

COUNCIL CORRESPONDENCE UPDATE TO SEPTEMBER 10, 2025 (8:30 a.m.)

Correspondence

- (1) August 30, 2025, regarding “Harmony Arts volume and its effect on residents”**
- (2) 4 submissions, September 3–5, 2025, regarding Tree Protection**
- (3) 12 submissions, September 3–8, 2025, regarding Proposed Phased Development Agreement Authorization Bylaw No. 5041, 2019, Amendment Bylaw No. 5400, 2025 for 3875 Uplands Way (Referred to the September 8, 2025 Public Hearing)**
- (4) 2 submissions, September 3 and 10, 2025, regarding Collingwood School Noise Exemptions**
- (5) September 4, 2025, regarding “Urgent Environmental Concern: Dead Fish Under Bridge in West Vancouver”**
- (6) 4 submissions, September 5–8, 2025, regarding Bus Speed and Reliability Report**
- (7) September 6, 2025, regarding “Recent road resurfacing at 1100 block Eyremount”**
- (8) D. Marley, September 8, 2025, regarding “Public Land Use Society on X: “Howe Sound boaters: pay attention. A new BC–Squamish Nation deal’s marine planning provisions could mean new restrictions on boating, anchoring, or shoreline access in Howe Sound. The agreement even commits government to ...”**
- (9) September 9, 2025, regarding “Expansion of Pay Parking to Ambleside Park – Effective September 15, 2025”**
- (10) September 9, 2025, regarding “Folkestone Way” (Road Work)**

Correspondence from Other Governments and Government Agencies

- (11) Tsleil-Waututh Nation, September 4, 2025, regarding “Invitation to səliłwətał (Tsleil-Waututh Nation)’s Orange “Every Child Matters” Crosswalk Unveiling and Honouring Ceremony” (September 17, 2025)**

Responses to Correspondence

- (12) Senior Manager of Parks, September 3, 2025, response regarding “Save Gleneagles Skatepark”**
- (13) Staff Lead, Pay Parking Programs, September 4, 2025, response regarding “Suggestions and questions about new pay parking policy”**
- (14) Staff Lead, Pay Parking Programs, September 4, 2025, response regarding “Ambleside Parking and a member of WVFC”**
- (15) Senior Manager of Climate Action & Environment, September 5, 2025, response regarding “Urgent Environmental Concern: Dead Fish Under Bridge in West Vancouver”**

From: [REDACTED] s. 22(1)
Sent: Saturday, August 30, 2025 10:55 AM
To: correspondence
Subject: Harmony Arts volume and its effect on residents

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.

August 30, 2025

Dear Mayor and Council,

I live in an old apartment on Duchess Avenue with unsealed single-pane windows, without air conditioning (an Ambleside Special!). I've enjoyed many wonderful Harmony Arts seasons here, but have now begun to dread that 10 days of... amplification.

I love music, but what blasts up from the waterfront concerts has lost all musicality by the time it hits the surrounding buildings and their hundreds of residents. The volume is so excessive - particularly the late shows, but also sometimes the earlier ones - that closing all windows is a must, and earplugs are often needed in addition.

Our summers are getting hotter, and living without means of cooling is getting serious. To have to shut the windows against this noise for hours, day after day, locking in stifling heat just as the outside air cools... is frustrating and worrying.

Please, consider the people in the neighbourhood, and reconsider the reason for continuing to have the volume so loud. Change is needed.

Sincerely,
[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 3, 2025 9:59 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; Heather Keith
Subject: Amend tree bylaw to protect trees greater than 20cm DBH

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 Sager and Councillors Cassidy, Gambioli, Lambur, Snider, Thompson, and Watt,

I was pleased to see that Council voted not to expand the Wildfire DPA at the April 14, 2025 Council meeting.

However, I was surprised and extremely disappointed that at this meeting the recommendation to direct staff to amend the tree bylaw by lowering the tree protection size to 20cm DBH for any new development was not approved.

I support amending West Van's tree bylaw to protect trees greater than 20cm DBH, and urge Council to direct staff to make the necessary changes.

I applaud the steps Council has taken to protect our urban tree canopy, including implementing an Urban Forest Management Plan, collecting baseline data on our tree canopy coverage for tracking future changes, and planting new trees on public land.

However, despite these steps, **our forest is shrinking**. In three years, our canopy cover has dropped by 2%, equivalent to 45,000 trees lost, mostly from private development. This decrease is hugely concerning.

We must protect our existing trees. While tree planting, the focus of the new bylaw, is important, replanting does not have a quick 1:1 replacement effect. It takes time for newly planted trees to reach maturity and contribute significantly to the tree canopy. We must do more to protect existing trees.

I support amending West Van's tree bylaw to protect trees greater than 20cm DBH on all private land. A good start would be to implement this change on development properties.

Additionally, I urge Council to **enact a moratorium on all tree cutting until a new bylaw is in place**. Before the current tree bylaw was adopted, tree cutters worked overtime chopping down trees West Van residents thought they might someday want removed. This cannot be allowed to happen again.

Other municipalities have strengthened their tree bylaws to protect more trees. For instance:

- Vancouver's tree bylaw protects trees greater than 20cm DBH on all private land (not just development lots).
- Whistler recently amended its tree bylaw to protect trees greater than 15cm DBH on all private land and implemented higher fines for cutting protected trees.

It's time West Vancouver followed suit and strengthened its tree bylaw to protect trees greater than 20cm DBH.

Thank you,

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

From: [REDACTED] s. 22(1)
Sent: Thursday, September 4, 2025 2:07 PM
To: correspondence
Subject: Protect the tree canopy

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,

A bylaw is only as good as its enforcement. Too often we find that people are told how many trees they can cut, and they tell the tree firm to cut them all instead, saying don't worry I will take care of that. We never hear any more about it so one has to assume the fine is so small that it is immaterial to the owner. Surely the tree company also has some responsibility to cut only what is permitted. Perhaps they should be risking their firm's license.

Thank you for your consideration of this matter.

[REDACTED] s. 22(1)

West Vancouver, [REDACTED] s. 22(1)
Sent from my iPhone

From: [REDACTED] s. 22(1)
Sent: Thursday, September 4, 2025 4:16 PM
To: correspondence
Subject: Tree bylaw.

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.

I support [REDACTED] s. 22(1) letter to council re —tree by law. I have been a resident of West Vancouver for over 67 years
When old growth is gone it is GONE. [REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Friday, September 5, 2025 11:11 AM
To: correspondence
Subject: Fw: Preserving West Van's Tree Canopy

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 Sager and Councillors Cassidy, Gambioli, Lambur, Snider, Thompson, and Watt,

Thank you for voting not to expand the Wildfire DPA at the April 14, 2025 Council meeting.

However, I was surprised and extremely disappointed that at this meeting the recommendation to direct staff to amend the tree bylaw by lowering the tree protection size to 20cm DBH for any new development was not approved. I have seen too many 'moonscapes' where developers have clear cut to the lot boundaries just to make development easier.

I support amending West Van's tree bylaw to protect trees greater than 20cm DBH, and urge Council to direct staff to make the necessary changes.

I applaud the steps Council has taken to protect our urban tree canopy, including implementing an Urban Forest Management Plan, collecting baseline data on our tree canopy coverage for tracking future changes, and planting new trees on public land.

However,, **our forest is still shrinking.** In three years, our canopy cover has dropped by 2%, equivalent to 45,000 trees lost, mostly from private development. This decrease is hugely concerning.

We must protect our existing trees. While tree planting is important, It takes time for newly planted trees to reach maturity and contribute significantly to the tree canopy. We must do more to protect existing trees.

I support amending West Van's tree bylaw to protect trees greater than 20cm DBH on all private land. A good start would be to implement this change on development properties.

Additionally, I urge Council to **enact a moratorium on all tree cutting until a new bylaw is in place.** Before the current tree bylaw was adopted, tree cutters worked overtime chopping down trees West Van residents thought they might someday want removed. We watched in horror as our neighbours had a forest of trees cut down 'just in case'. This cannot be allowed to happen again.

Please look at the stronger tree bylaws in Vancouver and Whistler - and let West Vancouver be in the forefront of a push to adapt to climate change through helping to cool the land, clean the air, and help prevent soil erosion and floods

- Vancouver's tree bylaw protects trees greater than 20cm DBH on all private land (not just development lots).
- Whistler recently amended its tree bylaw to protect trees greater than 15cm DBH on all private land and implemented higher fines for cutting protected trees.

Thank you,

[REDACTED] s. 22(1)

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

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 3, 2025 6:17 PM
To: correspondence
Subject: 3861 & 3875 Uplands Way and 3389 & 3181 Chippendale Road

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.

Hi there,

I'm writing to express my support for Beedie's proposal in Area 6 above the highway. I've written before to support this project and want to reiterate my interest.

I grew up in West Vancouver and lived there until very recently, when I searched for a home to purchase but was unable to find one available in the District. I am still on the North Shore but am now located in the District of North Van. Had homes like this been available when I was looking to buy I'd absolutely still be in West Van.

I'm excited to see new housing diversity coming to West Vancouver with this proposal and the future Cypress Village. I hope to make my way back to West Van!

Thank you for the chance to offer my opinion.

[REDACTED] s. 22(1)

North Vancouver [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Thursday, September 4, 2025 8:28 AM
To: correspondence
Subject: 3861 & 3875 Uplands Way and 3389 & 3181 Chippendale Road

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.

Hello,

I'm writing to support the proposal on Uplands and Chippendale.

I've lived in the lower mainland for nearly a decade, the majority of which was spent in West Van. Only recently was I forced to move away from West Vancouver, due to lack of suitable housing options for me and my family. I'm hopeful to one day be back there, and projects like this are very encouraging. I hope that it proceeds.

I also am familiar with the difficulties of building on the mountain and believe that Beedie has taken a lot of care to propose a nice product.

Thank you,

[REDACTED] s. 22(1)

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

From: Afonso Issa <afonso.westvancouver@gmail.com>
Sent: Thursday, September 4, 2025 12:15 PM
To: correspondence
Subject: 3181 & 3389 Chippendale Rd, 3861 & 3875 Uplands Way (Beedie Uplands)
Attachments: 2025 - sep 3 - Letter to the bidding council.docx.pdf

CAUTION: This email originated from outside the organization from email address afonso.westvancouver@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.

Dear Councillors,

Besides a warm greeting from West Van Presbyterian Church, I am attaching a letter to support the continuation of the housing project (Beedie Uplands).

If you have any questions, do not hesitate to contact me.

May the peace of Christ be with you!

Rev. Dr. Afonso Issa
West Vancouver Presbyterian Church

West Vancouver, September 3rd, 2025.

Dear members of the Council

Beedie Living

A Letter of Support

It is an honour to greet with wishing you peace and wisdom from God, who blesses the whole creation with spirit of life and reconciliation.

As a community leader, working as a religious teacher, I strongly support the development of projects that are environmental sustainable, economically feasible, and especially socially responsible.

As we deal with a housing crisis in Canada and we suffer criticism as a city for being slow or passive, I believe it is an amazing sign of compassion to think about increasing density in West Vancouver.

When a public consultation happened in our church building this summer I appreciated the opportunity to review the plans. I believe it is a fair response to our housing crisis. I support the Councillors suggestion that funds generated from this development be used to create rental housing across West Vancouver. Condo homes are an important part of the housing continuum, and we need more homes in West Vancouver across the board.

I am writing this letter to support the implementation of your plan that shows commitment to provide housing to a country and city that is suffering with the shortage of it. As this housing project will soon be near amenities like groceries stores, space for schools, and public transit integration, I believe that it is an exemplary step for our city.

Please, count with my encouragement to keep working to provide more houses to our city.

s. 22(1)

Rev. Dr. Afonso Henrique Teixeira Magalhaes Issa (MD, MEd, PhD, MDiv)

Lead Pastor at West Vancouver Presbyterian Church

2893 Marine Drive, West Vancouver, BC, Canada. V7V 1M1

afonso.westvancouver@gmail.com

Phone 778-697-5231

From: [REDACTED] s. 22(1)
Sent: Friday, September 5, 2025 2:25 PM
To: correspondence
Cc: [REDACTED] s. 22(1)
Subject: Support for Beedie Living Proposal - Chippendale Road & Uplands Way

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.

To Whom it May Concern,

I just cc'd this email address with my letter to the mayors and councillors. I am submitting this letter again to this email to be published, but please redact my name, my husband's name, and our postal code.

Thank you very much.

[REDACTED] s. 22(1)

Dear Mayor Sager and Council Members,

My name is [REDACTED] s. 22(1), and I'm writing to express my strong support for the proposed development by Beedie Living at 3181 and 3389 Chippendale Road, and 3875 and 3861 Uplands Way.

We first learned about this project through a flyer delivered to our mailbox regarding the recent Public Information Meeting. After attending the event and speaking directly with members of the Beedie team, we gained a deeper understanding of the proposal and their vision for our neighbourhood.

[REDACTED] s. 22(1) We were glad to see that Lot 12 is proposed to shift from market rental to market strata. This change creates more opportunities for ownership within our community—something that's especially important for long-term residents like us, who wish to remain in West Vancouver.

This proposal offers exactly the kind of housing and thoughtful layout we want. The location is ideal, and the design is well-suited for those transitioning from larger homes while still wanting a comfortable, well-planned living space.

As well, we think that this location is not well suited for rental housing because there is no access to public transportation and essential amenities. This may pose challenges for renters who may not have access to a personal vehicle and need a more walkable neighborhood. Ownership housing is more appropriate for this part of West Vancouver, where residents are more self-sufficient and prepared for the lifestyle that comes with living away from amenities and higher up on the mountain.

Having reviewed the materials presented at the open house and spoken with the Beedie team, it's clear that this project has been carefully designed to complement the character of this area. Beedie has a strong reputation in our community for delivering high-quality developments, and I'm confident this proposal will meet the same standard.

We believe this project will bring lasting value and vibrancy to West Vancouver, while offering ownership opportunities that reflect the needs of both current and future residents. We respectfully urge you to approve this application.

Thank you for your time and consideration.

Respectfully,

s. 22(1)

West Vancouver, BC

s. 22(1)

From: s. 22(1)
Sent: Friday, September 5, 2025 10:08 PM
To: correspondence
Subject: Proposed Phased Development Agreement (3875 Uplands Way)

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

Dear Mayor and Council,

I'm writing to express my support for Beedie Living's proposal at 3181 & 3389 Chippendale Rd, 3861 & 3875 Uplands Way. I understand this proposal is set to come before Mayor and Council on September 8th.

I'm a resident of West Vancouver and support the application as proposed. I like that the units have been made larger to accommodate downsizers and families, encouraging people who live in West Vancouver to stay in West Vancouver.

I think the switch from market rental to stratified makes sense at this time, or at least until there are more services available here. I support the idea that the CAC generated from this project could go towards rental housing in the District.

Lastly, I appreciate that this application won't bring more cars to the road, as the number of units remains the same from what's approved under the Area Development Plan. I think this will fit in nicely with what is planned in the Uplands Area and future Cypress Village.

Thank you,

s. 22(1)

s. 22(1)

, West Vancouver, BC

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 9:47 AM
To: correspondence
Subject: Public Hearing

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.

Mayor and Council;

It has come to my attention that the CAC from the Uplands proposal which you are discussing at Monday night's Council meeting is approximately \$13,000,000.

As you well know, West Vancouver is an artistic community as well as an athletic one. We immerse ourselves in both of these practises, as audiences, parents, teachers, and participants.

It is my opinion, and that of a considerable number of individuals in this District, that having spent upwards of \$18,000,000 on A Place for Sport, it is time to designate a considerable portion of this revenue to A Place for Art, namely the new Arts Centre which has been included in the LAP.

I, and other members of the arts community, will be attending on Monday night. We look forward to your positive response to this proposal.

Sincerely,

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 3:47 PM
To: Mark Sager, Mayor; Nora Gambioli; Linda Watt; correspondence
Subject: Uplands Proposal at Monday Meeting

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.

I understand that the amount for the CAC's for the Uplands proposal on Monday night's Council meeting agenda is approximately \$13,000,000.

You have already supported efforts to provide facilities for the arts in West Vancouver. I am thankful for those efforts.

However having recently spent more than \$18,000,000 on sports facilities, it is high time to designate a substantial portion of this new revenue towards the new Arts Centre which has been included in the LAP for Ambleside.

I, and other members of the arts community, will be attending the meeting on Monday night to show our support for this proposal. The arts community is ready to fight for their "piece of the pie". We look forward to a positive response.

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

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 9:32 PM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Public Hearing: Phased Development Agreement Authorization Bylaw No. 5041, 2019, Amendment Bylaw No. 5400, 2025 (3875 Uplands Way)

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 Sager and Council,

I am writing to provide comments on the upcoming Public Hearing regarding the proposed *Phased Development Agreement Authorization Bylaw No. 5041, 2019, Amendment Bylaw No. 5400, 2025 (3875 Uplands Way)*, scheduled for September 8. This email specifically addresses how the public consultation component of this developer proposal is being managed.

1. The link provided for the Public Hearing on the Council Meeting Agenda page directs only to the Regular Council Meeting agenda (<https://westvancouver.ca/sites/default/files/media/document/25sep08-Agenda-Web-Revised.pdf>). It does not include essential documents and information typically made available in one place for Public Hearings—such as procedural details, Council reports, written public submissions, staff presentations, appendices, and other relevant materials. Why is this information not linked as per usual?

2. Poor Timing. The public consultations around this proposal have been scheduled during both the winter and summer holiday periods—times when public engagement is predictably low. This pattern has drawn criticism in the past, especially for significant matters involving rezoning and OCP amendments. Many Councillors previously committed (particularly during the last election campaign) to improving transparency and public engagement. Scheduling important decisions during holiday periods undermines those commitments and limits meaningful public input.

While this timing may benefit developers and staff by streamlining the process, it disadvantages residents who are often unaware or distracted during holidays. Concerns may only surface later—when traffic worsens, neighbourhoods experience increased traffic “rat-running,” or residents realize luxury housing has replaced affordability and promised rentals. These are serious implications, especially in light of the District’s declared Climate Emergency. Thoughtful, inclusive scheduling is essential.

3. Aside from [REDACTED] s.22(1), only two other members of the public attended the two developer-hosted information meetings.

The preliminary public information meeting was advertised in the North Shore News during the New Year's period, including the January 1, 2025 edition of the paper. (Similarly, the District advertised the Gateway daycare property disposition on December 25 and January 1). Perhaps advertising rates are lower during these times, but this approach limits public awareness.

The second (July 16) session was poorly advertised. I only learned of the Open House-style meeting through the July 7 Council Report and then tracked down details of the time and location. A Beedie Living representative said that parcel owners within 100 metres of the proposed development were notified. However, the meeting took place in Altamont, a distance away from the proposed development area. Did this have an impact on attendance? Could it be that West Vancouverites are uninterested in topics such as affordable housing, sustainable living, climate action, and traffic? This seems unlikely.

I submitted a comment sheet at the July 16 information session, which was meant to be shared with Beedie Living and District staff, and then, presumably, Council. However, there was no mention of this session or the collected feedback during the July 21 Council Meeting. It's unclear to me whether Council received these comments. The applicant may have intended to present them at the Council meeting, but was reportedly unable to attend, in-person or virtually, due, ironically, to snarled traffic.

I will share my specific comments and concerns about the development proposal in a separate email.

Kind regards,

s. 22(1)

A large black rectangular redaction box covers the signature area.

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 10:27 PM
To: correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: September 8 Public Hearing - Phased Development Agreement Authorization Bylaw No. 5041, 2019, Amendment Bylaw No. 5400, 2025 (3875 Uplands Way)

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 Sager and Council,

I am writing to comment on the proposed Phased Development Agreement Authorization Bylaw No. 5041, 2019, Amendment Bylaw No. 5400, 2025 (3875 Uplands Way), scheduled for consideration at the Public Hearing on September 8. While I don't live directly adjacent to Rodgers Creek Area 6, I can see the cleared lands [REDACTED] s.22(1) and I remain deeply invested in the future of this mountainside.

My concerns are as follows:

1. Undermining the Original Principles of Density Approval

My primary concern is that the principles used to justify increased density in 2019/2020—namely housing diversity, secured rentals, and sustainability—are being eroded in the current proposal.

Specifically, the potential loss of purpose-built rental housing on Lots 12 and the District-owned Lot 11 is troubling. At the July 16 Information Session, the developer cited various challenges to rental viability above the highway: limited/no public transit, high construction costs, and issues with parkade design. However, it seems economic motivations are also driving this shift—maximizing returns through luxury and “executive” housing while sidelining sustainability and affordability goals.

In the past, we've been told that taller towers—now potentially reaching 25 storeys—are necessary to support housing diversity, including rentals. But in this case, that diversity appears secondary to profit. Developers understandably prefer strata units for presale cash flow, especially in today's economic climate, but the removal of rental requirements paired with density bonuses significantly boosts profitability. It's also worth noting that higher floors in buildings typically command higher prices, yet no pricing estimates were shared at the Open House.

Back in 2019, the development permit for Areas 5 & 6 was supported by staff and Council on the basis that it would deliver smaller for-sale units and purpose-built rentals. Public support for increased height and density hinged on these promises. Converting that approved density into luxury housing contradicts the original rationale and undermines public trust.

A Beedie representative did suggest that since some of the strata units will likely be purchased as investment properties (similar to what has occurred in their other buildings), they might find their way onto the rental market at some point (or not), but this is not equivalent to secured rental housing.

The Planning Committee expressed “tentative support” for transferring secured rental density from Lot 11 to Lots 12 and 13, and “general support” for converting Lot 12 units from market rental to market strata. However, they also stated they’d be more supportive if there were a clear strategy to provide rental units elsewhere in the District. Perhaps the development agreement could include a commitment to deposit most or all of the CAC into the Affordable Housing Reserve Fund, if rentals are truly unfeasible in this location.

2. Planning Committee Oversight and Design Concerns

At the July 16 Information Session, I was told the Planning Committee’s concerns focused solely on Lot 9. While the Committee did express frustration over changes to Lot 9—having previously given unconditional support to a zoning-compliant design—the Council Report and Committee minutes show broader concerns about the overall density strategy for Area 6, including Lots 12 and 13. For those lots, the Committee recommended a review of contextual fit and adjustments to the colour palette and materials to better blend with the forested surroundings.

For Lot 9, it’s unclear to me whether the revised design adequately addresses their recommendation to “rework the overall scale, massing, and height.” Renderings suggest only minor tweaks and colour changes.

At the July 21 Council Meeting, when asked whether the revised proposal had been formally reviewed by the Planning Committee, the Director of Planning and Development Services, Mr. Bailey, stated that staff had reviewed the changes and deemed them “consistent with the recommendations.” This implies the Committee did not formally approve the revisions. Given the Committee’s role “to provide impartial and professional recommendations to staff and Council regarding major planning policies and the physical and aesthetic design of development,” it’s concerning that staff may have assumed this responsibility without a formal review..

3. Step Code Averaging and Sustainability Trade-Offs

The proposal to average Step Code requirements—building both Lots 12 and 13 to Step Code 3 instead of one at Step 2 and one at Step 4—raises questions. It was suggested at the Open House that this averaging was significant since it represented a cost savings for Beedie and therefore a higher CAC for the District. However, it also appears that this averaging might have an impact on the future performance and energy consumption for these buildings.

Although electrification of heating systems is key to reducing GHG emissions, energy efficiency remains critical. I would like to understand what sustainability trade-offs are involved in this averaging and whether any studies have quantified its impact.

4. Bird Strikes and Tower Design

Given West Vancouver's location along the Pacific Flyway, I'm concerned about bird strikes on tower windows—especially in taller buildings on the mountainside. During the Cypress Village Public Hearing in 2024, Bryce Tupper of British Pacific Properties acknowledged this issue and noted that decals were being distributed to building residents to try to mitigate it.

This problem should be addressed during the design and construction phases. When I spoke with Beedie representatives at the Open House, they seemed unaware of the issue. Should Beedie Living incorporate bird-friendly glass that meets aesthetic and performance standards while protecting wildlife?

5. Transit Commitments and Feasibility of Rentals

During Cypress Village negotiations, BPP pledged to operate an Independent Transit Service (ITS) for 20 years, with the hope that TransLink would eventually take over. As part of the 2019 Rodgers Creek development applications, BPP also committed to extending this service to Areas 5 and 6 of Rodgers Creek once the first building in the Mixed-Use Village (in Cypress Village) is occupied. Staff indicated this pledge would be referenced in the final Area Development Plan for Cypress Village.

I'd like to know whether Beedie Living is aware of these transit commitments and how they've influenced their plans for Area 6. Could reliable transit service make rental housing more feasible in this location?

6. Older Housing Stock and Affordability

It has been suggested—both during 2019 and again this year by a councillor—that increasing density in Rodgers Creek areas (including the latest round of density bonuses and the removal of rental requirements) will encourage West Vancouver residents to downsize into these new units. The idea is that their former, older homes would then become part of the District's affordable housing stock.

However, based on long-standing observations in my neighbourhood and others, this outcome seems highly unlikely. In nearly every case where an older home is sold, it is promptly demolished and replaced with a much larger, high-end house—often built to the maximum allowable size. These new homes are far from affordable, typically priced in the \$6 to \$10 million range, or beyond.

Additionally, I know several West Vancouver residents who, upon downsizing, have chosen to rent rather than purchase another property. This further challenges the assumption that increased density will naturally lead to a more affordable housing supply.

Thank you again for taking the time to consider my comments and concerns.

Kind regards,

s. 22(1)

West Vancouver, BC

From: [REDACTED] s. 22(1)
Sent: Monday, September 8, 2025 11:49 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Sept. 8 Public Hearing -- Proposed Development Application for 3861 & 3875 Upland Way and 3389 & 3181 Chippendale Road

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 morning,

I have a few comments for staff regarding the Proposed Development Application for 3861 & 3875 Upland Way and 3389 & 3181 Chippendale Road and the proposed amendments to the area Phased Agreement that is included in the September 8 Public Hearing.

At the June 23, 2025 Council Meeting, the District’s Director of Planning and Development Services stated:

“At a high level, West Vancouver needs more housing—both strata and rental. In other areas, rental housing is more viable, especially when located near amenities like Ambleside. In contrast, the rental market in Rogers Creek Area 6 appears to be challenged, and we don’t expect short-term development there. For this location, we believe strata housing is more appropriate.”

This raises a few questions:

- When did staff reach the conclusion that rental housing is not viable in Rogers Creek Areas 5 and 6?
- Was this view held in 2019 and 2020, when staff supported British Pacific Properties’ proposal to include rental units as part of the bonus provisions and a revised Phased Agreement?

During negotiations for Cypress Village, British Pacific Properties committed to establishing and operating an Independent Transit Service (ITS) for 20 years—subject to periodic contract renewals—with the hope that TransLink would eventually take over. I recall that as part of the 2019 development applications for Rodgers Creek (including bonus height and density requests), BPP pledged that the ITS would also serve Areas 5 and 6 in Rodgers Creek – the service would begin once the first building (residential or commercial) in Cypress Village is occupied, in the mixed village. District staff later indicated that this commitment would be referenced in the final Area Development Plan for Cypress Village.

Given the speculative nature of this transit plan, is the District now less confident that the ITS will support sustainable living in both western areas of Rodgers Creek and future Cypress Village? Could this be why rental housing is no longer considered feasible in Rodgers Creek? Even the proposal to build secured rental housing on a District-owned lot in Cypress Village seems to be many years, perhaps decades, away. Will this development potential be traded away for CACs as well?

Additionally, does the current Phased Agreement for Areas 5 and 6 restrict development on District-owned Lot 11 for 10 years? If so, does this restriction align with the 2030 expiry date for secured rental housing on that lot? It's worth asking whether secured rental housing was ever truly intended for Lot 11.

At the June 23 Council Meeting, there was discussion suggesting that if rental unit floor space from Lot 11 were transferred to Beedie Living's properties, the District could restore that development potential later. Presumably, within the limits of any covenant on Lot 11, the District could continue reallocating and trading development potential from Lot 11 or other District-owned lots. While this concept is intriguing—like a self-reloading gift card or a money tree—it raises concerns about whether it reflects sound urban planning or sustainable development.

I'm also hoping that you can clarify a point in the July 7 Council Report, titled "Proposed Development Application for 3861 & 3875 Upland Way and 3389 & 3181 Chippendale Road."

The report outlines a proposal to average the BC Energy Step Code requirements for buildings on Lots 12 and 13—suggesting both be built to Step Code 3, rather than one at Step 2 and the other at Step 4.

Under Section 6.4, Climate & Sustainability, the report states:

"The District's Sustainable Buildings Policy requires new buildings proposed under a zoning amendment to achieve Zero Carbon Step Code Level EL-3 and comply with the highest step of the BC Energy Step Code ('Policy Requirements') as required under Building Bylaw No. 4400, 2004."

It further explains:

Lots 1, 9, and 13 are not subject to the zoning amendment and must meet either Step 4 or Step 2 with EL-3 under the Zero Carbon Step Code.

Lot 12 is subject to the zoning amendment and must meet the full Policy Requirements.

Since the buildings on Lots 12 and 13 will be connected via a shared parkade, the applicant proposes both buildings meet Step 3.

Staff support this proposal, preferring Step 3 for both buildings over a split approach (Step 2 for one, Step 4 for the other).

I'd appreciate further clarification on what exactly is being proposed. Given that the District's Step Code pathways for Part 3 buildings—either Step 4, or Step 2 with a Low Carbon Energy System (LCES, now replaced by the Zero Carbon Step Code standard)—have remained consistent from 2018 to 2025, is this proposal essentially averaging two distinct compliance pathways? Is Step 3 being proposed **without** a Low/Zero Carbon Energy System?

At the developer's July 16 information session, it was suggested that this averaging approach offers cost savings for Beedie, which in turn allows for a higher Community Amenity Contribution (CAC) to the District. However, the developer's representative acknowledged that this compromise could affect the buildings' long-term energy performance and consumption. I'd appreciate clarification on this point.

There was discussion at the Open House about electrification of the buildings' heating systems, however, my understanding is that the final Step Code pathway doesn't need to be confirmed until a building permit is issued—at least, that's how the July 7 report seems to frame it.

Personally, I believe that if a developer seeks to reopen an agreement to gain benefits—such as converting secured rental units to strata and increasing building height and floor area—they should also be held to higher building standards, especially environmental ones. If this is an averaging down, it seems to undermine both housing diversity and climate action goals.

If this part of the proposal is primarily about saving the developer money, which is then shared somewhat with the District through a slightly higher CAC, perhaps this “averaging” request belongs in the *Financial Implications* section of the Council Report. The *Climate Change and Sustainability* section could then be left blank.

Thank you for your time and consideration. I await your reply.

Kind regards,

s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Monday, September 8, 2025 11:54 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Sharon Thompson; Linda Watt; Scott Snider
Subject: Sept. 8 Public Hearing

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.

Mayor and Council,

Thank you for the opportunity to comment on the issues up for consideration at the Sept. 8 Public Hearing.

[REDACTED] s.22(1) the developer's July 16 Information Session regarding this proposal.

I will respond initially as [REDACTED] s.22(1). I have clients and friends who have retired and are considering selling their large homes. They have determined that, in their situation, it makes most economic sense for them to sell and then rent. The funds they acquire through the sale of their home can provide them with the means to travel; many older people want to travel and the idea that they can simply lock up and leave on vacation without the worries of home security is appealing to them, so rental is part of their plans.

As well, renting instead of buying gives them the opportunity to help their children who might be having difficulty trying to get into the current housing market. In this scenario, downsizers who want to remain living in West Vancouver might be looking for rental options such as those proposed in the **existing** phased development agreement for Area 6 with the two rental towers.

From this perspective, I am curious why the developer considers rental to be irrelevant or unwanted in the current market. I think that it is an option not just for those who want to get into the market but can't afford to buy, or those who want another downsizing option instead of purchasing another home.

Secured rental units seemed to be an integral part of the diversified housing strategy for this development area -- the reason why density and height bonuses were granted under the current development agreement.

I find it troubling that this new development proposal is based on removing the rental housing option and that there isn't any sort of plan or proposal to make up for this potential loss. For example, using the CACs for affordable housing elsewhere in the district.

With all the complaints about the "missing middle" I am surprised that Beedie would contemplate this proposed change, and even more surprised if the mayor and council will agree.

What are the biggest factors for concluding that rentals cannot work above the Upper Levels Highway? Is it mostly the lack of transit options? At two cars per unit, how much more traffic will be added to the already congested Upper Levels Highway, or 'rat-run' into my Westmount neighbourhood through the future Westmount Connector?

This doesn't sound like sustainable development.

Further to this, I'm also concerned about how the towers in West Vancouver are allowed to grow as developers keep coming back to staff and council for more height.

As a resident [REDACTED] s. 22(1) this development and does not support these changes, it is disappointing that many developers, although having had approval for their initial plans, feel entitled to return "for more," asking for higher towers and major changes to the original plans.

Of course, from my experience, and it is generally understood, units situated on the highest floors in a development command more money than the floors below - some realtors have a formula for pricing these units. This is usually attributed to views which in this case would certainly apply to the added height of the towers. This represents a significant financial gain for the developer.

In this scenario, I have to wonder if the District is getting a proper share of the potential financial windfall in the proposed CAC.

Finally, I'm not sure if all the concerns of the Planning Committee have been addressed, beyond a palette change to siding and a slight nibble off the top side of one building. The Director Planning and Development Services says that staff are satisfied with these small changes. How about the Planning Committee? Did they sign off on this as well, or was it just Mr. Bailey?

Thank you for considering my comments.

Regards,

[REDACTED] s. 22(1)

West Vancouver

From: [REDACTED] s. 22(1)
Sent: Monday, September 8, 2025 2:02 PM
To: correspondence
Subject: Beedie Uplands Area 6

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,

I'm writing this email to indicate my support for this proposal. I grew up in West Vancouver and am currently a [REDACTED] s. 22(1) student. I'm generally interested in the creation of new housing in the District. West Van is becoming more unaffordable, and I appreciate that this housing is designed with downsizers and families in mind. The more diversity we see in the local housing market the better.

Thank you,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1) West Vancouver

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 3, 2025 9:57 PM
To: correspondence
Cc: Matthew OConnor
Subject: Fwd: Clarification and Concerns Regarding Notice Requirements for Large Events – Private
Attachments: BBQ notice 2025.08.07.pdf

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.

Hi - I am resending this email below directed to correspondence@westvancouver.ca so as to be included in the published correspondence package.

Regards,

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

Begin forwarded message:

From: [REDACTED] s. 22(1)
Subject: Re: Clarification and Concerns Regarding Notice Requirements for Large Events – Private
Date: September 3, 2025 at 6:38:00 PM PDT
To: Matthew O'Connner <moconnor@westvancouver.ca>
Cc: correspondence <correspondence@westvancouver.ca>, mark <mark@westvancouver.ca>, Christine Cassidy <ccassidy@westvancouver.ca>, Linda Watt <lwatt@westvancouver.ca>, [REDACTED] s. 22(1), [REDACTED] s. 22(1), [REDACTED] s. 22(1), [REDACTED] s. 22(1)

Dear Matthew,

Thank you for your response. I'm pleased to hear that staff are reviewing Policy 0193 and preparing application templates for all event sizes, with potential updates expected in Q4. Please let me know of any Council dates when this may be considered.

Concern – Notice for Large Events

Policy 0193 requires small events (≤80 guests) to notify neighbours within 100 metres and obtain 80% concurrence, yet larger events — which often have greater impacts — appear to require only Council approval with no notice or consultation. This creates a transparency gap for residents.

The Collingwood School "Welcome Back BBQ" illustrates the issue. Council approved the Noise Exemption for the event on July 21, but residents did not receive notice until afterwards on August 7, 2025 (see enclosed copy). The letter goes to say, erroneously, that "As per the District of West Vancouver's Private Special Event Exemption from Noise Bylaw policy, we are seeking a Noise Exemption Permit for this event." when Council approved the Noise Exemption.

This process eliminated the opportunity for pre-approval input to Council. Other large events at the turf field, such as external rentals by FC Faly Academy, have also caused noise and parking disruption without advance notice.

Questions for Clarification

1. In your note, you mentioned that applicants for large-scale events are "directed to follow the same procedure/process as noted in the policy." Can you confirm whether this direction means the 100-metre notification and 80% concurrence in Section 3.1.2 are *formally required* at present, or if this is only encouraged informally?
2. If no notice requirement currently applies, what was the rationale for excluding one, given the larger potential impacts?
3. What are the procedural expectations for Council review — timelines, documentation, or opportunities for public comment?
4. Are there any guidelines for managing potential conflicts of interest when Council considers school-related exemptions?

Separate Request – September 5 Event Parking

Could you confirm whether bylaw officers will be monitoring for parking violations during the September 5th Welcome Back BBQ (5:00–7:00 pm), particularly near Glengarry residences and along the newly installed no-parking gravel sidewalk on Glenmore Drive? Given the history of parking issues during school events, advance coordination would help ensure both event success and neighborhood access.

I support community events but believe transparency and consistent resident input are essential, regardless of event size. I appreciate staff's collaborative approach and look forward to staying engaged in the policy refinement process.

Sincerely,

s. 22(1)

s. 22(1)

WV

Enclosure: Collingwood School "Welcome Back BBQ" notice to neighbours

On Aug 21, 2025, at 8:28 AM, Matthew OConnor
<moconnor@westvancouver.ca> wrote:

Good afternoon, s. 22(1)

Thank you for reaching out and providing your perspectives and concerns with the process for special event noise exemptions for large scale events. Bylaw staff are currently working on an application template and guideline for special event noise exemption applications of all sizes and are reviewing the policy to determine areas of clarity, improvement, and consistency. This will likely lead to a change/update to the policy in Q4. I will ensure that you are apprised of any potential Council dates where this may be brought forward.

Currently, operational and administrative staff have directed applicants for large-scale events to follow the same procedure/process as noted in the policy to ensure a complete application for staff review, prior to working to have the item brought forward to a public Council meeting for decision. Council Reports and submissions are due 2 weeks in advance of the scheduled date and are published on the Council agenda in advance of the meeting, which is available to the public. This allows for those expressing concerns or support to vocalize those through email correspondence in advance of the scheduled date, or virtual/in-person Council meeting attendance. Community Charter Division 6 – Conflict of Interest outlines regulations for concerns of this nature.

As this is a new policy, we are still working through and evaluating its effectiveness and have noted the questions and concerns you have presented, which will be reviewed and taken into account when determining how best to proceed, potentially amend, and clarify accordingly.

Happy to chat further.

Sincerely,

Matthew O'Connor he, him, his
Manager, Bylaw and Licensing Services | District of West Vancouver
d: 604 925 7153 | westvancouver.ca

We acknowledge that we are on the traditional, ancestral, and unceded territory of the [Sḵw̱x̱w̱ú7mesh Úxwumixw](#) (Squamish Nation), [səl̓ílwətał](#) (Tseil-Waututh Nation) & x̱m̓əθḵw̓əy̓əm (Musqueam Nation). We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial. *Learn more about each of these Nations; click each name to visit their official website.*

This email and any files transmitted with it are considered confidential and are intended solely for the use of the individual or entity to whom they are intended. If you are not the intended recipient or the person responsible for delivering the email to the intended recipient, be advised that you have received this email in error and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you have received this email in error, please notify the sender immediately and delete all copies of this email and attachment(s). Thank you.



COLLINGWOOD
SCHOOL

August 7, 2025

Dear Glenmore Neighbour,

Each year, we invite our families to the Morven Campus to celebrate the start of the school year. We were pleased that 31 of our Morven neighbours joined us this past April for our annual Spring Fair celebration and we would like to extend an invitation for our neighbours to do the same for our Welcome Back BBQ on Friday, September 5 from 5:00-7:00 pm. Join us for complimentary BBQ'd hamburgers and hot dogs while you enjoy catching up with others in the community. You may RSVP [here](#).

The Welcome Back BBQ features inflatable games for younger children on the field, with electricity being used to power them. There will also be airbrush tattoos. There is no alcohol served at this event.

As per the District of West Vancouver's Private Special Event Exemption from Noise Bylaw policy, we are seeking a Noise Exemption Permit for this event. Please note: there will be no music or amplified sound or speeches during this event. If you have any questions or concerns, you may email Ms. Nielsen at angela.nielsen@collingwood.org

Thank you for your support.

s. 22(1)

Angela Nielsen,
Director, Communications

Event: Collingwood School – Back-to-School BBQ
Date: Friday, September 5, 2025 5:00pm - 7:00pm

From: [REDACTED] s. 22(1)
Sent: Wednesday, September 10, 2025 8:06 AM
To: Mark Sager, Mayor; correspondence
Cc: Linda Watt; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Request for Review – Noise Bylaw Exemption for Faly Academy Activities at Collingwood School (Morven Campus)

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 Sager

I am writing to request Council's attention to Noise Bylaw Exemption requirements and related neighbourhood impacts arising from Faly Academy activities at Collingwood School's Morven Campus.

For residents of the Glenmore area, the Morven campus of Collingwood School has a major impact on daily life. The District originally limited the campus to a maximum of 600 students, but third-party rentals of the sports field significantly increase the number of people and hours of use. Noise, traffic, parking, and safety impacts are magnified when programs such as Faly Academy bring large groups of children, parents, siblings, coaches, and staff onto the site. The effect is felt most acutely by homes along Glenmore Drive, some of which are only about 16 metres from the field.

Faly Academy operates as a for-profit organization with a 10-month program running six days a week. According to published schedules, weekday sessions are booked until 7:00 PM and Saturday matches until 5:00 PM. Residents have consistently observed and raised concerns about Faly exceeding these limits, with activities extending past 7:00 PM on weekdays and to 5:35 PM on Saturdays. This commercial use is not an occasional community activity but a sustained business operation, and its scale and regularity place a disproportionate burden on adjacent residents.

Of related concern, Faly Academy held a large gathering on June 12, 2025 that appears to have exceeded 80 participants without obtaining a required noise exemption or providing notice to neighbours. Under Policy 0193, events exceeding 80 guests require Council approval rather than staff exemption. Policy 0193 also requires applications to be submitted 40 days in advance, notification to properties within 100 metres, and 80% neighbour concurrence—none of which have occurred to residents' knowledge.

According to current schedules, Faly Academy is continuing to book league games at Morven through Fall 2025. The BU10 interlock schedule shows at least four Saturday matches at Morven (Sept. 13, 20, Oct. 4, and Oct. 18). These are in addition to weekday evening sessions, demonstrating that this is a programmed commercial schedule rather than occasional recreational use.

In her August 29, 2025 email, Angela Neisen of Collingwood School confirmed that the seasonal turf rental schedule "continues to adhere to an end time of 7:00 PM Monday–Fridays, 5:00 PM on Saturdays, with Sundays remaining a neighbourhood day." However, in practice, scheduled matches have extended past these limits, highlighting a gap between stated commitments and actual field use.

Based on these schedules, Faly Academy's program represents roughly 260 operational days per year—nearly nine to ten months of sustained, intensive activity. This distinguishes their use from community or school events and underscores the commercial scale of the operation.

Parking compounds these impacts. Collingwood School has not required Faly Academy participants to use its underground parking, forcing vehicles onto the ring road—less than 16 feet from nearby homes—and onto surrounding residential streets. This intensifies congestion, noise, and safety concerns. Taken together, these issues reflect not only compliance failures but also Collingwood's broader responsibility to act as a good neighbour. Under the District's *Good Neighbour Bylaw No. 4380, 2004*, property uses are expected not to unreasonably disturb neighbouring residents. In our view, Faly Academy's need for District exemptions under Policy 0193 is inseparable from the broader question of how Collingwood and its third party operators control noise and related disturbances. Both must be addressed together if Glenmore residents are to be properly protected.

It is also important to note that Collingwood School already hosts three major annual events—the "Welcome Back BBQ" each September, the April "Spring Fair," and the June Graduation Ceremony—all of which require Council approval under the District's *Private Special Events Exemption from Noise Bylaw Policy (Policy 0193)*. By contrast, the ongoing third party commercial operations of Faly Academy involve weekly rentals for much of the year without obtaining comparable approvals or providing required notice to neighbours.

Of further concern is the lack of a sound-reflecting barrier between the Morven field and Glenmore Drive residences. Internationally-accepted guidelines or practices, such as Sport England's *Artificial Grass Pitch Acoustics Design Note*, suggest a 50 dBA upper limit for avoiding annoyance to nearby homes—closely aligned with West Vancouver's Noise Control Bylaw (55 dBA daytime / 45 dBA nighttime). That guidance shows this level is typically reached only 40 metres from a field, whereas Glenmore homes are just 16 metres away. A 3-metre barrier is recommended to reduce field noise below the threshold. The current lack of a barrier and the close proximity of the field to homes do not align with these practices.

To summarize, Faly Academy's operations at Collingwood School (Morven) raise several compliance issues under Policy 0193:

- **Advance notice (Policy 3.1.1):** 40-day written requests are required but have not been submitted.
- **Resident notification and concurrence (Policy 3.1.2):** No evidence of required notice within 100 metres or 80% neighbour approval.
- **Parking plan (Policy 3.1.3):** No evidence that one has been provided.
- **Council exemption (Policy 3.3):** Attendance appears to regularly exceed 80 guests, triggering Council approval requirements.

We believe that the use of Collingwood's school grounds by non-students for unrelated, commercial purposes should require specific District approval beyond the school's existing licence to operate. All large-scale or noise-generating activities should be required to apply for exemptions, notify neighbours, and provide parking plans, as Policy 0193 sets out.

Accordingly, we respectfully request:

1. Confirmation of whether Faly Academy has obtained required exemptions under Policy 0193;
2. Review of the June 12, 2025 gathering and appropriate follow-up or enforcement action;
3. Clarification of whether ongoing commercial field rentals require individual exemptions or other regulatory approvals; and

4. Consideration of whether the current school licence adequately governs large-scale third-party rentals that substantially increase campus impacts.

Our goal is not to oppose student sport, but to ensure that community standards are upheld, and that residents are given proper notice and protection from repeated commercial disturbances. We ask for Council's leadership in addressing these concerns in a fair and consistent manner.

Thank you for your attention to this matter.

Sincerely,

s. 22(1)

West Vancouver, BC

From: [REDACTED] s. 22(1)
Sent: Thursday, September 4, 2025 6:59 PM
To: correspondence; nfo@westvancouver.ca
Subject: Urgent Environmental Concern: Dead Fish Under Bridge in West Vancouver
Attachments: IMG_1698.jpeg; IMG_1697.jpeg

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

Dear District of West Vancouver,

I am writing to urgently report an environmental and public health concern. Under the bridge located near the following coordinates (49.328663, -123.130768), a significant number of dead fish have accumulated in the creek.

This situation has resulted in a very strong, unpleasant odor and poses a potential risk of water pollution. Please find attached photos for your reference and a Google Maps link below to locate the site:

Google Maps Location: [BLOCKEDmaps\[.\]google\[.\]com/?q=49\[.\]328663,-123\[.\]130768BLOCKED](#)

I kindly request that the district staff investigate this matter promptly, remove the dead fish, and take appropriate measures to mitigate any environmental or public health impacts.

Thank you very much for your attention to this urgent issue.

Sincerely,
[REDACTED] s. 22(1)

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

[BLOCKEDmaps\[.\]google\[.\]com/?q=49\[.\]328663,-123\[.\]130768BLOCKED](#)



From: Richenda <richenda@shaw.ca>
Sent: Friday, September 5, 2025 10:51 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Linda Watt; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Bus Speed and Reliability Repor - proposed changes

CAUTION: This email originated from outside the organization from email address richenda@shaw.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.

Please **DO NOT REDACT** any part of this email or my personal details. Thank you

Dear Mayor and Council

Further to my letter dated July 13, 2025 which unfortunately was heavily redacted, these are my concerns regarding some of the possible changes proposed in this report. I am a disabled senior who uses the bus system frequently. The removal of several bus stops in the Marine Drive corridor will adversely affect many seniors, disabled persons and others. I am particular concerned about the bus stop at 15th and Marine, both directions.

The report recommends removing the following bus stops:

- 15th Street, both directions (in parking lane) - At 15th Street removing the bus shelters on both sides of Marine Drive will remove a pinch point on the sidewalk and make it more comfortable for pedestrians.
- 18th Street, both directions (in parking lane) - At 18th Street, on the south side of Marine Drive, the bus stop could be replaced with 3 parking stalls and a curb bulge similar to the bulge on the north side. Adding a curb bulge can improve pedestrian safety by reducing the Marine Drive pedestrian crossing distance and by reducing vehicle speeds. Removing the shelters on both sides of the Marine Drive will remove obstacles on the sidewalk and make it more comfortable for pedestrians. -
- 20th Street, both directions (in traffic lane)

The report states that removing bus stops can reduce bus delays by an average of 20 seconds per bus stop removed. Really - have we come to this? That we as a society will spend thousands of dollars in various ways without giving a single thought to those who struggle to maintain their independence, **all to possibly save a few minutes per day !!** It may have been more prudent to spend the money investigating the obvious traffic problems - there are too many vehicles on roads not designed to carry today's volume of traffic. Did whoever researched this report spend time riding our buses? If so, they would have noticed that the majority of the riders are seniors, disabled persons with walkers/wheelchairs, mothers with small children in buggies and young people who are not yet driving. Are these the people complaining about losing a few minutes of their time per day?

It mentions several times how removing bus stops and bus shelters will make it better for pedestrians. If I'm not mistaken there is not one reference to seniors or disabled persons anywhere in this report. It also states that removing bus stops and bus shelters can also benefit non transit user. I am skeptical of how significant non transit users would benefit from removing these bus stops. It also states that removing bus stops will have some negative impacts and that it will mean that some transit users will have to walk further to reach a stop. This one line is the only negative comment made in the entire report. The entire report ignores the needs of a large portion of the population in the affected areas.

If the bus stops at Marine and 15th Street (both directions) were removed, seniors, disabled persons and others would have to walk to and from either the 14th Street or 17th Street bus stops. Not a great distance if you are able bodied but for a person with mobility issues there are many obstacles including sandwich boards, uneven and sloping sidewalks etc. Also Imagine these additional challenges in the winter time when there is ice and snow to add to their already fraught journey. Seniors and the disabled have to shop for groceries, attend doctors and other appointments, visit the library, the Community and Senior Centers and many other necessary bus trips.

Did the report researcher explore the westbound bus stop at 14th Street? It is far from ideal. It is very close to the intersection. Vehicles are constantly parked in the bus stop area and in the midst of this, the bus driver must lower the ramp, the senior or disabled person has to exit via the ramp into what is usually a sea of shopping pedestrians. The 1400 block of Marine Drive, on both the north and south sides of the street is always extremely busy with shoppers. Whereas the sidewalk area at the westbound 15th Street bus stop is much more free of shoppers/pedestrians as it is next to a gas station.

We have many seniors that live in the apartment/condo buildings that border 15th Street and so Councils' decisions regarding the removal of these bus stops will have serious consequences for these residents. Many seniors also reside further west from 15th Street, I believe that the same problems will happen if the 18th and 20th Street bus stops are removed.

With the recent addition of pay parking in Ambleside Park do we really want to be removing bus stops when it would make more sense to encourage visitors and residents to take the bus instead of clogging up the side streets looking for free parking ?

Another matter that should to be taken into consideration. There is currently a development proposal for an Infill at 1552 Esquimalt Ave (Ambleside Towers). It is proposed to erect a 19 storey, 139 unit building on land which is 2 blocks from 15th and Marine. There is zero street parking in the area and the Developer is planning to add **only 25 additional parking spaces** to his existing underground parking. In what universe does this Developer expect that tenants in a brand new building will pay high rents without insisting on a parking space but will be content with a bicycle or use transit? Also how can the District rationalize allowing this development with it's obscene lack of parking spaces **AND** also allow the removal of the 2 nearest bus stops at 15th and Marine?

Please leave the bus stops between 15th and 20th Streets where they are. I believe that the bus riders are not going to have a hissy fit because they lost a couple of minutes of their day.

Thank you

Richenda Heaton
702 - 1550 Duchess Ave
West Vancouver, B.C. V7V 1P5
Tel: 604 925 0363 (landline only - no texts please)
Email richenda@shaw.ca

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 6:36 PM
To: correspondence
Subject: translink bus bays

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.

Why in the world would you allow removal of bus bays on Marine Drive? Why impede traffic flow?

Also, why remove westbound bus stops near the library? People using the library want to go home too.

[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Sunday, September 7, 2025 8:27 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Transit plans for West Vancouver

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 Sager and Councillors

I read the proposed plan for the removal of bus bays and transit stops and I was hoping that it would not be approved. Sadly, the proposed plan seems to be going to a vote without any improvement. The plan seems to be designed by someone who doesn't use the bus service.

Removing bus bays will not reduce the traffic on Marine Drive, it will only create angrier drivers, and/or push drivers to use Bellevue Ave instead. Bellevue Ave is a wonderful, safe cycling route, used by many cyclists every day. I live on Bellevue Ave, and I can see the traffic from my window. Adding more vehicles to the street will make it less safe for cyclists, and could make them abandon their bikes for cars to be safer. That is the opposite result of what is intended, plus removing the bus bays is a waste of money, in my opinion.

Removing bus stops is short-sighted, in my opinion. Having a bus stop outside the Library, and outside the Rec Centre makes perfect sense to me. The bus stop at 21st Street is used a lot, and provides direct access to the Senior Centre. I don't know about the use of the stop at 22nd Street, but there is a senior rental building (the Westerleigh) at that stop, access to Pauline Johnson school and the new rental buildings on 22nd Street, and access to the Seawalk. A bus stop at 22nd Street makes a lot of sense to me for now, but especially in the future when the buildings on 22nd Street are fully occupied.

I ask members of council to vote against this proposal, as I don't think it will solve any of the problems it is intended to solve.

Respectfully submitted,

[REDACTED] s. 22(1)

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

Mobile: [REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, September 8, 2025 4:04 PM
To: Mark Sager, Mayor; Nora Gambioli; Sharon Thompson; Linda Watt; Scott Snider; Christine Cassidy; Peter Lambur; correspondence
Cc: Sean OSullivan; Jenn Moller
Subject: Bus Speed and Reliability Report

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 Councillors,

I agree with recommendations of the staff report on Bus Speed and Reliability Report. As the [REDACTED] s. 22(1) District's Working Group on the Strategic Transportation Plan, I want to remind you of one the principal recommendations of the District's 2010 Strategic Transportation Plan which was the following:

3. To shift travel away from carbon emitting, single occupancy vehicles towards sustainable modes and to improve the infrastructure for transportation alternatives according to the principles of West Vancouver's transportation hierarchy.

Clearly, to me, TransLink's proposals are aimed at improving the infrastructure along Marine Drive for the alternative transportation mode of public transit, increasing bus speed and reliability, thereby reducing the en route time that transit users are on the buses. This will serve to encourage more people to take the bus instead of a car, which will lead to a reduction in the District's GHG emissions by shifting travel away from carbon emitting single occupancy vehicles.

Here is the diagram which depicts the District's Transportation hierarchy:

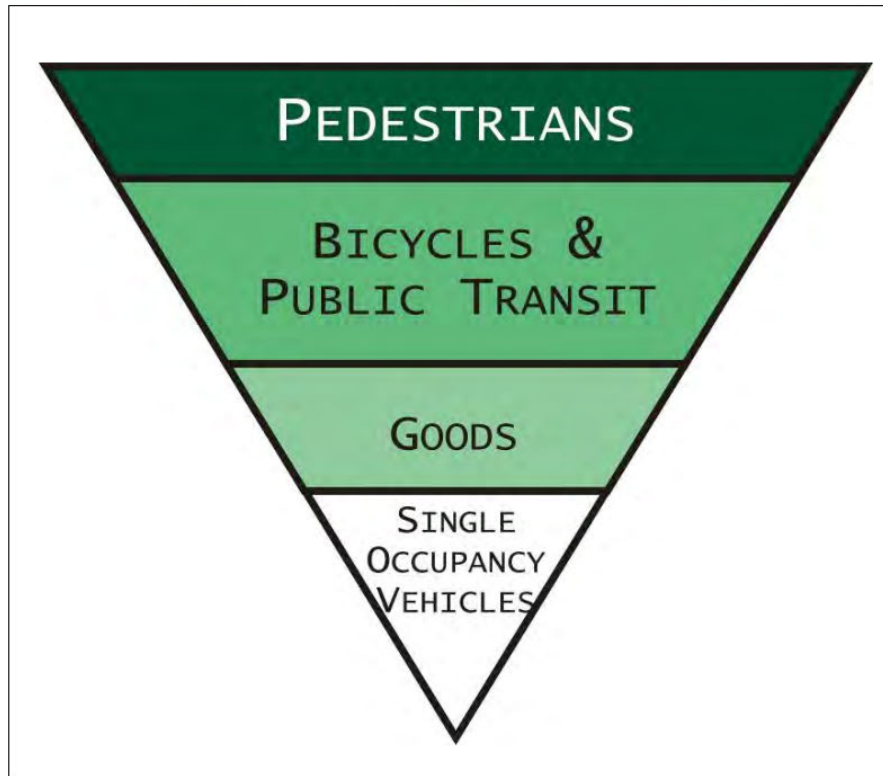


Exhibit E-1: West Vancouver's Transportation Hierarchy

Among the policies listed in the Strategic Transportation Plan were to evaluate all projects with the sustainable hierarchy in mind and give priority to buses on main routes, which would certainly include Marine Drive between 13th and 25th Streets. Noting the position of pedestrians at the top of the hierarchy, I was pleased to see that the proposed filling in the bus bays at the westbound 21st Street and westbound 22nd Street stops, will increase the sidewalk width making the bus stops wheelchair accessible and reduce conflicts between waiting passengers and sidewalk pedestrians. Another benefit for pedestrians is the proposed bus bulge at the 17th Street bus stop, which will reduce the distance to walk cross Marine Drive thereby providing increased safety for pedestrians crossing Marine Drive at 17th Street. Also, removing the bus shelters on both sides of Marine Drive at 15th Street will remove a pinch point on the sidewalk and make it more comfortable for pedestrians.

Noting that TransLink has approved grants to fund 100% of the projects discussed in the staff report, I encourage you to support all of the projects.

Sincerely, s.22(1)

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

s.22(1)

From: [REDACTED] s. 22(1)
Sent: Saturday, September 6, 2025 2:56 PM
To: correspondence
Subject: Recent road resurfacing at 1100 block Eyremount

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.

I wanted to give thanks to road people of the District for doing a good and efficient job replacing road surface at 1100 block Eyremount. Coordination was good and time to do the job was not that long. Especially appreciate getting the first layer of asphalt down soon after road dug down to gravel.

Thanks to all involved

[REDACTED] s. 22(1)

From: David Marley <domarley52@gmail.com>
Sent: Monday, September 8, 2025 1:10 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt
Subject: Public Land Use Society on X: "Howe Sound boaters: pay attention. A new BC–Squamish Nation deal’s marine planning provisions could mean new restrictions on boating, anchoring, or shoreline access in Howe Sound. The agreement even commits government to ...

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.

Welcome back from the summer doldrums. I would like to know what DWV Mayor and Council have to say about the accompanying information published by ‘PublicLandBC’. Please advise in a timely fashion.

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

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

604-926-8994

<https://x.com/PublicLandBC/status/1964386746369818627>

From: [REDACTED] s. 22(1)
Sent: Tuesday, September 9, 2025 10:12 AM
To: correspondence; John T. Wong; Shamim Rahimi; Engineering Department
Subject: Expansion of Pay Parking to Ambleside Park – Effective September 15, 2025

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.

Hello,

I am writing in regards to the new pay parking that will be implemented starting September 15. I have a child who is attending the Bellabee childcare centre in Ambleside. There are **three** spots directly out front of the center that the parents use frequently. I am requesting that there be atleast a 15 minute child drop off zone here for the parents using this center. You can even make a separate permit specifically for parents with children at this center only allowing a quick 15 minute drop off/ pick up zone. Application through the center partnering through the DNWW.

To expect parents to pay \$25-\$50 to simply drop off and pick up their child is simply ridiculous. Daycare and education rates are already at an unreasonably high price. The government has recognized that and subsidizes families (not even enough to what is needed), now to expect families to pay to park is contradicting to the work the Government is trying to change. To expect our daycare workers to also pay these prices to park when their wage is already low, sometimes not even enough to support their rent, is extreme. West Van is supposed to be supporting young families, right now you are pushing families and staff away.

[REDACTED] s.22(1) who attends daycare in North Vancouver ([REDACTED] s.22(1) that alone is how important and limited daycare centers are through North and West Van). His care center clearly has a drop off pick up zone for parents and a clearly marked parking lot for teachers and staff. These spots are constantly managed and are used respectfully by everyone. Why can't West Van implement the same strategies as North Van for our youth?

To expect families to park further away from the center, is simply unsafe for our children and families. Cars are already exceeding the speeding limit down that back road. Pay parking isnt what is needed, more speed bumps and road barriers is what is needed.

To expect parents to have to park further away or search for parking spots is also contributing to the safety risks for our children. If parents are now frequently late to pick up their child because of a lack of parking in the free first nations area, is the DNWW going to subsidize our teachers salaries for all of the extra time they have worked?

I'm not asking for the entire Ambleside park to be omitted from the pay parking. I'm simply asking for a 15 minute drop off/pick up zone for parents who use the center. That is detrimental to keeping young families safe and still contributing to West Vancouver's community.

Thank you

[REDACTED] s. 22(1)

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

From: s. 22(1)
Sent: Tuesday, September 9, 2025 2:35 PM
To: correspondence; Mark Sager, Mayor; Info
Subject: Folkestone Way
Attachments: IMG_7006.JPG; ATT00001.txt

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

For a period of weeks now disruptive work has been going on sporadically at s.22(1) Folkestone Way, see picture. Right now it has been abandoned again leaving a giant hole and forcing us to drive over a curb to leave our area.

What does the work involve, when will it be finished?

s. 22(1)



From: Lindsay Marsh <lmarsh@twnation.ca>
Sent: Thursday, September 4, 2025 12:48 PM
To: correspondence
Subject: Invitation to səliłwətał (Tsleil-Waututh Nation)'s Orange "Every Child Matters" Crosswalk Unveiling and Honouring Ceremony
Attachments: DWV Invitation-TWN Crosswalk Unveiling & Honouring Ceremony-Sept17,2025.pdf

CAUTION: This email originated from outside the organization from email address lmarsh@twnation.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.

Greetings District of West Vancouver Mayor and Council,

On behalf of the Planning Committee for the səliłwətał (Tsleil-Waututh Nation)'s Orange "Every Child Matters" Crosswalk Unveiling and Honouring Ceremony, we warmly welcome you to attend our private community event taking place on September 17, 2025.

Please find more details in the invitation attached. Please let me know if you have any questions.

hay čx^w qə
Thank you,
Lindsay

Lindsay Marsh (she/hers)
Communications Manager
səliłwətał (Tsleil-Waututh Nation)
3178 Alder Court
North Vancouver, B.C. V7H 2V6
Tel: 604-404-9070 | Email: lmarsh@twnation.ca
twnation.ca



səliłwətał

Tsleil-Waututh Nation
PEOPLE OF THE INLET



Tsleil-Waututh Nation səlilwətał



RE: Invitation to səlilwətał (Tsleil-Waututh Nation)'s Orange "Every Child Matters" Crosswalk Unveiling and Honouring Ceremony

September 4, 2025

Greetings District of West Vancouver Mayor and Council,

On behalf of the Planning Committee for the səlilwətał (Tsleil-Waututh Nation)'s Orange "Every Child Matters" Crosswalk Unveiling and Honouring Ceremony, we warmly welcome you to attend our private community event taking place on September 17, 2025.

Our event is in partnership with the Orange Shirt Society, with support from the District of North Vancouver and the North Shore Community Foundation, and reflects the spirit of the National Day for Truth and Reconciliation (Orange Shirt Day) by commemorating the Residential School experience and honouring the healing journey of all Tsleil-Waututh Survivors and their families.

Join us to honour səlilwətał artist Candace Thomas for her custom, orange "Every Child Matters" artwork and special guest Phyllis Webstad, CEO and co-founder of Orange Shirt Day.

Following cultural work, we will walk outside for the unveiling of both the crosswalk and light pole banners and return to the TWN Community Centre to enjoy lunch together.

Date: Wednesday, September 17, 2025

Time: 9:30 am – 2:00 pm

Location: TWN Community Centre, 3010 Sleil-Waututh Road, North Vancouver, B.C. V7H 2V6

Note: Parking is available in the upper or lower Administration Building parking lots further up Sleil-Waututh Road.

You are welcome to wear orange. Please RSVP to communications@twnation.ca by September 12, 2025.

hay čx^w qə

Thank you,

**Event Planning Committee Members
səlilwətał (Tsleil-Waututh Nation)**

Orange “Every Child Matters” Crosswalk Unveiling and Honouring Ceremony

Date: Wednesday, September 17, 2025

Time: Doors Open at 9:30 am; Ceremony at 10:00 am

Location: TWN Community Centre



EVERY CHILD MATTERS

Join us to honour səlilwətał artist Candace Thomas for her custom crosswalk artwork and special guest Phyllis Webstad, creator of Orange Shirt Day.

Lunch provided.

Questions? Please contact

Carol Thomas at: cthomas@twnation.ca

In partnership with Orange Shirt Society.

With support from the District of North Vancouver and the North Shore Community Foundation.



From: Jill Lawlor
Sent: Wednesday, September 3, 2025 4:41 PM
To: s. 22(1)
Cc: correspondence
Subject: RE: Council correspondence - week ending September 3, 2025

Hi s. 22(1)

Welcome to the community! I hope you and your family are settling in well. Thank you for your email about the skateboard park—we're glad to hear that you and your family are enjoying the space.

At this time, there are no plans to make any changes to the park. We did explore potential options in the past and may revisit these discussions in the future, but please rest assured that the community will be kept involved in any next steps.

Best regards,

Jill

Jill Lawlor (she, her)
Senior Manager of Parks
Parks Culture and Community Services | District of West Vancouver
t: 604-921-3467 | c: 604-418-3657 | westvancouver.ca



We acknowledge that we are on the traditional, ancestral, and unceded territory of the [Sḵw̱x̱wú7mesh Úxwumixw](#) (Squamish Nation), [səl̓ílwətaʔ](#) (Tseil-Waututh Nation) & [xʷməθkʷəy̓əm](#) (Musqueam Nation). We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial. *Learn more about each of these Nations; click each name to visit their official website.*

From: [REDACTED] s. 22(1)
Sent: Friday, August 29, 2025 2:56 PM
To: correspondence
Subject: Save Gleneagles Skatepark

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.

Hi!

I just moved to horseshoe bay village with my wife [REDACTED] s. 22(1) kids. My [REDACTED] s. 22(1) son loves skateboarding and a big reason for picking [REDACTED] s. 22(1) was its proximity to the skatepark. [REDACTED] s. 22(1) and I saw a poster at the park to save the skatepark.

My son and I would be heartbroken for this to be replaced with pickleball courts. Kids need a place to skate over here. And I'm pretty sure there are plenty of other places for pickleball courts. The older crowd that is probably pushing for this to happen doesn't understand the importance of this place for kids and young families. Please keep the skatepark!

Thank you,

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

From: Engineering Department
Sent: Thursday, September 4, 2025 10:53 AM
To: s. 22(1)
Cc: correspondence
Subject: RE: Suggestions and questions about new pay parking policy

Dear s. 22(1),

Thank you for taking the time to share your thoughts and suggestions regarding the Destination Parks Pay Parking program. It has been received by Council, and forwarded to staff in the Engineering Department for consideration and reply.

While not part of West Vancouver's current program for pay parking in destination parks, ideas like adjusting start/end times, seasonal rates, and flexible pricing can be considered as part of the ongoing review of the program.

We value your perspective and thank you again for engaging with us on this important community matter.

Kind regards,

Steven Liu
Staff Lead, Pay Parking Programs
Engineering & Transportation Services | District of West Vancouver
engineeringdept@westvancouver.ca | 604-925-7020

From: [REDACTED] s. 22(1)
Sent: Sunday, August 31, 2025 9:35 PM
To: correspondence
Subject: Suggestions and questions about new pay parking policy

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.

Hi there,

I'm a West Van resident. I recently read and recommend [Parking and the City](#) by Donald Shoup, available through the library. The new parking policy seems like it could benefit from considering the ideas and parking systems documented in this book. Here is an [interview](#) with Shoup.

I noticed in the council reports about the new parking policy, there isn't a guiding philosophy for dictating parking policy, and I think there is a simple one that the council should adopt: Aim for 85% occupancy.

A system that attempts this is San Francisco's, where they vary the price of parking on different blocks at different times of the day. It might be cheap early in the morning, which is great. We want to reward people who are using a resource when it is underused. It might be expensive around lunch time, when demand peaks, which is also great. We want to discourage people from fighting over too few resources. Congestion is bad and not being able to find a spot can be worse. I understand that this all might be difficult, so I have some low hanging fruit easier suggestions I'm hoping you will consider:

1. Start charging for parking later

See when the parking lots fill up, and start charging for parking around then. 9am is probably a better choice for most places.

2. Stop charging for parking earlier

Likewise, 8pm is probably better than 10pm in most places.

3. Seasonal rates

The winter should be cheap or free if we don't expect a lot to be at 85% capacity. Likewise, if Ambleside is still a zoo next summer, the price maybe should be \$5 or \$6.

4. Different rates in different places

Be flexible with the rates. After some data collection, tweak them up or down depending on whether that 85% target is being over or undershot.

5. Different rates for different chunks of the day

The day could be split into three chunks, for example, with peak demand and the highest price in the middle of the day.

6. Get rid of the west van resident yearly pass

It defeats the idea of pricing parking to reduce congestion. It makes it harder to hit that 85% occupancy target. If there are enough passholders, the parks could be full and the meters would have no effect on demand. It is also unfair and inconvenient for non residents. While a resident might pay \$20 a year, someone living in North Van who uses a West Van park once a week might pay \$200 a year or more. If municipalities favor their own like this, everyone loses.

Questions for council

Which of these ideas do you support in theory?

Which of these ideas are possible in practice?

Thank you for your attention,

[REDACTED] s. 22(1)

From: Engineering Department
Sent: Thursday, September 4, 2025 10:56 AM
To: s. 22(1)
Cc: correspondence; Engineering Department
Subject: RE: Ambleside Parking and a member of WVFC

Hello s. 22(1)

Thank you for your enquiry regarding the Destination Parks Pay Parking program in West Vancouver. It has been received by Council, and forwarded to the Engineering Department for reply.

At present, residents of the District of West Vancouver may apply for an annual parking pass at no cost. Unfortunately, we are not able to extend this exemption to non-residents at this time.

We understand your concerns and the impact this may have on families who regularly attend practices and games at Ambleside. Your feedback is valuable, and will be noted and taken into consideration.

Kind regards,

Steven Liu
Staff Lead, Pay Parking Programs
Engineering & Transportation Services | District of West Vancouver
engineeringdept@westvancouver.ca | 604-925-7020

(11/1/25)

From: [REDACTED] s. 22(1)
Sent: Tuesday, September 2, 2025 11:05 AM
To: correspondence
Subject: Ambleside Parking and a member of WVFC

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.

Hi West Vancouver,

I'm hoping that you might take into consideration those who are part of WVFC but are not living in West Vancouver. We live in the City of North Vancouver but are part of the WVFC. Our home turf for practices is Ambleside. It's going to get very costly for us having to pay to watch our son practice and play games.

Thank you for the consideration and I'm hoping you can at least offer a discount code, or consider having evenings free by the turf fields for practices.

Thank you,

[REDACTED] s. 22(1)

North Vancouver, BC

[REDACTED] s. 22(1)

From: Heather Keith
Sent: Friday, September 5, 2025 3:43 PM
To: s. 22(1)
Cc: correspondence; Jim Bailey
Subject: FW: Council correspondence - week ending September 10, 2025

Dear s. 22(1)

Thank you for bringing this matter to our attention. Staff will remove the dead fish from the creek.

If you see this again or any other incidences, please contact the District's dispatch (dispatch@westvancouver.ca or 604-925-7100) to ensure that staff can respond immediately.

Thank you for your help.

Kind Regards,
Heather

Heather Keith, M.Sc., R.P.Bio, she/her
Senior Manager, Climate Action & Environment | District of West Vancouver
t: 604-921-2920 | westvancouver.ca



We acknowledge that we are on the traditional, ancestral, and unceded territory of the [Skwxwú7mesh Úxwumixw](#) (Squamish Nation), [səlilwətał](#) (Tseil-Waututh Nation) & [xʷməθkʷəy̓əm](#) (Musqueam Nation). We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial. *Learn more about each of these Nations; click each name to visit their official website.*

From: [REDACTED] s. 22(1)
Sent: Thursday, September 4, 2025 6:59 PM
To: correspondence; nfo@westvancouver.ca
Subject: Urgent Environmental Concern: Dead Fish Under Bridge in West Vancouver
Attachments: IMG_1698.jpeg; IMG_1697.jpeg

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

Dear District of West Vancouver,

I am writing to urgently report an environmental and public health concern. Under the bridge located near the following coordinates (49.328663, -123.130768), a significant number of dead fish have accumulated in the creek.

This situation has resulted in a very strong, unpleasant odor and poses a potential risk of water pollution. Please find attached photos for your reference and a Google Maps link below to locate the site:

Google Maps Location: [BLOCKEDmaps\[.\]google\[.\]com/?q=49\[.\]328663,-123\[.\]130768BLOCKED](#)

I kindly request that the district staff investigate this matter promptly, remove the dead fish, and take appropriate measures to mitigate any environmental or public health impacts.

Thank you very much for your attention to this urgent issue.

Sincerely,
[REDACTED] s. 22(1)

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

[BLOCKEDmaps\[.\]google\[.\]com/?q=49\[.\]328663,-123\[.\]130768BLOCKED](#)

