

## **COUNCIL CORRESPONDENCE UPDATE TO SEPTEMBER 17, 2025 (8:30 a.m.)**

### **Correspondence**

- (1) September 10, 2025, regarding “Comments on WV budget”**
- (2) 4 submissions, September 10 – 15, 2025, regarding Pay Parking**
- (3) 7 submissions, September 11 – 15, 2025, regarding Tree Protection**
- (4) September 12, 2025, regarding “Open Meetings: Best Practices Guide for Local Governments, second edition”**
- (5) September 13, 2025, regarding “Collingwood School 2025 Welcome Back BBQ Complaint”**
- (6) September 13, 2025, regarding Excavation Slope Concerns**
- (7) September 16, 2025, regarding “Dangerous Intersection: 14th St. and Kings Ave.”**
- (8) D. Marley, September 16, 2025, regarding “District’s letter to BC’s Minister of Municipal Affairs regarding ‘directives’”**

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

- (9) Tsleil-Waututh Nation, September 12, 2025, regarding “Invitation to səliwətəł (Tsleil-Waututh Nation)’s Walking with Family and Friends Event on September 30, 2025”**

### **Responses to Correspondence**

- (10) Staff Lead of Pay Parking Programs, September 10, 2025, response regarding “Expansion of Pay Parking to Ambleside Park – Effective September 15, 2025”**
- (11) Staff Lead of Pay Parking Programs, September 15, 2025, response regarding Pay Parking**
- (12) Staff Lead of Pay Parking Programs, September 17, 2025, response to D. Marley regarding Pay Parking**

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, September 10, 2025 11:59 AM  
**To:** correspondence  
**Cc:** Mark Sager, Mayor  
**Subject:** Comments on WV budget

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West Vancouver budget comments:

1) First of all what is the municipality doing to reduce costs?

Comments on some of the things I see around the municipality and the North Shore:

- 2) WV: 15 th street (top end): there is a painted bike lane part way up 15th street. Why is it necessary to then install ~ 6 or more metal signs ( Bike lane with arrow) each block pointing to the bike lane. A waste of money and very few cyclists ride up 15th. Probably well over \$ 1000/sign or more.
- 3) The traffic on the North Shore is very bad and getting worse. Rapid transit will do nothing to reduce the volume and congestion.
- 4) Seems to be an effort to make traffic woes even worse. Lets eliminate right hand turns on red lights at many locations. So it backs up traffic when most people can make the right hand turns safely.
- 5) And: Cyclists having the right of way to pass cars on the right when cars have their right turn indicator on and are attempting to turn right. Drivers are looking for cars turning and pedestrians on cell phones entering cross walks. Cyclist have the right to of way is pure stupidity.
- 6) Lastly: some of the crosswalks on the NS now have enough lights to land aircraft. Looks like a lot of make work/ what can we do now.
- 7) Forest fire mitigation: I don't know what the total cost ( surveying, consultants, trimming some of the trees and removing some of the brush) was to do this project in the green belt behind The Glen. I hope we don't have a major forest fire on the NS but I doubt the forest fire mitigation will be of much benefit.

[REDACTED] s. 22(1)

WV

**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, September 10, 2025 4:56 PM  
**To:** correspondence  
**Subject:** Parking charges at Lighthouse Park

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Please pass to the appropriate department

A few days ago was the 2nd time I was unable to pay my parking fee at Lighthouse Park because the internet reception in the parking lot was inadequate to download anything to my cell phone.

Attempting to download at my home the HANGTAB APP in preparation for my next visit, I am informed that the APP requires an operating system version that my iPhone does not support.

Firstly, I am surprised that HANGTAB does not support all iPhone versions.

Secondly, how can I pay my parking fee at Lighthouse Park in future?

The installation of a ticket machine that takes credit cards might make sense?

Yours truly,

[REDACTED] s. 22(1)

Vancouver, BC

[REDACTED] s. 22(1)

**From:** David Marley <domarley52@gmail.com>  
**Sent:** Thursday, September 11, 2025 5:06 PM  
**To:** correspondence  
**Cc:** Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt  
**Subject:** Expansion of pay parking in West Vancouver - Request for information

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According to the accompanying news item, at its upcoming meeting on September 15th, the day Ambleside Beach Park (except for the portion claimed by the Squamish) is scheduled to begin pay parking, Council is to consider a District staff report concerning future expansion of the pay parking regime along a portion of Argyle Avenue, as well as in both the John Lawson Park and Dundarave Park vicinities.

According to this report, “spillover parking impacts could be significant for nearby residents and businesses”. You think? This phrase is bureaucrat-speak for aggravation and, in the case of local businesses (many already struggling), loss of revenue. Oh well, as long as the District increases its revenue. But will it and, if so, by how much I wonder?

The report states “More by-law staff or resources may be needed”, parking revenue is to fund a lengthy “parking count program” which is to be contracted out, “Other financial impacts (ie. negative) are difficult to predict”, “Increased demand for enforcement and (of course!) administration may also create new costs”, and “Future budgets may have to cover increased costs, parking revenue could offset (cover?) them”.

What the news item doesn’t mention is any detail respecting the implementation costs of the pay parking regime. For instance, I understand the District plans to hire, or may have already done so, another employee to oversee administration of the program. At what annual cost? How much is ImPark being paid for its involvement with this scheme, and on what basis is its remuneration calculated? When all is said and done, what is the anticipated net annual revenue to District coffers, over and above certain or likely increased costs associated with the pay parking scheme? What percentage of the District’s anticipated annual revenue from all sources will this constitute?

Meanwhile, our beautiful parks and nearby streetscapes are to be subject to the visual blight of an array of ImPark’s garish ‘Pay Here’ signs (the parking lot at Lighthouse Park ought to serve as a warning), visitors to our community may be deterred and local businesses may well lose custom.

This scheme is wrong-headed in the extreme and ought to be shutdown, effective immediately, not expanded. Should this Council, or a future one, develop some common sense and wish to reverse course, what are the termination provisions in the District’s contract with ImPark? How much notice must they be given? Are they to be paid a termination fee and, if so, in what amount? What other likely costs will there be for dismantling this scheme?

I look forward to receiving answers to the questions set out in this e-mail in a timely fashion. Indeed, I would like to see one or more members of Council demand such answers at its meeting on September 15th.

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

David Marley

s. 22(1)

West Vancouver, BC

s. 22(1)

604-926-8994

**From:** North Shore Daily Post <[news@northshoredailypost.com](mailto:news@northshoredailypost.com)>

**Date:** September 10, 2025 at 11:08:07 AM PDT

**To:** [domarley52@gmail.com](mailto:domarley52@gmail.com)

**Subject:** West Van considers pay parking at Argyle and Dundarave

**Reply-To:** North Shore Daily Post <[news@northshoredailypost.com](mailto:news@northshoredailypost.com)>



Local news from North Vancouver & West Vancouver

## Local News Alert

### Pay parking planned for Argyle Ave, Dundarave area

West Vancouver is preparing to introduce pay parking at three waterfront parks.

*Read More*

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## **Loaded gun found on cyclist in North Vancouver**

North Vancouver RCMP arrested a man after finding a loaded firearm during a traffic stop earlier this month.

*Read More*

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## **North Van playground work to cause parking delays**

Work at playgrounds in North Vancouver starts on Sept 9. *Read More*

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**From:** s. 22(1)  
**Sent:** Monday, September 15, 2025 11:24 AM  
**To:** correspondence  
**Subject:** Pay Parking

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**Dear Mayor and Council:**

I support pay parking in our parks for a variety of reasons. Revenue is only a bonus.

The very first time I spoke at Council was in 2008 - about parking. Seventeen years later, I am still talking about parking.

Ambleside is the only beach park with free parking in Metro which is a problem for WV. People are coming from far and wide for free parking. Ambleside Park is packed, and locals are being crowded out by cheapskates.

On a recent TV news spot about the implementation of pay parking, 2 people were interviewed. Both were regular Ambleside Park goers, although neither one lived in WV. Both were outraged that they would now need to pay for parking. Correspondence to Mayor and Council has many letters decrying this change. The authors invariably live elsewhere. (And by the way, the last time I went to the Shipyards in NV, parking cost me \$26. I could have taken the bus. It did not occur to me to write NV City to complain.)

Our parking facilities are limited. Vehicles are circling the park and local streets; traffic is backed up from the park along Bellevue to 15th up 13th and beyond. This puts pedestrians at increased risk. Remember the recent fatality at 13th and Bellevue not too long ago?? There will be more.

Beach goers are not popping up to the business district for a haircut or a new diamond ring. They come with food, furniture, unleashed dogs which are hidden under a picnic table and set up camp for the day. As a WV taxpayer, I am not too interested in paying for recreational opportunities, facilities or their upkeep for freeloaders.

I sympathize with businesses. I too often have trouble finding parking near my destination. Lack of enforcement is the biggest issue. Without enforcement, it doesn't really matter if there is pay parking or not. The same vehicles are in same spot many hours later. Perhaps the occasional enforcement blitz would help get people moving.

Spillover onto streets is not new. It happens when the lot is full, which is every morning in the summer. In 2008, I spoke about local employees as well as commuters using streets surrounding our business areas as a park and ride for the bus downtown or to Horseshoe Bay. This blocks access to parking. Recently I have seen movers and HVAC company trucks park and wait for employees to park their vehicles for the day and jump into the company van and drive off. We are now a park n' ride not only for commuters, but a pickup point for random workers.

Rental buildings are now also charging or increasing their rates, limiting parking even more. Tenants are parking all over the place for days on end and even overnight in loading zones. Everyone knows bylaws close at 8 p.m.

Lastly, it has been suggested that private buildings open their parking facilities after hours. On the surface, this seems like a good idea, but is unlikely to happen for the following reasons:

- 1) Condominiums are non-profit by default. If they rent parking, they would have to file income tax. The cost of that would far outweigh any revenue from parking.
- 2) Insurance costs would increase.
- 3) Security issues, safety, vandalism and theft would be a concern.
- 4) Homeless people have been known to move into parkades, even in WV. It is unlikely anyone would support a homeless camp in their parkade.

This all needs addressing. Pay parking is only a small piece of the puzzle.

Regards,

s. 22(1)

WV

**From:** s. 22(1)  
**Sent:** Monday, September 15, 2025 2:55 PM  
**To:** correspondence  
**Subject:** Whytecliff park parking.

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To whom it may concern,

My name is s. 22(1) and I s.22(1) at Whytecliff Park.

Even though I am an independent contractor, I work exclusively for s.22(1), a West Vancouver business s.22(1).

Whytecliff is a very popular destination for s.22(1) schools due to the protected bay status of the site.

A while back, you introduced parking payment requirements for non-residents.

Being that I spent almost every weekend s.22(1) at Whytecliff Park, I have run into issues adhering to the new parking regulations. I try my best to pay for parking while I am there but the trouble is that I sometimes get delayed ending s. 22(1) Yesterday - 14 September as an example, I incurred a \$90 fine as a result of a 15 mn delay to extend the parking ticket. Needless to say, that I simply cannot extend the parking ticket while s. 22(1)

This is an ongoing problem for professionals like myself, for which there is no viable solution.

Please could you consider my plea to register my car in the same manner as residents of West Vancouver, for parking fee exemptions specifically or limited to Whytecliff Park.

I understand that the reasons for residents' exemptions are linked to the fact that they already contribute to west Vancouver via municipal taxes etc... however, I could argue that I contribute to the West Vancouver economy through working for a West Vancouver business s. 22(1) and contributing to their success.

I would be happy to provide you a letter from my employer or any other information you might require

I appreciate your understanding and am looking forward to hearing from you soon.

Sincerely

s. 22(1)

Vancouver B.C

**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, September 11, 2025 12:31 PM  
**To:** correspondence  
**Subject:** FW: Strong Support for Urban Forest Management Plan Bylaw Amendments—One Critical Change Needed

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Please include this letter in the published correspondence package.

Thanks [REDACTED] s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Thursday, 11 September 2025 12:02 pm  
**To:** Mark Sager, Mayor <mark@westvancouver.ca>; Christine Cassidy <ccassidy@westvancouver.ca>; Nora Gambioli <ngambioli@westvancouver.ca>; Peter Lambur <plambur@westvancouver.ca>; Scott Snider <ssnider@westvancouver.ca>; Sharon Thompson <sthompson@westvancouver.ca>  
**Cc:** Heather Keith <hkeith@westvancouver.ca>; Jim Bailey <jbailey@westvancouver.ca>; correspondence <correspondence@westvancouver.ca>  
**Subject:** Strong Support for Urban Forest Management Plan Bylaw Amendments—One Critical Change Needed

Mayor and Council,

I strongly support the proposed Urban Forest Management Plan bylaw amendments.

**Key strengths / improvements include:**

- Commitment to the 52% canopy cover target, with 40% for single-family homes.
- Landscape plans by qualified contractors; clear tree definitions and post-development lot tree requirements tied to lot size.
- Expanded protected tree definition to include retained and replacement trees irrespective of size.
- Permeable lot requirements, suitable species lists, and staff involvement in site planning.
- No financial impact anticipated by District; new funding streams for tree planting through Environmental Reserves.

**One essential change is needed:**

- Currently, the bylaw automatically protects trees under 75cm DBH. I strongly recommend reducing this threshold to 20cm DBH, only on new development lots.

**Why this matters:**

- Protecting mature trees is essential, as they are the main source of the ecological and financial benefits identified in the Council report (valued at \$606.7 million).
- The District is losing trees at an alarming rate: canopy cover has dropped 2% in just three years, equal to the loss of 45,000 trees, mostly on private development sites.
- Replacement trees are planted at only 5cm DBH, requiring decades to deliver meaningful ecological benefits.
- 85% of Lower Mainland municipalities protect trees under 20cm to 30 cm DBH, applying bylaws to both development and non-development private lands.

- The current bylaw amendments apply only to development sites, meaning that it only impacts a limited number of residents
- The financial impact of lowering the protection threshold will continue to be minimal.
- Without this change, the District will not reach the long-term “no net loss” vision required for the 52% canopy cover target.

### **Community Support**

Since 2016, the District has undertaken 25 public engagement activities with over 2,000 resident responses—all confirming strong community support for enhanced tree protection for all trees in the District. Given this extensive record of consultation, I believe Council can move promptly to endorse the report, together with the proposed change outlined above, and that there is no need for a public hearing, contrary to the suggestion in the report.

### **Conclusion**

I urge Council to adopt the Urban Forest Management Plan bylaw amendments, while also lowering the tree protection threshold to 20cm DBH on development sites. This one change will protect more of our mature trees, and ensure that we can achieve our canopy cover targets for the benefit of current and future generations. Let’s protect the trees we have.

s. 22(1)

s. 22(1)

West Vancouver

s. 22(1)

**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, September 12, 2025 11:15 AM  
**To:** correspondence  
**Subject:** Fwd: Preserving West Van's Tree Canopy

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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,

s. 22(1)

s. 22(1)

West Vancouver

s. 22(1)

**From:** s. 22(1)  
**Sent:** Friday, September 12, 2025 1:13 PM  
**To:** Mark Sager, Mayor; Sharon Thompson; Christine Cassidy; Linda Watt; correspondence; Nora Gambioli; Peter Lambur; Scott Snider  
**Subject:** In support of staff's tree protection proposal

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Dear Mayor and Council

I wholeheartedly support what staff is proposing in terms of a 52% canopy coverage for West Vancouver. I also like their recommendation of a 40% covering for a single lot, as that is a fair way to do it rather than prescribing the number of trees per lot.

I basically agree with all their recommendations bar one: trees over 75cm are currently protected but we have very few this size left. I strongly encourage Council to agree to amending the bylaw to protect trees on development lots that are 20cm and greater. That way we are better at maintaining what we have and investing for our future canopy. Past surveys have shown the majority of residents want West Vancouver to increase its tree canopy which has been degrading now for decades.

Thank you for listening. I trust Council will vote in favour of staff's proposal, with an amendment to the size of trees protected on construction lots.

Sincerely,

s. 22(1)

West Vancouver, BC

s. 22(1)

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s. 22(1)

**From:** s. 22(1)  
**Sent:** Sunday, September 14, 2025 10:57 AM  
**To:** correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Sharon Thompson; Scott Snider  
**Cc:** Heather Keith  
**Subject:** Proposed Bylaw Amendments for the Implementation of the Urban Forest Management Plan - Item 4 - Comments on the Tree Bylaw from s. 22(1)

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Dear Mayor and Council:

**Summary:** Tree lovers on the North Shore generally agree that the *Urban Forest Management Plan* is thorough and should be implemented, but with one important change: **The Tree Bylaw should be amended to make the minimum size of Protected Trees 20cm, not 75cm.**

My rationale is below.

**Discussion:** The District of West Vancouver adopted a tree bylaw years ago, and since that time the tree canopy has continued to diminish. My colleagues in the Urban Tree Alliance and other environmental groups observed that most of the loss was because of monster houses where the first thing that happened was clear-cutting of the lot because all of the trees were slightly smaller than 75cm DBH. Even where the occasional 75cm+ cm tree or Special (Arbutus, etc) 20cm tree was saved, the ecology was forever changed, and most of the site was covered with buildings and paving. There was no more forest, just scattered large, struggling trees.

If the District is serious about preserving the tree canopy, it must include all trees larger than 20cm. An alternative would be to **add native trees to the list of Special Trees, such as Firs, Cedars, Big Leaf Maple, Douglas Maple, Vine Maple, Alder, Locust, etc.** I might also add drought-resistant trees such as Oaks, Robinia and others.

The Report also includes tree-saving measures which can be taken, such as minimum porous areas, site planning to relocate driveways and garages, and stricter replanting. These are all positive steps. Another option to consider is to move large trees, where feasible. Most options could be considered proactive site planning.

Remember that the Government of BC has required increased units in Single Family areas, exacerbating tree-loss. The *Tree Bylaw* is the main method of counteracting tree loss by having stricter, more precise tree-saving methods, as I have described, including site planning.

**Changing the Tree Bylaw Protected Tree from 75cm to 20cm:** I find it puzzling that the staff report does not even mention this issue. Those of us who are familiar with tree protection have said for years this should be done, and have written to staff and to Council. 20cm (8") is standard for a majority of local tree bylaws, except for North Van District, where citizens have been asking Council to change their bylaw too.

I don't understand the rationale for 75cm (30") in the first place, except that it makes it easier for staff and the developers. We need to stop thinking about time and money and start thinking about how we

can stop climate change and biodiversity loss. Think forest, not trees. I note that the staff report does not flag any financial issues with administering the tree bylaw. Most staff actions are covered by fees collected under the *Tree Bylaw*.

**The City of North Vancouver Tree Bylaw:** An example of a modern bylaw, which City Council adopted in 2024. This clause is exceptionally forward thinking:

"Before issuing a permit under section 6.A(1), (2) or (3), the Director must consider whether the proposed cutting or removal could be avoided by the issue of a development variance permit under s. 498 of the *Local Government Act*." This simply means that staff **MUST** look at the site plan and find ways to allow changes to the form and character, for example reduced setbacks, parking reduction, height, etc. It does not change the density or use of the property. This is what is called site planning.

**Conclusions:** I recommend that Council accept in principle the urban Forest Management staff Report recommendations, but **refer the *The Tree Bylaw* back to staff** to make the minimum size of Protected Trees 20cm, not 75cm.

In addition, Council should ask staff to adopt other innovative measures, such as described in the City bylaw above, in order to save more trees and protect biodiversity. Think forest, not trees.

Thank you,

s. 22(1)

s. 22(1)

North Vancouver, BC,

s. 22(1)

**From:** [REDACTED] s. 22(1)  
**Sent:** Sunday, September 14, 2025 7:40 PM  
**To:** correspondence; Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Sharon Thompson; Scott Snider  
**Subject:** Proposed Tree Bylaw Amendments for Implementation of the Urban forest Management Plan

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Dear Mayor, Council and Staff,

The proposed plan to implement the Urban Forest Management Plan is extremely thorough but omits one very important feature, that is to protect mature trees, those which are 20cm or greater in diameter. This has become the accepted measurement by almost all municipalities.

It makes the most sense economically and environmentally to protect these trees. They are the most valuable in providing shade and cooling, water retention, flood mitigation, air purification, wildlife habitat protection and much more.

I would like to also draw your attention to the following Bylaw in the City of North Vancouver.

**The City of North Vancouver Tree Bylaw:** An example of a modern bylaw, which City Council adopted in 2024. This clause is exceptionally forward thinking:

"Before issuing a permit under section 6.A(1), (2) or (3), the Director must consider whether the proposed cutting or removal could be avoided by the issue of a development variance permit under s. 498 of the *Local Government Act*." This simply means that staff **MUST** look at the site plan and find ways to allow changes to the form and character, for example reduced setbacks, parking reduction, height, etc. It does not change the density or use of the property. This is what is called site planning.

I encourage you to amend the Bylaw and protect trees greater than 20cm in diameter.

Thank you very much,

[REDACTED] s. 22(1)

**From:** [REDACTED] s. 22(1)  
**Sent:** Monday, September 15, 2025 11:00 AM  
**To:** Mark Sager, Mayor; Linda Watt; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; correspondence  
**Subject:** Proposed Tree Bylaw No. 4892, 2016, Amendment Bylaw No. 5373, 2025

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Your Worship and fellow councillors,

The proposed amendments to the Tree Bylaw include some improvements, such as impairments to utilities (sewer lines, natural gas supply lines, etc.) from tree roots, and several problematic changes that have the effect of making more onerous and coercive the regulations compared to the regulations in the existing Tree Bylaw. Other changes make the cost and expense of removing hazardous trees significantly more costly and expensive and administratively difficult without improving the public benefits obtained thereby over those that are obtained by the current Tree Bylaw language.

**Definitions matter.** The definition of "watercourse" set out in the amendment bylaw varies the stream protection bylaw to include all water courses whether permanent or temporary or simply water running over ground into a catchment basin leading to a storm sewer which empties into Burrard Inlet or Howe Sound or a fish-bearing stream or creek. My neighbour house has eaves troughs that empty onto his driveway which connects to the opened paved laneway that slopes to the municipal catch-basin connected to the storm sewer below the surface of the lane which in turn connects to the collecting storm sewer that empties into Horseshoe Bay which is a fish-bearing body of water. Now, at present that water flow over ground coming from my neighbour's eave troughs is not designated as a "watercourse". But, if the proposed amendment bylaw, No. 5373, of 2025, is adopted as recommended by Ms. Keith, author of the UFMP report dated August 18, 2025, then that water flow over ground coming from my neighbour's eave troughs will become for purposes of controlling improvements to my lot a legal watercourse for which there is a five (5) metre (16.4 feet) exclusion zone from "top of bank" that would then impair my property by preventing, for example, the construction of a private automobile garage in the rear yard of my property in the only possible location that does not require the removal of a protected tree (under the Tree Bylaw). Now, you may think that this is a trivial matter, and indeed it would be save for the fact that the proposed language impairs all properties within the District Municipality of West Vancouver that have ditches fronting their properties whether in the street or avenue or in the opened (or, unopened) lane allowance by the wording of the amendedment expanding the definition of "watercourse".

**Wildfire Hazard Risk is removed as a permissive reason to remove a tree.** The proposed Tree Bylaw No 4892, 2016, Amendment Bylaw No. 5373, 2025, at Part 6 "Amends Part 6 Tree Cutting Permits", section 6.5 removes subsection 6.3.5

*"a tree that a Qualified Professional has certified as a wildfire hazard risk"*

[Amendment Bylaw No. 5089, 2020]

and replaces it with new subsection 6.3.5

*"a tree located within an area outside of a Permitted Building Envelope but indicated in a building permit or specified by the Director as the location of an accessory building used for motor vehicle parking accessed from a lane;"*

The proposed amendment bylaw No. 4892 thereby eliminates all mention of '**wildfire hazard risk**' from the proposed amended Tree Bylaw.

Subsection 6.3.2 of the present amended Tree Bylaw refers to

*"a tree that an Arborist has certified to be hazardous;"*

but this designation in no way covers 'wildfire hazard risk' for which an arborist is not trained to identify as, or qualified to determine as, presenting a '**wildfire hazard risk**'.

The proposed replacement language for subsection 6.3.5 is in no way significant enough to warrant it replacing the current wording of subsection 6.3.5. The proposed language to replace the current wording of subsection 6.3.5 can be conveniently appended to any of the earlier subsections of section 6.3.

Clearly, the proposed amendment language of subpart 6.5 of the Amendment Bylaw No. 5373, 2025, impairs the protections of the current Tree Bylaw No. 4892, 2016, as amended, which affords the private property owner of a means by which he can, if a **Qualified Professional has certified that a tree is a wildfire hazard risk** obtain from the Director a permit to remove said tree.

Ms. Keith states on page 6 of her report at "Tree Permitting:"

*"Eliminating the ability to remove a protected tree for wildfire risk and that pruning should be considered as the preferred option. Full removal will be specified through a **wildfire hazard development permit**, if necessary."*

Clearly, it is the intention of Ms. Keith and her supervisors that the property owner must, if subsection 6.3.5 of the current amended version of the Tree Bylaw is adopted by Council, seek and pay for a "**wildfire hazard development permit**" at significantly increased cost and expense on the part of the affected property owner without any increased benefit to the *community-at-large* other than the *increased revenue generated* from such fees as are charged for "wildfire hazard development permits".

The sole purpose of the proposed amendment to subsection 6.3.5 of current Tree Bylaw is to impede remedial and anticipatory work by the property owner to protect his or her property from **wild fire hazard risk** as required by the provincial authorities.

I ask you, is it the intention of Council that protection of private property housing from **wildfire hazard risk** be impeded by Bylaw contrary to *provincial requirements* to remove and/or reduce **wildfire hazard risk** in settled areas of the province?

**Zoning Bylaw amendments.** Ms. Keith's report includes amendments to the Zoning Bylaw which also deserve discussion, but those discussions can be deferred to the proposed Public Hearing on October 20th.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

s. 22(1)

**From:** Gary Powroznik [REDACTED] s. 22(1)  
**Sent:** Monday, September 15, 2025 4:40 PM  
**To:** Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; 'correspondence@westvancouver.ca'  
**Subject:** RE: SUBMISSION ON URBAN FOREST MANAGEMENT PLAN, Sept. 15, 2025  
**Attachments:** West Van's Urban Forest.pdf  
**Importance:** High

**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.

Based upon my experience as an owner of many trees throughout my life, I have been providing feedback to Council on the Urban Forest Management Plan since July 2023 and believe that there are still gaps in it and further clarifications required, particularly due to the importance of linking it to recent priorities dealing with new needed development, controlling costs and decision-making timeframes. I intend to speak to the following points at today's Council Meeting.

1. Challenge Target percentage (52%) of the Tree Canopy (see Map)
  - a. Excludes huge portion of forest in the Upper Lands and Prov/Regional Lands
  - b. Historical loss caused by many factors not just the minimal WVan development (1/6th of Metro Vancouver average in last 50 years)
  - c. Regional target for Metro Vancouver is only 40%
2. Benefits cited in the study will have conflicts with the priorities for WVan to develop affordable market and non-market housing as set out in the March 21, 2025, Advisor Report on District of Vancouver to Ministry of Housing ("Advisor Report") which cited:
3. Advisor Report quotes:
  - a. "WVan's unique development application process increases cost, time and uncertainty"
  - b. "Due to extremely high land values and building costs in WVan, there is limited opportunity for any developer or builder to consider any reasonable profit margin"
  - c. Integrate all policies... into one easy to understand development/building guide, assisting developers and builders with expediting projects"
4. Many of the larger lots on bus routes and near schools suitable for development for affordable housing are well treed. Will the proposed new bylaws add unnecessarily to the problems cited by the Advisor in #3 above? Will they add unnecessary costs to the units to make it difficult to provide a price point attractive to the buyer from the "missing middle" which include younger families, workers in a wide range of jobs normally found in balanced communities like teaching, health care, policing, fire protection, hospitality, elder care, other services, etc.
5. Sixty percent of the urban forest is on private land. Maintaining trees is expensive and time consuming for owners. Much of the work is straight forward but there are times professional arborists and fallers are needed. WVan homeowners are one of the most highly taxed in Metro Vancouver partly due to the lack of industrial or commercial use owners but significantly due to the extremely low population

growth, lack of expansion of the property tax base over 50 years and excess regulation. What additional costs will these bylaws cause private owners with trees and hedges on their properties? A professional arborist has advised me that requiring permits to deal with trees will have the effect of doubling the cost to the homeowner to deal with the issue. He also advised that it would drive owners to 'unlicensed' and less experienced people to help avoid the regulations, permits and additional costs rather than seek out proper solutions.

6. Nothing in the issues raised above is meant to suggest that we should not have firm guideline and by-laws to help provide our publics with a good education of the importance and benefits of our trees and help produce good-decision-making and exercise of good common sense by owners, developers and the public. However, I do not see how this balance is achieved in the current proposal. Safety remains as my primary concern.

Thank you for your attention. I am pleased to answer any questions.

Gary Powroznik

s. 22(1)

West Vancouver

## West Vancouver's urban forest

### Included in study

- Urban Containment Boundary
- Existing neighbourhoods
- Undeveloped lands below 1,200 feet

### Excluded from study

- Upper Lands
- Provincial/regional land
- District Boundary

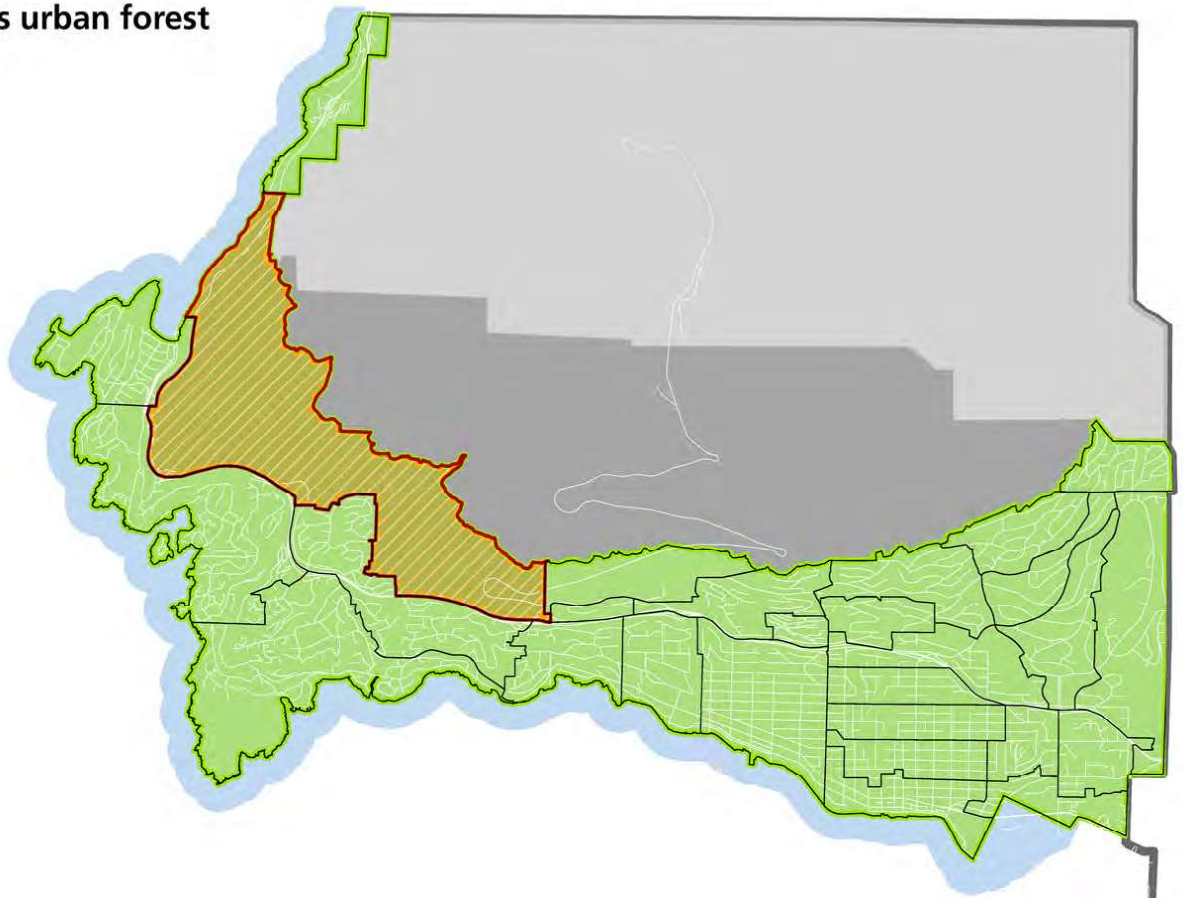


Figure 2. West Vancouver's urban forest is located in existing neighbourhoods and undeveloped land below 1,200 feet within the Urban Containment Boundary, as modified by Metro Vancouver's Special Study Area (see the Official Community Plan's Schedule i, map 6 for details).

**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, September 12, 2025 10:21 AM  
**To:** Mark Sager, Mayor; Linda Watt; Christine Cassidy; Peter Lambur; Sharon Thompson; Nora Gambioli; Scott Snider; correspondence  
**Subject:** Open Meetings: Best Practices Guide for Local Governments, second edition

**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,

The 2nd ed. of the best practices guide for local governments is available as a draft for consultation. Navigate to:

BLOCKEDbcombudsperson[.]ca/assets/media/Open-Meetings-Guide\_Consultation-Draft\_Sept-11-2025[.]pdfBLOCKED

Especially helpful is the guidance on in-camera meetings -- when a non-public meeting is a "meeting" for the purposes of the Community Charter, and when it is not--and what can and cannot be decided during an in-camera meeting. The definitions are informative, useful, and determinative. Especially helpful is the discussion around meeting "minutes", the recommendation for detail in documenting the in-camera discussions and decisions, and the recommendations re: disclosure of the in-camera discussions and decisions, incl. but not limited to publication of the in-camera meeting minutes for public consumption and information.

It is worthwhile reading the ombudsman's observations and recommendations, esp., in light of prior West Van councils' practices with respect to in-camera meetings on major topics of interest to the ratepayers and electors of the District of West Vancouver.

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

[REDACTED] s. 22(1)

**From:** s.22(1)  
**Sent:** Saturday, September 13, 2025 4:24 PM  
**To:** correspondence  
**Cc:** Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Linda Watt; Lisa Evans  
**Subject:** Collingwood School 2025 Welcome Back BBQ Complaint  
**Attachments:** Collingwood School 2025 Welcome Back BBQ Complaint.pdf

**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.

To: District of West Vancouver

Please refer to the attached correspondence.

Regards,

s.22(1)  
W. Vancouver  
s.22(1)

September 13, 2025

To: *correspondence@westvancouver.ca*  
cc: Mayor and Council, District of West Vancouver  
Lisa Evans, Head of School, Collingwood School

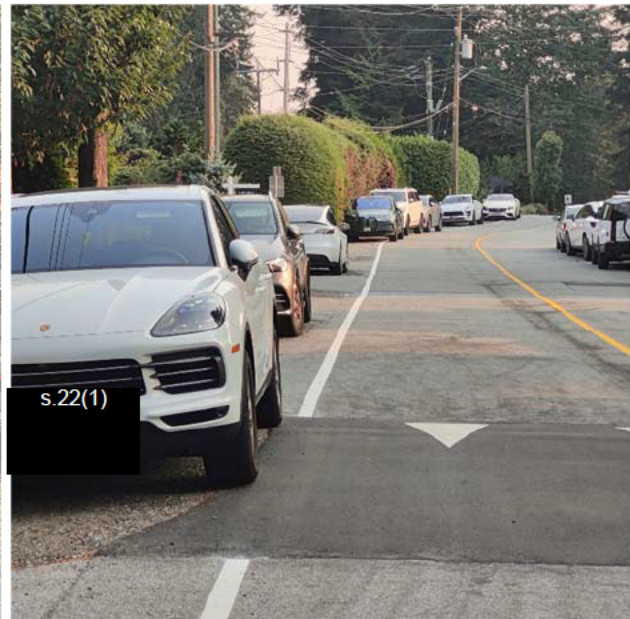
**RE: Collingwood School 2025 Welcome Back BBQ Complaint**

I am writing to report on the neighbourhood disturbances arising from the captioned event, which was previously approved by the DWV Council on July 21<sup>st</sup>, 2025 and to request that DWV conditionally withholds any further approvals for public events to be held at Collingwood School's Morven campus.

DWV Bylaws issued a **total of 48 parking tickets** to vehicles illegally parked in the Glenmore neighbourhood over an approximate **2-hour duration** on September 5<sup>th</sup>, 2025. Of particular concern was the illegal parking undertaken on DWV's newly-constructed gravel pathway on the eastern border of Glenmore Dr between Deep Dene Rd and Morven Dr, despite the prominent presence of "No Stopping" signs (see pictures below).



*Illegal Parking Looking North (right side)*



*Illegal Parking Looking South (left side)*

The un-curbed gravel pathway was constructed by the District as a safety measure following appeals from Glenmore residents for a separated pedestrian throughfare to protect local

September 13, 2025

residents, and visitors to Capilano Regional Park and Baden Powell walking trails, with safe passage from the concentrated vehicular traffic emanating from Collingwood School. While the District's attention to this safety issue is commendable, the lack of action by Collingwood School in supporting this initiative is reprehensible. As can be seen from the photos, the entire footpath, including several neighbourhood driveways, were overtaken by illegally-parked cars attending the Welcome Back BBQ, completely overriding the original safety objective.

During its permitting presentations to the Council and at various recent Task Force meetings with Glenmore residents, Collingwood School had made strong representations that it would undertake stringent measures to minimize disturbances from large events held at the School. More exasperating is the fact that the School was closely involved during the entire design and planning process for the gravel pathway. Yet, at this recent event, there was a complete absence along Glenmore Dr of signage, street flaggers, public notices, or any other measures, undertaken by the School to prevent flagrant traffic and parking disturbances imposed by its attendees on neighboring residents.

I therefore appeal to DWV Council to withhold all further permitting of events at Collingwood School's Morven campus until a thorough review of the failures of the captioned event is undertaken and that any proposed mitigation measures are held to future account. Such measures may include Collingwood School's commitment to the enforcement of a comprehensive Event Parking and Traffic Management Plan, comprising the use of event shuttles, additional traffic and parking signage, and the presence of street flaggers along adjoining Glenmore and Glengarry Drives.

Sincerely,

s.22(1)

, W. Vancouver

s.22(1)

**From:** s.22(1)  
**Sent:** Saturday, September 13, 2025 11:39 PM  
**To:** Info; correspondence  
**Subject:** FW: Urgent: Steep 1:1 Slope from Excavation at s.22(1)

**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.

The original email to 'mayorandcouncil@westvancouver.ca' was bounced back. Resent to the above 2 emails address.

**From:** s.22(1)  
**Sent:** September 13, 2025 11:27 PM  
**To:** 'jbailey@westvancouver.ca' <jbailey@westvancouver.ca>; 'planning@westvancouver.ca' <planning@westvancouver.ca>  
**Cc:** 'Nicole Colby' <ncolby@westvancouver.ca>; 'Terry Yee' <tyee@westvancouver.ca>; 'mayorandcouncil@westvancouver.ca' <mayorandcouncil@westvancouver.ca>  
**Subject:** Urgent: Steep 1:1 Slope from Excavation at s.22(1)

**Summary for Councillor**

I am s.22(1) beside the new build at s.22(1). Three major changes from that project have created a slope stability concern affecting my property: (1) the house was relocated further back on the lot, (2) excavation lowered the grade by about six feet to create a walk-out basement, and (3) a swimming pool is now being built only ~5 metres s.22(1). Together, these have left s.22(1) with an effective 1:1 slope condition, well below the generally recommended 2:1 standard for stability in seismic areas. I am requesting an immediate review to ensure that geotechnical safety and setback compliance have properly accounted for the impact s.22(1).

Dear Jim Bailey,

I am writing to formally request an immediate review of the ongoing construction at s.22(1), which directly affects s.22(1). While the new home and pool have been permitted, I am concerned about the **geotechnical and slope stability impacts** s.22(1) resulting from the cumulative site modifications.

**Key Changes** s.22(1)

- House relocation:** The new house was moved further back to the backyard, removing the stabilizing effect of the previous side-by-side structure.
- Excavation for walk-out basement:** Approximately six feet of grade was removed, creating a steep slope s.22(1). This has left s.22(1) with an **effective 1:1 slope**, compared with the 2:1 ratio generally recommended in provincial geotechnical guidance for seismic areas.
- Swimming pool construction:** A 5-foot-deep pool is being built approximately five metres s.22(1).

## Why I am concerned

Together, these changes raise significant risks of:

- Loss of lateral support [REDACTED] s.22(1),
- Soil movement or settlement during seismic events, and
- Long-term drainage and slope stability impacts.

While other properties in West Vancouver may have pools within similar distances of neighbouring homes, those lots are generally level. In contrast, the excavation at [REDACTED] s. 22(1) has created a steep 1:1 slope along [REDACTED] s.22(1), significantly increasing the risk of soil movement and impact to [REDACTED] s.22(1)

## Requested Actions

1. Conduct an **immediate on-site review** to verify whether slope and excavation conditions at [REDACTED] s. 22(1) have created any risk or impact [REDACTED] s.22(1), including compliance with geotechnical and seismic safety standards relevant to [REDACTED] s.22(1).
2. Confirm whether the **geotechnical engineer of record specifically addressed impacts to** [REDACTED] s.22(1)
3. Consider a **temporary pause on pool construction** until slope safety assurances can be confirmed.
4. Provide access to any non-confidential portions of geotechnical report(s) or permit documentation relevant to adjacent slope stability.

I fully recognize that the construction at [REDACTED] s. 22(1) has been permitted. My request is solely to ensure that the **cumulative changes do not place** [REDACTED] s.22(1) **at risk**. I would appreciate a timely response and am available to discuss this further in person, either on-site or at Municipal Hall.

Thank you for your attention to this serious matter.

[REDACTED] s.22(1)



Virus-free [www.avq.com](http://www.avq.com)

**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, September 16, 2025 2:14 AM  
**To:** correspondence  
**Subject:** Dangerous Intersection: 14th St. and Kings Ave.  
**Attachments:** BF7599FC-2FE0-4970-B03C-238C753A5731.jpeg; 92AB97D2-B868-451F-BA14-7B90C758C9CC.jpeg; 86A2E5FA-1430-408E-829C-9C7818F55F39.png; 3BF31152-1BBC-46AB-BCB7-F1B710C6D51D.jpeg; 1E2C8D63-CCAB-4BA8-BB6F-68C87D6B5421.jpeg; DD771015-9289-4DFE-8219-A58DCE1DE068.jpeg; 5B69E4CA-57A3-4CFB-A929-16E2C2FDC006.jpeg; C7123F8A-23C5-4B13-8F64-A130CA428107.png; D41F91B4-668B-473E-8E35-4495AA8CCBBA.png; 1CEA5C50-5C79-41E7-BA7E-6C082EE8ECE0.png; 58FDEDC2-31B5-40B5-97D9-107B752CB91B.png; C4D059D8-01E8-4910-A3E4-9D7EDC2D2827.png

**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.

Sept 15, 2025

Dear West Van Mayor and Council

In 2019, I wrote to you about an unsafe intersection at 14th St. and Kings Ave. Since then there has not been a single incidence where the District has intervned to cut back and prune down in height the cedars on District land that are grossly impeding sight lines for motorists, cyclists, and pedestrians. That route is an official cycling route and is part of the Trans Canada Trail.

However, the property at 1290 14th St. has large pyramid cedar trees planted about 20' past their property line that are planted tight to the sidewalk along Kings that are now encroaching well into the sidewalk there, and even larger, mature Emerald cedars around 15 feet tall that are very close to the stop sign that go around the corner to meet the cedars on Kings. (See attached pics.)

I have attached pictures from Saturday, Sept 13, 2025 taken just after the most recent car accident at that intersection and photos from March 18, 2025 at 3:15 pm when a [REDACTED] s. 22(1) student was struck by a vehicle as he was heading north up 14th St. on an electric scooter. It was fortunate for him that the books in his backpack he was wearing gave him some protection from the sudden impact from the vehicle striking him, sending him flying and leaving him, as you can see in the pic, stunned and lying on the asphalt as a neighbour lady brought a blanket for him and the motorist came to offer assistance.

Every single day, especially when school is out at 3pm to 5pm there are cars honking and many near misses-.because the cedar hedge at 1290 14th St. is interfering with the sight lines for the drivers that are going up (north) on 14th St. that in order to see around the corner to the east they would have to drive 10' past the white stop line painted on the street to be able to see properly around the cedar hedge to verify if it was safe to further enter and then proceed through the intersection. For traffic driving west on Kings approaching 14th St., the cedar hedge- that is practically on the sidewalk and just a couple of feet off the paved roadway around the corner to the stop sign- completely blocks the motorist's sight line view of any vehicle proceeding through the stop sign that would be suddenly crossing their path. They don't have time to react, like [REDACTED] s. 22(1) this past Saturday (see pics) that had the front end of [REDACTED] s. 22(1) car destroyed when a [REDACTED] s. 22(1) drove north through the intersection. She told me she pressed her brakes as hard as she could. The [REDACTED] s. 22(1) [REDACTED] s. 22(1) but instead were involved in an accident that could have been prevented. And they likely will have their family car 'written off' from the damage it suffered in the collision. The driver of the [REDACTED] s. 22(1) said to me he couldn't see around the corner because of the cedar trees.

For every accident and subsequent insurance claim to ICBC from mostly preventable collisions at that 14th St. and Kings Ave. intersection, the insurance rates go up for the people like us who live in that immediate neighbourhood. This is NOT acceptable. I am sending a copy of my correspondence to The North Shore News and ICBC because this negligence on maintaining a safe intersection on the part of the District of West Vancouver is something that must be addressed. Motorists, pedestrians and cyclists deserve to have intersections in West Vancouver that are inspected, maintained to ensure safety,

and that provide ample “sight lines” for them, ensuring that ALL who use the roads in West Vancouver can ‘see’ who is coming towards them, and if they are stopping when they should, so they have enough time to react to avoid a collision, so they don’t suffer a loss of vehicle, a serious injury or worse, a loss of life. If the District does nothing, again, and there is a serious life altering accident, or loss of life, which I believe there will be, then I will make sure I share ALL my correspondence and photos I have accumulated and shared with the District to the victim’s family, and I will testify in court on their behalf that I repeatedly brought this to the District’s attention that this DID NOT HAVE TO HAPPEN.

Because the cedar hedge is so far past the homeowner’s property line (entirely on District land) and planted that way so the homeowner could use every bit of boulevard as their own personal, private yard the District, under The Boulevard Bylaw, can cut down the cedars around each side of the corner, in the proximity of the stop sign and beyond, to what would provide safe and ample traffic sight lines for motorists, cyclists and pedestrians and cut back the cedars that are now unmaintained and encroaching into the concrete sidewalk along Kings Ave. The attached photos include what the City of North Vancouver uses for properties located at their intersections. It is the “traffic sight line triangle.” For the CNV, they limit the height of vegetation on each 15’ side of the triangle, i.e. 14th St. and Kings Ave., and vegetation within the interior of the triangle to 3 feet in height, so it does not interfere with motorists, cyclists or pedestrians sight lines as they approach and subsequently enter a CNV intersection.

If there’s a lot more of these types of intersections that are dangerous, it’s a no brainer why we have high insurance rates and no “at fault” insurance anymore.

After I was contacted by Councillor Thompson in 2019 to see if anyone from the District had gotten back to me and I replied that one one had, I finally got a call that staff from the District had measured parameters in that intersection and they were satisfied that the hedge was not interfering with their sight line requirements. I do not agree with this and provide pictures here from Sept 13, 2025 to show where the location of the stop line is for traffic heading north and stopping there at 14th St. and Kings Avenue. The vehicle has to pull past the stop line and begin to enter the intersection, just to see if traffic is approaching from the east. This puts drivers also at risk of being struck by a vehicle coming from the west, because extra time is required to ensure that no driver is approaching from the east because of the cedar hedge that interferes with sight lines.

This intersection is just one block west of Ridgeview Elementary s.22(1), and two blocks east of West Van High. It is a well travelled route by vehicles, a detour when there is an accident on 15th Street, and is well used by pedestrians and cyclists and children coming to and from both nearby schools.

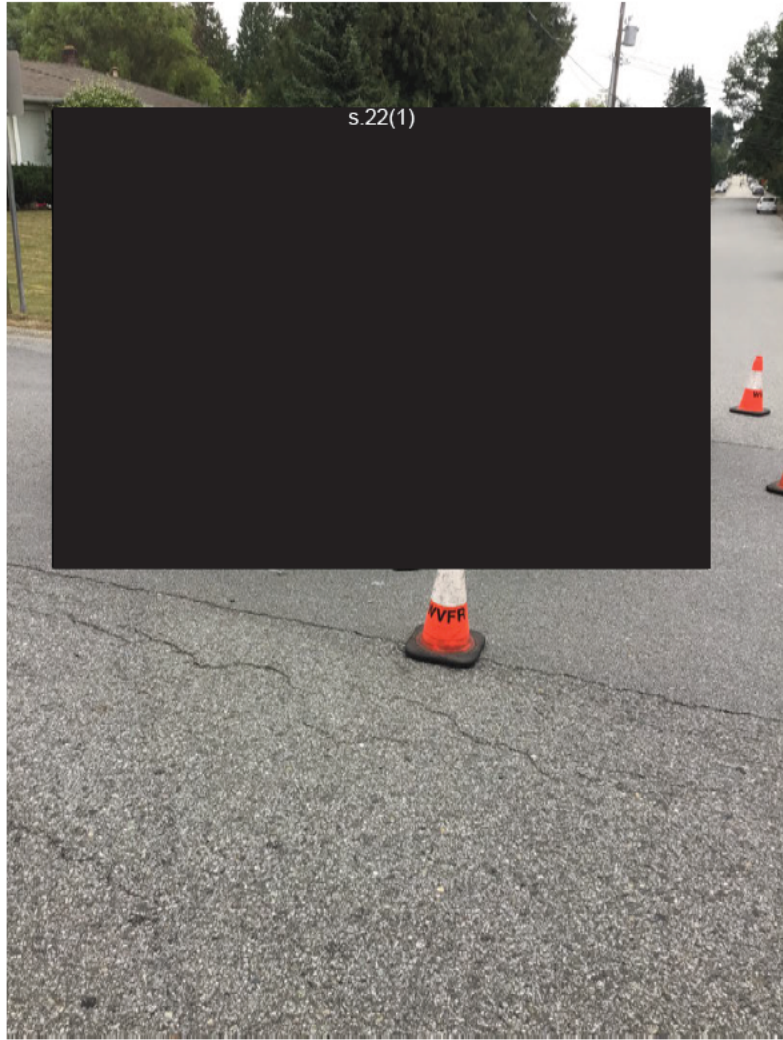
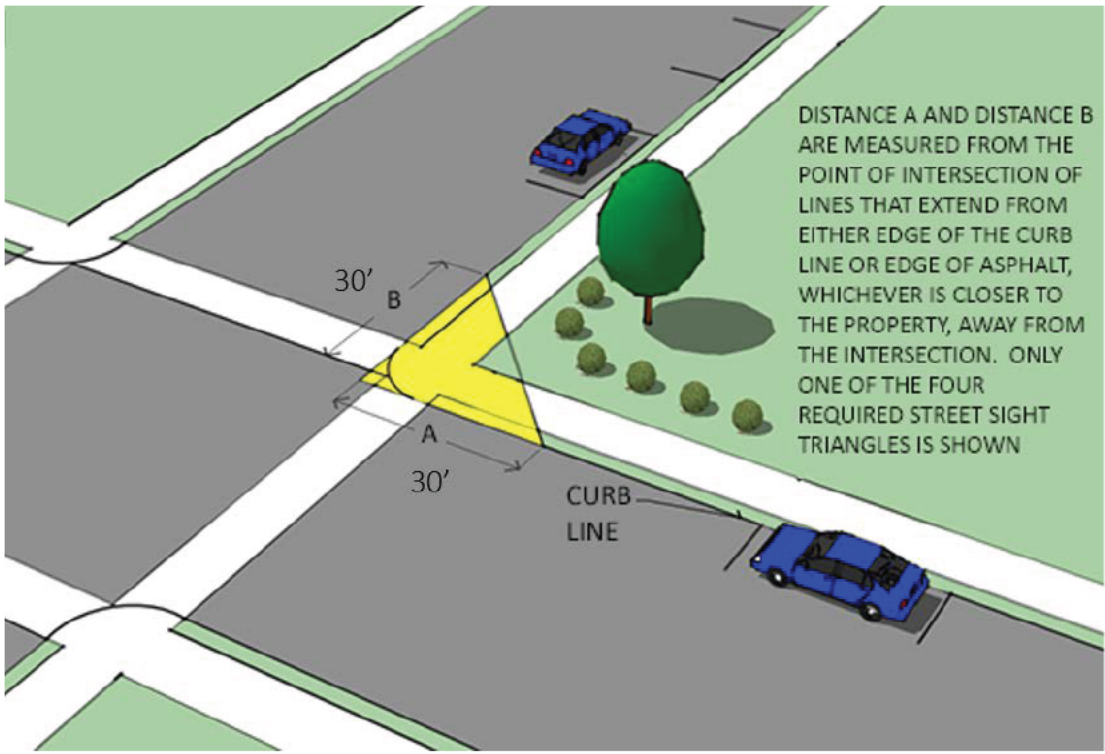
The intersection at 14th St. and Kings Ave. must be made safer and “sight line” visibility must be increased to decrease accident risk. That is the District’s job.

Sincerely,

s. 22(1)

West Vancouver, BC

s. 22(1)



s. 22(1)

iPod

1:35 PM



Does a car accident



All

News

Images

Short videos

Show

### Local traffic and accident history

Insurers will look at accident stats in your area, and anything like a rise or drop in accidents might affect your rate. They might also ask for your work address if you have a regular commute. The more time you spend on the road, the higher the chances of an accident.

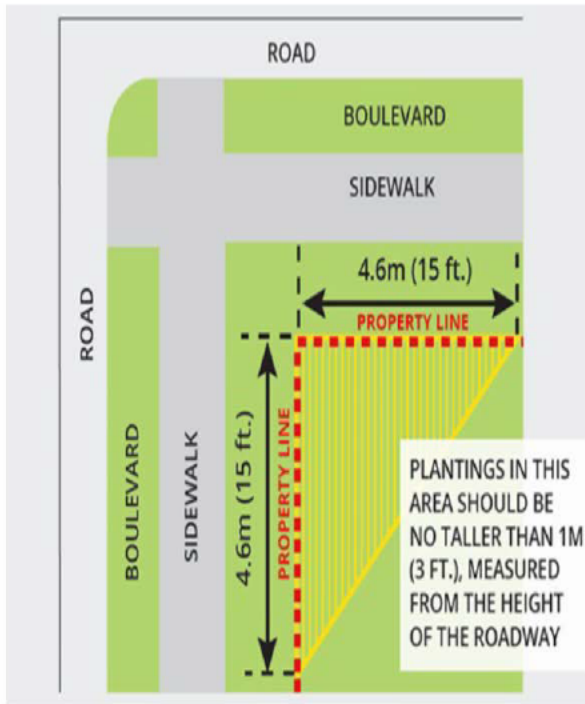
Jun 1, 2025

AA

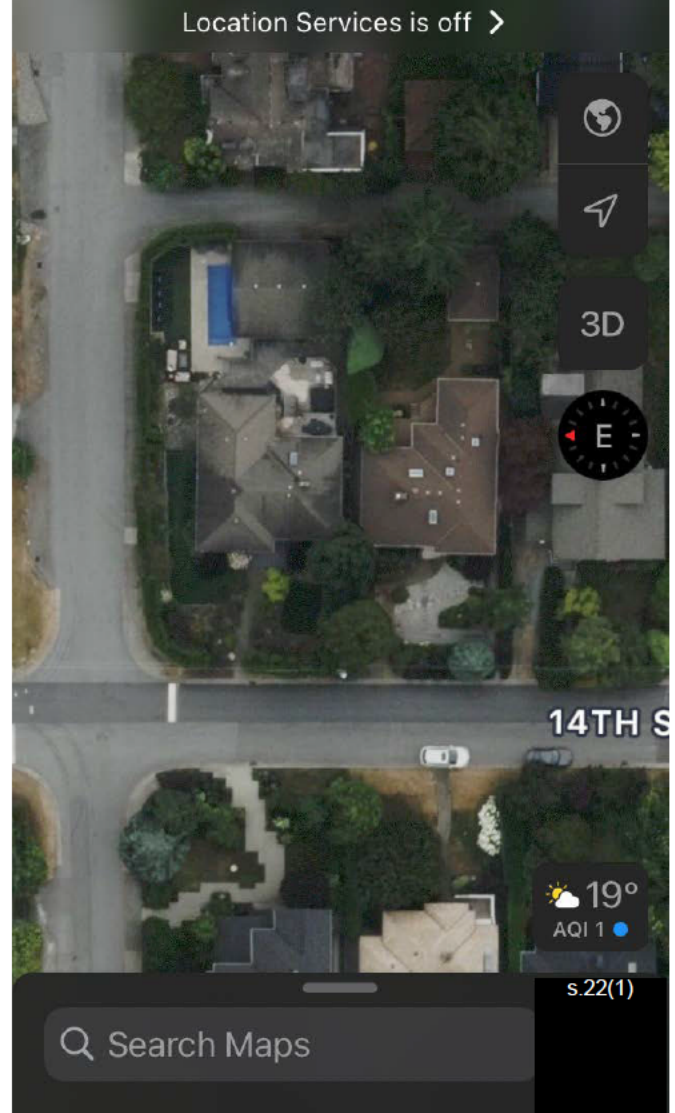


Does a car accident





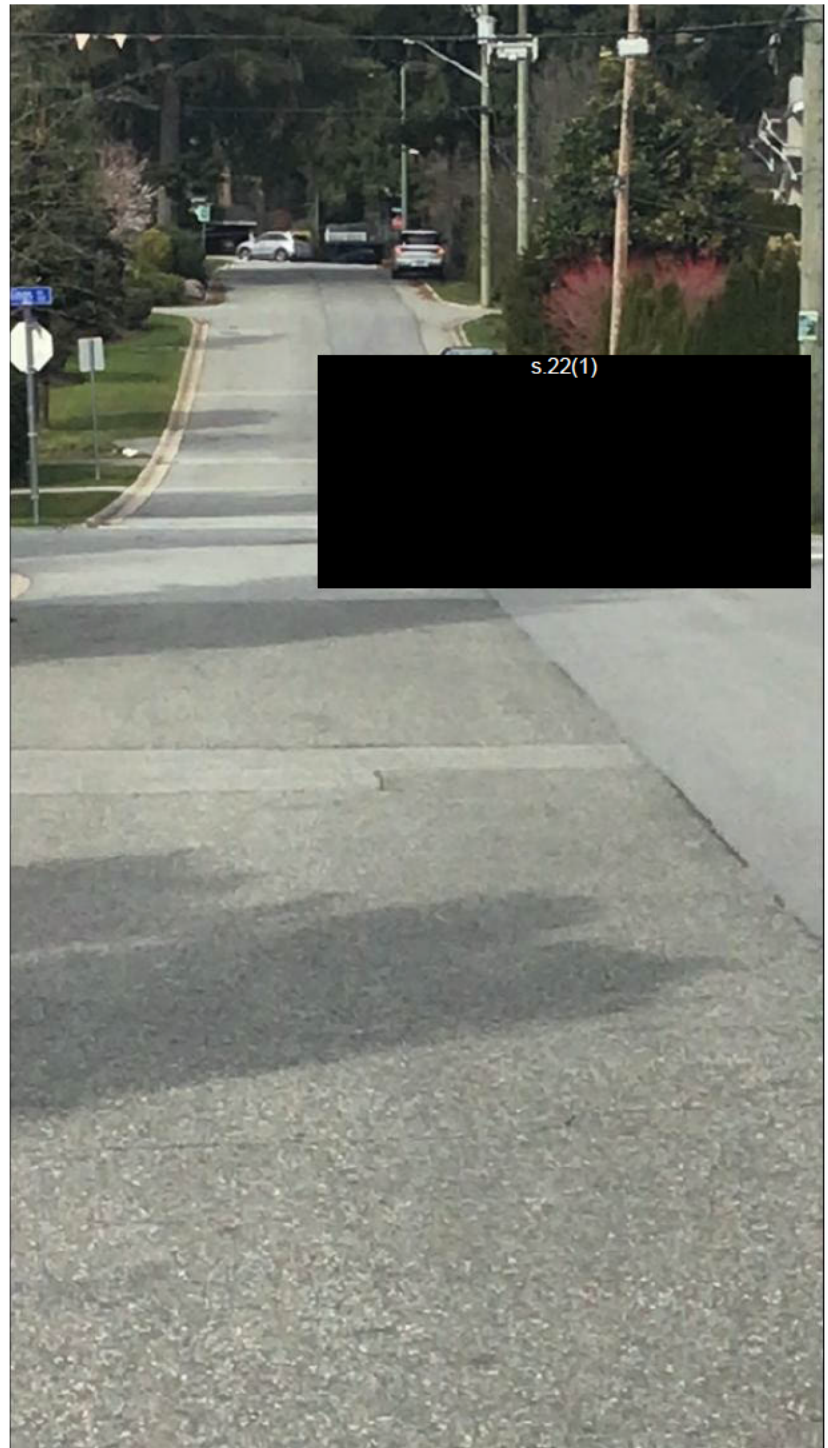
If you're not sure if the tree is a City tree (i.e. one in the boulevard) or a residential (e.g. privately owned) tree, please contact the Engineering, Parks and Environment Department at [604-983-7333](tel:604-983-7333) or [eng@cnv.org](mailto:eng@cnv.org).





# Overgrown Hedges at Street Intersections

In this example, the vehicle traveling in this lane can't see the pedestrian walking directly behind this overgrown hedge. The driver would have very little time to react and stop if the pedestrian steps out from the sidewalk.



---

**From:** David Marley <domarley52@gmail.com>  
**Sent:** Tuesday, September 16, 2025 4:15 PM  
**To:** correspondence  
**Cc:** Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; Scott Findlay  
**Subject:** District's letter to BC's Minister of Municipal Affairs regarding 'directives'

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.

Mayor and Council,

An exceptionally well-crafted letter, one which forcefully yet diplomatically articulates an essential message concerning the long-established and well-founded prerogatives and responsibilities of our local governments when it comes to the regulation of land use within their respective boundaries.

I am very pleased to see that your letter is to be copied to every other municipality in British Columbia. I'm confident it will resonate with their elected officials and residents alike. I hope and trust your principled stand on behalf of the people of West Vancouver, and other communities across our province, against unwarranted intrusion by authoritarian ideologues will receive due recognition at the upcoming annual general meeting of the UBCM.

Well done, and thank you.

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

David Marley

s. 22(1)

West Vancouver, BC

s. 22(1)

**From:** Communications <communications@twnation.ca>  
**Sent:** Friday, September 12, 2025 5:18 PM  
**Subject:** Invitation to səliłwətał (Tseil-Waututh Nation)'s Walking with Family and Friends Event on September 30, 2025  
**Attachments:** External Invitation-Walking with Family and Friends-Sept30,2025.pdf

**CAUTION:** This email originated from outside the organization from email address communications@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 Honoured Guest,

On behalf of our səliłwətał (Tseil-Waututh Nation) Event Planning Committee, we warmly welcome you to attend our private community event, Walking with Family and Friends, taking place on Orange Shirt Day (National Truth and Reconciliation Day) on September 30, 2025.

Please find our invitation attached. Please note this event is not open to the public.

Please RSVP to [communications@twnation.ca](mailto:communications@twnation.ca) by September 22, 2025.

hay čx<sup>w</sup> qə  
Thank you,  
Lindsay

**TWN Communications**  
**səliłwətał (Tseil-Waututh Nation)**  
3178 Alder Court  
North Vancouver, B.C. V7H 2V6  
Email: [communications@twnation.ca](mailto:communications@twnation.ca)  
[twnation.ca](http://twnation.ca)





# Tsleil-Waututh Nation səlilwətał



## **RE: Invitation to səlilwətał (Tsleil-Waututh Nation)'s Walking with Family and Friends Event on September 30, 2025**

**September 12, 2025**

Greetings Honoured Guest:

On behalf of our səlilwətał (Tsleil-Waututh Nation) Event Planning Committee, we warmly welcome you to attend our private community event, Walking with Family and Friends, taking place on Orange Shirt Day (National Truth and Reconciliation Day) on September 30, 2025.

You are welcome to join our walk from Whey-ah-Wichen (Cates Park) to the Tsleil-Waututh community to honour our Residential and Day School Survivors and to create space for healing for our community. Tsleil-Waututh Elders will set the pace. Refreshments and ride supports will be available along the route.

After the walk, we'll enjoy lunch together as we stand up first generation family members who experienced the intergenerational impacts of Residential and Day Schools. We will also celebrate artist Tś simtelot, Ocean Hyland, for the design of the ƚewətəl Healing Together project.

**Date:** Tuesday, September 30, 2025.

**Time:** 10:30 am - 3:00 pm.

**Transportation:** If you would like to ride with community members to Whey-ah-Wichen, please park in one of our Administration parking lots and meet at 10:30 am in front of the TWN Community Centre for a shuttle to Whey-ah-Wichen.

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

**Location to gather at Whey-ah-Wichen:** Welcome Pole near the concession.

**Road Closure Notice:** Please be advised that Dollarton Highway and adjacent side streets will be temporarily closed. We anticipate the rolling closure to take approximately 2.5 hours between 12:00 PM - 2:30 PM on September 30, 2025.

You are welcome to wear orange. Please RSVP to [communications@twnation.ca](mailto:communications@twnation.ca) by September 22, 2025.

hay čx<sup>w</sup> ǵə

Thank you,

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

səlilwətał

# WALKING WITH FAMILY AND FRIENDS

**Date:** Tuesday, September 30, 2025

**Time:** 11:00 am - 3:00 pm - Lunch Provided

**Location:** Welcome Pole near the concession at Whey-ah-Wichen

**Transportation:** 10:30 am - Meet in front of the TWN Community Centre

Join our walk from Whey-ah-Wichen to the TWN community to honour our Residential and Day School Survivors and to create space for healing for our community.

Contact Lianne Payne, Indian Residential School Survivor Project Manager, at [lipayne@twnation.ca](mailto:lipayne@twnation.ca) or 778-840-7643



Artwork by səlilwətał  
Artist Ocean Hyland

Funded by the Government of Canada  
Financé par le gouvernement du Canada

Canada



**From:** Engineering Department  
**Sent:** Wednesday, September 10, 2025 1:24 PM  
**To:** s. 22(1)  
**Cc:** Engineering Department; correspondence  
**Subject:** RE: Expansion of Pay Parking to Ambleside Park – Effective September 15, 2025

Hello s. 22(1),

Thank you for sharing your thoughts and feedback about the pay parking program expansion to Ambleside Park. It has been received by Council and forwarded to staff for information and response.

The District is committed to ensuring that our parks are welcoming and accessible to all members of our community. We understand your concerns about the impact of pay parking on families and childcare staff. While the District cannot designate or enforce “parent-only” or “daycare-only” reserved parking, your suggestion of a short-term drop-off/pick-up area is noted and will be taken into consideration.

Staff are currently working with the childcare operator to establish a 15-minute loading zone near the Ambleside Park childcare centre.

To support residents, the District offers a no-cost resident pass. Information on how to apply for a pass, as well as parking rates and details can be found at [westvancouver.ca/payparking](https://westvancouver.ca/payparking).

The pay parking program is designed to ensure equitable access to parking spaces for all park visitors. The program helps manage parking availability, maintain park infrastructure, and fund various amenities and services that benefit everyone who utilizes these spaces. We will continue to monitor feedback and operational needs in Ambleside Park to ensure the program is balanced and responsive.

Kind regards,

**Steven Liu**  
Staff Lead, Pay Parking Programs  
Engineering & Transportation Services | District of West Vancouver  
[engineeringdept@westvancouver.ca](mailto:engineeringdept@westvancouver.ca) | 604-925-7020

**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:** Engineering Department  
**Sent:** Monday, September 15, 2025 3:05 PM  
**To:** s. 22(1)  
**Cc:** correspondence; Engineering Department  
**Subject:** Parking charges at Lighthouse Park

Hello s. 22(1)

Thank you for sharing your thoughts and feedback about the pay parking program at Destination Parks. It has been received by Council and forwarded to staff for information and response.

The District is committed to ensuring that our parks are welcoming and accessible to all members of our community.

As directed by Council, the District will pilot two physical pay stations for a trial period of one year. One station will be installed in Lighthouse Park and one in Whytecliff Park, effective Monday, September 15.

The pay stations will accept a credit card only and cards must be inserted into the machine; contactless payment, or “tap to pay,” is not available.

In Lighthouse Park, the pay station will be located at the south end of the parking lot, at the head of the Beacon Lane trailhead.

Visitors using a physical pay station at Lighthouse Park or Whytecliff Park will need to either return to the pay station or use the hangTag or PayByPhone mobile apps to pay for additional time. Paying for additional time will not extend the previous session, even if there is paid time remaining.

Kind regards,

**Steven Liu**  
Staff Lead, Pay Parking Programs  
Engineering & Transportation Services | District of West Vancouver  
[engineeringdept@westvancouver.ca](mailto:engineeringdept@westvancouver.ca) | 604-925-7020

We acknowledge that we are on the traditional, ancestral and unceded territory of the Skwxwú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tsleil-Waututh Nation), and 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.

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, September 10, 2025 4:56 PM  
**To:** correspondence  
**Subject:** Parking charges at Lighthouse Park

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Please pass to the appropriate department

A few days ago was the 2nd time I was unable to pay my parking fee at Lighthouse Park because the internet reception in the parking lot was inadequate to download anything to my cell phone.

Attempting to download at my home the HANGTAB APP in preparation for my next visit, I am informed that the APP requires an operating system version that my iPhone does not support.

Firstly, I am surprised that HANGTAB does not support all iPhone versions.

Secondly, how can I pay my parking fee at Lighthouse Park in the future?

The installation of a ticket machine that takes credit cards might make sense?

Yours truly,

[REDACTED] s. 22(1)

Vancouver, BC

[REDACTED] s. 22(1)

**From:** Engineering Department  
**Sent:** Wednesday, September 17, 2025 8:00 AM  
**To:** David Marley  
**Cc:** correspondence  
**Subject:** RE: Expansion of pay parking in West Vancouver - Request for information

Hello David Marley,

Thank you for sharing your thoughts and feedback about the pay parking program at Destination Parks. It has been received by Council and forwarded to staff for information and response.

The District is committed to ensuring that our parks remain welcoming and accessible while also managing parking demand and addressing impacts on surrounding neighbourhoods.

On September 15, [Pay Parking Implementation Plan](#) was reported back to Council, Council directed staff to provide a follow-up report in six months to specifically review the effects of pay parking on potential spillover into nearby residential and commercial areas.

We understand your concerns regarding the potential impacts on local businesses, residents, and the visual environment of our parks. These considerations are important to both Council and staff as part of evaluating the program's effectiveness and its alignment with community priorities.

Your questions regarding anticipated revenue, program administration, costs of enforcement, and the District's contractual arrangements with the operator have been noted and will be included in the review process. Where possible, additional clarity will be provided either at the Council meeting or through follow-up communication from staff.

We appreciate you taking the time to share your perspective. Your feedback forms part of the public input that helps inform Council's decision-making.

Sincerely,

**Steven Liu**  
Staff Lead, Pay Parking Programs  
Engineering & Transportation Services | District of West Vancouver  
[engineeringdept@westvancouver.ca](mailto:engineeringdept@westvancouver.ca) | 604-925-7020

We acknowledge that we are on the traditional, ancestral and unceded territory of the Skwxwú7mesh Úxwumixw (Squamish Nation), səliłwətał (Tseil-Waututh Nation), and 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.

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**From:** David Marley <domarley52@gmail.com>  
**Sent:** Thursday, September 11, 2025 5:06 PM  
**To:** correspondence  
**Cc:** Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt  
**Subject:** Expansion of pay parking in West Vancouver - Request for information

**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.

According to the accompanying news item, at its upcoming meeting on September 15th, the day Ambleside Beach Park (except for the portion claimed by the Squamish) is scheduled to begin pay parking, Council is to consider a District staff report concerning future expansion of the pay parking regime along a portion of Argyle Avenue, as well as in both the John Lawson Park and Dundarave Park vicinities.

According to this report, “spillover parking impacts could be significant for nearby residents and businesses”. You think? This phrase is bureaucrat-speak for aggravation and, in the case of local businesses (many already struggling), loss of revenue. Oh well, as long as the District increases its revenue. But will it and, if so, by how much I wonder?

The report states “More by-law staff or resources may be needed”, parking revenue is to fund a lengthy “parking count program” which is to be contracted out, “Other financial impacts (ie. negative) are difficult to predict”, “Increased demand for enforcement and (of course!) administration may also create new costs”, and “Future budgets may have to cover increased costs, parking revenue could offset (cover?) them”.

What the news item doesn’t mention is any detail respecting the implementation costs of the pay parking regime. For instance, I understand the District plans to hire, or may have already done so, another employee to oversee administration of the program. At what annual cost? How much is ImPark being paid for its involvement with this scheme, and on what basis is its remuneration calculated? When all is said and done, what is the anticipated net annual revenue to District coffers, over and above certain or likely increased costs associated with the pay parking scheme? What percentage of the District’s anticipated annual revenue from all sources will this constitute?

Meanwhile, our beautiful parks and nearby streetscapes are to be subject to the visual blight of an array of ImPark’s garish ‘Pay Here’ signs (the parking lot at Lighthouse Park ought to serve as a warning), visitors to our community may be deterred and local businesses may well lose custom.

This scheme is wrong-headed in the extreme and ought to be shutdown, effective immediately, not expanded. Should this Council, or a future one, develop some common sense and wish to reverse course, what are the termination provisions in the District’s contract with ImPark? How much notice must they be given? Are they to be paid a termination fee and, if so, in what amount? What other likely costs will there be for dismantling this scheme?

I look forward to receiving answers to the questions set out in this e-mail in a timely fashion. Indeed, I would like to see one or more members of Council demand such answers at its meeting on September 15th.

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

David Marley

s. 22(1)

West Vancouver, BC

s. 22(1)

604-926-8994

**From:** North Shore Daily Post <[news@northshoredailypost.com](mailto:news@northshoredailypost.com)>

**Date:** September 10, 2025 at 11:08:07 AM PDT

**To:** [domarley52@gmail.com](mailto:domarley52@gmail.com)

**Subject:** West Van considers pay parking at Argyle and Dundarave

**Reply-To:** North Shore Daily Post <[news@northshoredailypost.com](mailto:news@northshoredailypost.com)>



Local news from North Vancouver & West Vancouver

## Local News Alert

### Pay parking planned for Argyle Ave, Dundarave area

West Vancouver is preparing to introduce pay parking at three waterfront parks.

*Read More*

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## **Loaded gun found on cyclist in North Vancouver**

North Vancouver RCMP arrested a man after finding a loaded firearm during a traffic stop earlier this month.

*Read More*

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## **North Van playground work to cause parking delays**

Work at playgrounds in North Vancouver starts on Sept 9. *Read More*

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