or conservation area to observe what's growing in the understory, or the characteristics of the tree canopy....Look for areas where plants are functioning and working well.

...

Before you take any action, it's very important to speak with professionals — biologists, government agencies or local conservation nonprofits — about what sort of plant species will survive in your ecosystem...The best advice ...for people who want to combat erosion on their own properties [is to] remember it's an ongoing process and usually takes a few years of adding a different species of plants

...

Stewardship is a never-ending process. It's building this connection with a place you love — whether it's a river, a patch of grass, a small forest or a trail — and then committing to take care of it. ...Maybe that's picking up garbage? Maybe that's native grass seeding every year? Maybe it's putting up a sign advising people not to walk off a trail on an eroding ravine slope? ...Whatever the approach, it's about constant care. Because damages will constantly occur, and if we want ecosystems to function, there needs to be that that level of love."

-
- **Working Riparian Area trees, shrubs and grasses, 15m top of bank in watercourses in West Vancouver, are especially important in storm water management.** From the Pacific Streamkeepers Federation:



"Riparian vegetation [trees, grasses and shrubs] is a very important part of a stream ecosystem.

...

Plants stabilize stream banks, reduce erosion, and provide

protective cover for fish...

Trees provide shade, which helps control water temperatures. Logs fall into the stream, where they create diverse habitat and help dissipate erosion energy.

...

Plants help the soil absorb precipitation and release it slowly during dry spells.

...

Urban development, logging, and agriculture have reduced or destroyed the riparian vegetation of many streams and rivers. Fortunately, streamside planting is an inexpensive, effective restoration project.

From: [Redacted] s. 22(1)
Sent: Tuesday, February 25, 2025 12:43 PM
To: correspondence
Subject: Cottages at Gleneagles,6035,6075 Marine Drive

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

Dear Mayor and Council,

We would like to comment on the proposed development of the "Cottages at Gleneagles" at 6035 and 6075 Marine drive, West Vancouver.

We the undersigned are very concerned about this proposal from KCH Construction. The surrounding area. There are by far too many houses for this site.

The site was created by blasting out the PGE railway track from the bedrock and pushing the blasted materials from the track onto the land on the west side of the track. Some of the blasted rocks are as big as 1.5 cubic meters. This area also has the bedrock that has to be blasted out to accommodate the proposed houses. We are extremely concerned about the impact that this extensive blasting will have on the many existing homes in close proximity and also on the Seaview Walk.

We understand that there is an existing covenant on both lots that limits the height of the houses to stay below the Seaview Walk in order not to block the views from the Seaview Walk. The proposed houses need to be 20 feet below the Seaview Walk to achieve this.

There will be no laydown area on the actual site to deposit construction materials for the buildings which will create delays and closures of Marine drive, since all materials will have to be lifted by a crane to the building site.

Marine drive is an emergency north-south route if the Upper Levels Highway is blocked. The proposal shows street parking only for these homes. A sidewalk and ample parking on the properties is essential to avoid accidents. The 6000 block has already had several accidents just in the past year. People drive far too fast in spite of the 30km/h speed limit. We have often seen cars and buses go by at 70-80 km/h [Redacted] s.22(1) . There are also many bicycles to consider.

On the property at 6075 Marine Drive there are many lovely old cedar trees. This proposal doesn't mention any trees being preserved, in fact the pictures show no trees at all. We wish to draw your attention to this fact. If all the trees were taken out it will diminish the look and atmosphere of the area and the Seaview Walk.

The Seaview Walk is a great asset to the community, based on all the people walking on it every day. We should be mindful on any impact that will diminish it

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

From: Engineering Department
Sent: Wednesday, February 19, 2025 2:51 PM
To: Engineering Department
Cc: correspondence
Subject: District of West Vancouver Engineering Enquiry [REDACTED] s.22(1) - Sidewalk Repair at Vancity

Hello Susan,

Thank you for your follow up email. The Roads Department has the sidewalk repair for this area in its 2025 work plan and are currently working on finalizing a design.

Best regards,

Engineering & Transportation Services | District of West Vancouver

engineeringdept@westvancouver.ca | 604-925-7020

From: [REDACTED] s. 22(1)
Sent: Monday, March 27, 2023 11:49 AM
To: correspondence; Mark Sager
Cc: Susan Minchin
Subject: Sinking Sidewalk Southside of 1400 block Marine Drive

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.

March 27th, 2023

To: Mayor and Council, District of West Vancouver

Dear Mayor Sager and District Councillors,

We are writing to bring your attention to the dangerously sloping sidewalk along the south side of the 1400 block of Marine Drive.

We have written to previous Mayors and Councils, (last time was back in late 2021) with very disappointing results and hope that you will be more sympathetic and proactive.

The sinking sidewalk is causing the tiles at the front of our building to separate from the concrete creating a dangerous trip hazard. (Please see attached photos) Our building has not moved and the foundation has been reported to be very strong with no apparent problems or cracks. It is not rising...it is the sidewalk that is continuing to sink! The District has in the past filled in the gap with a substance that wears out over time and the last proposal was covering that area in front of our building with asphalt which I'm sure you will agree would be very unsightly. A few months ago, after a visitor to our building tripped and fell, (thankfully she was not seriously injured) we once again had the gap filled and covered at our own expense (many thousands of dollars have been spent on this) but it still remains a stopgap measure and will likely only last for a year as the sidewalk continues to sink at a rapid pace. We are unable to make any cosmetic improvements to the entrances of our building, such as replacing the tiles, until the problem has been resolved.

The more hazardous and pressing issue is the ever increasing steep slope of the sidewalk. In some areas it is sloping at about 7.3 degrees, is a patchwork of repairs and is really dangerous. We think you would be hard pressed to find any sidewalk on Marine Drive in worse condition than this one.

Many visitors to our building and the surrounding businesses use canes, walkers, scooters or wheelchairs and have a great deal of difficulty maneuvering along such a steep slope. It is just not safe for pedestrians with mobility or balance issues. The following is an excerpt from the Government of BC Building Accessibility Handbook from 2020:

"The acceptable cross fall of the sidewalk is 2%. Some cross fall is required for drainage, but should be minimal to reduce the impact to pedestrians that use manual wheelchairs. Standards for sidewalks are outlined in the "Master Municipal Construction Documents" (MMCD) and must be used by all municipalities in British Columbia."

A slope of 2% is equal to 1.15 degrees, well below our measurement of 7.3 degrees.

We would welcome and encourage a visit from The Mayor and Councillors to see firsthand the dangerous predicament we are facing.

Many thanks for your attention to this matter.

Sincerely,

Susan Minchin

Strata Council President LMS532

On behalf of the residential owners and commercial owner

1402, 1406, 1408 and 1412 Marine Drive

West Vancouver, B.C.



