



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**REGULAR MEETING OF THE COUNCIL  
OF THE VILLAGE OF LIONS BAY  
HELD ON TUESDAY, JUNE 2, 2020 at 7:00 PM  
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY  
AND ELECTRONICALLY VIA ZOOM**

Please register in advance for this meeting:

<https://us02web.zoom.us/meeting/register/tZUdeutqDsjH9LCo2FWBG3lu5PDNA1M5Vuj>

Once registered, to access the meeting by Computer, Tablet, or Mobile Device,  
click the following link: <https://us02web.zoom.us/j/81322560956>

(When prompted, please download Zoom to your device  
prior to the meeting if you don't already have the program).

You can also phone in from your landline phone or mobile phone by  
dialing 1-778-907-2071 and entering the Conference ID: 813 2256 0956

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### AGENDA

1. **Call to Order**
2. **Adoption of Agenda**
3. **Public Participation (2 minutes per person totalling 10 minutes maximum)**
4. **Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)**
  - A. Mike Lightbody and David & Marilyn Cobban re. DVP for 3 Brunswick Beach Road (Page 5)
5. **Review & Approval of Minutes of Prior Meetings**
  - A. Regular Council Meeting – May 19, 2020 (Page 7)  
THAT the Regular Council Meeting Minutes of May 19, 2020 be approved, as circulated.
  - B. Special Council Meeting – May 21, 2020 (Page 19)  
THAT the Special Council Meeting Minutes of May 21, 2020 be approved, as circulated.
6. **Business Arising from the Minutes**
7. **Unfinished Business**
  - A. Follow-Up Action Items from Previous Meetings

#	Meeting Date	Description of Action Item	Action
104	September 17, 2019	G2: Letter from Minister of Public Safety re. Speeding on Sea to Sky – Mayor McLaughlin following up with Squamish Mayor & RCMP.	Mayor McLaughlin – ongoing
127	May 5, 2020	Options for Electronic Building Submissions	CAO DeJong – nothing to report
128	May 19, 2020	G3: T. Saxby - My Sea to Sky - re: Woodfibre LNG's extension application	Mayor McLaughlin to respond
129	May 19, 2020	R2: R. Simons re Woodfibre LNG	Mayor McLaughlin to respond
130	May 19, 2020	R3: D. Mitchell re clarity for Lions Bay Beach closures	Mayor McLaughlin to respond
131	May 19, 2020	R5: C. Bradbury re Parking	Mayor McLaughlin to respond
132	May 19, 2020	R6: L. Nolin re Parking	Mayor McLaughlin to respond

B. Request for Decision – Application for Parking of Extraordinary Vehicle (Page 21)

*Staff Recommendation:*

THAT Council approves the May 14, 2020 Application for Parking of Extraordinary Vehicle with the following provisions:

1. Parking location of the trailer shall be on the boulevard of the eastern portion of the intersection of Bayview Rd, Upper Bayview Rd, and Bayview Place, across from 400 Bayview Place, per the designation of the Manager of Public Works.
2. The permit shall be valid for a period of one (1) year and any extension requests must be received by way of application at least 30 days in advance.
3. The applicant submits the requisite fees.

**8. Reports**

A. Staff

- i. CAO: Development Variance Permit 3090.02.01 – 3 Brunswick Beach Road (Page 43)

*Staff Recommendation:*

(1) THAT the Council approve the issuance of Development Variance Permit 3090.20.01 for the property at 3 Brunswick Beach Road, legally described as:

PID: 009-322-477

Lot 20, Block 18, DL 1815, NWD Plan 10651

to vary the front parcel line setback from 4.5m to 1.5m, a variance of 3m, to permit the proposed construction of a single-family dwelling;  
 and

(2) THAT the Mayor and the Chief Administrative Officer, or the Chief Financial Officer, be authorized to execute Development Variance Permit 3090.20.01 and the associated Section 219 covenant referenced in the Permit, and register both documents in the Land Title Office.

- ii. CFO – Information Report: Bylaw Enforcement Budget Update (Page 103)  
*Staff Recommendation:*  
 THAT the report “Bylaw Enforcement update” be received for information purposes.
- iii. PWM – Information Report: Lions Bay Beach Park Washroom Facility (Page 105)  
*Staff Recommendation:*  
 THAT the Information Report, “Lions Bay Beach Park Washroom Facility” be received for information purposes.
- iv. PWM – Direction Request: Brunswick Beach Road Traffic Management (Page 133)  
*Staff Recommendation:*  
 THAT Council provide direction to staff with respect to the issue(s) outlined in the Public Works Manager’s report, Brunswick Beach Road Traffic Management, presented at the June 2, 2020 regular meeting of Council.

- B. Mayor
- C. Council
- D. Committees
- E. Emergency Services

## 9. Resolutions

## 10. Correspondence

- A. List of Correspondence to May 29, 2020 (Page 139)  
 THAT the following actions be taken with respect to the correspondence:

## 11. New Business

**12. Public Questions & Comments (2 minutes on any topic discussed in this meeting)**

**13. Closed Council Meeting**

Proposed topics for discussion in the absence of the public:

- A. Disposition of Property
- B. Awards & Status of Citizen of the Year and Citizen of Distinction Award presentations
- C. Negotiations in respect of a proposed service

THAT the Council considers negotiations and related preliminary discussions respecting the provision of a proposed service may harm the interests of the Municipality if held in public.

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter*:

**90** (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- b) personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity;
- e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;
- n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2);

*Council does not anticipate reconvening the open meeting for any purpose other than to adjourn the meeting generally and report out if applicable.*

*[OR]*

*Council anticipates reconvening the open meeting to discuss the following item(s):*

**14. Reporting Out from Closed Portion of Meeting**

**15. Adjournment**



# THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

## DELEGATION REQUEST FORM

**Please forward your Delegation Request Form to the Village Office by 12:00 pm, the Thursday prior to the regular Council meeting. Delegations may speak for a maximum of 10 minutes total.**

Today's Date: May 28 2020 Council Meeting Date: June 2 2020

**SUBJECT OF DELEGATION** I wish to speak before the Council regarding:

#3 Brunswick Beach Road - DVP application for setback relaxation

**SUPPORTING MATERIAL** I will provide additional information in advance of the Council meeting:  
(by 12:00 pm the Thursday prior to the Council meeting so that the material can be included in Council package.)

Will use councilors package as reference to speak to during meeting

**ACTION.** The specific action I would like Council to take is:

Review and approve request for relaxation of front setback from "front" dimensions to "sideyard" (a relaxation from 4.5m to 1.5m). This relaxation permits the home to be positioned farther from high water mark of the ocean while keeping the street presence to single story.

**NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:**

Name: Mike Lightbody

Signature: [Redacted]

Organization (if any): MP Lightbody Ltd Design Group

Address: [Redacted]

Phone: [Redacted] Fax: \_\_\_\_\_

Email: [Redacted]

Note: A telephone number (where a message can be left with a person or voicemail), fax number or email address is required so that we can contact you in a timely manner.

Intentionally Blank



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**REGULAR MEETING OF THE COUNCIL  
OF THE VILLAGE OF LIONS BAY  
HELD ON TUESDAY, MAY 19, 2020 at 7:00 PM  
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY  
AND ELECTRONICALLY VIA ZOOM VIDEO CONFERENCING SYSTEM**

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### MINUTES

In Attendance:

Council: Mayor Ron McLaughlin  
Councillor Neville Abbott (via video conference)  
Councillor Fred Bain (via video conference)  
Councillor Norm Barmeier (via video conference)  
Councillor Jaime Cunliffe (via video conference)

Staff: Chief Administrative Officer Peter DeJong (via video conference)  
Chief Financial Officer Pamela Rooke  
Public Works Manager Nai Jaffer (via video conference)  
Municipal Coordinator Karla Duarte (Recorder)

Delegations: 0

Public: 2 (via video conference)

**1. Call to Order**

Mayor McLaughlin called the meeting to order at 7:00 p.m.

**2. Adoption of Agenda**

Moved/Seconded

THAT

- (1) Item 7Ci - Update on Electric Vehicle Charging Station be added
- (2) Item 10A - Canada Day Celebrations be added
- (3) Item 10B - Brunswick Beach Traffic and Parking be added
- (4) The agenda be adopted, as amended.

**CARRIED**

*Audio 00:2:25*

**3. Public Participation (2 minutes per person totalling 10 minutes maximum)**

A. Leslie Nolin

Leslie Nolin voiced her concerns about parking and enforcement in the Village, noting her past experiences. She encouraged more bylaw officers and increase in

enforcement, such as towing and safety planning and responded to questions from Council regarding a survey that was conducted in 2016. She highlighted anecdotes on Facebook from a few people who had previously voted no for pay parking have since changed their minds and would encourage stricter enforcement.

#### 4. Review & Approval of Minutes of Prior Meetings

##### A. Regular Council Meeting – May 5, 2020

The following amendments were identified in the May 5, 2020 regular Council meeting minutes:

- i. P. 6, item 8Aiii – add the following points under Councillor Cunliffe’s comments:
  - original intent also for SCADA equipment and the hope for improved cell service
  - believed that project had morphed from something that was appropriately sized to be potentially at fire hall to 60m; disconnect at what point it had taken such a drastic change.
- ii. P. 3, item 8Aii – change “Staff on for the weekend” to “Bylaw Enforcement Officers on for the weekend”.
- iii. P. 6, item 8Aiii – add the following sentence under Mayor McLaughlin’s comments: “He recognized the height of the proposed tower was a negative”.

MOVED/SECONDED

THAT the Regular Council Meeting Minutes of May 5, 2020 be approved, as amended.

**CARRIED**

*Audio: 00:11:30*

#### 5. Business Arising from the Minutes

None

#### 6. Unfinished Business

##### A. Follow-Up Action Items from Previous Meetings

#	Meeting Date	Description of Action Item	Action
104	September 17, 2019	G2: Letter from Minister of Public Safety re. Speeding on Sea to Sky – Mayor McLaughlin following up with Squamish Mayor & RCMP.	Mayor McLaughlin – ongoing
127	May 5, 2020	Options for Electronic Building Submissions	CAO DeJong – nothing to report
128	May 5, 2020	G5: Tracey Saxby, My Sea to Sky re: Woodfibre LNG's request to extend their EA	In correspondence section of May 19,

		certificate	2020 agenda
129	May 5, 2020	R4: Emilie Montgomery re: playgrounds	Complete
130	May 5, 2020	R5: Elise Roberts-Senior re: 262 Bus Service Cancellation	Complete
131	May 5, 2020	R6: Ehsan Monfared re: cell tower	Complete
132	May 5, 2020	R7: Mandy Clark re: cell tower	Complete
133	May 5, 2020	R1: Rose Dudley re cell tower	Complete
134	May 5 2020	R2: Nathan Davidowicz re bus service	Complete
135	May 5, 2020	R3: Tamara Leger re cell tower	Complete
136	May 5, 2020	R4: Coridon Henshaw re translink	Complete
137	May 5, 2020	R5: LBSAR re cell coverage	Complete
138	May 5, 2020	R6: Karl Buhr re cell tower	Complete
139	May 5, 2020	R7 Brenda Broughton re cell tower	Complete

## 7. Reports

### A. Staff

#### i. CAO – Request for Decision: Parking and Bylaw Enforcement

CAO DeJong provided an update regarding:

- Info to residents published in the previous Village Update to clarify nuances and where things are at
- Overview of infractions that are committed the most and options for increasing fees
- Attitude towards parking in Lions Bay
- Towing policy overview and time taken by Bylaw Enforcement Officers to enforce towing
- No authority to tow at Kelvin Grove and Brunswick Road interchanges
- Repercussions of closures – cars parking in neighbourhoods where parking issues have not historically been experienced
- Option to reopen parking lots and installing meters – Lions Bay Beach Park and Sunset Trail head
- Consideration of timeline for reopening Lions Bay Beach Park
- Require 30 days before parking company can deliver meters
- Kelvin Grove Beach Park: case to be made for keeping it closed – not accessible due to construction. Best to keep people out until project is completed – options for signage
- Options for towing – fine line/resources will be taken up

Discussion ensued on options 1 and 2 presented in the report:

*Option 1: Increase: a. Penalties; and/or b. Towing.*

- Council discussed penalties and towing and agreed to triple the fines outlined in Bylaw No. 385, (for Bylaw No. 413 sections 10 and 12) and that towing should be more aggressively enforced.
- Council requested that a strong message be sent that penalties and enforcement will be increased.
- Council requested that a special meeting be held to accelerate the bylaw amendment.

*Option 2: Consider opening the parking lots at: a. Lions Bay Beach Park; and/or b. Kelvin Grove Beach Park; and/or c. Sunset Trailhead.*

Council expressed their concerns regarding reopening of the parking lots and agreed that the closures should be upheld until further notice.

CAO DeJong noted that the Province is providing sector by sector guidelines for reopening and that each municipality must review them and adapt the criteria to apply it to the municipality's own facilities and determine what steps to take for reopening.

**MOVED/SECONDED**

- (1) THAT Council directs staff to bring forward amendments to Bylaw Notice Enforcement Bylaw No. 385, 2006, as amended, to triple fines outlined in sections 10 and 12 for Traffic and Parking Bylaw No. 413, 2009, as amended;
- (2) THAT Council directs staff to more aggressively enforce the towing policy;
- (3) THAT the parking lots remain closed; and
- (4) THAT Council directs staff to bring the amending bylaw to Council at a Special Council meeting, date to be determined.

**CARRIED**

*Audio: 1:10:40*

- ii. PWM – Information Report: Timbertop Road and Panorama Place Parking Changes

PWM Jaffer presented the report regarding parking at Timbertop Road and Panorama Place, noting that

- Several incidents have been reported regarding accessibility on those roads
- Does not meet guidelines for width for two-way road and parking lane
- Both roads only support single parking lane
- Responded to questions regarding options for parking at Timbertop – would require increased enforcement and that plenty of new parking has been created a few feet away

MOVED/SECONDED

THAT the Information Report, presented at the May 19, 2020 regular Council meeting, “Timbertop Road and Panorama Place Parking Changes” be received for information purposes.

**CARRIED**

*Audio: 1:18:00*

iii. CAO – Request for Decision – Food Truck Services Program: Spring-Fall 2020

CAO DeJong presented the report on the Food Truck Services Program.

Discussion ensued on locations for food trucks.

CAO DeJong noted that the locations will be dependent on the application and meeting the requirements for distancing and that staff will work through that with the volunteers.

MOVED/SECONDED

- (1) THAT staff work with community volunteers to coordinate qualified Food Truck services for the Village of Lions Bay, as availability and demand dictates, at appropriate locations within Lions Bay, in accordance with the Invitation to Provide Food Truck Services: Spring-Fall 2020; and
- (2) THAT the CAO be authorized to execute the Food Truck Services Agreement on behalf of the Municipality with any qualified food

truck vendor selected by the coordinating community volunteers for any dates between May 19 and October 31, 2020.

**CARRIED**

*Audio 1:23:00*

iv. DEPC – Request for Decision: ESS Service Agreement with Red Cross

DEPC Whitney presented the ESS Service Agreement with the Red Cross, noting that:

- The Red Cross will work with existing team and provide management, training and retention of volunteers
- Would provide ESS team with direction

Discussion ensued on:

- List of other communities who have a contract with the Red Cross
- Every community is required to provide ESS support
- Cost: annual investment based on population only. Numbers are an estimate of how many volunteers are required in the community. Different hazards in community may require more volunteers.
- No volunteer wanted to take on leadership so Red Cross would be a huge help

MOVED/SECONDED

- (1) THAT staff proceed with entering into a service agreement with the Red Cross to manage Emergency Support Services in the Village of Lions Bay, subject to confirmation on whether cost for the service agreement is in relation to population size only not to exceed \$4,000; and
- (2) THAT the Mayor and Corporate Officer be authorized to enter into an agreement in substantial compliance with the materials set out in and attached to this report.

**CARRIED**

*Audio 1:30:00*

v. DEPC – Request for Decision: Community Wildfire Protection Plan (CWPP) Response from Contractors

DEPC Whitney presented the responses from the contractors

- Respondents addressed concern regarding FireSmart noting that it is a tool and they would work with community to make it work

Council discussed contractors and their responses.

MOVED/SECONDED

- (1) THAT Council provide direction to Staff as to which contractor to employ to complete a suitable Community Wildfire Protection Plan for Lions Bay; and
- (2) THAT the Mayor and Corporate Officer be authorized to execute an agreement accordingly.

MOVED/SECONDED

THAT the motion on the floor be amended to specify Diamond Head Consulting as the contractor.

**CARRIED**

#### **MAIN MOTION AS AMENDED**

MOVED/SECONDED

- (1) THAT Council awards the contract to complete a suitable Community Wildfire Protection Plan for Lions Bay to Diamond Head Consulting; and
- (2) THAT the Mayor and Corporate Officer be authorized to execute an agreement accordingly.

**CARRIED**

*Audio 1:36:00*

#### vi. DEPC – Information Report: Evacuation Planning

DEPC Whitney provided an update on evacuation planning and noted:

- Village has evacuation plan, since 2009 that needs some work
- Compared to other communities: Squamish and Whistler
- Traffic analysis would be good to note how long it would take to evacuate the Village
- Need to divide Village into zones for evacuation with no notice
- Need to maintain accurate account of population within those zones
- Need to develop procedures
- Grant available through UBCM to aid with some of the studies, which will be available upon further notice
- Will take time to complete and depends on grant application process

Discussion ensued on:

- Ensuring that studies and reports are scaled and suited to the Village of Lions Bay and not other communities (KISS principle)
- Analysis required for traffic for what happens after people head onto the highway during an evacuation
- Operational guidelines are internal versus external communication and tools
- Examples of external tools – maps with evacuation zones, tips for what you should prepare for evacuation – based on operational guidelines
- Information pamphlets that exist and options for improvement
- Need for sub-committee to drill down on relevant local aspects

MOVED/SECONDED

THAT the Information Report “Evacuation Planning” be received.

**CARRIED**

*1:54:00*

Mayor requested that the information be published in an upcoming Village Update.

vii. Request for Decision – Application for Parking of Extraordinary Vehicle

PWM Jaffer presented the application for parking of extraordinary vehicle, noting that based on resident feedback, access to the PRV station 4 and water main break, an alternative location was chosen to be across from 380 Bayview Place.

Discussion ensued on:

- Concern about resident feedback process at new location
- Option to table it and add to a special or subsequent meeting
- Circumstances and reason for parking extraordinary vehicles on roadways
- Permit process - annual permit can be renewed up to three years
- Bylaw definitions of extraordinary vehicles

MOVED/SECONDED

THAT Council approves the May 14, 2020 Application for Parking of Extraordinary Vehicle with the following provisions:

1. Parking location of the trailer shall be across from 380 Bayview Place, per the designation of the Manager of Public Works.

MOVED/SECONDED

THAT the motion on the floor be tabled until the next Council meeting.

**CARRIED**

*Audio 2:16:00*

B. Mayor

i. Electronic Communications Policy

Mayor McLaughlin noted that communications between him and the CAO during the COVID pandemic have been frequent. He cited the Electronics Communication Policy and noted that he receives correspondence from residents that is responded to in a timely manner. He also noted that not all resident email is intended for all of Council. However, if the Mayor sees something from resident that is such value and scope, he would share it with all of Council.

Councillor Abbott requested more communication with rest of Council.

C. Council

i. Electric Vehicle Charging station – Verbal Update

Councillor Barmeier provided an update on the electric vehicle charging station grant, noting that it looks promising and that it aligns well with the grant criteria.

*Audio 2:23:00*

D. Committees - None

E. Emergency Services

i. RCMP Monthly Report

MOVED/SECONDED

That Council received the monthly RCMP Lions Bay Activity report for the period March and April 2020.

**CARRIED**

**8. Resolutions**

None

## 9. Correspondence

### A. List of Correspondence to May 15, 2020

THAT the following actions be taken with respect to the correspondence:

#### *General Correspondence:*

G1: D. Franklin - Affordable Housing Project Canada - requesting municipal participation in alternative housing types and policies - received

G2: D. Schafer - Stick and Stone Cannabis - requesting letter of support re: online payments and delivery to be available in BC - received

G3: T. Saxby - My Sea to Sky - re: Woodfibre LNG's extension application – Mayor McLaughlin to respond

CAO DeJong noted the request from Ruth Simons, noting that the request is to add the Village back on list of communities that should be consulted; to seek extension to respond; and that Council invites Ruth Simons to provide comments on behalf of the Village.

Council noted their support for Ruth Simons' request.

#### *Resident Correspondence:*

R1: L. Folster re COVID-19 Enforcement - received

R2: R. Simons re Woodfibre LNG Mayor McLaughlin – Mayor McLaughlin to respond

R3: D. Mitchell re clarity for Lions Bay Beach closures - Mayor McLaughlin to respond

R4: E. Monfared re cell tower – received

R5: C. Bradbury re Parking - Mayor McLaughlin to respond

R6: L. Nolin re Parking – Mayor McLaughlin to respond

## 10. New Business

### A. Canada Day

Mayor McLaughlin provided an update on the Village of Lions Bay Canada Day celebration plans by the events committee, noting that he advised them to follow direction by the public health officer and that this Canada Day may not take shape as before.

**B. Brunswick Beach Traffic and Parking**

Mayor McLaughlin shared his concerns regarding Brunswick residents in regard to traffic and parking management.

CAO DeJong noted that:

- Referenced report from PWM Jaffer that was presented at the April 21, 2020 regular Council meeting regarding traffic calming measures and their consideration.
- Need to identify speed as a first step: speed reader board borrowed from Bowen Island will be set up to collect data; purchase of speed reader with grant is received from ICBC is on order
- Penalties will be increasing, and towing will be enforced
- Look at options for road narrowing
- Placement of barriers can put the residents in harm's way and Village in a precarious legal state, as per conversation with RCMP, due to potential agitation of drivers and other conflict. Lawyers and insurers were contacted as well.

*Audio 2:32: 00*

**11. Public Questions & Comments (2 minutes on any topic discussed in this meeting)**

None

**12. Closed Council Meeting**

Proposed topics for discussion in the absence of the public:

- A. Curly Stewart Memorial Trust Fund Applications
- B. 35 Kelvin Grove Way Listing Agreement

THAT the Council considers that disclosure of Item 13B in open meeting could reasonably be expected to harm the interests of the municipality; and

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter*:

**90** (1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

- b) personal information about an identifiable individual who is being considered for a municipal award or honour, or who has offered to provide a gift to the municipality on condition of anonymity;
- e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;
- n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2);

**90 (2)** A part of a council meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party;

**CARRIED**

*The meeting was closed to the public at 9:42 p.m.*

*The meeting was re-opened to the public at 10:50 pm*

**13. Reporting Out from Closed Portion of Meeting**

Mayor McLaughlin reported out that Council directed staff to work with Kim Taylor in accordance with an exclusive listing of the Kelvin Grove Way lot at \$785,000.

**14. Adjournment**

Moved/Seconded  
THAT the meeting be adjourned.

**CARRIED**

*The meeting was adjourned at 10:51 p.m.*

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Officer

Date Approved by Council:	
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## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**SPECIAL MEETING OF THE COUNCIL  
OF THE VILLAGE OF LIONS BAY  
HELD ON MAY 21, 2020 at 6:30 PM  
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY  
AND VIA ZOOM VIDEO CONFERENCING SYSTEM**

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### MINUTES

In Attendance:

Council: Mayor Ron McLaughlin  
Councillor Neville Abbott (via video conference)  
Councillor Fred Bain  
Councillor Norm Barmeier (via video conference)  
Councillor Jaime Cunliffe (via video conference)

Staff: Chief Administrative Officer Peter DeJong (via video conference)  
Chief Financial Officer Pamela Rooke  
Public Works Manager Nai Jaffer (via video conference)  
Municipal Coordinator Karla Duarte (Recorder)

Delegations: 0

Public: 0

**1. Call to Order**

Mayor McLaughlin called the meeting to order at 6:37 p.m.

**2. Adoption of Agenda**

Moved/Seconded

THAT the agenda be adopted as submitted.

**CARRIED**

**3. Public Participation**

None

**Councillor Cunliffe joined the meeting at 6:40pm.**

**4. Bylaws**

A. Bylaw 582 – Bylaw Notice Enforcement Bylaw Amendments

MOVED/SECONDED  
THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 582, 2020 be introduced, and read a first time.

**CARRIED**

MOVED/SECONDED  
THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 582, 2020 be read a second time.

**CARRIED**

MOVED/SECONDED  
THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 582, 2020 be read a third time.

**CARRIED**

MOVED/SECONDED  
THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 582, 2020 be adopted.

**CARRIED**

**5. Public Questions & Comments**  
None

**6. Adjournment**  
Moved/Seconded

THAT the meeting be adjourned.

**CARRIED**

*The meeting was adjourned at 6:44pm p.m.*

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Corporate Officer

Date Approved by Council:	
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## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Application for Parking of Extraordinary Vehicle		
Author	Karla Duarte	Reviewed By:	Peter DeJong
Date	May 25, 2020	Version	1
Issued for	June 2, 2020		

### Recommendation:

THAT Council approves the May 14, 2020 Application for Parking of Extraordinary Vehicle with the following provisions:

1. Parking location of the trailer shall be on the boulevard of the eastern portion of the intersection of Bayview Rd, Upper Bayview Rd, and Bayview Place, across from 400 Bayview Place, per the designation of the Manager of Public Works.
2. The permit shall be valid for a period of one (1) year and any extension requests must be received by way of application at least 30 days in advance.
3. The applicant submits the requisite fees.

### Attachments:

- (1) Application for Parking of Extraordinary Vehicle
- (2) Updated Feedback from Public Works Manager
- (3) Updated Feedback from neighbours for Application for Parking of Extraordinary Vehicle

### Key Information:

The Village of Lions Bay received an application for parking of extraordinary vehicle across from 425 Upper Bayview Rd and presented it at the May 19, 2020 meeting of Council with the recommendation that it be parked across from 380 Bayview Place. Council requested that the neighbours of 380 Bayview Place be notified and consulted on the proposed location. Staff polled and contacted the neighbours on all sides, within 90 metres of the parking spot and the feedback is attached for information.

The application is required under Bylaw 413, s. 11(c), which states:

*Despite 11-(1) and 11-(2), if **Council** deems that it is dangerous or impractical to **park an extraordinary vehicle** or trailer by an owner on real property occupied by the owner, by reason of the topography of that real property, the **Manager Public Works** may designate*



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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and specify a **parking space on the highway** for the vehicle or trailer, under the following circumstances:

- i. if **Council** approves a written application to **Council** by the owner of the vehicle or trailer, such approval shall be valid for no longer than 3 years, after which time the owner of the vehicle must remove it or reapply;
- ii. upon payment to the **Village** of an annual fee in accordance with Fees Bylaw No. 497, 2016, as amended.

An Extraordinary vehicle is defined as:

**“Extraordinary vehicle”** means any vehicle having a licensed gross vehicle weight rating of 5,000 kg or more, or a vehicle having an overall length including any attached trailer exceeding 6.1 metres, except for vehicles owned or leased by the **Village** or its agents;

The driveway at 400 Bayview Place is very steep as shown in the photo below:



The application notes that the length of the trailer is 6.4 metres and 8.5 metres wide.

The applicant has stated that he is facing undue hardship due to job loss and a change in his economic situation as a result from current layoffs due to COVID. He requires the trailer to



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

---

operate a small moving business to make ends meet. He also notes that his trailer has too low a clearance for his steep driveway.



Pictured above is the preferred parking option where the trailer is completely off the road on the boulevard of the eastern portion of the intersection of Bayview Rd, Upper Bayview Rd, and Bayview Place, across from 400 Bayview Place, per the designation of the Manager of Public Works. This location avoids being in front of 360-390, for the most part, and is also away from the sightlines of 395-435 Upper Bayview, for the most part.

**Follow Up Action and Communication:** Per Council direction

**PW Feedback for Extraordinary Vehicle Application for 400 Bayview Place.**

Public Works Input on the Application for Parking of Extraordinary Vehicles by Nevin Welch of 400 Bayview Place. The trailer is a 2000 Wells Cargo trailer that measures large at 2.6 m wide and 6.4 m in length. The trailer's gross weight is 3492 Kg.

The location across from 425 Upper Bayview is where the owners of 425 used to park their horse trailer. There is space to pull off the road; however, if this wider trailer now under consideration is not tucked tightly into the spot, there is the potential of causing vehicles to edge very close to the road centreline to provide a comfortable distance between vehicles and the parked trailer. This can create a hazardous situation if a vehicle happens to be travelling in the opposite direction at the same time.

Based upon the feedback we received initially and subsequent to the May 19<sup>th</sup> Council meeting, we situated the trailer at the eastern end of the intersection between Bayview Place and Upper Bayview. This is the widest point of the intersection and provides the least obstructive view of the trailer. The location on either side of the street sign provides the applicant with more than enough room to park off the pavement with no adverse effects on traffic. It is essentially across from the applicant's house at 400 Bayview Place.



The applicant has lost his job due to the pandemic and he's trying to make ends meet by doing small moving jobs with his trailer. His own driveway is too steep so he needs a safe spot nearby and this is the optimal location for it.

**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office: Peter DeJong](#)  
**Subject:** Response from 360 Bayview Place FW: Extraordinary Permit Parking Across from 380 Bayview Place  
**Date:** Wednesday, May 20, 2020 12:18:40 PM

---

Please see response from 360 Bayview Place below.

Karen Jeffery  
Administrative Assistant

The Village of Lions Bay  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

-----Original Message-----

From: Sue Forshaw [REDACTED]  
Sent: Wednesday, May 20, 2020 12:17 PM  
To: Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
Subject: Re: Extraordinary Permit Parking Across from 380 Bayview Place

To the Village of Lions Bay:

Thank you for the information.  
This request, in my view, is totally unacceptable.  
The road at this spot is barely wide enough for two cars to pass.  
A trailer would most definitely impede traffic as well as us coming out of our driveway.  
There are already two cars and two motorcycles parked on the boulevard right in front of 360 Bayview Place.  
There is no more room!!!!  
Thank you.  
Sue Forshaw

-----Original Message-----

From: Lions Bay Reception  
Sent: Wednesday, May 20, 2020 11:55 AM  
To: 'Sue Forshaw'  
Subject: Extraordinary Permit Parking Across from 380 Bayview Place

Dear Occupants 360 Bayview Place,

An Extraordinary Parking Permit has been submitted by your neighbour Nevin Welch at 400 Bayview Place. He is requesting that he have a permanent location to park his 2000 Wells Cargo Trailer, license plate [REDACTED] which is 6.4 metres long. He would like to park it across from 380 Bayview Place.

As a neighbour within 90 metres of the proposed parking space, you have the opportunity to give feedback for this application. If you can please get

back to us as soon as possible that would be very helpful so that it can be submitted to Council for approval.

Some background on the Village's Extraordinary Parking Permit Application

process:

As defined in Traffic and Parking Bylaw No. 413, any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding 5,000 kgs is an "extraordinary vehicle". It may not park with any part of it on municipal property. A resident unable to accommodate it on their own property should store it elsewhere in commercial premises.

If lack of ready access to the vehicle would cause genuine hardship, e.g. if it is used primarily for work within the Village or is the resident's sole means of transport, a yearly application may be made to Council to park it on municipal property. Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it in a neighborhood would create issues.

We look forward to hearing from you at your earliest convenience.

Thank you very much,

Karen

Karen Jeffery  
Administrative Assistant

[image008]<<http://www.lionsbay.ca/>>The Village of Lions Bay  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
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**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office](#)  
**Cc:** [Peter DeJong](#)  
**Subject:** Response 360 Bayview Place - FW: Follow Up for Extraordinary Parking Permit  
**Date:** Monday, May 25, 2020 8:40:36 AM

---

Please see below.

Karen

Karen Jeffery  
Administrative Assistant

The Village of Lions Bay  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

-----Original Message-----

From: Sue Forshaw [REDACTED]  
Sent: Friday, May 22, 2020 5:08 PM  
To: Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
Subject: Re: Follow Up for Extraordinary Parking Permit

Karen

I reiterate what I said in the last correspondence.  
I would be very unhappy if the trailer parked on Bayview Place.  
In my view there does not seem to be enough room.  
Thank you.  
Sue Forshaw  
[REDACTED]

-----Original Message-----

From: Lions Bay Reception  
Sent: Wednesday, May 20, 2020 2:32 PM  
To: 'Sue Forshaw'  
Subject: Follow Up for Extraordinary Parking Permit

Dear Sue,

I've have forwarded your latest comments to Peter DeJong, but I also wanted to send you the most recent letter regarding this issue. If you feel you would like to send your comments again, please feel free to do so.

Karen

Dear Sue Forshaw,

Thank you for providing feedback on the application by the owner of 400 Bayview Place to park his truck and trailer on the street across from 425 Bayview Place due to the steepness of his own driveway. That location turned out to be unusable due to access requirements for the PRV station there, and that the Public Works Manager has identified an area across the street from 380 Bayview Place. At their meeting last night, Council tabled the application to allow for further consultation on the new location across from 380 Bayview Place.

Therefore, you are requested to provide feedback on the new location per the criteria in the bylaw and the extraordinary vehicle permit application form as follows:

An extraordinary vehicle is defined in Traffic and Parking Bylaw No. 413, as any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding 5,000 kgs". Generally, an extraordinary vehicle and/or trailer may not park with any part of it on municipal property. It should be stored on private property or in a commercial premises facility.

Where it is dangerous or impractical to park an extraordinary vehicle or trailer by an owner on real property occupied by the owner, by reason of the topography of that real property, and if lack of ready access to the vehicle would cause genuine hardship (e.g. if it is used primarily for work within the Village or is the resident's sole means of transport), then a resident unable to accommodate it on their own property may apply to Council for a permit to park it on municipal property.

Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it on a street would create significant neighborhood issues.

Please provide your feedback on the proposed new location across from 380 Bayview Place as soon as possible by way of reply to this email.

Thank you.

Karen Jeffery  
Administrative Assistant

[image008]<<http://www.lionsbay.ca/>>The Village of Lions Bay PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)<<http://www.lionsbay.ca/>>

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**From:** [Lions Bay Reception](#)  
**To:** [Peter DeJong](#); [Lions Bay Office](#)  
**Subject:** FW: Follow up for Extraordinary Parking Permit  
**Date:** Wednesday, May 20, 2020 3:44:20 PM

---

Please see the response from [REDACTED] (Gilbert & Beatriz Raynard)

**Karen Jeffery**  
*Administrative Assistant*

**The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Gilbert Raynard [REDACTED]  
**Sent:** Wednesday, May 20, 2020 3:39 PM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>; [beatrizraynard1@hotmail.com](mailto:beatrizraynard1@hotmail.com)  
**Subject:** RE: Follow up for Extraordinary Parking Permit

Dear Karen:

We are completely opposed to having this truck parked at the new location, as this is right in front of our house. This is our frontage, which we have been maintaining since we bought the property in 1978 (42 years). "Maintaining" means we are cleaning up litter from the many tenants and Airbnb clients from across the street who park on our frontage, removing garden refuse from the neighbours across the street who dump it there and cleaning up dog excrement or bags filled with dog excrement. We have never complained to the Village about the abuse our property takes from the neighbours and the work we do to keep it clean, nor have we erected any signs (ie "no dumping") which might seem unneighbourly, but having an large truck parked there permanently is too much.

We gave our general reason's why we oppose issuing the truck parking permit in our previous e-mail, but now this is even worse, as it's actually on our frontage.

**Gilbert Raynard, P.Eng., Struct.Eng., PE, SE**  
Principal  
[REDACTED]

**Read Jones Christoffersen Ltd.**  
Engineers

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**From:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Sent:** May 20, 2020 2:29 PM  
**To:** Gilbert Raynard [REDACTED]  
**Subject:** Follow up for Extraordinary Parking Permit

Dear Gilbert and Beatriz Raynard,

Thank you for providing feedback on the application by the owner of 400 Bayview Place to park his truck and trailer on the street across from 425 Bayview Place due to the steepness of his own driveway. That location turned out to be unusable due to access requirements for the PRV station there, and that the Public Works Manager has identified an area across the street from 380 Bayview Place. At their meeting last night, Council tabled the application to allow for further consultation on the new location across from 380 Bayview Place.

Therefore, you are requested to provide feedback on the new location per the criteria in the bylaw and the extraordinary vehicle permit application form as follows:

An extraordinary vehicle is defined in Traffic and Parking Bylaw No. 413, as any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding 5,000 kgs". Generally, an extraordinary vehicle and/or trailer may not park with any part of it on municipal property. It should be stored on private property or in a commercial premises facility.

Where it is dangerous or impractical to park an extraordinary vehicle or trailer by an owner on real property occupied by the owner, by reason of the topography of that real property, and if lack of ready access to the vehicle would cause genuine hardship (e.g. if it is used primarily for work within the Village or is the resident's sole means of transport), then a resident unable to accommodate it on their own property may apply to Council for a permit to park it on municipal property.

Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it on a street would create significant neighborhood issues.

Please provide your feedback on the proposed new location across from 380 Bayview Place as soon as possible by way of reply to this email.

Thank you.

**Karen Jeffery**

*Administrative Assistant*

**The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

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**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office](#)  
**Cc:** [Peter DeJong](#)  
**Subject:** 380 Bayview Place, FW: Extraordinary Parking Permit  
**Date:** Tuesday, May 26, 2020 1:56:24 PM

---

Please see response from 380 Bayview Place.

**Karen Jeffery**

*Administrative Assistant*

**The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Sharon Raymond [REDACTED]  
**Sent:** Tuesday, May 26, 2020 1:55 PM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Subject:** Re: Extraordinary Parking Permit

Hi Karen:

OK, sorry for being a pest. Again, I have no objection to the trailer being parked across from 380 Bayview Place. As it's one house removed from me it's not so noticeable. It wouldn't be in view of the people who live there, either, as there is a large hedge in front of their house. If it became necessary for Nevin to continue to park right across from me (at 390 Bayview) it would continue to be very much "in my face". I would have to give this more consideration if the situation comes to that. I really don't want it to become a problem for him. I had, at one point, suggested to him that he could park it in my LOWER yard, on Bayview Road. (This would also discourage all the people on that street from using that particular area as their dumping ground).

Thanks again,  
Sharon

On May 26, 2020, at 1:21 PM, Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)> wrote:

Hi Sharon,

The request is for parking across from 380 Bayview Place, regardless of where the trailer is currently being parked. We are looking for feedback on this proposed location. If you would like to include your feedback on 390 Bayview Place you are welcome to do so.

I hope this helps.

Thanks very much,  
Karen

**Karen Jeffery**

*Administrative Assistant*

[<image001.jpg>](#) **The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Sharon Raymond [REDACTED]  
**Sent:** Tuesday, May 26, 2020 12:47 PM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Subject:** Re: Extraordinary Parking Permit

Hello:

I'm just wondering if you have figured out yet which property I'm supposed to give 'feedback' on, 380 Bayview Place or 390 Bayview Place. Your request for input lists the proposed parking across from 380 Bayview Place. The trailer has been parked across from 390 Bayview Place for the past week, therefore, I again question your request for input on 380 Bayview Place.

Thank you,  
Sharon Raymond

On May 21, 2020, at 10:58 AM, Lions Bay Reception  
<[reception@lionsbay.ca](mailto:reception@lionsbay.ca)> wrote:

Hi Sharon,

I believe the proposed parking is across from 380 Bayview and as the owner of 390 Bayview you are being given the opportunity to provide feedback because of the close proximity to your property.

With regard to the complaint about 'unsightly' debris, please note that they are two separate issues with separate governing bylaws and procedures.

I will pass along your comments with photo.

Thanks very much, Sharon.  
Karen

**Karen Jeffery**

*Administrative Assistant*

[<image001.jpg>](#) **The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Sharon Raymond [REDACTED]  
**Sent:** Thursday, May 21, 2020 10:49 AM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Subject:** Fwd: Extraordinary Parking Permit

Begin forwarded message:

Attn: Karen Jeffery

I'm assuming that you meant 390 Bayview, not 380, as this is the view from my property (390 Bayview Place).

I will not object to Nevin parking his trailer here, if there is absolutely no alternative..however I question why I'm receiving complaints about a temporary pile of branches in my lower yard as 'unsightly' by comparison.

<image002.jpg>

Sent from my iPhone

**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office: Peter DeJong](#)  
**Subject:** 390 Bayview FW: Extraordinary Parking Permit  
**Date:** Thursday, May 21, 2020 10:59:06 AM

---

Please see comment and photo 390 Bayview.

**Karen Jeffery**

*Administrative Assistant*

**The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Sharon Raymond [REDACTED]  
**Sent:** Thursday, May 21, 2020 10:49 AM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Subject:** Fwd: Extraordinary Parking Permit

Begin forwarded message:

Attn: Karen Jeffery

I'm assuming that you meant 390 Bayview, not 380, as this is the view from my property (390 Bayview Place).

I will not object to Nevin parking his trailer here, if there is absolutely no alternative..however I question why I'm receiving complaints about a temporary pile of branches in my lower yard as 'unsightly' by comparison.



Sent from my iPhone

**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office](#); [Peter DeJong](#)  
**Subject:** 425 Bayview FW: Follow up for Extraordinary Parking Pass  
**Date:** Thursday, May 21, 2020 8:56:22 AM

---

Feedback from 425 Bayview.

**Karen Jeffery**  
*Administrative Assistant*

**The Village of Lions Bay**  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** allisonbruynesteyn <allisonbruynesteyn@gmail.com>  
**Sent:** Wednesday, May 20, 2020 4:37 PM  
**To:** Lions Bay Reception <reception@lionsbay.ca>  
**Subject:** Re: Follow up for Extraordinary Parking Pass

Hi Karen,

I have no objection to the parking proposal across from 380 Bayview Place.

Thank you,  
Allison Bruynesteyn

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Date:** 2020-05-20 2:21 PM (GMT-08:00)  
**To:** 'Dave Bruynesteyn' [REDACTED] "'Allison Bruynesteyn' [REDACTED]  
**Subject:** Follow up for Extraordinary Parking Pass

Dear Dave and Allison Bruynesten,

Thank you for providing feedback on the application by the owner of 400 Bayview Place to park his truck and trailer on the street across from 425 Bayview Place due to the steepness of his own driveway. That location turned out to be unusable due to access requirements for the PRV station there, and that the Public Works Manager has identified an area across the street from 380 Bayview Place. At their meeting last night, Council tabled the application to allow for further consultation on the new location across from 380 Bayview Place.

Therefore, you are requested to provide feedback on the new location per the criteria in the bylaw and the extraordinary vehicle permit application form as follows:

An extraordinary vehicle is defined in Traffic and Parking Bylaw No. 413, as any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding 5,000 kgs". Generally, an extraordinary vehicle and/or trailer may not park with any part of it on municipal property. It should be stored on private property or in a commercial premises facility.

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Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it on a street would create significant neighborhood issues.

Please provide your feedback on the proposed new location across from 380 Bayview Place as soon as possible by way of reply to this email.

Thank you.

Karen Jeffery  
Administrative Assistant

[image008]<<http://www.lionsbay.ca/>>The Village of Lions Bay  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca/)<<http://www.lionsbay.ca/>>

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**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office](#)  
**Cc:** [Peter DeJong](#)  
**Subject:** 435 Bayview FW: Follow Up for Extraordinary Parking Permit  
**Date:** Thursday, May 21, 2020 12:17:53 PM  
**Attachments:** [winmail.dat](#)

---

Please see response from 435 Bayview.

**Karen Jeffery**

*Administrative Assistant*

**The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

---

**From:** Di-Anne <[REDACTED]>  
**Sent:** Thursday, May 21, 2020 12:11 PM  
**To:** Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
**Subject:** Re: Follow Up for Extraordinary Parking Permit

Hi Karen,

We are fine with the 380 Bayview Place location.

Thanks

Tom and Di-Anne Burke

> On May 20, 2020, at 2:23 PM, Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)> wrote:

>

> Dear Thomas and Di-Anne Burke,

>

> Thank you for providing feedback on the application by the owner of 400 Bayview Place to park his truck and trailer on the street across from 425 Bayview Place due to the steepness of his own driveway. That location turned out to be unusable due to access requirements for the PRV station there, and that the Public Works Manager has identified an area across the street from 380 Bayview Place. At their meeting last night, Council tabled the application to allow for further consultation on the new location across from 380 Bayview Place.

>

> Therefore, you are requested to provide feedback on the new location per the criteria in the bylaw and the extraordinary vehicle permit application form as follows:

>

> An extraordinary vehicle is defined in Traffic and Parking Bylaw No. 413, as any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding

5,000 kgs". Generally, an extraordinary vehicle and/or trailer may not park with any part of it on municipal property. It should be stored on private property or in a commercial premises facility.

>

> Where it is dangerous or impractical to park an extraordinary vehicle or trailer by an owner on real property occupied by the owner, by reason of the topography of that real property, and if lack of ready access to the vehicle would cause genuine hardship (e.g. if it is used primarily for work within the Village or is the resident's sole means of transport), then a resident unable to accommodate it on their own property may apply to Council for a permit to park it on municipal property.

>

> Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it on a street would create significant neighborhood issues.

>

> Please provide your feedback on the proposed new location across from 380 Bayview Place as soon as possible by way of reply to this email.

>

> Thank you.

>

> Karen Jeffery

> Administrative Assistant

>

> [image008]<<http://www.lionsbay.ca/>>The Village of Lions Bay

> PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

> Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca/)<<http://www.lionsbay.ca/>>

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>

**From:** [Lions Bay Reception](#)  
**To:** [Lions Bay Office: Peter DeJong](#)  
**Subject:** Response FW: Follow up for Extraordinary Parking Pass  
**Date:** Friday, May 22, 2020 2:07:30 PM

---

Please see response from Dave and Allison Bruynesten.

Karen Jeffery  
Administrative Assistant

The Village of Lions Bay  
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)

-----Original Message-----

From: [REDACTED]  
Sent: Friday, May 22, 2020 1:24 PM  
To: Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
Subject: RE: Follow up for Extraordinary Parking Pass

Across from 380 seems like a good place- no house is looking at it. I am ok with it. Cheers

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-----Original Message-----

From: Lions Bay Reception <[reception@lionsbay.ca](mailto:reception@lionsbay.ca)>  
Sent: May 20, 2020 2:22 PM  
To: 'Dave Bruynesteyn' [REDACTED] 'Allison Bruynesteyn' [REDACTED]  
[REDACTED]  
Subject: Follow up for Extraordinary Parking Pass

Dear Dave and Allison Bruynesten,

Thank you for providing feedback on the application by the owner of 400 Bayview Place to park his truck and trailer on the street across from 425 Bayview Place due to the steepness of his own driveway. That location turned out to be unusable due to access requirements for the PRV station there, and that the Public Works Manager has identified an area across the street from 380 Bayview Place. At their meeting last night, Council tabled the application to allow for further consultation on the new location across from 380 Bayview Place.

Therefore, you are requested to provide feedback on the new location per the criteria in the bylaw and the extraordinary vehicle permit application form as follows:

An extraordinary vehicle is defined in Traffic and Parking Bylaw No. 413, as any vehicle over 6.1 metres in length, including any attached trailer, or with a licensed gross vehicle weight exceeding 5,000 kgs". Generally, an extraordinary vehicle and/or trailer may not park with any part of it on municipal property. It should be stored on private property or in a commercial premises facility.

Where it is dangerous or impractical to park an extraordinary vehicle or trailer by an owner on real property

occupied by the owner, by reason of the topography of that real property, and if lack of ready access to the vehicle would cause genuine hardship (e.g. if it is used primarily for work within the Village or is the resident's sole means of transport), then a resident unable to accommodate it on their own property may apply to Council for a permit to park it on municipal property.

Approval will depend on whether the Village has appropriate space to accommodate the vehicle, any emergency or road safety issues, and whether parking it on a street would create significant neighborhood issues.

Please provide your feedback on the proposed new location across from 380 Bayview Place as soon as possible by way of reply to this email.

Thank you.

Karen Jeffery  
Administrative Assistant

[image008]<<http://www.lionsbay.ca/>>The Village of Lions Bay PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada  
Tel: (604) 921-9333 | Fax: (604) 921-6643 | [www.lionsbay.ca](http://www.lionsbay.ca)<<http://www.lionsbay.ca/>>

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## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Development Variance Permit 3090.20.01 – 3 Brunswick Beach Road		
Author	Peter DeJong	Reviewed By:	
Date	May 22, 2020	Version	
Issued for	June 2, 2020 Council Meeting		

### Recommendation:

- (1) THAT the Council approve the issuance of Development Variance Permit 3090.20.01 for the property at 3 Brunswick Beach Road, legally described as:  
 PID: 009-322-477  
 Lot 20, Block 18, DL 1815, NWD Plan 10651  
 to vary the front parcel line setback from 4.5m to 1.5m, a variance of 3m,  
 to permit the proposed construction of a single family dwelling; and
- (2) THAT the Mayor and the Chief Administrative Officer, or the Chief Financial Officer, be authorized to execute Development Variance Permit 3090.20.01 and the associated Section 219 covenant referenced in the Permit, and register both documents in the Land Title Office.

### Attachments:

- (1) Excerpt of section 10.2 from Draft Natural Hazard Assessment Areas Policy and Guidelines;
- (2) Flood Hazard Assessment by Northwest Hydraulic Consultants Ltd., dated March 24, 2020;
- (3) Draft Development Variance Permit 3090.20.01; Draft Plans for construction of a new dwelling at 3 Brunswick Beach Road;
- (4) Draft Plans for construction of a new dwelling at 3 Brunswick Beach Road;
- (5) Draft Section 219 Covenant;
- (6) Neighbour Notification Letter.

### Key Information:

Applicant/Owner: David and Marilyn Cobban

Location: 3 Brunswick Beach Road

Legal Description: PID 009-322-477, LOT 20, BLK 18, DL1815, NWD PLAN 10651



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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OCP Designation: Low Density Residential, OCP Bylaw No. 408, 2008, as amended

Zoning Designation: RS-1 (BBO – Brunswick Beach Overlay)

Natural Hazard Assessment Area: NHAA1 – Coastal Zone Hazards

### *Background:*

In 2017, the Municipality commissioned a general assessment of geohazards affecting the Village of Lions Bay. The Cordilleran Report, finalized in 2018, provided a categorization of geohazards ranging from sea level rise to creek hazards to slope hazards to wildfire hazards. Draft policies and guidelines were developed and debated but were not adopted. Nonetheless, these guidelines provide the Municipality with an interim compass in respect of development proposals which clearly lie within the ambit of any of the identified geohazards and we would be remiss if we failed to review such proposals through the lens provided by these guidelines. The relevant provisions are set out at section 10.2 of the Draft Natural Hazard Assessment Areas Policy and Guidelines, attached to this report.

Under a Development Permit Area (DPA) regime, owners who wish to develop their land *must* obtain a Development Permit (DP). Where hazards are minimal, this may simply result in a report by a Qualified Professional (QP) indicated that the lands are safe for the use intended. However, where mitigation of the hazard is necessary, conditions may be set by the QP as to what must be done in order to ensure that the lands are safe for the use intended. This protection may be accomplished through external structures (eg: a sea wall), design of the building (eg: fortified foundation), or simply via strategic siting of the building (or a combination of mitigation measures). This may result in the need for a variance from the setback or other requirements of a zoning bylaw per section 498 of the *Local Government Act*.

When the new owners of 3 Brunswick Beach Road approached the Municipality with their development ideas, staff asked that they proceed with obtaining a flood hazard assessment in accordance with the draft guidelines. The report provided by Northwest Hydraulic Consultants Ltd., dated March 24, 2020 is attached to this staff report and details the flood risk at this location from expected sea level rise to the year 2100. The report sets out recommendations to be followed in order to provide that the property is developed in a manner which is *safe for the use intended*. In the case of this particular parcel, the recommendations result in the need to site the proposed new dwelling unit further away from the ocean and closer to Brunswick Beach Road, such that the minimum front parcel



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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line setback needs to be reduced by 3.0 meters. These recommendations are incorporated into the draft Development Variance Permit (DVP) attached to this report.

The plans for the proposed new dwelling have been reviewed by the Building Inspector and minor changes have been effected as a result. The bottom floor of the dwelling is below the FCL of 7.3 meters recommended in the NHC report for long-term infrastructure. Conditions have therefore been included in the Development Variance Permit in terms of safety requirements such as ensuring all electrical circuits have ground fault interrupters and mechanical equipment is located above the FCL. There is provision DVP for some variations from the NHC report to allow for certain uses of this space with restrictions and conditions set out in the Section 219 Covenant to be registered in the Land Title Office. For example, there can be no kitchen or secondary suite, all finished building materials must be concrete, tile, mortar, or similar, and other safety related mechanisms and provisions. Details are set out in article 2 of the covenant agreement. The covenant also contains an indemnification clause in favour of the Municipality.

Property Owners and Tenants located within 50 meters of the parcel have been notified of the application in accordance with the requirements of the *Local Government Act*, section 499 and Development Application Procedures Bylaw No. 431, 2011, section 16. The plans for the proposed new dwelling, vetted by the Building Inspector and showing the reduced setback of 1.5 meters (5.0 feet), are attached to this report and are also available on the Municipality's website for viewing, along with this report and the other attachments to it.

### **Options:**

- (1) Approve the Development Variance Permit in accordance with the recommendations at the beginning of this report.
- (2) Amend the draft Development Variance Permit before approving it.
- (3) Refer the matter back to staff for further information.

**Preferred Option:** Approve the Development Variance Permit as set out and attached. The owner has complied with all Municipal requests to obtain an expert report as to the flood hazard risk and the recommendations of that Qualified Professional are incorporated into the Permit, which will be further secured through registration of a section 219 covenant on



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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title setting out the conditions of the Permit, providing for indemnification of the Municipality, and attaching the NHC report.

**Financial Considerations:** The applicant has submitted the fee for the DVP application and is ready to move forward with a Building Permit application and fees, subject to approval of this DVP.

**Legal Considerations:** Development Variance Permits are provided for under sections 498 and 499 of the *Local Government Act*. The Municipality is further protected through the registration in the Land Title Office of the Notice of Permit and the Section 219 covenant, including indemnification of the Municipality.

**Follow Up Action and Communication:** If approved, issue the Permit and see to the execution of the Section 219 Covenant, along with registration of both in the Land Title Office. Advise the applicant and the building department.

PDJ

## **10.2 NHAA 1 – Coastal Zone Hazards (Map 3)**

### **10.2.1 Justification**

Ocean front land in the Village of Lions Bay is subject to hazards such as flooding of low-lying terrain, erosion and instability of oceanfront slopes. Coastal zone hazards are expected to be exacerbated over the coming decades by sea level rise. NHAA 1 is intended to designate sites that should be assessed by a qualified registered professional to address coastal flood hazards, but does not preclude development. For Coastal Zone Hazards, year 2100 high water mark (HWM), and site specific factors such as wave effects, storm surge, shoreline erosion, shore face stability and associated setbacks should be considered.

### **10.2.2 Extent**

NHAA 1 extends from the existing natural boundary of the sea to a height of 8 metres CGD (Canadian Geodetic Datum) and is outlined on Map 3. The 8 metre level is conservatively selected to represent a potential future Flood Construction Level (FCL). NHAA 1 includes all lots fronting the ocean within the Village of Lions Bay.

### **10.2.3 Background**

In the Village of Lions Bay, many steep slopes into the sea are rock controlled or are fill slopes below the railway line. These are not a stability concern for residential development. Most residential lots on surficial materials are located on bouldery debris fan deposits of Magnesia, Alberta and Harvey Creeks, and while the shorefronts may be steepened to 70-80% by wave attack, the sea scarp is not tall (<6 m) and materials are coarse and relatively resistant to erosion at the timescale of the life of a structure (e.g., 100-years).

The sites most vulnerable to erosion are those low-lying areas at the south end of Brunswick Beach Road, where housing has been developed on a gravel tombolo that has linked a small rock outcrop with the mainland. The beach gravels forming the tombolo stand just above the HWM, being formed by storm waves, and the terrain between the north and south facing beaches is slightly lower, just at the high water mark (HWM). Future breaching and erosion of these beach ridges places all these low-lying areas at risk.

### **10.2.4 Guidelines and Requirements**

1. Within NHAA 1, New Development applications shall include a coastal flood hazard assessment prepared by a qualified registered professional to define the year 2100 shoreline position and the derived flood construction

level, appropriate setback and any necessary mitigation work. Determination of the Year 2100 flood construction level shall follow the Ausenco Sandwell “Combined Method” as referenced in the Flood Hazard Area Land Use Management Guidelines. The FCL is determined as the sum of:

- Allowance for future sea level rise to the year 2100;
  - Allowance for regional uplift, or subsidence to the year 2100;
  - Higher high water large tide (HHWLT);
  - Estimated storm surge for the Designated Storm with an annual exceedance probability of 1:200, or 1:500 as per the Ausenco Sandwell method referenced in the Flood Hazard Area Land Use Management Guidelines;
  - Estimated wave effects associated with the Designated Storm;
- and
- A minimum Freeboard of 0.6 metres. However, because the Combined Method assumes the Designated Storm occurs in conjunction with a high tide; the Freeboard may be reduced from 0.6 m to 0.3 m for situations where the full FCL may be difficult to achieve.
2. Provincial guidance refers to a 15 m ocean setback, while Village of Lions Bay applies a 7.5 m coastal setback (subject to potential variations down to 4.5 m in Brunswick Beach). Siting could be further constrained by consideration of potential erosion. A factor of safety analysis may also be required to support foundation design and determine building setbacks from escarpment crests.
  3. A report by a Qualified Professional in NHAA 1 shall include recommendations for any structural measures required to achieve the FCL or protect against coastal flood hazard (e.g. engineered fill or foundations or coastal bank protection or building envelope design).
  4. Where a lot does not have sufficient area to accommodate a dwelling under these siting conditions, a variance may be needed to relax setback requirements. This will be determined on a site by site basis, and a report by a QP would be required to support any variance.

NHC Ref. No. 3005277

2020 March 24

**Mr. David Cobban**

2413 Weymouth Place  
North Vancouver, BC, V7K 2Z3

**Re: Flood Hazard Assessment  
3 Brunswick Beach Road, Village of Lions Bay, BC**

This letter report summarizes the flood hazard assessment (FHA) conducted by Northwest Hydraulic Consultants Ltd. (NHC) in support of the future building permit for the proposed 3 Brunswick Beach Road development located within the Village of Lions Bay (Lot 20, Block 18, District Lot 1815, New Westminster District, Plan 10651).

Since no plans were available at the time this assessment was performed, the assessment considers that the ground in front (seaward) of the proposed dwelling will remain at the existing elevation following construction. Raising the ground elevation and/or constructing shoreline protection structures would require a reassessment of the FCL as such modification influences wave runoff. Preliminary plans reviewed by NHC following the completion of this assessment suggest that, as the proposed pool and optional wall at the seaward edge of the property protrudes from the surrounding ground, wave runoff may be reduced. Additional assessment however is required to quantify this.

## 1 Introduction

A principal dwelling is being proposed for 3 Brunswick Beach Road to replace an existing dwelling on the property. The waterfront property is located on Brunswick Beach in Howe Sound within the Village of Lions Bay (**Figure 1**). The property is located in Alberta Bay with southwest exposure. The property is potentially at risk from coastal flood hazards from Howe Sound during southerly wind events occurring at high water levels. Because of its relative distance from major creeks and topography of the area, the risk of flood hazard from the nearby creeks is considered to be low, and was therefore not assessed.

The objective of this assessment is to identify and evaluate the flood hazards that may affect the safe development and use of the property. The currently accepted safety threshold in British Columbia is an event with 0.5% annual exceedance probability (AEP) up to the year 2100. Such event is often referred to as the 200-year event.

It is NHC's understanding that the design of the new dwelling has not been initiated and requires results of this assessment as input.

This report presents the findings of an assessment performed by NHC of flood hazards from Howe Sound, accompanied with recommended measures for mitigation. The report has been structured as follows: the pertinent guidelines and references are described first, followed by site observations and coastal flood hazard assessment, and concludes with findings and recommendations.



**Figure 1. Satellite imagery of project site.**

Source: Google Earth, image taken on July 8, 2010

## 1.1 Existing FHA Requirements

The Village of Lions Bay requires all applicants for a building permit provide an assessment of flood risk and appropriate minimum flood construction levels ( Village of Lions Bay Bylaw No. 431).

According to Village of Lions Bay Bylaw No. 520 Section 4.19, no building or structure shall be constructed, erected, or placed:

1. *Within 15 metres of the natural boundary of a watercourse;*
2. *On ground surface less than:*
  - a. *0.7 metres above the 200-year flood level, which level has been established by the Ministry of Environment;*
  - b. *3.1 metres above the natural boundary of a water course where the 200-year flood level has not been established; and*
  - c. *1.6 metres above the natural boundary of the sea.*

Professional obligations require that a site-specific FHA report that confirms the land may be used safely for the use intended must:

- Be prepared in accordance with the most recent edition of the Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC published by Engineers and Geoscientists of BC (EGBC, 2018), and
- Identify all floor areas proposed to be constructed below the 4.5 m Canadian Geodetic Vertical Datum and specify use of these areas, as applicable.

## 1.2 Referenced Guidelines

The following guidelines and regulations were reviewed as part of our investigation of the possible flood hazards incident on the study property:

- Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC (EGBC, 2018)
- Flood Hazard Area Land Use Management Guidelines (BCMFLNRD, 2018)
- Climate Change Adaptation Guidelines for Sea Dikes and Coastal Flood Hazard Land Use – Draft Policy Discussion Paper (BC Ministry of Environment, 2011a)
- Coastal Floodplain Mapping – Guidelines and Specifications (BC Ministry of Environment, 2011b), and
- Climate Change Adaptation Guidelines for Sea Dikes and Coastal Flood Hazard Land Use – Guidelines for Management of Coastal Flood Hazard Land Use (BC Ministry of Environment, 2011c).

## 2 Site Description

The following site description is based on the survey data (Chapman Land Surveying Ltd. attached as **Appendix B**), available maps, and a site inspection. The site inspection was conducted on Nov. 6, 2019 by Philippe St-Germain, P.Eng. of NHC to examine the shoreline and to identify the condition of surrounding areas. The weather throughout the site inspection was calm. The water level was approximately -0.6 m at the time of the site inspection; this and all elevations in this document are reported with respect to the Canadian Geodetic Vertical Datum of 1928 (CGVD28) unless otherwise stated. The local conversion from CGVD28 to chart datum (CD) is +3.1 m.

The property is bounded by Brunswick Road to the north and the sea to the south. The shoreline in front of the property is naturally armoured beach with pebbles overlying coarse sand. This pebble beach is uniformly sloped at approximately 7H:1V (**Figure 2** and **Figure 3**).

Large wood logs are present at the top of the beach slope in front of the property as well as along most of Alberta Bay (**Figure 4**). Typical riparian vegetation begins directly behind the logs at an elevation of 2.6 to 3.2 m (**Figure 5**).

The property slopes upwards from the waterfront with elevations varying from 4.1 to 9.7 m. From the edge of vegetation the land is sloped approximately 9H:1V over about 22 m and then sloped 3H:1V over about 12 m up to the road. The southern limit of the property is at an offset of approximately 10 m with respect to the edge of vegetation.



**Figure 2. Pebble beach in front of property looking southeast. Existing red cabin is on the subject property and is to be removed under current plans.**



**Figure 3. Surface and subsurface beach sediment in front of property. Boot included for scale.**



**Figure 4. Woody debris and vegetation at top of beach slope looking northeast.**



**Figure 5. Woody debris and vegetation at top of beach slope looking southeast.**

### 3 Fluvial Flood Hazards

The property is located at considerable distance away from the closest major creeks, which are Magnesia Creek to the north and Alberta Creek to the south. No outfalls suggesting water channelling were observed along the Alberta Bay shoreline and assessment of land topography in Google Earth did not suggest the presence of any sizable creeks in the vicinity of the property. Accordingly, the risk from creek flooding is deemed low and no further analysis is warranted.

### 4 Coastal Geomorphic Hazards

The site inspection did not reveal existing signs of land erosion at the property and its vicinity. This may be related to the protection provided by large logs perched at the top of the beach, which appears to have been there for an extended period of time (**Figure 5**). However such logs may be displaced by less frequent but strong southerly storms coinciding with high water, and the likelihood of the logs being displaced, and potentially cause impact damage to the shoreline, will increase as sea level rises.

Comparison of satellite images available in Google Earth from 2003 to 2019 did not reveal noticeable changes in the position of the shoreline in Alberta Bay. The rock outcrop at the western end of Brunswick Beach in conjunction with the coarse nature of the beach materials and the generally rocky nature of the land features in the area promotes stability of the beach. It is not anticipated that analysis of historical air photo extending further back in time would show trends of shoreline change. For this reasons such analysis is not warranted.

Overall, the erosion hazards are deemed low for the site and any future land erosion is expected to manifest itself by a gradual upward progression of the existing pebble beach.

### 5 Coastal Flood Hazards

Coastal flood hazards are primarily dictated by flood inundation, but can include overflow and spray, shoreline erosion and scour, beach degradation and aggradation, or physical loading from hydrodynamic forces or wood debris impact. Physical loading is not investigated as part of this assessment as plans for the structures are not available at the time of study.

Canadian Tide and Current Tables (2019, Volume 5) present tides at Point Atkinson, which is 15 km south of the study site (**Table 1**). Despite the higher high water large tide (HHWLT) level being lower than the property, storm surge, wave effects and long-term changes in global and local sea level could result in substantially higher coastal flood levels. Therefore, these effects are analyzed in the following sections.

**Table 1. Tidal levels at Point Atkinson**

Tidal Level	Meters with Respect to CGVD28	Metres with Respect to CD
Higher High Water, Large Tide (HHWLT)	1.9	5.0
Higher High Water, Mean Tide (HHWMT)	1.4	4.5
Mean Water Level (MWL)	0.0	3.1
Lower Low Water, Mean Tide (LLWMT)	-1.9	1.2
Lower Low Water, Large Tide (LLWLT)	-3.0	0.1

## 5.1 Coastal Flood Inundation Hazard

To reduce the likelihood of damage from coastal flood inundation, the coastal flood level was assessed and used to derive a minimum construction level for habitable floors– the flood construction level (FCL). The FCL provides a mitigation measure to limit the likelihood of flooding for developments located along the coast.

The FCL is generally based on an event with an AEP of 0.5% (200-year event). In addition, due to global climate change related sea-level rise, future conditions are considered up to the expected life of the project; often up to the year 2100 (roughly 80 years from present).

The BC Ministry of Environment’s Climate Change Adaptation Guidelines for Sea Dikes and Coastal Flood Hazard Land Use (BC Ministry of Environment, 2011b) and the BC Ministry of Forests, Natural Resource Operations and Rural Development’s amendment of the Flood Hazard Area Land Use Management Guidelines (BCMFLNRD, 2018) present two approaches for determining the 200-year FCL: 1) *combined* method and 2) *probabilistic* method. The components used in determining the FCL using each method are illustrated in **Figure 6** and **Figure 7**.

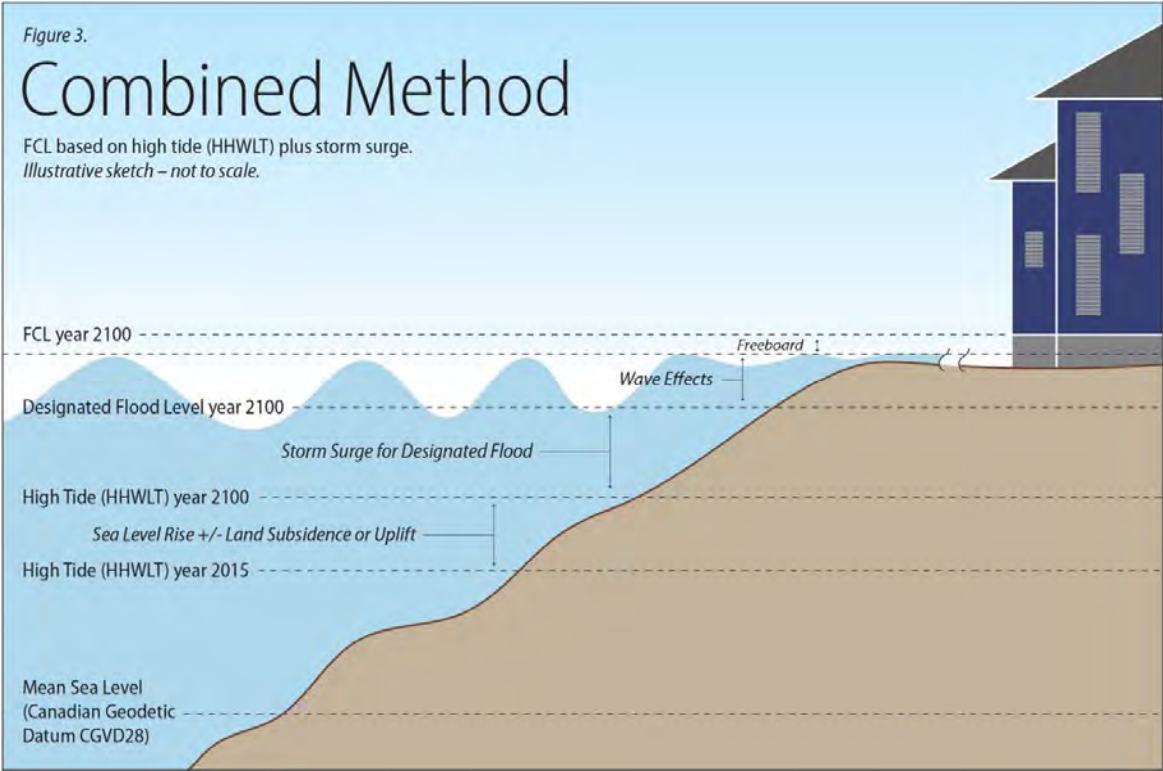


Figure 6. FCL based on combined method (BCMFLNRD, 2018)

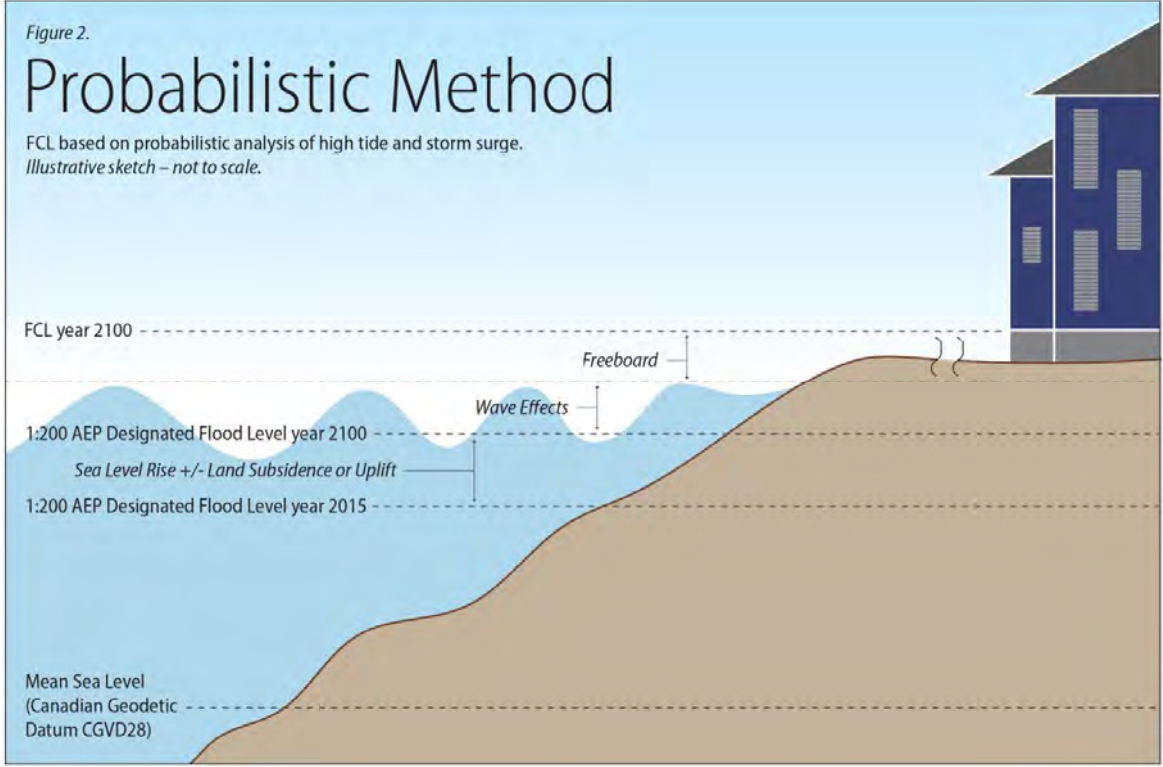


Figure 7. FCL based on probabilistic analysis (BCMFLNRD, 2018)

The combined method is the addition of independent effects of tide, storm surge, and wave run-up, and sea level rise (SLR). This deterministic approach generally results in conservative calculation of a design flood level, as it is applied neglecting the probability of the various design events occurring simultaneously. This is particularly relevant for the fully independent variables of tide and storm surge. For example, the AEP that a 200-year storm surge occurs during HHWLT and 200-year wave event is less than 0.025%; substantially less than the design AEP of 0.5%.

For this assessment a probabilistic approach has been applied, considering the joint probability of tide and storm surge coinciding. This method provides an estimate with an AEP closer to the design AEP of 0.5%.

The coastal FCL using the probabilistic approach is the sum of:

- 0.5% AEP water level as determined by probabilistic analyses of tides and storm surge (the joint probability piece)
  - Allowances for future sea level rise (SLR) to the year 2100
  - Allowance for regional uplift or subsidence to the year 2100
  - Estimated wave effects associated with the designated storm with an 0.5% AEP, and
  - Freeboard.
- } Designated Flood Level

Each of these components are described in the following sections.

Potential changes in storm intensity and frequency over the next 80 years due to climate change could influence storm surge and wave effects. However, predicted changes in storm intensity and frequency are highly variable and inconclusive and therefore have not been incorporated in this analysis.

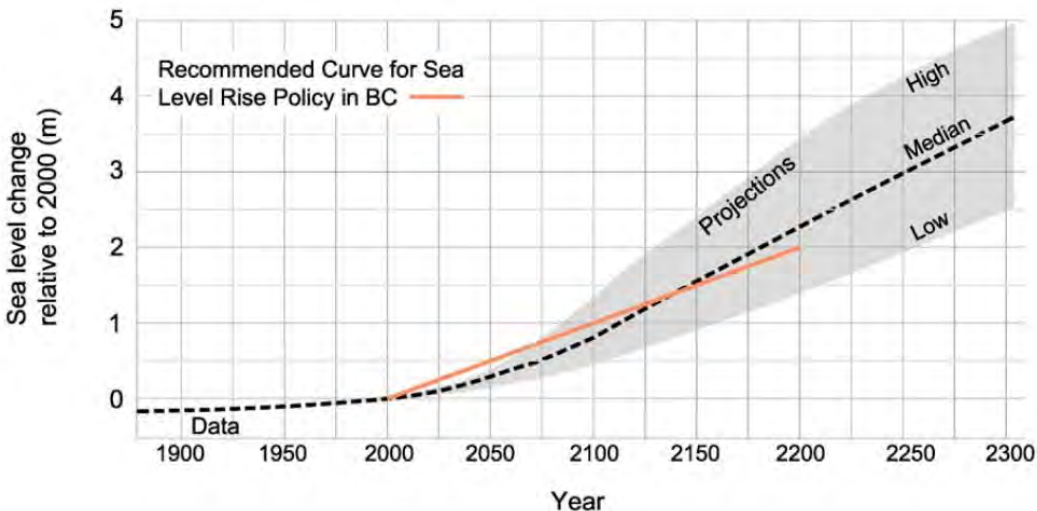
### 5.1.1 Joint Occurrence of Storm Surge and Tides

Coastal flood levels for the 0.5% AEP were developed by applying the Empirical Simulation Technique (EST) on the long term observed data (66 years) at Point Atkinson (NHC, 2008). The EST method is recommended by the Coastal Hydraulics Laboratory (of the US Army Corps of Engineers) and Federal Emergency Management Agency (of United States Department of Homeland Security) technical documentation for frequency related studies. The analysis determined that the 0.5% AEP water level at Point Atkinson is at an elevation of 2.9 m.

### 5.1.2 Sea Level Rise

Global climate change is expected to result in increased sea levels resulting from melting of global ice and increased ocean volume due to rising water temperature. Typically, projects are considered to have a service life of 80 years, resulting in designs often considering projections to the year-2100.

The BC Provincial Sea Dike Guidelines (BC Ministry of Environment, 2011c) recommend that SLR associated with global climate change will result, by the year 2100, in a base water level 1.0 m above that seen in the year 2000. The rate of SLR is projected to increase as the climate warms (**Figure 8**). Therefore, any increase incorporated in the past 20 years is expected to be minimal and hence ignored.



**Figure 8. Projected climate change (BC Ministry of Environment, 2011c)**

Note that the recommended SLR for planning and design in British Columbia is based on a 2008 study by Fisheries and Oceans Canada (Thomson *et al.*, 2008) and MOE (Bornhold, 2008). The authors of those works acknowledge the design SLR for British Columbia is greater than the global mean SLR projected by the IPCC AR4 (2007) for the year 2100 (roughly 0.4 m greater). However, more recent studies, such as IPCC AR5 (2014), suggests global mean SLR of up to 1 m or more by the year 2100. These predictions were based on the Paris Accord being adopted and adhered to, which appears not to be the case.

Other studies have investigated the potential effect of a collapse of the Antarctic ice sheet and have shown that such an event would result in far greater SLR, with estimates that are orders of magnitude larger than the 1 to 2 m projected over the next 80 to 180 years. Recent changes in estimates of global mean SLR to the year 2100 or 2200 have not yet been addressed in the context of coastal British Columbia, but based on recent conversations with FLNRORD, the province is amidst a study of SLR to update the 2011 design values. This study is expected to be completed by 2020.

### 5.1.3 Local Subsidence

Vertical movement of the earth surface occurs within coastal BC for a variety of geological reasons. Land is either static, experiencing uplift (rising), or experiencing subsidence (lowering). In addition to a rising sea, land movement will influence the local relative sea level. Provincial guidelines (BC Ministry of Environment, 2011c) recommends an uplift of  $1.3 \pm 0.2$  mm/year at Point Atkinson. To the year 2100, this translates to a rise of 0.1 m.

This uplift is however neglected because movement of the earth can vary over short distances and in that context the site is considered to far from Point Atkinson to rely on this reduction of SLR. Detailed information on earth movement specific to Howe Sound is not available. Neglecting the uplift is conservative as considering it would lower the FCL.

### 5.1.4 Designated Flood Level

**Table 2** summarizes the resulting designated flood level (still water) for the current condition and that predicted for the Year 2100.

**Table 2. Designated flood level**

Parameter	Year 2019 Elevation (m)	Year 2100 Elevation (m)
Tide + storm surge (joint probability)	2.9	2.9
+ Design sea level rise	0.0	1.0
+ Subsidence	0.0	0.0
<b>Designated Flood Level</b>	<b>2.9</b>	<b>3.9</b>

### 5.1.5 Wave Effect Assessment

Since there is no comprehensive measurement of waves in the vicinity of the study site, a high-level wind and wave analysis was conducted to determine the incident wave climate. The wave climate allows one to determine the wave height at the site which is used to perform the flood hazard assessment.

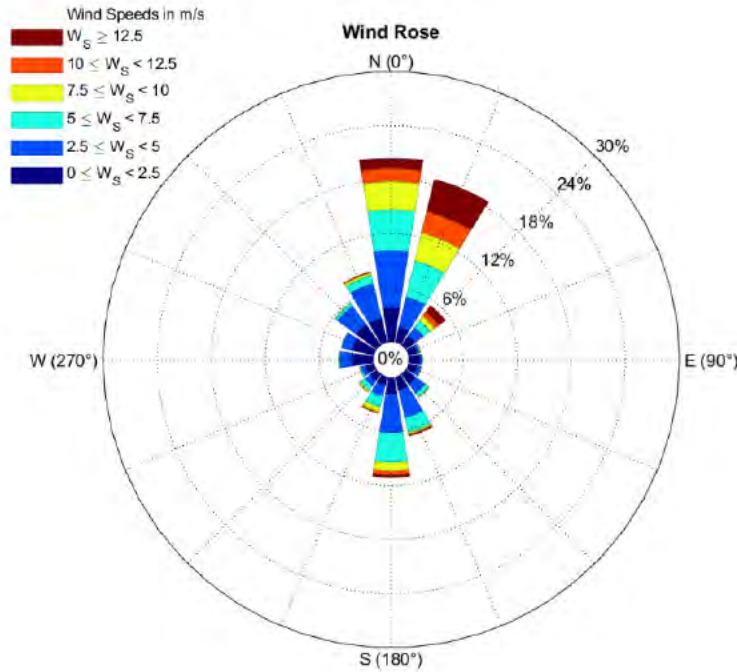
#### Wind Analysis

There is one Meteorological Service of Canada (MSC) station in the vicinity of the study area that has a long-term record suitable for wind analysis: Howe Sound - Pam Rocks. The location of the station is shown in **Figure 10** below. Twenty-five years of hourly wind data was used for the study, as summarized in **Table 3**.

**Table 3. Pam Rocks station information**

Station	Station ID	Station Location	Period of Record
Pam Rocks	10459NN	478310E 5481735 N	1994–2019

The local wind climate can be visualized using a wind rose plot. The plot presents arrows at the cardinal and inter-cardinal compass points to show the direction from which the winds blow, along with associated magnitude and frequency. A wind rose showing the frequency of direction and magnitude of winds at Pam Rocks is shown in **Figure 9**.



**Figure 9. Wind rose for Pam Rocks meteorological station**

The wind rose shows that wind experienced at Pam Rocks is most frequently from the north and secondly from the south. As expected, given the orientation of the mountains alongside of Howe Sound, wind from east and west is less frequent and milder. Because Alberta Bay is open from the south to the southwest, it is not directly exposed to the stronger northerly winds. Accordingly, winds that are of concern for this study are winds from the southerly sector. Extreme value frequency analysis was conducted on the wind data from this sector to obtain the wind speed for the design southerly storm. The results are summarized in **Table 4**.

**Table 4. Design wind speeds based on Pam Rocks data**

Event	Southerly Sector	
	Speed (m/s)	Speed (km/hr)
20% AEP	22.0	79.2
10% AEP	22.7	81.7
2% AEP	24.2	87.1
0.5% AEP	25.3	91.1

Both (BC Ministry of Environment, 2011a) and (BCMFLNRD, 2018) guidelines suggest that the wave effects are to be based on the 0.5% AEP storm in conjunction with the 0.5% AEP water level.

### Incident Wave Height

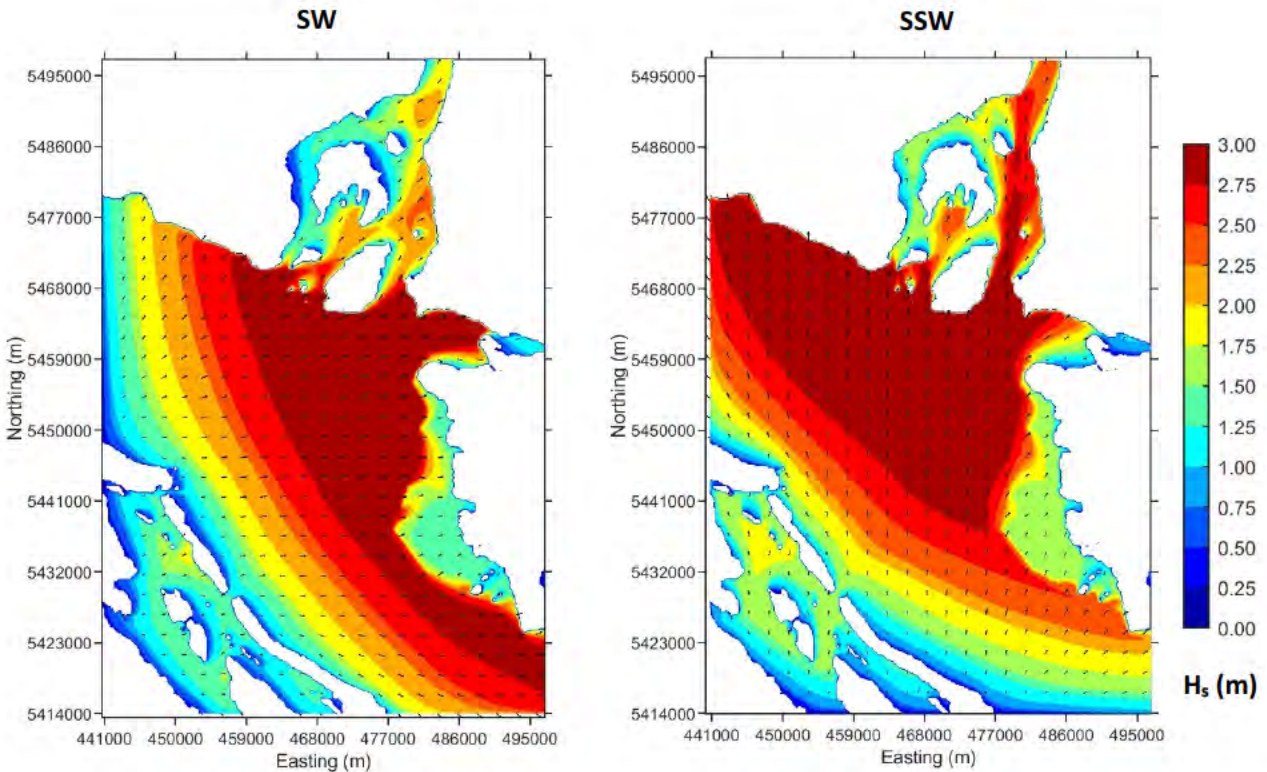
**Figure 10** shows the open water exposure of Alberta Bay. The bay is exposed to open water fetch from the southwest (SW) and the south-southwest (SSW).

The presence of islands that obstruct wave propagation at the western entrance to Howe Sound (e.g., Keats Island) limits the SW fetch to approximately 16 km. It is not expected that waves from the strait penetrate much into Howe Sound past these islands. At the eastern entrance to Howe Sound, the open water distance to the SSW is relatively long, essentially extending across the Strait of Georgia up to 55 km away from site. Waves generated in the strait propagating into Howe Sound from that direction will be partially obstructed by Bowyer Island and the constriction at between Bowen Island and White Cliff Point.

A coarse wave model of the Strait of Georgia was employed to estimate deep wave conditions incident to the site to capture presence of islands and constrictions. Results suggest a significant wave height of  $H_s = 2.4$  m from the SW direction and  $H_s = 2.5$  m from the SSW direction, both with a peak wave period of  $T_p = 6.2$  sec. The significant wave height corresponds to the mean height of the highest 1/3 of the waves in a storm. Wave conditions associated to the SSW direction are selected for defining the FCL.



**Figure 10. Site open water exposure**  
Source: Google Earth



**Figure 11. Wave model results for SW (left) and SSW (right) wind conditions.**

### Wave Effect Analysis

As waves propagate from deep water closer to the shoreline within Alberta Bay, they become affected by the shallower water depth. Such transformation was assessed according to the method of Goda (2000) resulting to a height reduction from  $H_s = 2.5$  m to  $H_s = 2.2$  m at the toe of the pebble beach (0 m depth contour with respect to chart datum).

Wave runup at the shoreline determines the extent over which waves act above a given water level. Wave runup is therefore an important parameter to determine flood inundation extents from coastal storms. The BC Provincial Sea Dike Guidelines (BC Ministry of Environment, 2011b) accept the use of a few criteria for calculation of the wave runup component for design elevation. As normally applied for runup analysis, the 2% exceedance level was adopted for this study – that is the runup from a wave with a height that is expected to be exceeded by 2% of the waves occurring during a storm.

As wave runup is affected by the type of shoreline waves interact with, assumptions are required regarding the characteristics of the future shoreline. Based on site conditions, the pebble beach is expected to naturally progress upland as sea level rises. The current assessment of the FCL considers that the ground in front (seaward) of the proposed dwelling will remain at the existing elevation following construction, allowing the natural progression on the pebble beach.

Based on the above assumptions, the wave runup is estimated using methodology presented by Poate *et al.* (2016), which has been developed specifically for beaches composed of coarse granular material such as pebbles based on field monitoring. The results are summarized in the following table.

**Table 5. Wave effects**

Parameter	Year 2019	Year 2100
Design Wave Height (m)	2.2	2.2
Design Wave Period (s)	6.2	6.2
Equivalent Foreshore Slope (°)	8	8
Designated Flood Level (m)	2.9	3.9
Wave Runup <sup>1</sup> (m)	2.8	2.8

**Notes:**

1. Wave runup is measured from the designated flood level

## 5.2 Coastal Flood Construction Level

**Table 6** summarizes the resulting FCL for the current condition and that predicted for the Year 2100. A freeboard is applied to account for temporal and spatial variances in wave climate and surge, as well as precision of the calculation overall. Freeboard for infrastructure according to the amendment to the guidelines (BCMFLNRD, 2018) is 0.6 m when using the joint probabilistic approach.

The FCL adopted by the Village of Lions Bay is 1.6 m above the existing natural boundary of the sea, as per Bylaw No. 520 Section 4.19 2c. This is on average an elevation of 4.5 m, with the existing natural boundary interpreted as the edge of vegetation as per the site topographic survey (**Appendix B**). The year 2100 FCL of 7.3 m is 2.8 m above this level.

**Table 6. Coastal flood construction levels**

FCL Input	Year 2019 Elevation (m)	Year 2100 Elevation (m)
Tide + storm surge (joint probability)	2.9	2.9
+ wave effect	2.8	2.8
+ Design sea level rise (to year 2100)	0.0	1.0
+ Subsidence	0.0	0.0
Coastal flood level	5.7	6.7
+ Freeboard	0.6	0.6
<b>Flood construction level</b>	<b>6.3</b>	<b>7.3</b>

### 5.3 Tsunami Hazard

In addition to wave and storm events, high water and coastal property inundation could potentially occur from a tsunami event. Previously denoted as tidal waves, the Japanese term tsunami, is now used to denote long period waves (5 to 60 minutes) that radiate out from the rapid displacement of a large volume of water. The initial displacement can result from an earthquake, landslide, volcanic eruption, glacier calving, or impact from a meteorite. However, major tsunamis generally are a result of earthquakes that produce substantial vertical movement of the sea floor.

Lions Bay can be affected by Tsunamis originating in the Pacific Ocean propagating in the Juan de Fuca Strait and the Strait of Georgia, as well as local sources in the Strait of Georgia and Howe Sound. Fisheries and Oceans Canada (DFO, n.d.) simulated a large Cascadia subduction zone tsunami, originating a few hundred kilometres offshore of Vancouver Island. This work suggested that tsunami waves propagating through the Juan de Fuca Strait and the Strait of Georgia would be approximately 0.5 m in Howe Sound. The last such large tsunami occurred in 1700 and has an average reoccurrence of 500 years. Local tsunami sources that could potentially impact the project site include a potential slump of the Fraser River delta (Rabinovich *et al.*, 2003), shallow crustal faults under the Strait of Georgia (Clague, 2005), and subaerial and submarine landslides in Howe Sound (Westmar, 2005).

In comparison to storms, the probability of a tsunami to occur and affect Howe sound is considerably small. Hence, tsunami hazard is not considered to govern the FCL for the site.

### 5.4 Building Setback

The provincial flood hazard area land use guideline (BCMFLNRD (2018)) recommends that the building setback should be at least the greater of 1) 15 m from the future estimated natural boundary of the sea at year 2100 and 2) landward of the location where the natural ground elevation contour is equivalent to the year 2100 FCL.

Considering the potential for the beach to naturally progress upland in the future, it is anticipated that the relative height between the edge of vegetation and the high water mark remains similar in the future (1 m on average above HHWLT). Accordingly the future natural boundary is estimated to be at an elevation of:

$$\text{HHWLT} + \text{Sea Level Rise} + \text{Relative Height Difference}$$

$$1.9 \text{ m} + 1.0 \text{ m} + 1.0 \text{ m} = 3.9 \text{ m}$$

This estimation of the future natural boundary corresponds approximately to the seaward limit of the property, which is at an elevation of approximately 4.1 m.

The calculated 2100 FCL of 7.3 m intersects the existing ground at a location close to the upland limit of the property.

A setback of 15 m from either the locations recommended by BCMFLNRD (2018) as indicated above considerably limits the development of the property, if not completely. Applying a 15 m setback to the future natural boundary approximately results in only the upper 12 m of property able to be constructed on. This would further be limited by any road setback requirements. Applying a 15 m setback from the location where the 2100 FCL intersects existing land would result in even less area to be constructed on.

With the erosion hazard deemed low for the site, a setback of 15 m from the existing natural boundary is considered safe. This setback is in accordance with the Village of Lions Bay's bylaws. Nevertheless, it is recommended that mitigation measures be implemented to prevent undermining of the building's foundation as a result of erosion or scour. Such measures are suggested further below.

## 6 Summary and Recommendations

A flood hazard assessment was conducted for the property located at 3 Brunswick Beach Road in the Village of Lions Bay. It is expected that coastal flooding originating from Howe Sound is the primary mechanism for flood hazards (i.e., in comparison to riverine hazards). From this assessment, the hazard was characterized and the property deemed safe for use provided the following recommended mitigation measures are adhered to:

- 1) An FCL of 7.3 m is adopted for the site for long-term infrastructure (design life  $\geq$  30 years); an FCL of 6.3 m may be adopted for short-term infrastructure (design life  $<$  30 years).
- 2) A 15 m setback from the existing natural boundary is adopted for this site.
- 3) The underside of any wooden floor system, or the top of any concrete floor system used for habitation is at or above the applicable FCL.
- 4) Building entrances and windows to habitable areas are no lower than the applicable FCL.
- 5) Any areas below the FCL, such as an underground parking or crawl space provide pedestrian exits that extend to or above the FCL and are adequate for evacuation during a flood and under lack of electrical power.
- 6) Main electrical switchgear (i.e., control panel, fuse, circuit breaker) is above the FCL. Any electrical supply below the FCL (i.e., lighting or electrical outlets) is protected by ground fault circuit interruption (GFCI) located above the FCL or protected through other methods approved safe up to the FCL by a qualified professional.
- 7) Mechanical equipment is above the FCL or otherwise constructed to be safe for inundation up to the FCL.
- 8) Any structure that is above ground and below the FCL or reliant on erodible soils that extend below the FCL is protected against or designed to withstand erosion from wave runup; this could potentially be achieved through either:
  - a. Founding of structures on bedrock;
  - b. Founding of structures on supports capable to withstand exposure to at least 1 m below the adjacent ground;
  - c. Armouring foundation to protect against erosion and scour (such armouring is to be designed by a qualified professional).
- 9) Shoreline conditions and any scour and erosion mitigation measures are inspected annually and following any large wave event occurring at high water level (waves in excess of 1 m within

Alberta Bay). If substantial shoreline changes are identified, then a qualified professional is retained to provide assessment.

- 10) Preliminary and final building plans are formally reviewed by a qualified registered engineer to ensure they meet the recommendations presented within this FHA prior to construction.

This assessment is based on ground slopes between the beach and the house of approximately 8H:1V. Any changes to this slope, such as construction of a seawall, infilling the yard to reduce frequency of flooding, etc. could alter the FCL and should therefore only be done in conjunction with a review by a qualified professional.

Despite the results and application of recommended mitigations, a residual flood hazard from Howe Sound still exists; that is, less frequent events (AEP <0.5%) may exceed the design values and mitigation measures presented. Furthermore, hazards other than flood hazards from Howe Sound, such as geotechnical, fire, and wildlife hazards have not been assessed as part of this assessment. Stormwater and sediment management has not been designed or assessed through this study and may also impose hazards if not adequately addressed.

This flood hazard assessment was conducted following EGBC 2018 Class 1 flood hazard assessment guidelines. A summary of the EGBC criteria for such an assessment is presented in **Table 7**.

**Table 7. Summary of EGBC typical Class 1 flood hazard assessment methods and deliverables.**

EGBC Flood Hazard Assessment Component	Notes
<i>Typical hazard assessment methods and climate/environmental change considerations</i>	
Site inspection and qualitative assessment of flood hazard	Completed by NHC 2019
Identify any very low hazard surfaces in the consultation area (i.e., river terraces)	Completed by NHC 2019
Estimate erosion rates along shoreline	Completed by NHC 2019
1-D or possibly 2-D modelling, modelling of fluvial regime and future trends in river bed changes, erosion hazard maps, possibly paleoflood analysis	Not Applicable
Identify upstream or downstream mass movement processes that could change flood levels (e.g., landslides leading to partial channel blockages, diverting water into opposite banks)	Not Applicable
Conduct simple time series analysis of runoff data, review climate change predictions for study region, include in assessment if considered appropriate	Climate change related to sea level rise reviewed. Analysis of runoff data not applicable.
Quantify erosion rates by comparative air photograph analysis	Analysis not performed. Current erosion risk deemed low.
<i>Typical deliverables</i>	
Letter report or memorandum with at least water levels and consideration of scour and bank erosion	Completed by NHC 2019
Cross-sections with water levels, flow velocity and qualitative description of recorded historic events, estimation of scour and erosion rates where appropriate with maps showing erosion over time	Not Applicable
Maps with area inundated at different return period, flow velocity, flow depth, delineation of areas prone to erosion and river bed elevation changes, estimates of erosion rates	Not Applicable

## 7 Closure

We hope this work and report meets your current needs. If you have any questions don't hesitate to contact Philippe St-Germain or Dale Muir by phone (604-980-6011) or by email ([pstgermain@nhcweb.com](mailto:pstgermain@nhcweb.com) | [dmuir@nhcweb.com](mailto:dmuir@nhcweb.com)).

Sincerely,

**Northwest Hydraulic Consultants Ltd.**

Prepared by:



March 24, 2020

Philippe St-Germain, P.Eng.,  
Coastal Engineer

Reviewed by:

  
on the behalf of

Dale Muir, P.Eng.,  
Principal

## DISCLAIMER

This document has been prepared by **Northwest Hydraulic Consultants Ltd.** for the benefit of **David Cobban** for specific application to the **flood hazard assessment for a building permit on the property located at 3 Brunswick Beach Road, Village of Lions Bay**. The information and data contained herein represent **Northwest Hydraulic Consultants Ltd.** best professional judgment in light of the knowledge and information available to **Northwest Hydraulic Consultants Ltd.** at the time of preparation, and was prepared in accordance with generally accepted engineering practices.

Except as required by law, this report and the information and data contained herein are to be treated as confidential and may be used and relied upon only by **David Cobban**. **Northwest Hydraulic Consultants Ltd.** denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this report or any of its contents.

## 8 References

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**Appendix A**  
**Flood Hazard and Risk Assurance Statement**

## APPENDIX J: FLOOD HAZARD AND RISK ASSURANCE STATEMENT

Note: This Statement is to be read and completed in conjunction with the "APEGBC Professional Practice Guidelines - Legislated Flood Assessments in a Changing Climate, March 2012 ("APEGBC Guidelines") and is to be provided for flood assessments for the purposes of the Land Title Act, Community Charter or the Local Government Act. Italicized words are defined in the APEGBC Guidelines.

To: The Approving Authority

Date: 2020-03-19

Planning and Development Services, Village of Lions Bay

PO Box 141, 400 Centre Rd, Lions Bay, V0N 2E0

Jurisdiction and address

With reference to (check one):

- Land Title Act (Section 86) – Subdivision Approval
- Local Government Act (Sections 919.1 and 920) – Development Permit
- Community Charter (Section 56) – Building Permit
- Local Government Act (Section 910) – Flood Plain Bylaw Variance
- Local Government Act (Section 910) – Flood Plain Bylaw Exemption

For the Property:

Lot 20, Block 18, District Lot 1815, New Westminster District, Plan 10651

Legal description and civic address of the Property

The undersigned hereby gives assurance that he/she is a *Qualified Professional* and is a *Professional Engineer* or *Professional Geoscientist*.

I have signed, sealed and dated, and thereby certified, the attached flood assessment report on the Property in accordance with the APEGBC Guidelines. That report must be read in conjunction with this Statement. In preparing that report I have:

Check to the left of applicable items

- 1. Collected and reviewed appropriate background information
- 2. Reviewed the proposed *residential development* on the Property
- 3. Conducted field work on and, if required, beyond the Property
- 4. Reported on the results of the field work on and, if required, beyond the Property
- 5. Considered any changed conditions on and, if required, beyond the Property
- 6. For a *flood hazard* analysis or *flood risk* analysis I have:
  - 6.1 reviewed and characterized, if appropriate, floods that may affect the Property
  - 6.2 estimated the *flood hazard* or *flood risk* on the property
  - 6.3 included (if appropriate) the effects of climate change and land use change
  - 6.4 identified existing and anticipated future *elements at risk* on and, if required, beyond the Property
  - 6.5 estimated the potential *consequences* to those *elements at risk*
- 7. Where the *Approving Authority* has adopted a specific level of *flood hazard* or *flood risk* tolerance or return period that is different from the standard 200-year return period design criteria<sup>(1)</sup>, I have
  - 7.1 compared the level of *flood hazard* or *flood risk* tolerance adopted by the *Approving Authority* with the findings of my investigation
  - 7.2 made a finding on the level of *flood hazard* or *flood risk* tolerance on the Property based on the comparison
  - 7.3 made recommendations to reduce the *flood hazard* or *flood risk* on the Property

<sup>(1)</sup> *Flood Hazard Area Land Use Management Guidelines* published by the BC Ministry of Forests, Lands, and Natural Resource Operations and the 2009 publication *Subdivision Preliminary Layout Review – Natural Hazard Risk* published by the Ministry of Transportation and Public Infrastructure. It should be noted that the 200-year return period is a standard used typically for rivers and purely fluvial processes. For small creeks subject to debris floods and debris flows return periods are commonly applied that exceed 200 years. For life-threatening events including debris flows, the Ministry of Transportation and Public Infrastructure stipulates in their 2009 publication *Subdivision Preliminary Layout Review – Natural Hazard Risk* that a 10,000-year return period needs to be considered.

8. Where the *Approving Authority* has **not** adopted a level of *flood risk* or *flood hazard* tolerance I have:

NA8.1 described the method of *flood hazard* analysis or *flood risk* analysis used

NA8.2 referred to an appropriate and identified provincial or national guideline for level of *flood hazard* or *flood risk*

NA8.3 compared this guideline with the findings of my investigation

NA8.4 made a finding on the level of *flood hazard* or *flood risk* tolerance on the Property based on the comparison

NA8.5 made recommendations to reduce *flood risks*

9. Reported on the requirements for future inspections of the Property and recommended who should conduct those inspections.

Based on my comparison between

Check one

- the findings from the investigation and the adopted level of *flood hazard* or *flood risk* tolerance (item 7.2 above)
- the appropriate and identified provincial or national guideline for level of *flood hazard* or *flood risk* tolerance (item 8.4 above)

I hereby give my assurance that, based on the conditions contained in the attached flood assessment report,

Check one

- for subdivision approval, as required by the *Land Title Act* (Section 86), "that the land may be used safely for the use intended".

Check one

- with one or more recommended registered *covenants*.
- without any registered *covenant*.

- for a development permit, as required by the *Local Government Act* (Sections 919.1 and 920), my report will "assist the local government in determining what conditions or requirements under [Section 920] subsection (7.1) it will impose in the permit".

- for a building permit, as required by the *Community Charter* (Section 56), "the land may be used safely for the use intended".

Check one

- with one or more recommended registered *covenants*.
- without any registered *covenant*.

- for flood plain bylaw variance, as required by the *Flood Hazard Area Land Use Management Guidelines* associated with the *Local Government Act* (Section 910), "the development may occur safely".

- for flood plain bylaw exemption, as required by the *Local Government Act* (Section 910), "the land may be used safely for the use intended".

**Philippe St-Germain**

Name (print) \_\_\_\_\_

Date \_\_\_\_\_

Signature \_\_\_\_\_

Address \_\_\_\_\_

30 Gostick Place, North Vancouver, BC V7M 3G3

604-980-6011

Telephone \_\_\_\_\_



(Affix Professional seal here)

If the *Qualified Professional* is a member of a firm, complete the following.

I am a member of the firm Northwest Hydraulic Consultants Ltd. (NHC)  
 and I sign this letter on behalf of the firm. (Print name of firm)

**Appendix B**  
**Received Site Legal Survey**

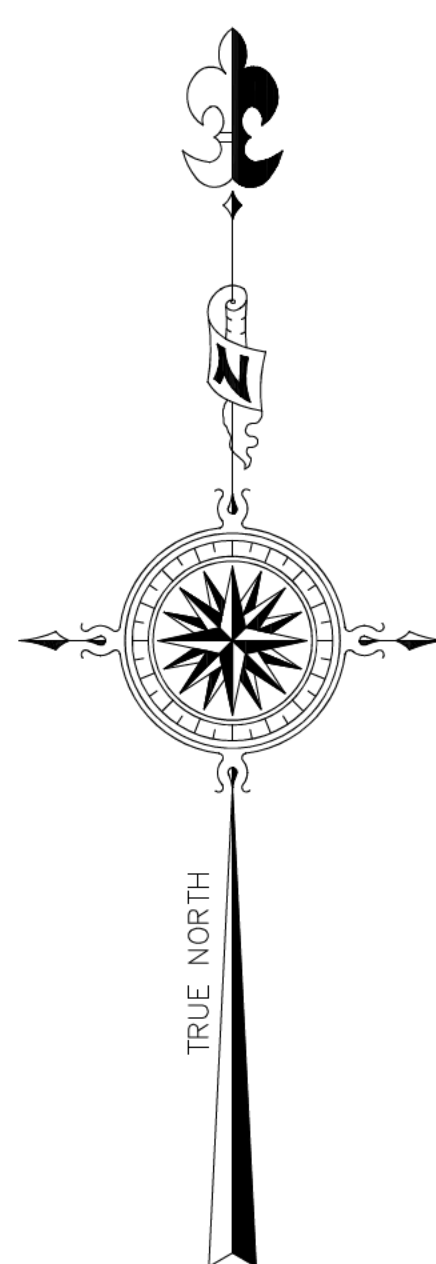
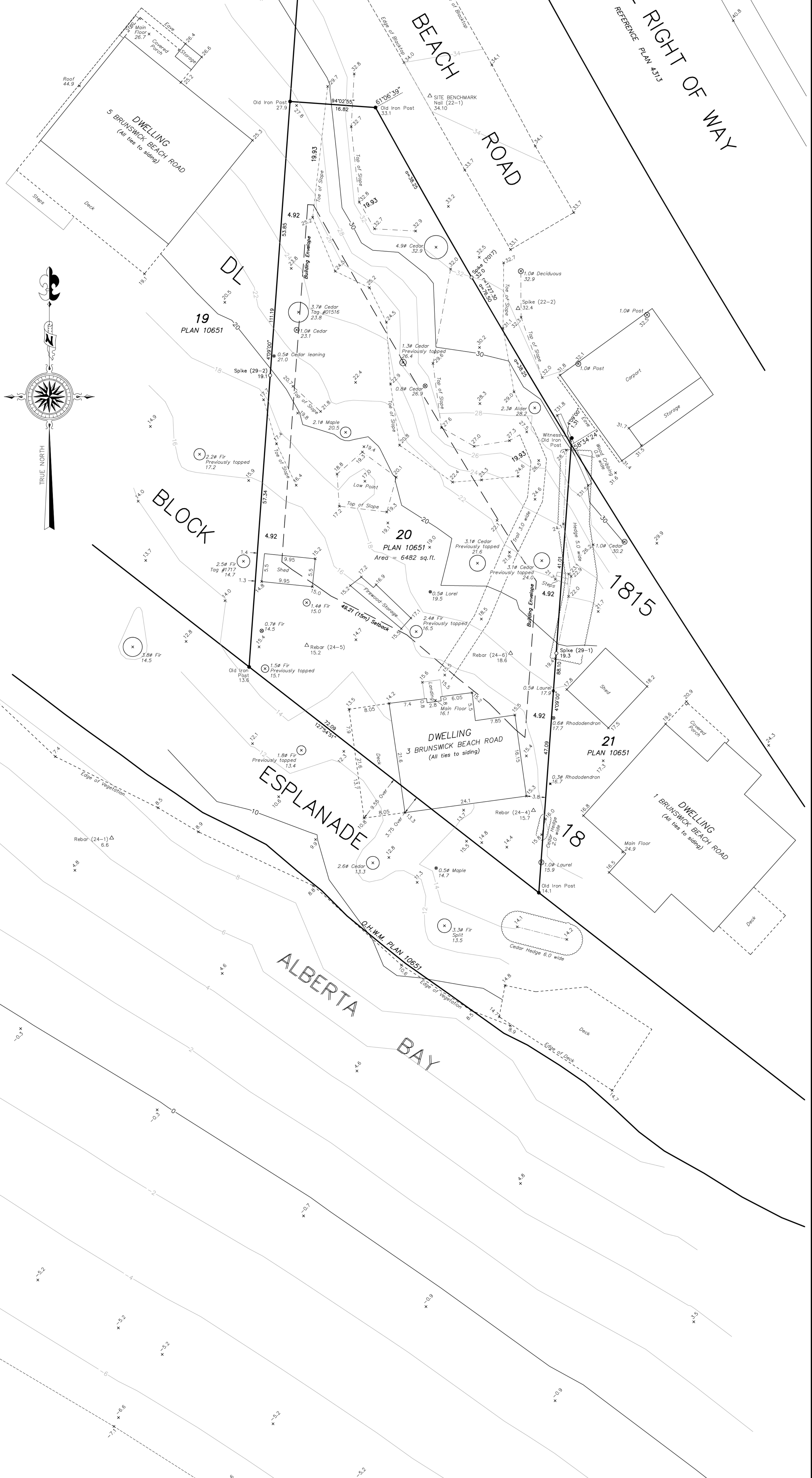
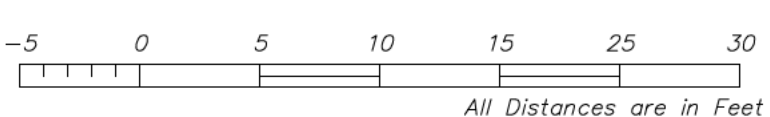
# TOPOGRAPHIC PLAN OF LOT 20, BLOCK 18 DISTRICT LOT 1815

GROUP 1, NEW WESTMINSTER DISTRICT

PLAN 10651

P.I.D. 009-322-477

SCALE: 8 FEET TO 1 INCH



**Notes:**  
Elevations are to Geodetic Datum and are derived from GNSS observations at Rebar (24-1);  
Elevation = 6.56

Zoning: RS-1  
Field ties completed July 15, 2019.

This Document is not valid unless originally signed & sealed.

Certified Correct according to Plan 10651, and LMP52535:

William R. Chapman  
this 19th day of July, 2019.

Building envelope to be confirmed by the Municipality of Lions Bay.

© CHAPMAN LAND SURVEYING LTD., 2019  
British Columbia Land Surveyors  
#107-100 Park Royal South  
WEST VANCOUVER, B.C.  
V7T 1A2 604-926-7311  
FAX 604-926-6923  
EMAIL sandy@chapmansurvey.com  
LIONS BAY BOOK: 2333(22) JOB: 19-061 FILE: 1077 DRAWN BY: KS  
COMP: Q:\Eagle\1077\Lot 20-19061\MS1077-20-19061-TOP.dwg



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**VILLAGE OF LIONS BAY**

**Development Variance Permit 3090.20.01**

Issued to: **David Cobban and Marilyn Cobban (the Permittee)**  
Parcel Identifier: **009-322-477**  
Legal Description: **LOT 20, BLK 18, DL1815, NWD PLAN 10651**  
Civic Address: **3 Brunswick Beach Road, Lions Bay, BC**

- 1) This Development Variance Permit is issued subject to compliance with all of the Bylaws of the Village of Lions Bay (the "Municipality") applicable thereto, except as specifically varied or supplemented by this Permit.
- 2) This Development Variance Permit applies to and only to those lands within the Village of Lions Bay described below:

Parcel Identifier: 009-322-477  
Legal Description: LOT 20, BLK 18, DL1815, NWD PLAN 10651  
Civic Address: 3 Brunswick Beach Road, Lions Bay, BC  
(the "Land")

- 3) The minimum front parcel line setback of the Land for a building under Zoning and Development Bylaw No. 520, 2017, as amended (the "Bylaw"), section 7.6.2, is varied as follows:

The minimum required front parcel line setback for a building or structure is reduced from 4.5m to 1.5m, to allow for the construction of a single family dwelling in the location, and in substantial compliance with, the site plan and drawings by M.P. Lightbody Ltd. shown in Appendix A.

- 4) The following conditions and requirements are imposed in accordance with the recommendations pertaining to Flood Hazard Assessment (FHA) by Northwest Hydraulic Consultants Ltd., dated March 24, 2020:
  - a) A Flood Construction Level (FCL) of 7.3m is adopted for the site for long-term infrastructure (design life  $\geq$  30 years); an FCL of 6.3 m may be adopted for short-term infrastructure (design life  $<$  30 years).



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

- b) A 15 m setback from the existing natural boundary is adopted for the Land.
  - c) The underside of any wooden floor system, or the top of any concrete floor system used for habitation is at or above the applicable FCL.
  - d) Building entrances and windows to habitable areas are no lower than the applicable FCL.
  - e) Any areas below the FCL, such as an underground parking or crawl space provide pedestrian exits that extend to or above the FCL and are adequate for evacuation during a flood and under lack of electrical power.
  - f) Main electrical switchgear (i.e. control panel, fuse, circuit breaker) is above the FCL. Any electrical supply below the FCL (i.e. lighting or electrical outlets) is protected by ground fault circuit interruption (GFCI) located above the FCL or protected through other methods approved safe up to the FCL by a qualified professional.
  - g) Mechanical equipment is above the FCL or otherwise constructed to be safe for inundation up to the FCL.
  - h) Any structure that is above ground and below the FCL or reliant on erodible soils that extend below the FCL is protected against or designed to withstand erosion from wave runup; this could potentially be achieved through:
    - (i) Founding of structures on bedrock;
    - (ii) Found of structures on supports capable to withstand exposure to at least 1 m below the adjacent ground;
    - (iii) Armouring foundation to protect against erosion and scour (such armouring is to be designed by a qualified professional).
  - i) Shoreline conditions and any scour and erosion mitigation measures are inspected annually and following any large wave event occurring at high water level (waves in excess of 1 m within Alberta Bay). If substantial shoreline changes are identified, then a qualified professional is retained to provide assessment.
  - j) Preliminary and final building plans are formally reviewed by a qualified registered engineer to ensure they meet the recommendations presented within this FHA prior to construction.
- 5) Notwithstanding the requirements above, the Municipality may allow for certain conditional uses of space below the FCL, such uses to be described within a Section 219 Covenant registered on title.



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

---

- 6) Security Requirements: A Section 219 Covenant in respect of recommendations pertaining to the Flood Hazard Assessment by Northwest Hydraulic Consultants Ltd., dated March 24, 2020, and any additional conditions in respect of section 5 of this Permit, shall be registered in the Vancouver Land Title Office. The FHA shall be attached to the Covenant.
- 7) This Permit shall not have the effect of varying the use or density of the Land as specified in the Bylaw, the application of a zoning bylaw in relation to residential rental tenure, or a flood plain specification under s. 524(3) of the *Local Government Act*.
- 8) This Permit prevails over the provisions of the Bylaw in the event of conflict.
- 9) The Land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit shall form a part hereof.
- 10) This Permit is not a building permit.
- 11) Notice of this Permit shall be filed in the Vancouver Land Title Office under Section 503 of the *Local Government Act*, and upon such filing, the terms of this Permit or any amendment hereto shall be binding upon all persons who acquire an interest in the Land affected by the Permit.

AUTHORIZED BY RESOLUTION PASSED BY THE COUNCIL OF THE VILLAGE OF LIONS BAY  
THE 2<sup>ND</sup> DAY OF JUNE, 2020.

---

Peter DeJong  
Chief Administrative Officer  
Village of Lions Bay

END OF DOCUMENT

**COBBAN  
RESIDENCE**

#3 BRUNSWICK  
BEACH ROAD



M.P. LIGHTBODY LTD  
604 828 1953  
mplightbody@shaw.ca  
www.mplightbody.com

INFORMATION		
1	LEGAL ADDRESS	LOT 20, BLOCK 18, DL 1815M, GRP 1, PLAN 10551
2	CIVIC ADDRESS	#3 BRUNSWICK BEACH ROAD
3	PID	009-322-477
4	ZONING	RS-1 BBO

STATISTICS		PERMITTED	PROPOSED
1	SITE AREA	6482 SQ. FT.	
	PERMITTED SITE COVER		
	PERMITTED FSR		
	PERMITTED HEIGHT		
	PERMITTED FRONT SETBK		
	PERMITTED REAR SETBK		
	PERMITTED SIDE SETBK		
	ACCSRY BLDG MAX AREA		
	ACCSRY BLDG MAX HT		
2	BUILDING AREA (SEE AREAS SHEET A 1.1)		
	BASEMENT	1235.18	
	MAIN LEVEL	1255.74	
	UPPER LEVEL	2143.23	
	TOTAL	4634.15 SQ. FT.	
	TOTAL PERMITTED	4634.50 SQ. FT.	
3	SITE COVERAGE	34.89 SQ. FT. (SEE AREA SHEET A1.1)	
4	HEIGHT (SEE ELEVATIONS) (A 8.0 - A 8.1)		
		AVG. GRADE	AVG ROOF
			HEIGHT
		NORTH	
		SOUTH	
		EAST	
		WEST	
		OVERALL	22.75' 48.30' 25'-6 1/4"

GENERAL NOTES		
1	SURVEY	SURVEY INFORMATION TAKEN FROM CHAPMAN LAND SURVEYING - 2019
2	CODE & BYLAWS	ALL WORK AND MATERIAL TO BE USED SHALL BE CSA APPROVED AND/OR MEET OR EXCEED ALL APPLICABLE B.C.C. REQUIREMENTS AND LOCAL BYLAWS
3	DIMENSIONING	ALL DIMENSIONS ARE FROM OUTSIDE FACE OF WALL SHEATHING TO OUTSIDE FACE OF FRAMING MEMBER FOR EXTERIOR WOOD FRAMED WALLS AND FROM OUTSIDE FACE OF FRAMING MEMBER TO OUTSIDE FACE OF FRAMING MEMBER FOR INTERIOR WOOD FRAMED WALLS (U.N.D.) CONCRETE WALLS DIMENSIONED TO FACE OF CONCRETE
4	CLARIFICATION	ANY QUESTIONS OR DISCREPANCIES ARISING DURING THE COURSE OF THE WORK SHALL BE FORWARDED TO THE DESIGNER PRIOR TO PROCEEDING WITH THE WORK
5	WINDOWS/DOORS	ALL WINDOWS, DOORS AND SKYLIGHTS SHALL BE CONSTRUCTED TO MEET OR EXCEED NAFS STANDARDS AS REQUIRED BY AUTHORITY HAVING JURISDICTION

DRAWING LIST

- A 1.0 SITE PLAN
- A 1.1 AREA REV EW
- A 1.2 SITE SECTION
- A 2.0 FOUNDATION
- A 3.0 LOWER LEVEL
- A 4.0 MAIN LEVEL
- A 5.0 UPPER LEVEL
- A 6.0 ROOF
- A 7.0 SECTIONS
- A 7.1 SECTIONS
- A 7.2 SECTIONS
- A 8.0 ELEVATIONS
- A 8.1 ELEVATIONS
- A 9.0 DETAILS
- A 9.1 DETAILS
- A 9.2 DETAILS
- A 10.0 LOWER LEVEL LIGHT NG
- A 10.1 MAIN LEVEL LIGHTING
- A 10.2 UPPER LEVEL LIGHT NG
- A 10.3 SITE LIGHT NG & SERVICES

SPECIAL NOTE:

DUE TO THIS PROPERTY BEING LOW BANK WATERFRONT AND ... AS A RESULT OF HYDROLOGY RESEARCH AND ENGINEERING, THE LOWEST FLOOR IS BEING DEEMED "SEMI-HABITABLE SPACE". SEMI-HABITABLE SPACE HAS A SERIES OF INCLUSIONS AND SPECIAL CONSIDERATIONS INCLUDING (BUT NOT LIMITED TO):

1. LOWEST FLOOR STRUCTURE WILL BE CONSTRUCTED OF NON-WOOD MATERIALS.
2. LOWEST FLOOR ELECTRICAL SERVICE WILL BE ON ITS OWN SUBPANEL WITH WATER INFILTRATION EMERGENCY SHUT-OFF
3. MECHANICAL ROOM AND MECHANICAL SUPPLY SYSTEMS ARE POSITIONED ON THE MIDDLE FLOOR - ABOVE HYDROLOGY CONSULTANTS RECOMMENDATION OF 6.3M
4. AS PART OF THIS DP APPLICATION - A VARIANCE IS BEING SOUGHT FOR PERMISSION TO REDUCE FRONT SETBACK (STREET) TO SIDEYARD REQUIREMENTS (5 FT) SO AS TO KEEP HOME FURTHER FROM LOW BANK AND ESPLANADE
5. A LOW RETAINING WALL, POOL RETAINING WALLS, GRAVEL FIELDS AND INTERNAL DRAINAGE SYSTEMS ARE BEING INCLUDED IN CASE OF POSSIBLE FUTURE STORM SURGE

ISSUED FOR:	DB AND BP
DATE:	MAY 4 2020
SCALE:	

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOP'T PERMIT		
VARIANCE		
CONCEPT		

REVISIONS:

**COVER**

PROJECT  
**2170**  
SHEET  
**A 1.0**

**COBBAN  
RESIDENCE**

#3 BRUNSWICK  
BEACH ROAD

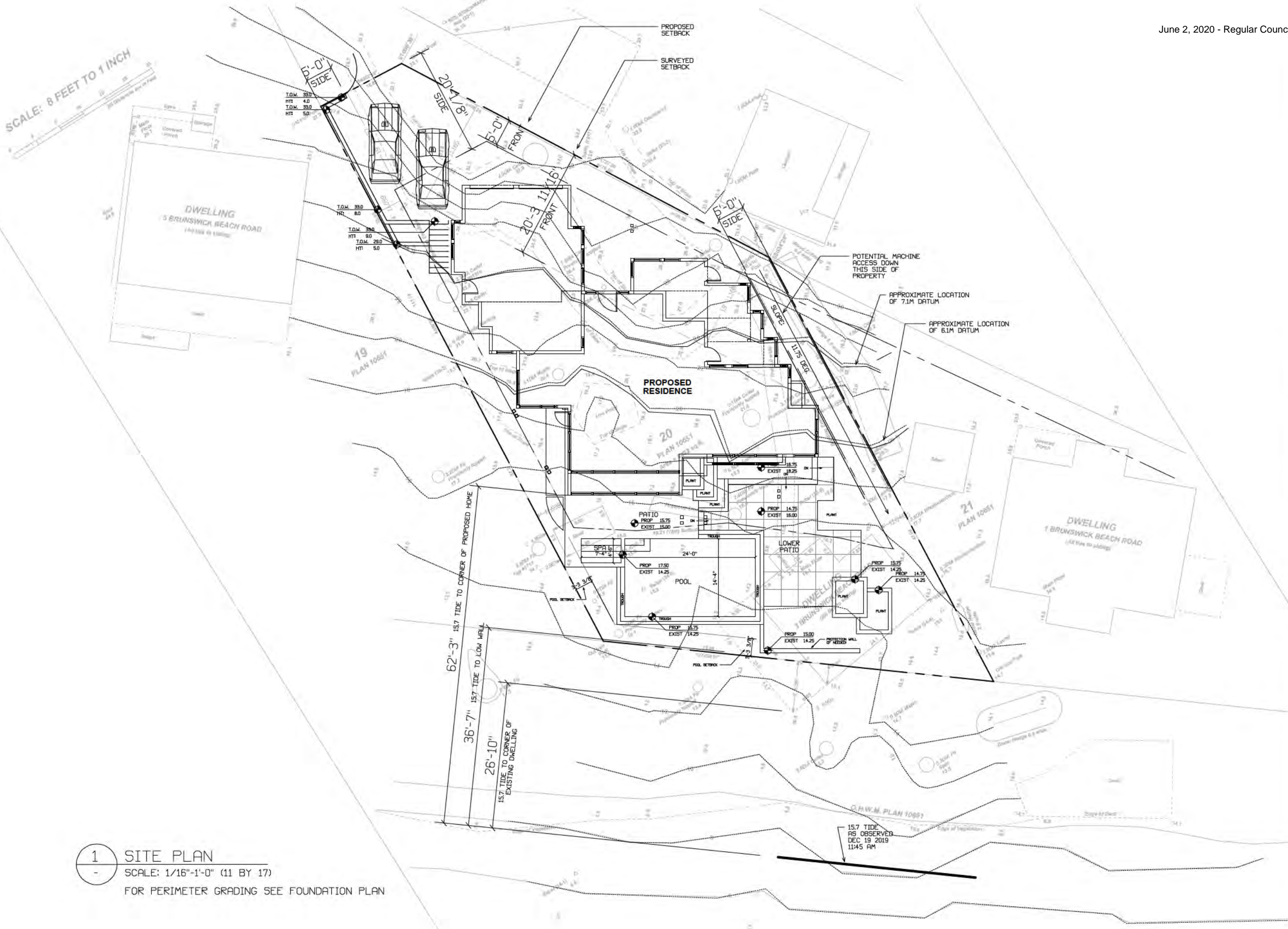


M.P. LIGHTBODY LTD  
604 828 1953  
mplightbody@shaw.ca  
www.mplightbody.com

ISSUED FOR:	DB AND BP
DATE:	MAY 14 2020
SCALE:	1/8"=1'-0" (22X34)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT		
	1	2

SCALE: 8 FEET TO 1 INCH



**1** SITE PLAN  
SCALE: 1/16"=1'-0" (11 BY 17)  
FOR PERIMETER GRADING SEE FOUNDATION PLAN

REVISIONS:

**SITE &  
LOT PLANS**

PROJECT  
**2170**  
SHEET  
**A1.1**

# COBBAN RESIDENCE

#3 BRUNSWICK BEACH ROAD

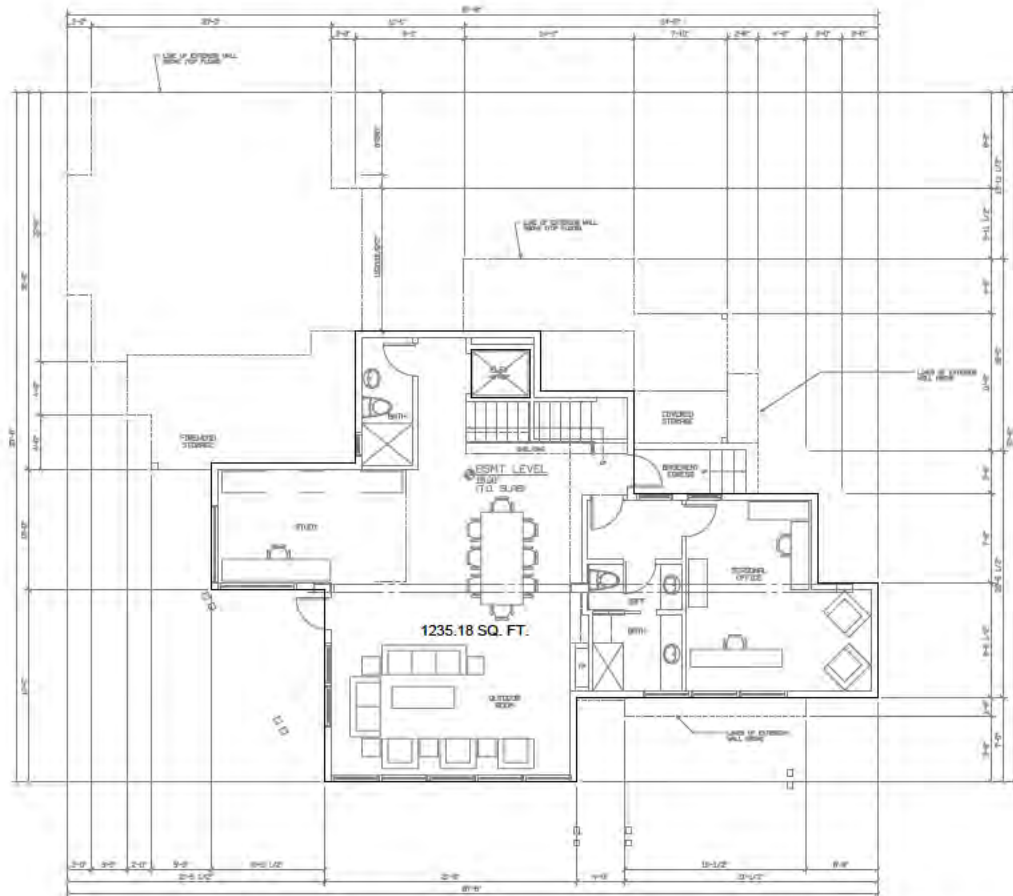


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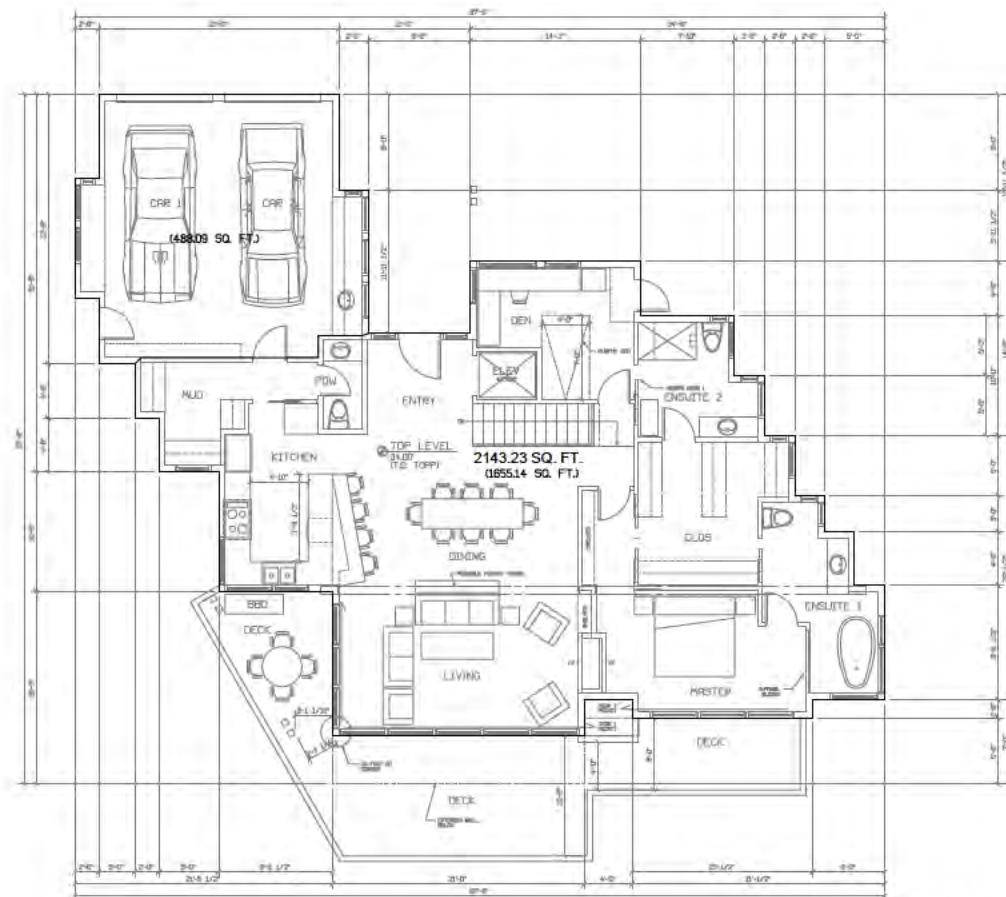
ISSUED FOR:	DB AND BP
DATE:	MAY 4 2020
SCALE:	1/8"=1'-0" (22X34)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT		

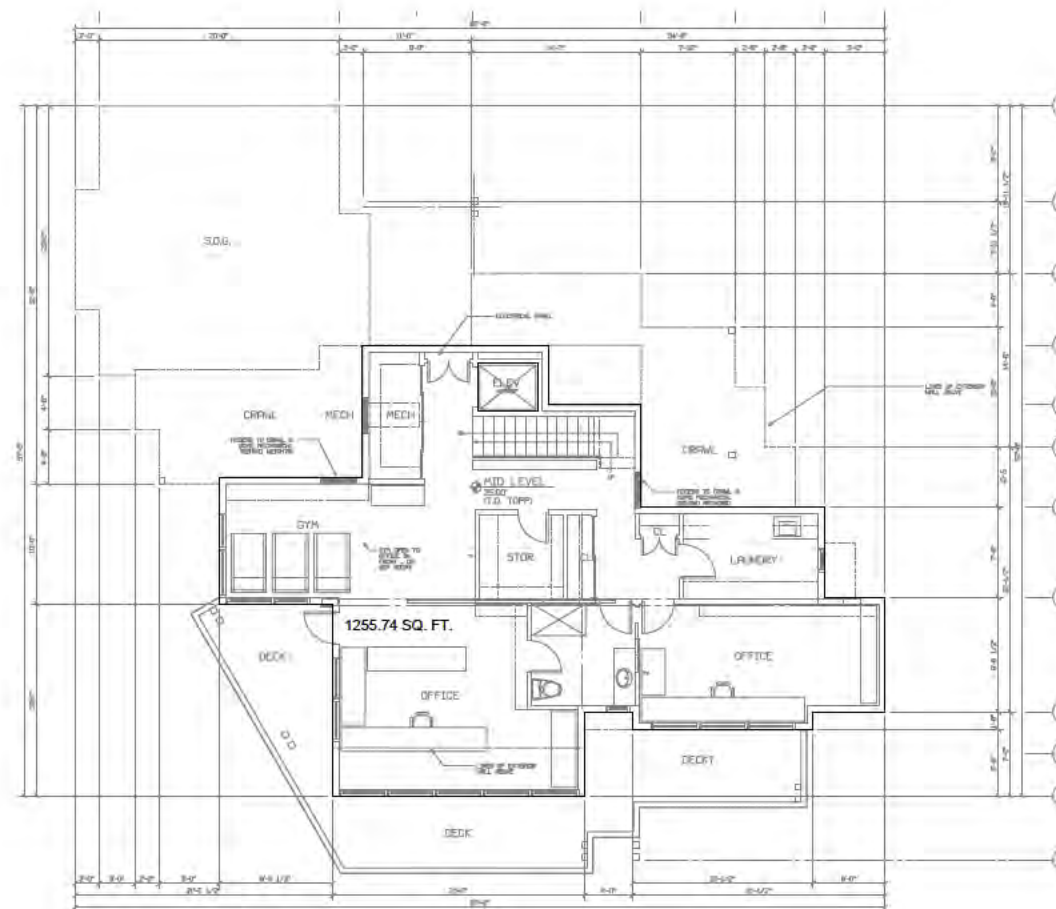
1 2



1 AREAS: LOWER LEVEL  
SCALE: 1/16" = 1'-0" (11 BY 17)



2 AREAS: UPPER LEVEL  
SCALE: 1/16" = 1'-0" (11 BY 17)



3 AREAS: MID LEVEL  
SCALE: 1/16" = 1'-0" (11 BY 17)



GROSS AREAS BY FLOOR:	
LOWER MAIN	1235.18 SQ. FT.
UPPER MAIN	1255.74 SQ. FT.
GARAGE/ACC	INCL
SUBT:	4634.15 SQ. FT.
EXCLUSIONS:	
LOWER MAIN	
UPPER MAIN	
UPPER MAIN	
SUBT:	4634.15 SQ. FT.
PERMITTED SF:	4634.50 SQ. FT. (.25+2583+431)
PROPOSED SF:	4634.15 SQ. FT.
SITE COVERAGE:	
PERMITTED	3179.30 SQ. FT. (.125+1938+431)
PROPOSED	2262.56 SQ. FT. (916.74 UNDER)
PROPD COV:	2262.56 SQ. FT. [34.89 %]
ACCESSORY STRUCTURE:	
N/A	

REVISIONS:

## AREAS

PROJECT

2170

SHEET

A 1.2

**COBBAN RESIDENCE**

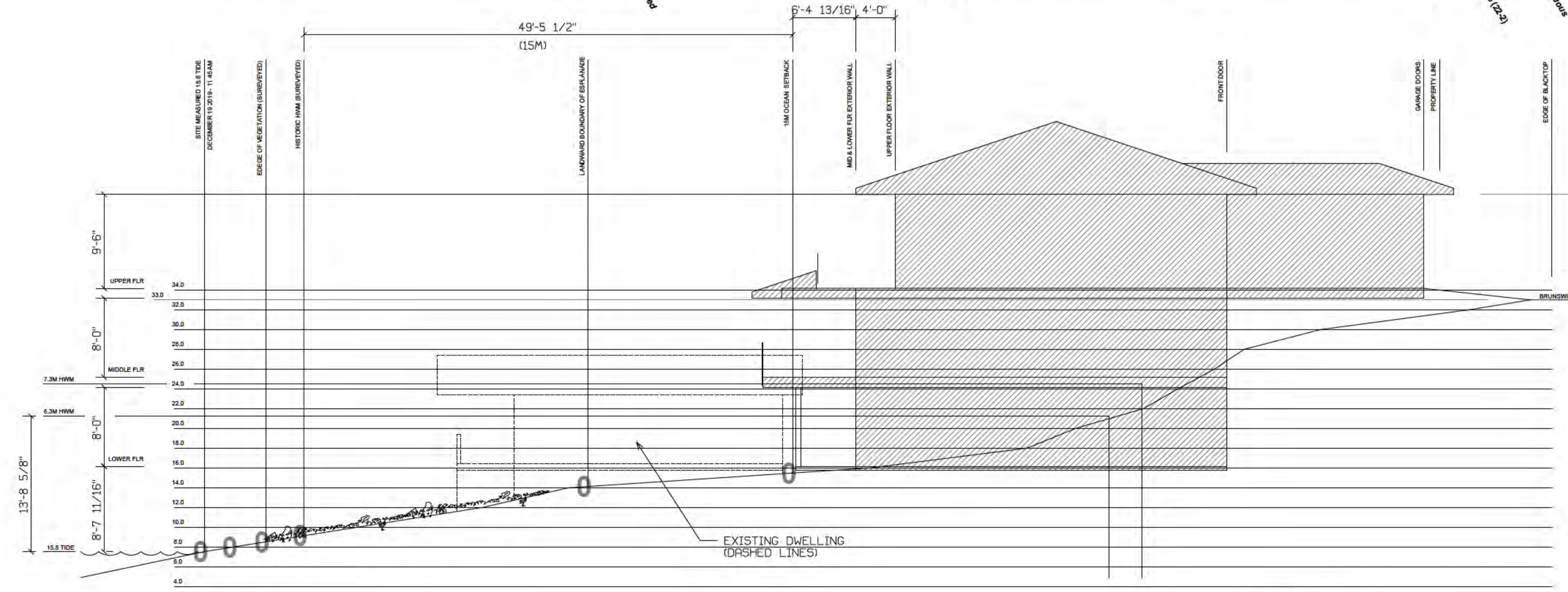
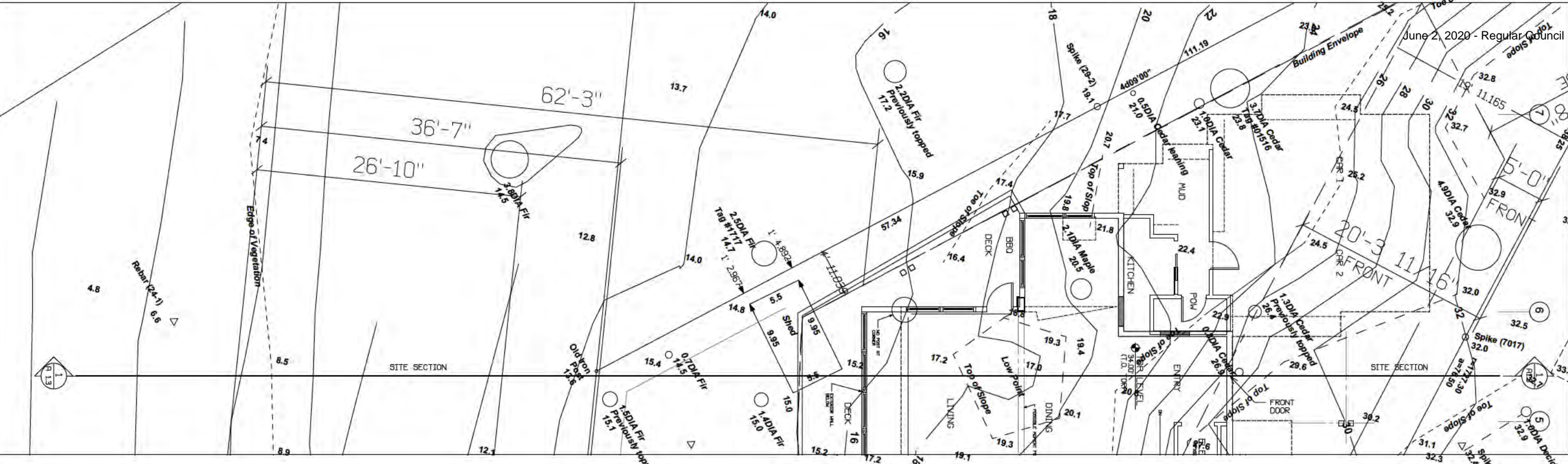
#3 BRUNSWICK BEACH ROAD



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mp@lightbodyshaw.ca  
www.mplightbody.com

ISSUED FOR:	DB AND BP
DATE:	MAY 4 2020
SCALE:	NTS

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT		
	1	2



REVISIONS:

**SITE SECTION**

PROJECT  
**2170**  
SHEET  
**A 1.3**

**2** CONCEPT SECTION  
SCALE: 3/16"=1'-0" (22X34)

**COBBAN  
RESIDENCE**

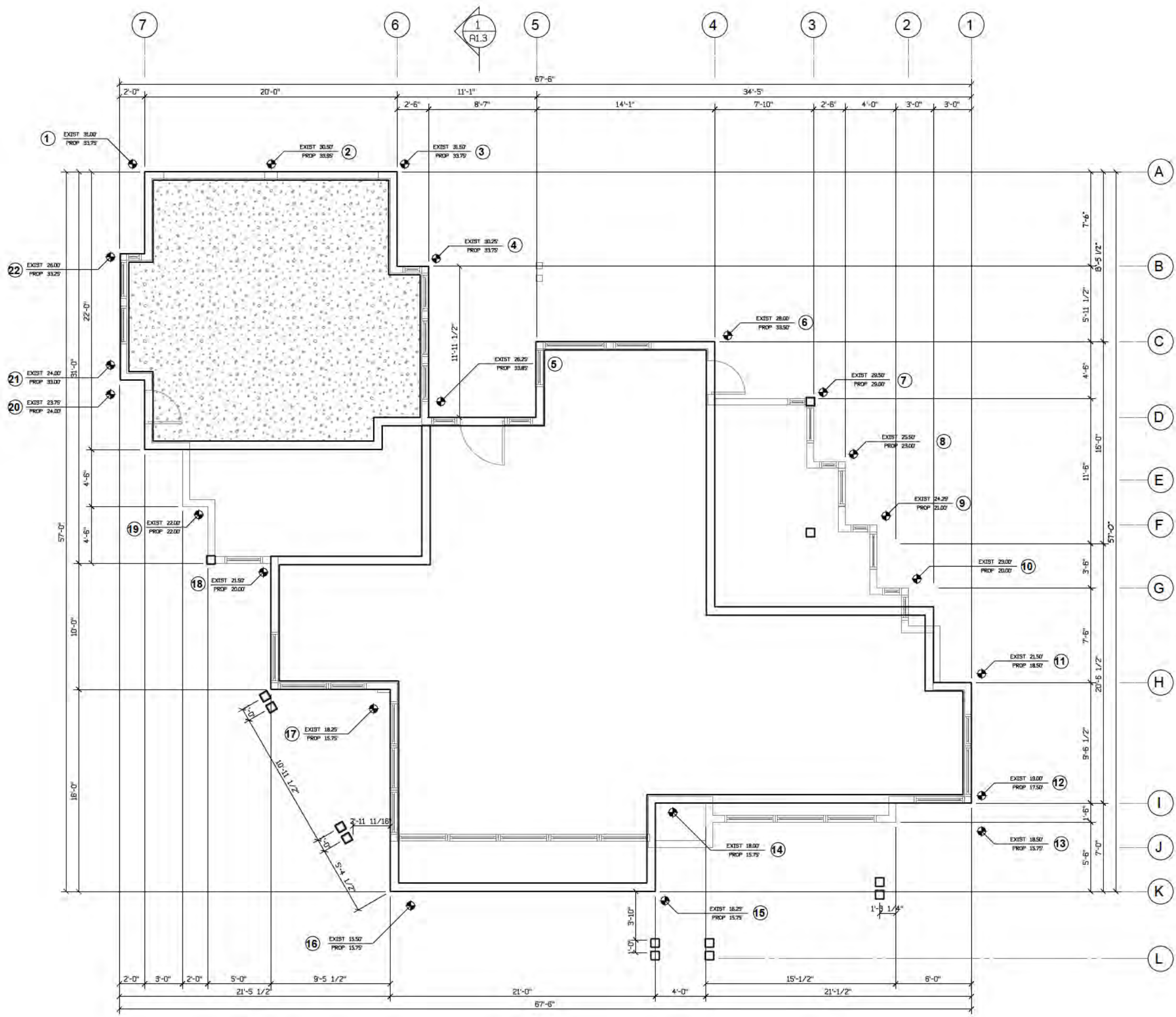
#3 BRUNSWICK  
BEACH ROAD



M.P. LIGHTBODY LTD  
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mp@lightbodyshaw.ca  
www.mplightbody.com

ISSUED FOR:	DB AND BP
DATE:	MAY 14 2020
SCALE:	

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT	1	2



1	31.00
2	30.50
3	31.50
4	30.25
5	26.25
6	28.00
7	29.50
8	23.00
9	21.00
10	20.00
11	18.50
12	17.50
13	15.75
14	15.75
15	15.75
16	15.50
17	15.75
18	20.00
19	22.00
20	23.75
21	24.00
22	26.00
TOTAL:	501.25
AVG GRD:	22.78 FT. (501.25/22)

REVISIONS:

**FOUNDATION**

PROJECT  
**2170**  
SHEET  
**A 2.0**

**COBBAN  
RESIDENCE**

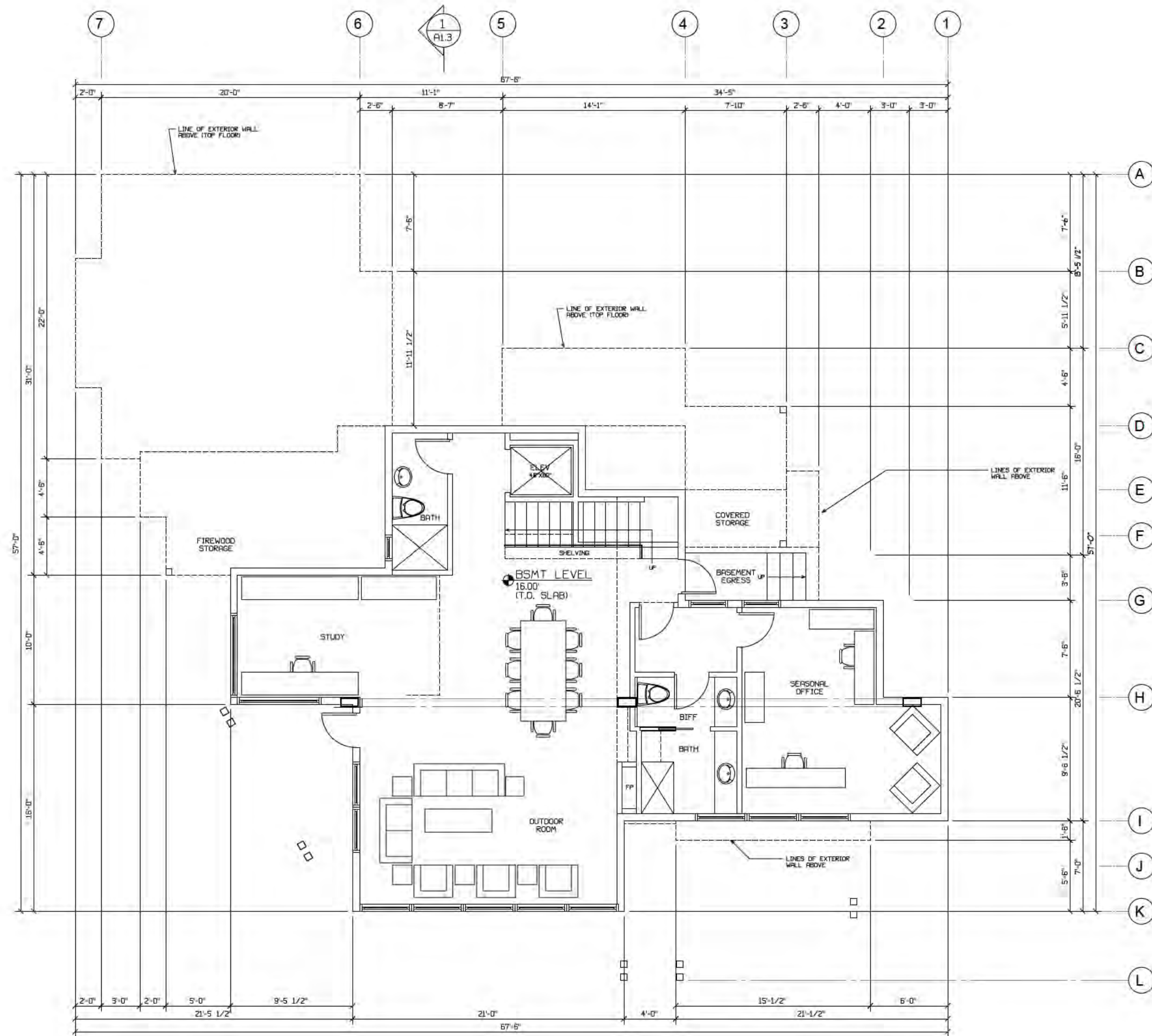
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BEACH ROAD



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ISSUED FOR:	DB AND BP
DATE:	MAY 14 2020
SCALE:	1/8"=1'-0" (11X17)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT	1	2



REVISIONS:

**MAIN LEVEL**

PROJECT  
**2170**  
SHEET  
**A 3.0**



**COBBAN  
RESIDENCE**

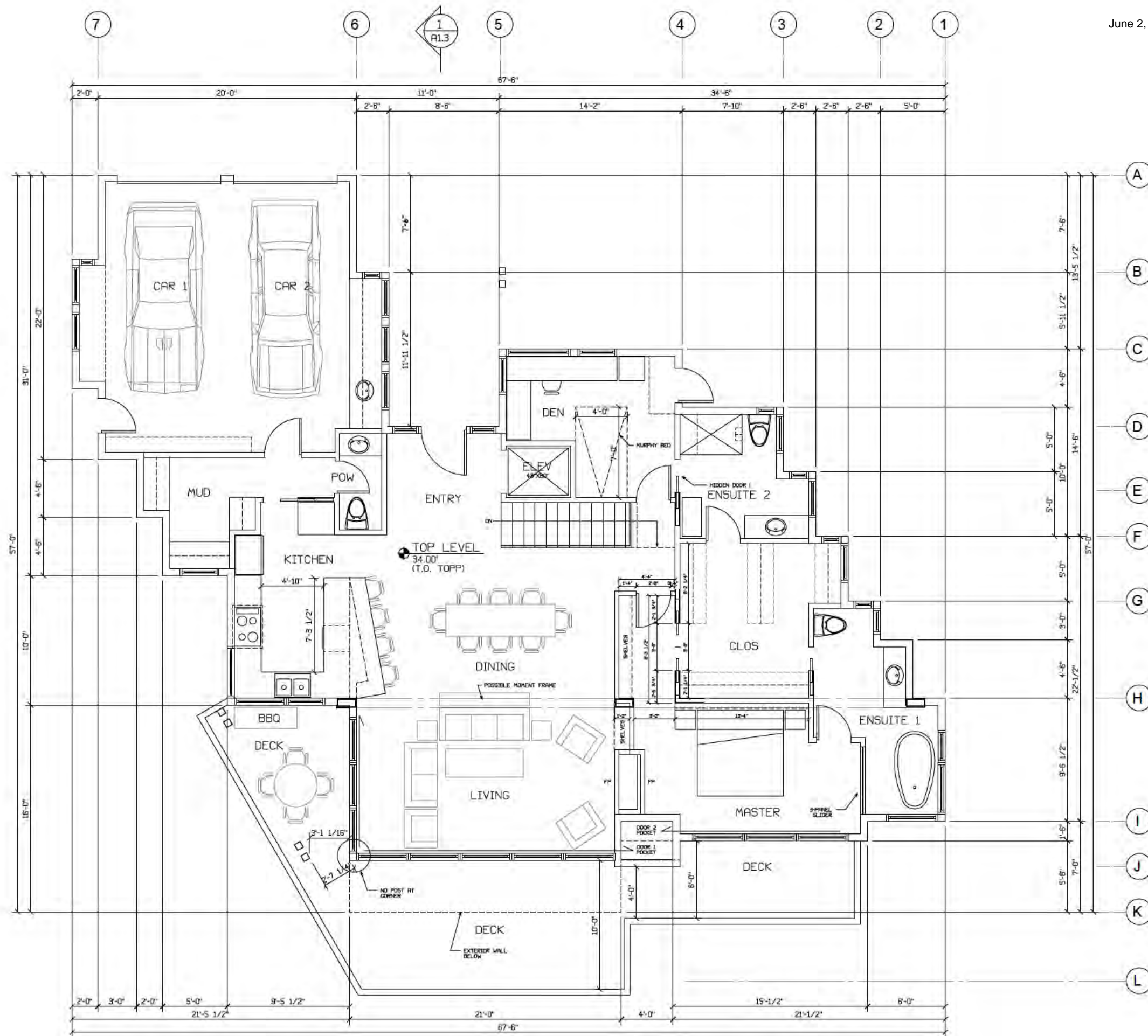
#3 BRUNSWICK  
BEACH ROAD



M.P. LIGHTBODY LTD  
604 828 1953  
mp@lightbodyshaw.ca  
www.lightbody.com

ISSUED FOR:	DB AND BP
DATE:	MAY 14 2020
SCALE:	1/8"=1'-0" (11 by 17)
	1/4"=1'-0" (22 by 34)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT	1	2



REVISIONS:

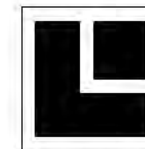
**UPPER LEVEL**

PROJECT  
**2170**  
SHEET  
**A 5.0**



**COBBAN  
RESIDENCE**

#3 BRUNSWICK  
BEACH ROAD

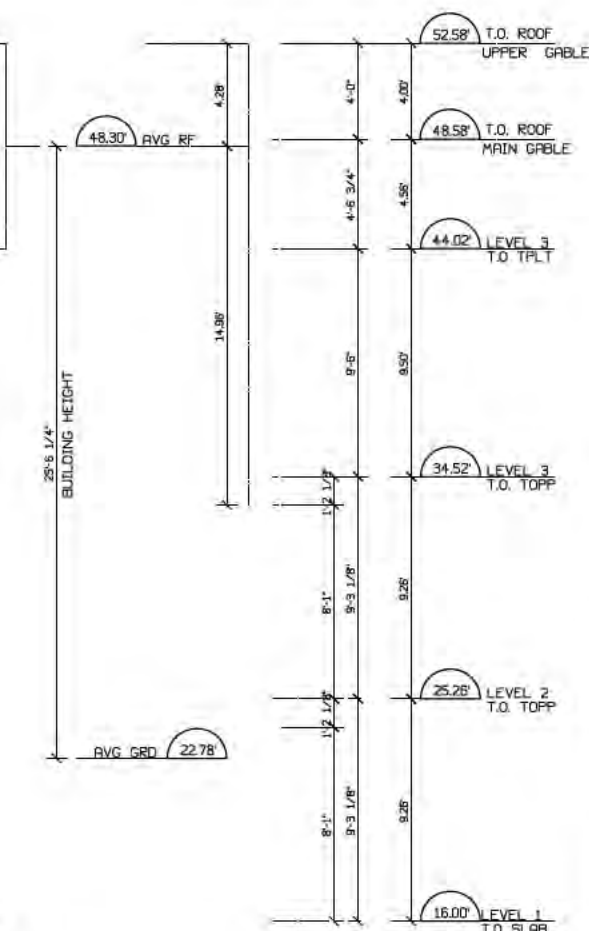
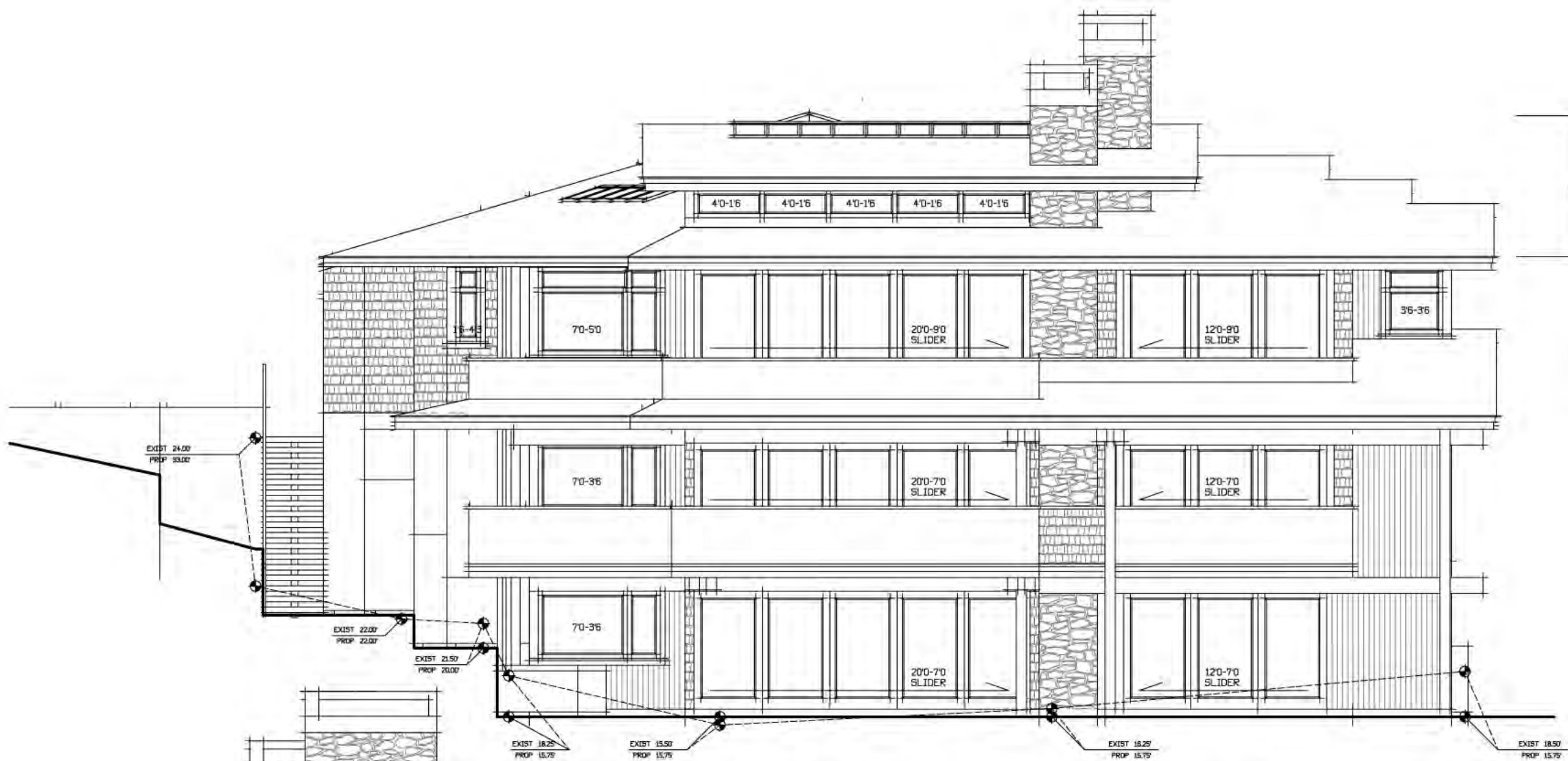


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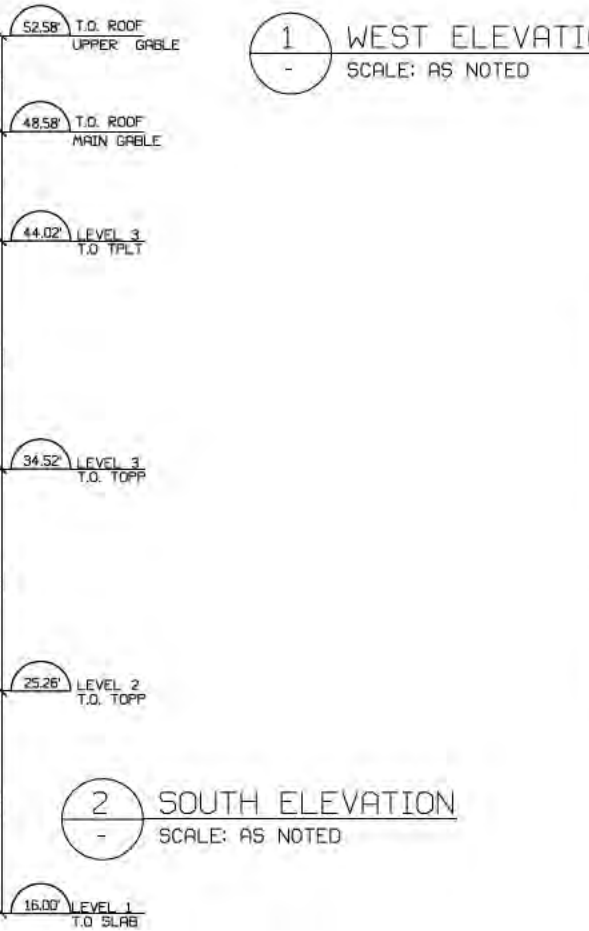
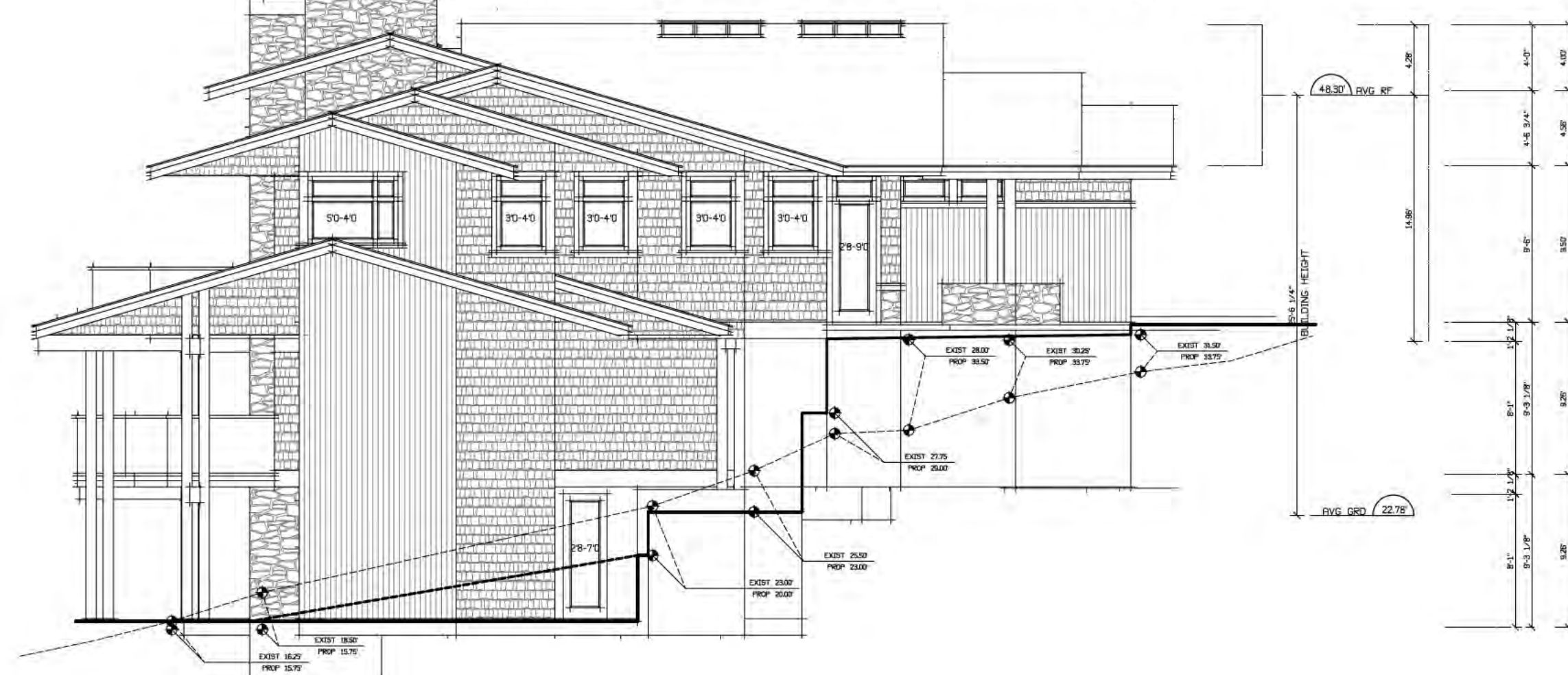
ISSUED FOR:	DB AND BP
DATE:	MAY 4 2020
SCALE:	1/4"=1'-0" (22 by 34)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT		

1 2



**1 WEST ELEVATION**  
SCALE: AS NOTED



**2 SOUTH ELEVATION**  
SCALE: AS NOTED

REVISIONS:  
**SOUTH & WEST  
ELEVATIONS**

PROJECT  
**2170**  
SHEET  
**A 8.0**

**COBBAN  
RESIDENCE**

#3 BRUNSWICK  
BEACH ROAD

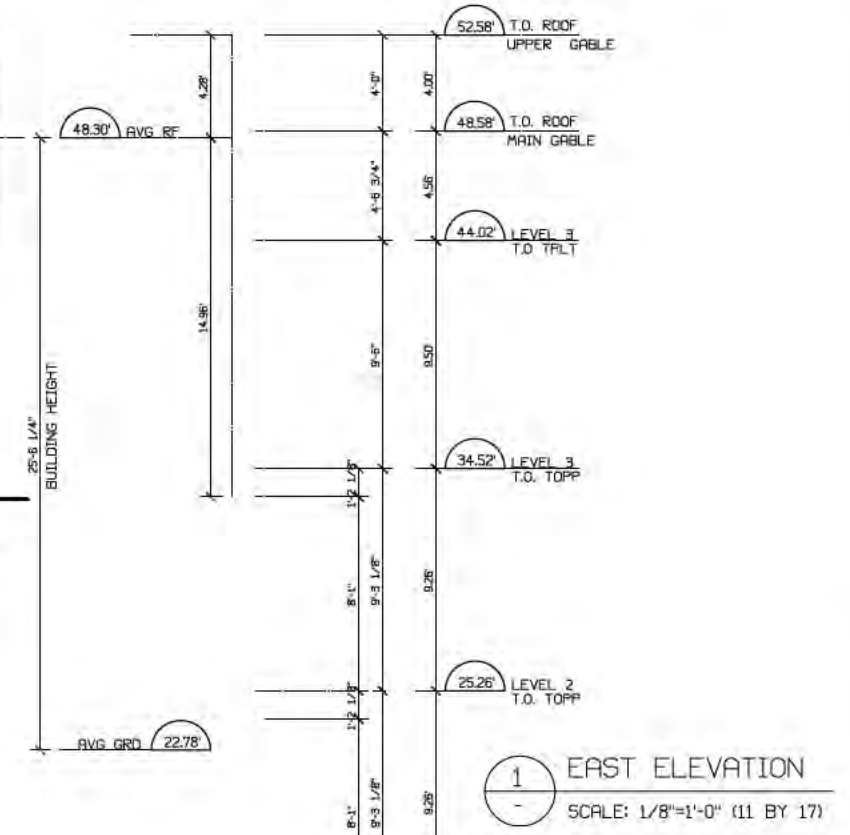
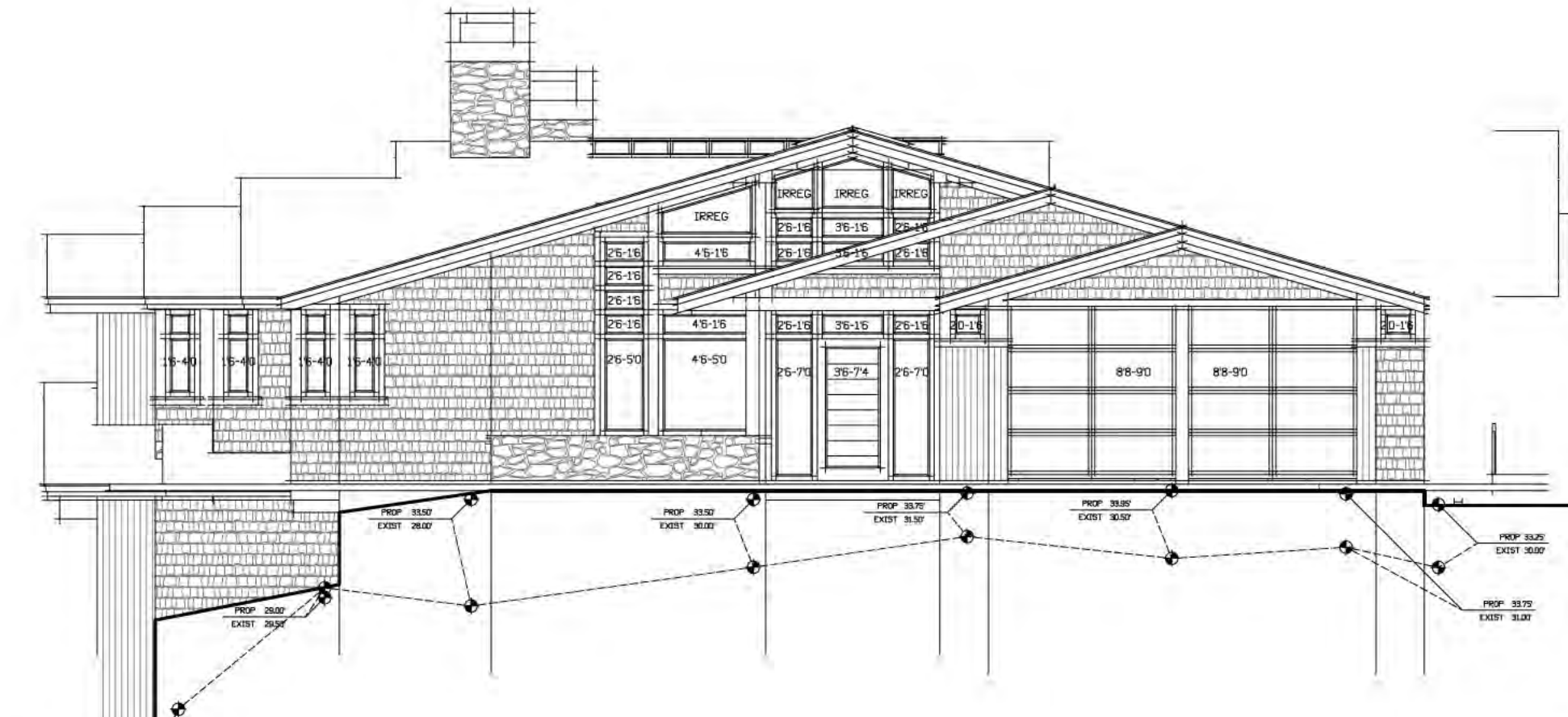


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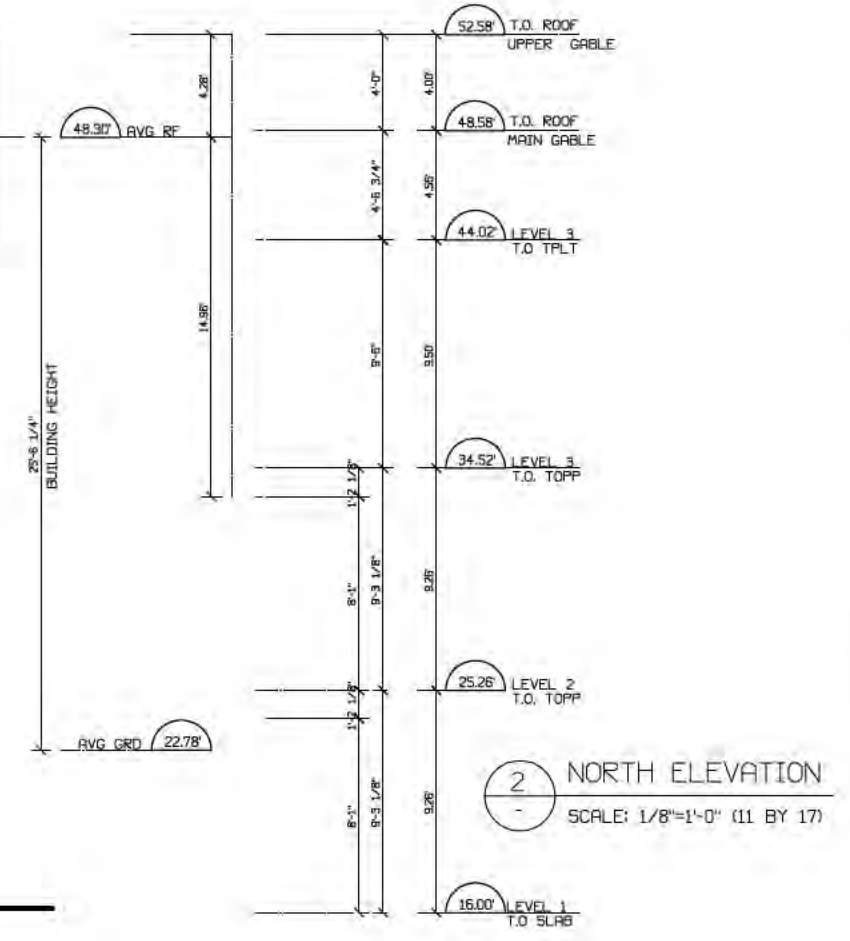
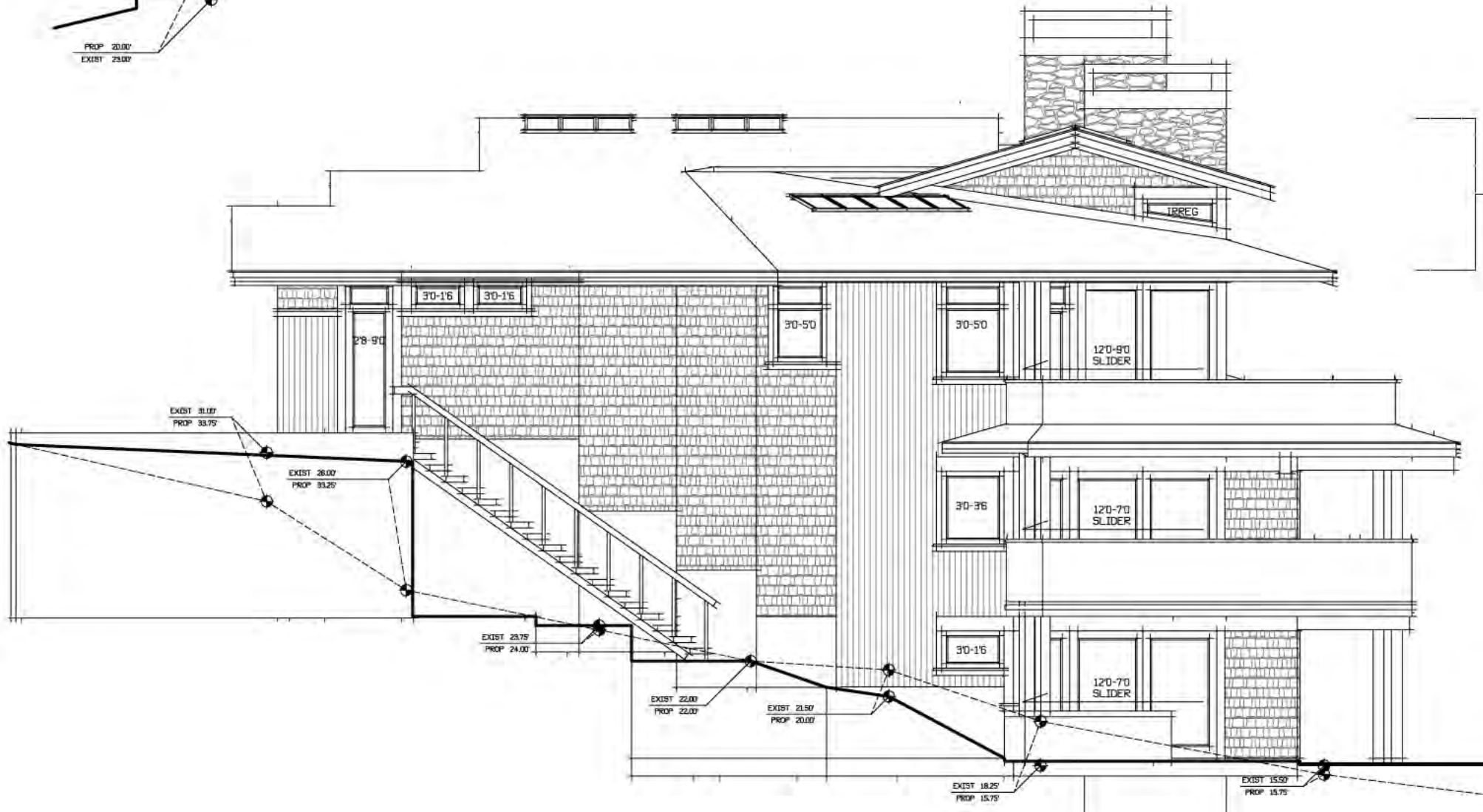
ISSUED FOR:	DB AND BP
DATE:	MAY 4 2020
SCALE:	1/4"=1'-0" (22 by 34)

CONSTRUCTION		
TENDERING		
BUILDING PERMIT		
DEVELOPT PERMIT		
VARIANCE		
CONCEPT		

1 2



**1 EAST ELEVATION**  
SCALE: 1/8"=1'-0" (11 BY 17)



**2 NORTH ELEVATION**  
SCALE: 1/8"=1'-0" (11 BY 17)

REVISIONS:

**NORTH & EAST  
ELEVATIONS**

PROJECT  
**2170**  
SHEET  
**A 8.1**

*LAND TITLE ACT*  
FORM C (Sections 233)  
Province of British Columbia  
GENERAL INSTRUMENT - PART I (This area for Land Title Office use)

Page 1 of 12 pages

---

1. APPLICATION:

**LIDSTONE & COMPANY,**  
**Barristers and Solicitors**  
**1300 – 128 Pender Street W.,**  
**Vancouver, B.C., V6B 1R8**  
**Tel. 604-899-2269 (File No. 10017-107)**

---

Applicant's Solicitor

---

2. PARCEL IDENTIFIER AND LEGAL DESCRIPTION OF LAND:  
(PID) (LEGAL DESCRIPTION)

**009-322-477**

**Lot 20, Block 18, DL 1815, NWD Plan 10651**

---

3. NATURE OF INTEREST:

Document Reference

Description

(Page and Paragraph)

Person Entitled to Interest

**Section 219 Covenant**

**Transferee**

---

4. TERMS: Part 2 of this instrument consists of (select one only)

(a) Filed Standard Charge Terms

D. F. No.

(b) Express Charge Terms

Annexed as Part 2

(c) Release

There is no Part 2 of this instrument

A selection of (a) includes any additional or modified terms referred to in item 7 or in a schedule annexed to this instrument. If (c) is selected, the charge described in item 3 is released or discharged as a charge on the land described in Item 2.

---

5. TRANSFEROR(S):

**DAVID COBBAN AND MARILYN COBBAN**, residing at 2413 Weymouth Place, North  
Vancouver, BC, V7K 2Z3

---

6. TRANSFEREE(S):

**THE VILLAGE OF LIONS BAY**, a municipal corporation, having offices at 400 Centre Road,  
PO Box 141, Lions Bay BC, V0N 2E0

---

7. ADDITIONAL OR MODIFIED TERMS: **None**

8. EXECUTION(S): This instrument creates, assigns, modifies, enlarges, discharges or governs the property of the interest(s) described in item 3 and the Transferor(s) and every other signatory agree to be bound by this instrument, and acknowledge(s) receipt of a true copy of the filed standard charge terms, if any

Execution Date			
Y	M	D	Transferor's Signature(s)
2020			<p>_____</p> <p><b>DAVID COBBAN</b></p> <p>_____</p> <p><b>MARILYN COBBAN</b></p>

Officer Signature(s) \_\_\_\_\_

Commissioner for Taking Affidavits for British Columbia

as to the signature of \_\_\_\_\_

Y	M	D	Transferee's Signature(s)
2020			<p><b>VILLAGE OF LIONS BAY</b> by its authorized signatories</p> <p>_____</p> <p>Authorized Signatory</p> <p>_____</p> <p>Authorized Signatory</p>

Officer Signature(s) \_\_\_\_\_

Commissioner for Taking Affidavits for British Columbia

as to the signature of \_\_\_\_\_

**OFFICER CERTIFICATION:** Your signature constitutes a representation that you are a solicitor, notary public or other person authorized by the *Evidence Act*, R.S.B.C. 1996, c.124, to take affidavits for use in British Columbia and certifies the matters set out in Part 5 of the *Land Title Act* as they pertain to the execution of this instrument.

**TERMS OF INSTRUMENT – PART 2**

**SECTION 219 COVENANT**

**THIS AGREEMENT** dated for reference the 2<sup>nd</sup> day of June, 2020.

**BETWEEN:**

**DAVID COBBAN AND MARILYN COBBAN**, 2413 Weymouth Place, North Vancouver, BC, V7K 2Z3

(hereinafter called the “**Owner**”)

**AND:**

**THE VILLAGE OF LIONS BAY**, a municipal corporation, having offices at 400 Centre Road, PO Box 141, Lions Bay BC, V0N 2E0

(hereinafter called the “**Municipality**”)

**WHEREAS:**

- A. The Owner is the registered owner in fee simple of all and singular that certain parcel or tract of land and premises situate in the Municipality of Lions Bay, British Columbia, and more particularly known and described as:

Parcel Identifier: 009-322-477

Legal Description: Lot 20, Block 18, DL 1815, NWD Plan 10651

(the “**Lands**”);

- B. The Municipality’s Building Inspector considers that any construction on the Lands would be on land that is subject to or is likely to be subject to flooding, erosion, land slip, or subsidence.
- C. The Owner wishes to develop the Lands in accordance with Development Variance Permit 3090.20.01 and the site plan and drawings attached thereto, subject to the conditions and requirements imposed in accordance with the recommendations pertaining to the Flood Hazard Assessment (FHA) by Northwest Hydraulic Consultants Ltd., dated March 24, 2020, as attached to this Agreement.

- D. The Municipality and the Owner have agreed herein on certain conditional uses of space below the applicable Flood Construction Level (FCL) and have agreed to enter into this covenant to secure the Owner's commitments to the Municipality;
- E. The Owner has voluntarily offered to charge the Lands in accordance with the terms, conditions and requirements set out in this Agreement;
- F. Section 219 of the Act (hereinafter defined) permits registration of a covenant in favour of a municipality in respect of the use of land or the use of buildings on or to be erected on land and that land is or is not to be subdivided or built on except in accordance with the covenant.

**NOW THEREFORE THIS AGREEMENT WITNESSETH** that in consideration of the matters referred to in the foregoing recitals, the covenants and agreements herein contained, the payment of one (\$1.00) dollar by the Municipality to the Owner and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the parties), the Owner covenants and agrees with the Municipality under Section 219 of the Act, it being the intention and agreement of the parties that the provisions of this agreement shall be a charge upon the Lands, as follows:

## **1.0 DEFINITIONS AND INTERPRETATION**

### **1.1 Definitions**

In these Terms of Instrument and the Form C General Instrument Part 1 attached hereto;

- (a) **“Act”** means the *Land Title Act*, RSBC 1996, c. 250 as amended or replaced;
- (b) **“Agreement”** means the Form C General Instrument Part 1 attached hereto and these Terms of Instrument and including all recitals, schedules and instruments attached hereto;
- (c) **“Building Inspector”** means the person appointed as such by the Municipality to act in the place of the Building Inspector or Building Official;
- (d) **“Claims”** has the meaning set forth in section 3.2;
- (e) **“Dwelling Unit”** has the meaning set forth in Zoning and Development Bylaw No. 520, 2017, as amended (the “Zoning Bylaw”);
- (f) **“Home-Based Business”** has the meaning set forth in the Zoning Bylaw;
- (g) **“Kitchen”** has the meaning set forth in the Zoning Bylaw;
- (h) **“Lands”** has the meaning set forth in Recital A;
- (i) **“Local Government Act”** means the *Local Government Act*, RSBC 2015, c. 1 as amended or re-enacted from time to time;

- (j) **“Municipality”** has the meaning set forth on page 3;
- (k) **“Municipality Personnel”** means the elected officials, officers, employees, agents and contractors of the Municipality;
- (l) **“Owner”** has the meaning set forth on page 3;
- (m) **“Owner’s Personnel”** means the employees, officers, agents, contractors, invitees and permitted assigns of the Owner; and
- (n) **“Secondary Suite”** has the meaning set forth in the Zoning Bylaw; and
- (o) **“Works”** means the Dwelling Unit to be constructed in accordance with the site plan and drawings by M.P. Lightbody Ltd., as set out in Schedule B described in Article 1.8 of this Agreement, which plans and drawings may be amended if and as required for approval by the Municipality’s Building Inspector.

## **1.2 Definitions in Bylaws applicable to this Agreement**

Unless otherwise indicated in this Agreement, the words and phrases that are defined in the Bylaws of the Municipality shall have the same meaning in this Agreement.

## **1.3 Headings, common terms and references to Articles**

The division of this Agreement into Articles and the insertion of headings are for the convenience of reference only and will not affect the construction or interpretation of this Agreement. The terms "this Agreement", "hereof", "hereunder" and similar expressions refer to this Agreement and not to any particular Article or other portion hereof and include any agreement or instrument supplemental or ancillary hereto. Unless something in the subject matter or context is inconsistent therewith, references herein to Articles are to Articles of this Agreement.

## **1.4 Import of words**

Words importing the singular number only will include the plural and vice versa, words importing the masculine gender will include the feminine and neuter genders and vice versa and words importing persons will include individuals, partnerships, associations, trusts, unincorporated organizations and corporations, and vice versa.

## **1.5 Governing Law**

This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.

## **1.6 Interpretation of “Including”**

The word "including", when following any general statement, term or matter, will not be construed to limit such general statement, term or matter to the specific items or matters

set forth immediately following such word or to similar items or matters, but will be construed to refer to all other items or matters that could reasonably fall within the scope of such general statement, term or matter, whether or not non-limiting language (such as "without limitation", "but not limited to" or words of similar import) is used with reference thereto.

### **1.7 Approval to be in Writing**

Any Municipal approval or consent to be given pursuant to or in connection with this Agreement is not effective or valid unless provided by the Municipality in writing. Any approval or consent to be granted by the Municipality in this Agreement may, unless stated expressly otherwise, be granted or withheld in the absolute discretion of the Municipality.

### **1.8 Schedules**

The following Schedules are attached and shall form part of this Agreement:

- Schedule A - Flood Hazard Assessment (FHA) by Northwest Hydraulic Consultants Ltd., dated March 24, 2020
- Schedule B - Development Variance Permit (DVP) 3090.20.01, including site plan and drawings by M.P. Lightbody Ltd.

## **2.0 RESTRICTIONS ON THE USE OF THE LANDS**

### **2.1 General Covenants**

The Owner covenants and agrees with the Municipality that:

- (a) the Works are the sole financial and legal responsibility of the Owner and its servants, agents and licensees and any inaccuracy, mistake or incorrectness with respect to the Works shall be wholly the financial and legal responsibility of the Owner and the Owner's Personnel;
- (b) the Works will be constructed and maintained in accordance with:
  - (i) the conditions identified in the FHA report attached as Schedule A to this Agreement;
  - (ii) the DVP, including plans and drawings, attached as Schedule B to this Agreement; and
  - (iii) generally accepted construction practices and in accordance with all permits issued by the Municipality and any and all applicable bylaws of the Municipality and any and all applicable building codes, laws, directions, rules and regulations of the Municipality and every governmental authority having jurisdiction;
- (c) in respect of the DVP, section 5, portions of the Dwelling Unit below the FCL are permitted the following conditional uses:

- (i) Home-Based Business;
- (ii) change rooms related to outdoor uses;
- (iii) washroom;
- (iv) entertainment;
- (v) short-term overnight accommodation;
- (vi) other uses consistent with the plans and drawings attached in Schedule B, as determined by the Municipality in its sole discretion;

and the following are explicitly prohibited:

- (vii) Kitchen;
  - (viii) Secondary Suite;
- (d) construction materials in portions of the Dwelling Unit below the FCL shall be comprised of concrete, mortar, tile and other waterproof or water resistant materials;
  - (e) electricity to portions of the Dwelling Unit below the FCL will be connected to a safety trigger for automatic shut-off in the event of inundation of water;
  - (f) the elevator design shall include a pit below it with a sump pump connected to a generator;
  - (g) the Municipality may at any time, in its sole discretion, require the Owner to provide a new or updated FHA on terms and conditions it considers appropriate;
  - (h) for reasons related to health and safety, the Municipality may at any time, in its sole discretion, order that the elevator and any other feature or use permitted above in that portion of the Dwelling Unit below the FCL be temporarily or permanently decommissioned;
  - (i) the Works will be constructed expeditiously with reasonable diligence and in a good workmanlike manner by competent tradesmen, skilled in this particular work and at all times having consideration for the interests of the Municipality, and will at all times ensure the Municipality has free and unobstructed use and access to the Municipality's property;
  - (j) the Owner shall cause to be observed and complied with all applicable laws and shall obtain all necessary approvals from all governmental authorities, public utilities and agencies in respect of the exercise of its rights under this Agreement, related to the installation, maintenance, repair or replacement of the Works; and
  - (k) the Municipality may access the Lands in order to inspect or exercise any of the Municipality's rights under this Agreement.

### **3.0 REPRESENTATIONS, INDEMNITY AND RELEASE**

#### **3.1 No Representation**

The Owner, on behalf of the Owner and the Owner's Personnel, acknowledges that the Municipality does not represent to the Owner, nor to any other person, that complying with the terms of this Agreement will ensure any building, improvement, chattel or other structure, including the contents of any of them, built, constructed or placed on the Lands will not be damaged or affected by flooding, erosion, land slip, or subsidence of the Lands.

#### **3.2 Indemnity**

The Owner, on behalf of the Owner and the Owner's Personnel, in consideration of the approvals given by the Municipality, hereby agrees to release, indemnify and to save harmless the Municipality Personnel from all losses, damages, costs (including legal costs), expenses, actions, causes of action, suits, debts, accounts, claims and demands, including any and all claims of third parties, (collectively, the "**Claims**") which the Municipality may suffer or incur or be put to or arising out of or in connection with any breach of any covenant or agreement on the part of the Owner or the Owner's Personnel contained in this Agreement or arising out of or in connection with any personal injury, death, or loss or damage to the Lands, or to any building, improvement, chattel or other structure, including the contents of any of them, built, constructed or placed on the Lands, caused by any matter contemplated by this Agreement or some such similar cause. The indemnity set out above shall be an integral part of the Section 219 Covenant granted hereby. The indemnification provisions contained in this section shall survive the discharge or termination of this Agreement.

### **4.0 GENERAL**

#### **4.1 Discharge of Covenant**

The Owner may request a discharge of this Agreement upon removal of the Works from the Lands upon which the Works have been constructed, subject to final satisfaction of the terms, conditions and requirements set out in this Agreement as certified by the Building Inspector, and subject to survival of the indemnification provisions and other remedies as described herein.

#### **4.2 No Fettering of Discretion**

Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Municipality or the Council of the Municipality. Further, nothing contained or implied in this Agreement shall derogate from the obligation of the Owner under any other agreement with the Municipality or, if the Municipality so elects, prejudice or affect the Municipality's rights, powers, duties or obligation in the exercise of its functions pursuant to the *Community Charter* or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the Municipality's discretion, and the rights, powers, duties and obligations of the Municipality under all public and private statutes, by-laws, orders and regulations, which may be, if the Municipality so elects, as fully and

effectively exercised in relation to the Lands as if this Agreement had not been executed and delivered by the Owner and the Municipality.

#### **4.3 No Tort Liability**

The parties agree that this Agreement creates only contractual obligations and obligations arising out of the nature of this document as a covenant under seal. The parties agree that no tort obligations or liabilities of any kind exist between the parties in connection with the performance of, or any default under or in respect of, this Agreement. The intent of this section is to exclude tort liability of any kind and to limit the parties to their rights and remedies under the law of contract and under the law pertaining to covenants under seal, subject to the remedies included in section 4.5 herein.

#### **4.4 Discretion to Enforce**

Nothing in this Agreement imposes any legal duty of any kind on the Municipality to anyone, or obliges the Municipality to enforce this Agreement, to perform any act or to incur any expense in respect of this Agreement, except that nothing in this section shall affect the contractual rights and obligations of the parties hereto under this Agreement.

#### **4.5 Remedies available to Municipality**

The Owner covenants and agrees to reimburse the Municipality for any and all expenses that it may incur as a result of a breach of this Agreement by the Owner, and on a solicitor and own client basis in the case of expenses for legal services. In addition to any remedies which are available under this Agreement or at law, the Municipality shall be entitled to all equitable remedies, including specific performance, injunction and declaratory relief, or any combination thereof, to enforce its rights under this Agreement. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Owner under this Agreement.

#### **4.6 No Public Law Duty**

Where the Municipality is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the Municipality is under no public law duty of fairness or natural justice in that regard and agrees that the Municipality may do any of those things in the same manner as if it were a private party and not a public body.

#### **4.7 Agreement Binding on Parties**

The covenants contained in this Agreement shall enure to the benefit of and be binding upon each of the parties hereto and each of their successors and assigns. The covenants contained in this Agreement shall run with the land and shall enure to the benefit of and be binding upon the Owner's successors in title and their respective successors and assigns. This Agreement burdens and charges all of the Land and any parcel into which the Land is subdivided by any means and any parcel into which the Land is consolidated (including by

removal of interior parcel boundaries) and shall be extended, at the Owner's cost, to burden and charge any land consolidated with the Land.

#### **4.8 Waiver of Breach**

An alleged waiver of any breach of this Agreement is effective only if it is an express waiver in writing of the breach in respect of which the waiver is asserted. A waiver of a breach of this Agreement does not operate as a waiver of any other breach of this Agreement.

#### **4.9 Owner responsible while maintaining interest**

Neither the Owner named in this Agreement nor any future owner is liable for a breach of this Agreement which occurs after the Owner named herein or any future owner, as the case may be, ceases to have any interest in the Lands.

#### **4.10 Invalidity of section, subsections, etc.**

If any section, subsection, sentence, clause or phrase in this Agreement is for any reason held to be invalid by the decision of a Court of competent jurisdiction, the parties hereto shall agree upon an amendment to be made to the section, subsection, sentence, clause or phrase previously found to be invalid and shall do or cause to be done all acts reasonably necessary in order to amend this Agreement so as to reflect its original spirit and intent.

#### **4.11 Amendments to be in writing**

This Agreement may only be amended in writing by agreement of all parties hereto and any such amendment shall, upon execution, be deposited in the Land Title Office for registration as an amendment to this Agreement.

#### **4.12 Time of the Essence**

Time is of the essence of this Agreement.

#### **4.13 Agreement in Counterparts**

This Agreement may be executed in counterpart and compiled for registration as a single document.

#### **4.14 Joint and Several**

If a party consists of more than one person, firm, or corporation, that party's obligations under this Agreement shall be joint and several.

**IN WITNESS OF THIS AGREEMENT** the parties have executed this Agreement by signing the "Form C - General Instrument - Part 1" or "Form D - Executions Continued" attached hereto.

**SCHEDULE A**

Flood Hazard Assessment (FHA)  
by Northwest Hydraulic Consultants Ltd.,  
dated March 24, 2020

**SCHEDULE B**

Development Variance Permit (DVP) 3090.20.01,  
including site plan and drawings by M.P. Lightbody Ltd.



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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May 18, 2020

Owner/Occupant

1 Brunswick Beach Road

5 Brunswick Beach Road

7 Brunswick Beach Road

Lions Bay, BC V0N 2E0

Dear Owner/Occupant:

**RE: Village of Lions Bay Development Variance Permit #01**

**3 Brunswick Beach Road**

**Parcel Identifier: 009-322-477**

**Legal Description: LOT 20, BLK 18, DL1815, NWD PLAN 10651**

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The Council of the Village of Lions Bay intends to consider the issuance of a Development Variance Permit for the above noted property. The applicant is seeking a variance to allow the construction of a single family dwelling with a front parcel line setback of 1.5m from a highway. Currently under Section 7.6.2 of Zoning Bylaw 520, 2017, the minimum required front parcel line setback is 4.5m, thus the owner has applied for a variance of 3.0m.

At its meeting on Tuesday, June 2, 2020, at 7 pm, the Village of Lions Bay Council will consider varying the provisions of Zoning Bylaw No. 520, 2017 as follows:

**The minimum required front parcel line setback for a building or structure is reduced from 4.5m to 1.5m, to allow for the construction of a single family dwelling, in the location shown on Appendix A: DVP 1 Site Plan, and in substantial compliance with the drawings shown in Appendix B: DVP 1 Building Plans and Elevations.**

The Development Variance Permit and related information may be inspected online on the Municipality's website at: [\[insert link\]](#)

or, if necessary, at the Village Office at 400 Centre Road, Lions Bay, BC, by appointment only, up until 4 pm on June 1, 2020.

Re: Development Variance Permit #01 (3 Brunswick Beach Road)**Error! Reference source not found.**

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The applicant and the public are invited to address Council prior to its consideration of the application. Should you have any written comments on this matter, please forward them in writing to this office by 4:00 pm on June 1, 2020. If you have any questions, please feel free to contact me via email at [cao@lionsbay.ca](mailto:cao@lionsbay.ca) or contact the Office at 604-921-9333.

Please forward a copy of this letter to any tenants in occupation at this property.

Sincerely,

Peter DeJong  
Chief Administrative Officer  
Village of Lions Bay

cc: Dave Butler, Building Inspector  
Susan Loutet, Building Department Clerk



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

<b>Type</b>	Information Report		
<b>Title</b>	Bylaw Enforcement Budget Update		
<b>Author</b>	Pamela Rooke	<b>Reviewed By:</b>	Peter DeJong
<b>Date</b>	May 27, 2020	<b>Version</b>	
<b>Issued for</b>	June 2, 2020 Regular Council Meeting		

### RECOMMENDATION

THAT the report "Bylaw Enforcement Budget Update" be received for information purposes.

### ATTACHMENTS

- None

### KEY INFORMATION

The Bylaw Enforcement Officers (BEO's) started the 2020 season in early April, ahead of the usual mid-May start date. The two BEO's are currently working one eight hour shift on Fridays and two seven hour shifts on Saturdays, Sundays and Stat holidays, subject to minor adjustments in respect of weather. At the May 21, 2020 Special Council Meeting, the fines for parking infractions were tripled. This past weekend, 31 parking tickets were issued at the increased rate. Staff were directed to analyze the cost implications of increasing the number of BEO shifts over the remainder of the season.

### FINANCIAL CONSIDERATIONS

The 2020 Bylaw budget included funds to cover the above-mentioned shifts (eight hours Friday, fourteen hours Saturday, Sunday and Stats) with additional funds to cover the early start. Upon analysis of the YTD actual costs vs budget, it was determined that there are sufficient funds to cover an additional 12.5 hours per week of bylaw coverage over the remainder of the season (17 weeks), subject to any time required for appearances at the North Shore Bylaw Notice Dispute Adjudication Registry as a result of disputes over the higher fines and/or towing. The



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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additional hours are a result of fewer hours than budgeted during the first seven weeks of the season and the reimbursement of some of the Bylaw wages related to the early start to be received from EMBC under our Provincial emergency Task Number.

Parking fine revenue is also tracking favourable to budget. Although it is difficult to determine how favourable the revenue will be at the end of the season, the number of tickets issued is tracking higher than last year. As a result of the increase in the parking fine penalties and the number of tickets, the revenue should be higher than budgeted, subject to variations for compliance, which would result in lower fine revenue, and adjudication, which could be an additional expense against such revenue.

If Council wishes to increase the BEO's hours more than about 8-12 hours per week, the additional costs could be offset by meter revenue, if Council directs staff to open the Village parking lots and activate the meters (30 days' notice for implementation).

### **FOLLOW UP ACTION**

Per Council direction, if any.



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

<b>Type</b>	Information Report		
<b>Title</b>	Lions Bay Beach Park Washroom Facility		
<b>Author</b>	Naizam Jaffer	<b>Reviewed By:</b>	Peter DeJong
<b>Date</b>	May 26, 2020	<b>Version</b>	1.0
<b>Issued for</b>	June 2, 2020 Regular Meeting of Council		

### Recommendation:

THAT the Information Report, "Lions Bay Beach Park Washroom Facility" be received for information purposes.

### Attachments:

- (1) Beach Park Community Survey
- (2) Washroom Options

### Key Information:

In light of the failed grant application for the Lions Bay Beach Park Revitalization Project through the Canada-British Columbia Investing in Canada Infrastructure Program, Community, Culture, and Recreation stream in 2019, staff have prepared this information report outlining the current condition of the washroom facility within the park for Council's consideration for potential future funding opportunities.

The washroom building is a one storey, open-air, wood framed building with a men's and women's lavatory that was constructed in the early 1960's. Each lavatory contains one toilet and one sink with cold water only. The facility is powered with lights and electrical outlets which are used to power equipment used during festivities and ceremonies held in the park.

There are several issues with the building:

- There is rot forming at the base of the walls and in the roof along with damage from carpenter ants;



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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- The porous concrete floor wasn't coated when originally installed so that over the years, toilet overflows have impregnated the pores with effluent that gives off a sour odour that intensifies in the heat of the summer. Attempts to pressure wash the floor and even to coat the floor have proven ineffective.
- The exterior paint is lead based and has a concentration 200 times higher than the allowable limit set by the federal *Hazardous Products Act* (HPA) of 90 micrograms per gram. Paint finishes that contain lead equal to or greater than 90 µg/g are considered to present a risk to pregnant women & children.
- The copper lines and brass fittings within the building were put together using lead-based solder that leaches out into the water which is not safe to drink in accordance with the Canadian Drinking Water Guidelines.
- The cast iron sewer pipe encased in the concrete floor is experiencing heavy scaling and is almost plugged. This reduction in the pipe diameter results in more frequent blockages and backups. In 2019, Public Works staff replaced the piping from the outside of the building to the septic tank with PCV piping to partially improve the flow.

In September 2017, recognizing that there was a growing need for rehabilitation and replacement of aging park assets and amenities beyond the patchwork repairs undertaken over the years, Council appointed a select committee to represent a cross-section of the community and provide advice on potential improvements to the Lions Bay Beach Park through the development of a Lions Bay Beach Park Revitalization Plan. The Lions Bay Beach Park Advisory Committee was brought up to speed on the condition assessments noted above and set out to survey the community in respect of their use of the park and their desired priorities to address the park's infrastructure deficit and areas for potential improvements. The survey was responded to by 128 (111 Lions Bay Residents and 19 who visit from other communities) people with an assortment of requests and ideas, ranging from more toilets and change rooms to new, expanded boat storage racks, to replacement of a popular gazebo structure and more. The survey results are attached.

The committee also reviewed some examples of washroom facilities constructed by other communities – most of these in the \$300,000.00 price point range. The committee did provide the following recommendations for the washrooms:



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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- We recommend that a new washroom facility be designed and constructed and that this new facility have a larger footprint than the existing facility.
- We recommend that the facility be designed such that it does not require winterizing and can be kept open in the winter – at the very least for the weekends.
- We recommend that the LBBPAC be involved in the design and provide the background and comparatives to assist with the new design.

While there may not be an appetite for a large capital investment in the washroom building, something is clearly required. This facility is a deteriorating asset with serious issues and will eventually require replacement.

### **Follow Up Action:**

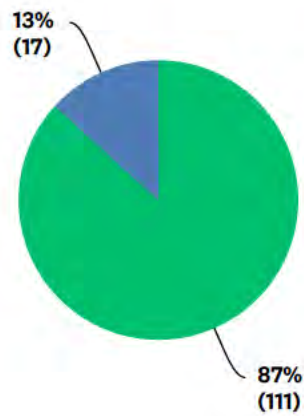
Staff will bring forward this matter at the next Council strategic planning session.

### **Communication Plan:**

Included in the Agenda package for the June 2, 2020 Regular Council Meeting.

## Q1 Your household is...

Answered: 128 Skipped: 0



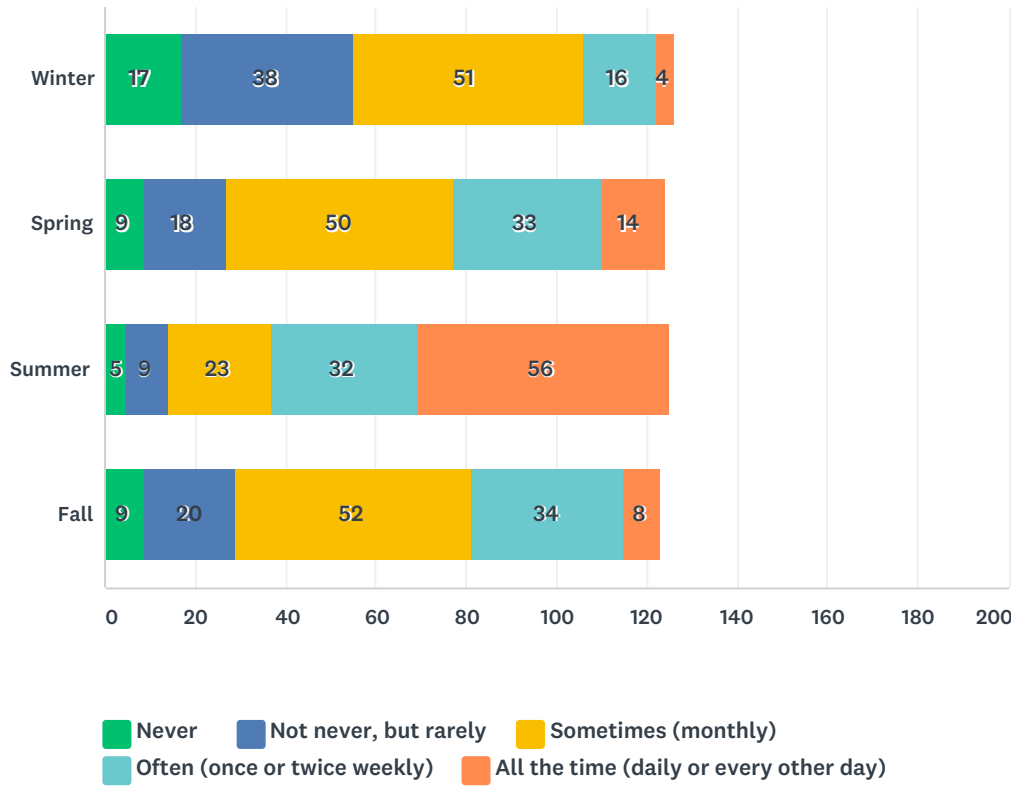
- ...resident in Lions Bay
- ...resident in a community outside Lions Bay (say which below if you like):

ANSWER CHOICES	RESPONSES	
...resident in Lions Bay	87%	111
...resident in a community outside Lions Bay (say which below if you like):	13%	17
<b>TOTAL</b>		<b>128</b>

#	...RESIDENT IN A COMMUNITY OUTSIDE LIONS BAY (SAY WHICH BELOW IF YOU LIKE):	DATE
1	Sunset Marina	12/9/2017 11:48 AM
2	Sunset beach	12/8/2017 8:08 PM
3	Horseshoe Bay	12/8/2017 6:54 PM
4	HSB	12/8/2017 11:38 AM
5	North Vancouver	12/5/2017 4:16 AM
6	Vancouver	12/5/2017 2:49 AM
7	North vancouver and Anmore	12/5/2017 2:02 AM
8	Surrey	12/4/2017 6:22 PM
9	White Rock	12/4/2017 6:07 PM
10	North vancouver	12/4/2017 4:39 PM
11	Surrey	12/4/2017 12:42 PM
12	Vancouver	12/4/2017 11:58 AM
13	Lynn Valley	12/4/2017 11:26 AM
14	North Vancouver	12/4/2017 11:15 AM
15	Port Coquitlam	12/4/2017 11:07 AM
16	vancouver	12/4/2017 10:57 AM
17	Richmond	12/4/2017 9:08 AM

## Q2 How much does your aggregate household use Lions Bay Beach Park in...

Answered: 128 Skipped: 0



## Q3 How many of each age group from your household use the Lions Bay Beach Park?

Answered: 126 Skipped: 2

ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Toddlers (0-5)	1	39	39
Youth (6-12)	1	86	59
Teens (13-17)	1	47	34
Adults 18+	2	266	123
Total Respondents: 126			

#	TODDLERS (0-5)	DATE
1	0	12/15/2017 7:36 AM
2	0	12/14/2017 10:54 PM
3	1	12/14/2017 10:25 AM
4	2	12/13/2017 10:25 PM
5	2	12/13/2017 10:19 PM
6	1	12/13/2017 5:55 PM
7	1	12/11/2017 10:59 AM
8	0	12/11/2017 10:43 AM
9	1	12/9/2017 12:13 PM
10	1	12/9/2017 9:09 AM
11	1	12/8/2017 11:47 PM
12	2	12/8/2017 8:08 PM
13	4	12/8/2017 6:01 PM
14	0	12/8/2017 4:10 PM
15	1	12/8/2017 2:36 PM
16	1	12/8/2017 2:30 PM
17	1	12/8/2017 2:29 PM
18	2	12/8/2017 2:00 PM
19	1	12/8/2017 1:31 PM
20	1	12/8/2017 1:06 PM
21	2	12/8/2017 12:42 PM
22	2	12/8/2017 12:09 PM
23	1	12/8/2017 11:56 AM
24	0	12/7/2017 6:50 PM
25	0	12/5/2017 4:16 AM
26	0	12/5/2017 2:02 AM
27	0	12/4/2017 6:22 PM

28	0	12/4/2017 11:07 AM
29	0	12/4/2017 9:08 AM
30	0	12/4/2017 8:02 AM
31	0	12/3/2017 9:01 PM
32	1	12/3/2017 6:06 PM
33	1	12/3/2017 4:21 PM
34	2	12/3/2017 1:29 AM
35	2	12/2/2017 9:57 AM
36	2	12/2/2017 9:12 AM
37	2	12/1/2017 5:28 PM
38	1	12/1/2017 3:59 PM
39	0	12/1/2017 7:46 AM
<b>#</b>	<b>YOUTH (6-12)</b>	<b>DATE</b>
1	1	12/15/2017 3:01 PM
2	1	12/15/2017 1:40 PM
3	0	12/15/2017 7:36 AM
4	2	12/14/2017 11:00 PM
5	0	12/14/2017 10:54 PM
6	1	12/14/2017 9:52 PM
7	2	12/14/2017 5:40 AM
8	1	12/13/2017 10:25 PM
9	3	12/11/2017 12:34 PM
10	2	12/11/2017 10:59 AM
11	0	12/11/2017 10:43 AM
12	2	12/10/2017 4:39 PM
13	1	12/9/2017 9:40 PM
14	1	12/9/2017 12:13 PM
15	1	12/9/2017 11:48 AM
16	1	12/9/2017 10:26 AM
17	1	12/9/2017 9:09 AM
18	1	12/9/2017 8:43 AM
19	1	12/9/2017 12:38 AM
20	1	12/8/2017 11:47 PM
21	2	12/8/2017 10:23 PM
22	1	12/8/2017 9:09 PM
23	2	12/8/2017 6:54 PM
24	13	12/8/2017 6:01 PM
25	1	12/8/2017 4:50 PM
26	0	12/8/2017 4:10 PM
27	2	12/8/2017 3:44 PM
28	2	12/8/2017 2:30 PM

29	2	12/8/2017 2:00 PM
30	2	12/8/2017 1:31 PM
31	1	12/8/2017 1:06 PM
32	1	12/8/2017 12:42 PM
33	1	12/8/2017 11:56 AM
34	2	12/8/2017 11:38 AM
35	0	12/7/2017 6:50 PM
36	3	12/6/2017 5:42 PM
37	2	12/6/2017 1:42 PM
38	3	12/6/2017 12:35 PM
39	1	12/5/2017 9:49 PM
40	2	12/5/2017 9:31 PM
41	1	12/5/2017 9:18 AM
42	1	12/5/2017 5:45 AM
43	0	12/5/2017 4:16 AM
44	0	12/5/2017 2:02 AM
45	0	12/4/2017 6:22 PM
46	2	12/4/2017 2:12 PM
47	0	12/4/2017 11:07 AM
48	0	12/4/2017 9:08 AM
49	0	12/4/2017 8:02 AM
50	0	12/3/2017 9:01 PM
51	5	12/3/2017 6:06 PM
52	1	12/3/2017 2:55 PM
53	2	12/3/2017 7:37 AM
54	1	12/3/2017 1:29 AM
55	2	12/2/2017 10:00 PM
56	1	12/2/2017 7:33 PM
57	2	12/2/2017 3:47 PM
58	2	12/2/2017 11:47 AM
59	0	12/1/2017 7:46 AM
<b>#</b>	<b>TEENS (13-17)</b>	<b>DATE</b>
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2	0	12/15/2017 7:36 AM
3	0	12/14/2017 10:54 PM
4	1	12/14/2017 10:22 PM
5	1	12/11/2017 10:43 AM
6	1	12/9/2017 9:40 PM
7	1	12/9/2017 10:26 AM
8	2	12/9/2017 8:43 AM
9	1	12/9/2017 12:38 AM

10	1	12/8/2017 9:09 PM
11	16	12/8/2017 6:01 PM
12	2	12/8/2017 5:37 PM
13	1	12/8/2017 4:23 PM
14	0	12/8/2017 4:10 PM
15	2	12/8/2017 3:14 PM
16	2	12/8/2017 1:32 PM
17	1	12/8/2017 11:38 AM
18	0	12/7/2017 6:50 PM
19	1	12/5/2017 9:18 AM
20	0	12/5/2017 4:16 AM
21	0	12/5/2017 2:02 AM
22	0	12/4/2017 6:22 PM
23	0	12/4/2017 11:07 AM
24	2	12/4/2017 9:45 AM
25	0	12/4/2017 9:08 AM
26	1	12/4/2017 8:02 AM
27	0	12/3/2017 9:01 PM
28	0	12/3/2017 6:06 PM
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33	2	12/1/2017 4:45 PM
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#	ADULTS 18+	DATE
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2	2	12/15/2017 5:01 PM
3	2	12/15/2017 3:01 PM
4	4	12/15/2017 1:40 PM
5	2	12/15/2017 1:23 PM
6	2	12/15/2017 9:30 AM
7	2	12/15/2017 8:39 AM
8	2	12/15/2017 7:36 AM
9	2	12/14/2017 11:00 PM
10	2	12/14/2017 10:54 PM
11	2	12/14/2017 10:22 PM
12	2	12/14/2017 10:04 PM
13	4	12/14/2017 9:52 PM
14	2	12/14/2017 5:17 PM
15	4	12/14/2017 4:49 PM

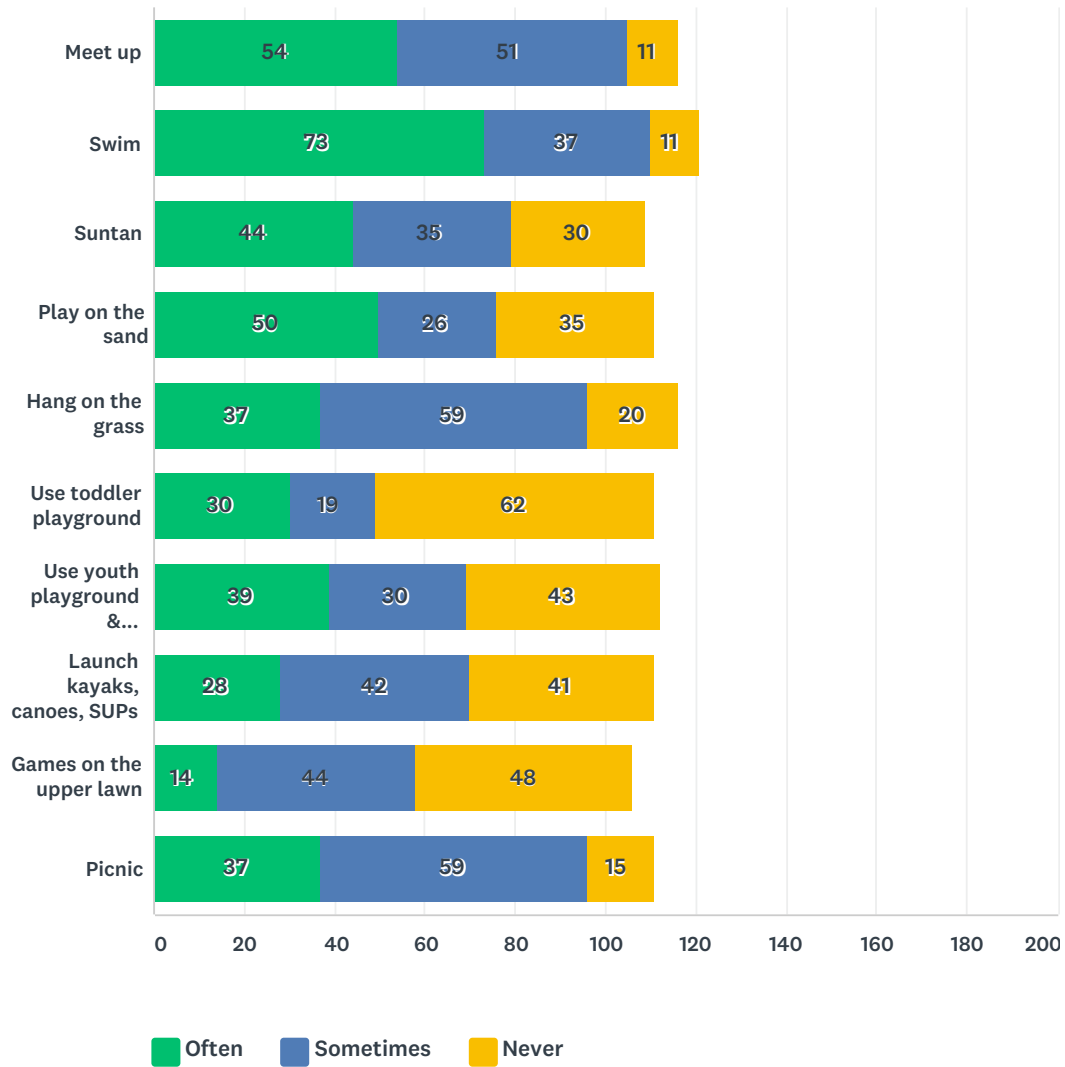
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17	2	12/13/2017 10:25 PM
18	2	12/13/2017 10:19 PM
19	1	12/13/2017 5:55 PM
20	2	12/13/2017 11:33 AM
21	2	12/12/2017 4:32 PM
22	2	12/11/2017 8:23 PM
23	0	12/11/2017 7:05 PM
24	2	12/11/2017 12:34 PM
25	2	12/11/2017 10:59 AM
26	2	12/11/2017 10:43 AM
27	2	12/10/2017 5:53 PM
28	2	12/10/2017 4:39 PM
29	1	12/9/2017 9:40 PM
30	2	12/9/2017 3:30 PM
31	2	12/9/2017 2:57 PM
32	2	12/9/2017 12:20 PM
33	2	12/9/2017 12:13 PM
34	2	12/9/2017 11:48 AM
35	3	12/9/2017 10:39 AM
36	2	12/9/2017 10:26 AM
37	4	12/9/2017 9:49 AM
38	4	12/9/2017 9:35 AM
39	2	12/9/2017 9:09 AM
40	2	12/9/2017 12:38 AM
41	1	12/8/2017 11:47 PM
42	2	12/8/2017 10:23 PM
43	2	12/8/2017 9:09 PM
44	2	12/8/2017 8:08 PM
45	2	12/8/2017 6:54 PM
46	2	12/8/2017 6:02 PM
47	2	12/8/2017 6:01 PM
48	2	12/8/2017 5:37 PM
49	2	12/8/2017 4:50 PM
50	4	12/8/2017 4:43 PM
51	2	12/8/2017 4:23 PM
52	2	12/8/2017 4:10 PM
53	3	12/8/2017 3:44 PM
54	1	12/8/2017 3:14 PM
55	2	12/8/2017 2:36 PM
56	2	12/8/2017 2:30 PM

57	2	12/8/2017 2:29 PM
58	2	12/8/2017 2:00 PM
59	3	12/8/2017 1:32 PM
60	2	12/8/2017 1:31 PM
61	2	12/8/2017 1:06 PM
62	2	12/8/2017 12:42 PM
63	2	12/8/2017 12:09 PM
64	2	12/8/2017 11:56 AM
65	2	12/8/2017 11:53 AM
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89	2	12/4/2017 11:07 AM
90	2	12/4/2017 10:57 AM
91	0	12/4/2017 10:06 AM
92	2	12/4/2017 9:45 AM
93	1	12/4/2017 9:08 AM
94	2	12/4/2017 8:02 AM
95	5	12/4/2017 7:55 AM
96	0	12/3/2017 9:01 PM
97	5	12/3/2017 6:06 PM

98	2	12/3/2017 4:21 PM
99	2	12/3/2017 2:55 PM
100	2	12/3/2017 7:37 AM
101	2	12/3/2017 1:29 AM
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103	4	12/2/2017 7:33 PM
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109	2	12/2/2017 9:12 AM
110	2	12/2/2017 6:32 AM
111	2	12/1/2017 7:23 PM
112	2	12/1/2017 7:18 PM
113	1	12/1/2017 7:06 PM
114	2	12/1/2017 6:43 PM
115	4	12/1/2017 5:44 PM
116	4	12/1/2017 5:28 PM
117	4	12/1/2017 4:37 PM
118	2	12/1/2017 4:27 PM
119	4	12/1/2017 4:27 PM
120	3	12/1/2017 4:25 PM
121	2	12/1/2017 4:15 PM
122	2	12/1/2017 3:59 PM
123	2	12/1/2017 7:46 AM

## Q4 What-all do you-all do there?

Answered: 126 Skipped: 2



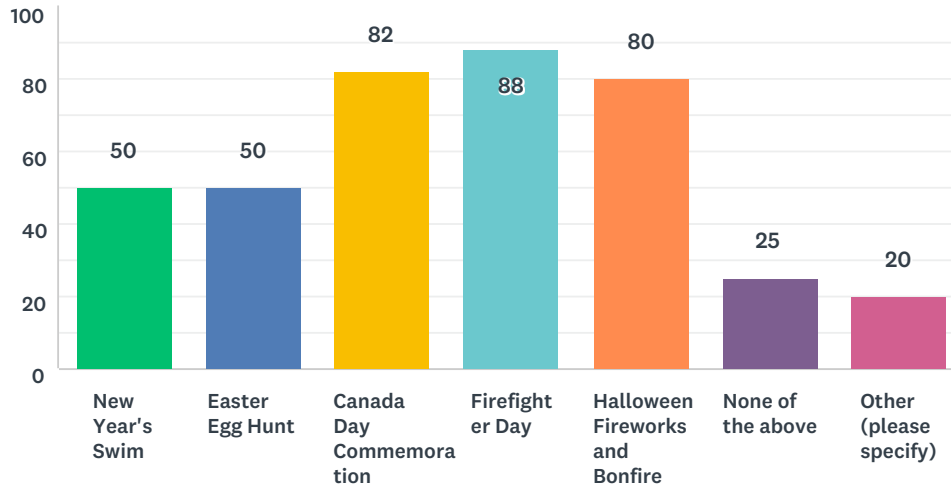
	OFTEN	SOMETIMES	NEVER	TOTAL
Meet up	46.55% 54	43.97% 51	9.48% 11	116
Sw m	60.33% 73	30.58% 37	9.09% 11	121
Suntan	40.37% 44	32.11% 35	27.52% 30	109
P ay on the sand	45.05% 50	23.42% 26	31.53% 35	111
Hang on the grass	31.90% 37	50.86% 59	17.24% 20	116
Use todd er p ayground	27.03% 30	17.12% 19	55.86% 62	111
Use youth p ayground & sw ngs	34.82% 39	26.79% 30	38.39% 43	112

Launch kayaks, canoes, SUPs	25.23% 28	37.84% 42	36.94% 41	111
Games on the upper awn	13.21% 14	41.51% 44	45.28% 48	106
P c n c	33.33% 37	53.15% 59	13.51% 15	111

#	OTHER (PLEASE SPECIFY)	DATE
1	B rthday party	12/15/2017 1:40 PM
2	Washroom	12/15/2017 1:23 PM
3	Wa k through. Use washrooms dur ng my wa k through. Enjoy watch ng act v t es.	12/14/2017 10:54 PM
4	Mee for soc a events ran by the v age	12/14/2017 10:04 PM
5	Kayak storage	12/8/2017 2:00 PM
6	Organ zed part es	12/6/2017 5:42 PM
7	Look for crabs (under the rocks of course...)	12/6/2017 12:35 PM
8	B rthday part es	12/5/2017 9:49 PM
9	On y attend for F ref ghters Day, Canada Day, NY's sw m, Ha oween f reworks, and Easter egg hunt.	12/5/2017 9:57 AM
10	Scuba d v ng, kayak ng a dur ng off-peak t mes of the year	12/5/2017 2:02 AM
11	watch sunsets; take out of town v s tors to see our beaut fu beach; throw a ba for dog to chase n off season.	12/4/2017 9:28 PM
12	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba d ve	12/4/2017 6:22 PM
13	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> SCUBA d ve	12/4/2017 6:07 PM
14	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba d ve	12/4/2017 4:39 PM
15	B rthday part es	12/4/2017 2:12 PM
16	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> scuba d ve	12/4/2017 12:42 PM
17	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba D v ng	12/4/2017 11:58 AM
18	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba	12/4/2017 11:26 AM
19	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Go d v ng.	12/4/2017 11:15 AM
20	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba d ve	12/4/2017 11:07 AM
21	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> Scuba d ve	12/4/2017 10:57 AM
22	wa k dog but very se dom hence on y n fa /w nter (maybe once every coup e of years). never use beach because no dogs a owed.	12/4/2017 10:06 AM
23	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> SCUBA d ve	12/4/2017 9:08 AM
24	<span style="background-color: #008000; color: white; padding: 2px;">L ke y KG Beach users</span> d ve	12/4/2017 7:55 AM
25	Work (academ c) wh e the k ds are p ay ng. Often n the summer, never the rest of the year.	12/3/2017 7:37 AM
26	bbq	12/3/2017 1:29 AM
27	s t and watch the wave ro n	12/1/2017 6:43 PM

## Q5 Which organised events does your household attend at the beach?

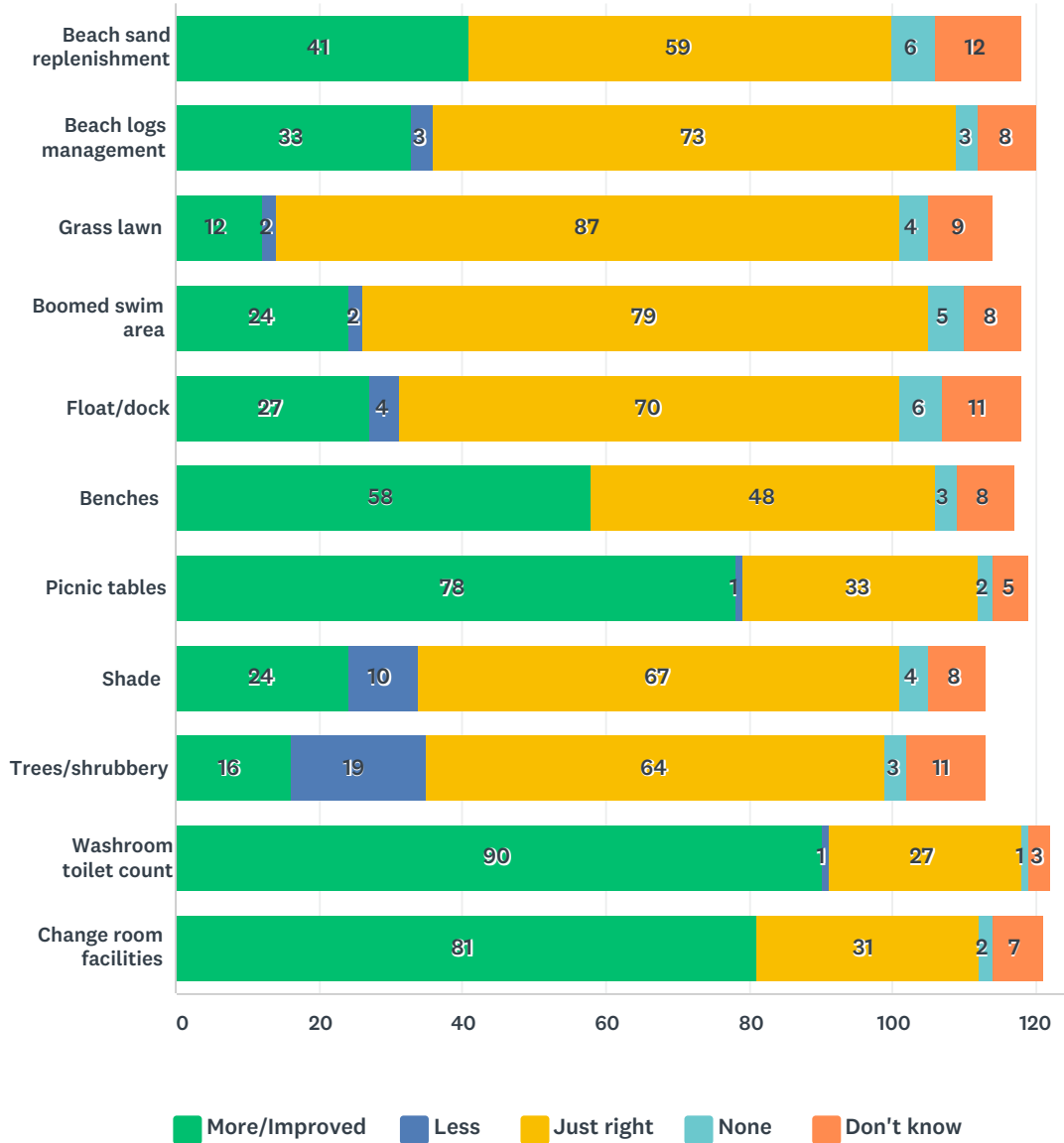
Answered: 124 Skipped: 4



#	OTHER (PLEASE SPECIFY)	DATE
1	D ne together event	12/15/2017 1:23 PM
2	Commun ty eat together.	12/14/2017 10:54 PM
3	Mus c concerts ke th s years wh te tab e	12/14/2017 10:04 PM
4	Schoo events - B rthday part es	12/14/2017 9:52 PM
5	When our k ds were young we attended a of these.	12/14/2017 4:49 PM
6	B rthday part es	12/14/2017 5:40 AM
7	Mus c and Long Tab e summer event	12/11/2017 12:34 PM
8	Summer So st ce (Is that 'organ sed'?)	12/9/2017 12:13 PM
9	summer so st ce nforma gather ng	12/8/2017 2:30 PM
10	Watch f reworks from our deck	12/8/2017 2:00 PM
11	Eat together event	12/8/2017 11:53 AM
12	B rthday part es,	12/6/2017 5:42 PM
13	Organ zed SCUBA d ves	12/4/2017 6:07 PM
14	Unfortunate y, we are often not here n ear y Ju y, otherw se we wou d a so attend the Canada Day commemorat on.	12/3/2017 7:37 AM
15	ongest day ce ebrat on	12/3/2017 1:29 AM
16	After schoo get together w th k ds and parents	12/2/2017 10:00 PM
17	B rthday party	12/2/2017 3:47 PM
18	Everyth ng	12/2/2017 11:47 AM
19	2017 Wh te D nner	12/2/2017 10:57 AM
20	Eat Together	12/1/2017 4:27 PM

## Q6 What changes are needed?

Answered: 124 Skipped: 4



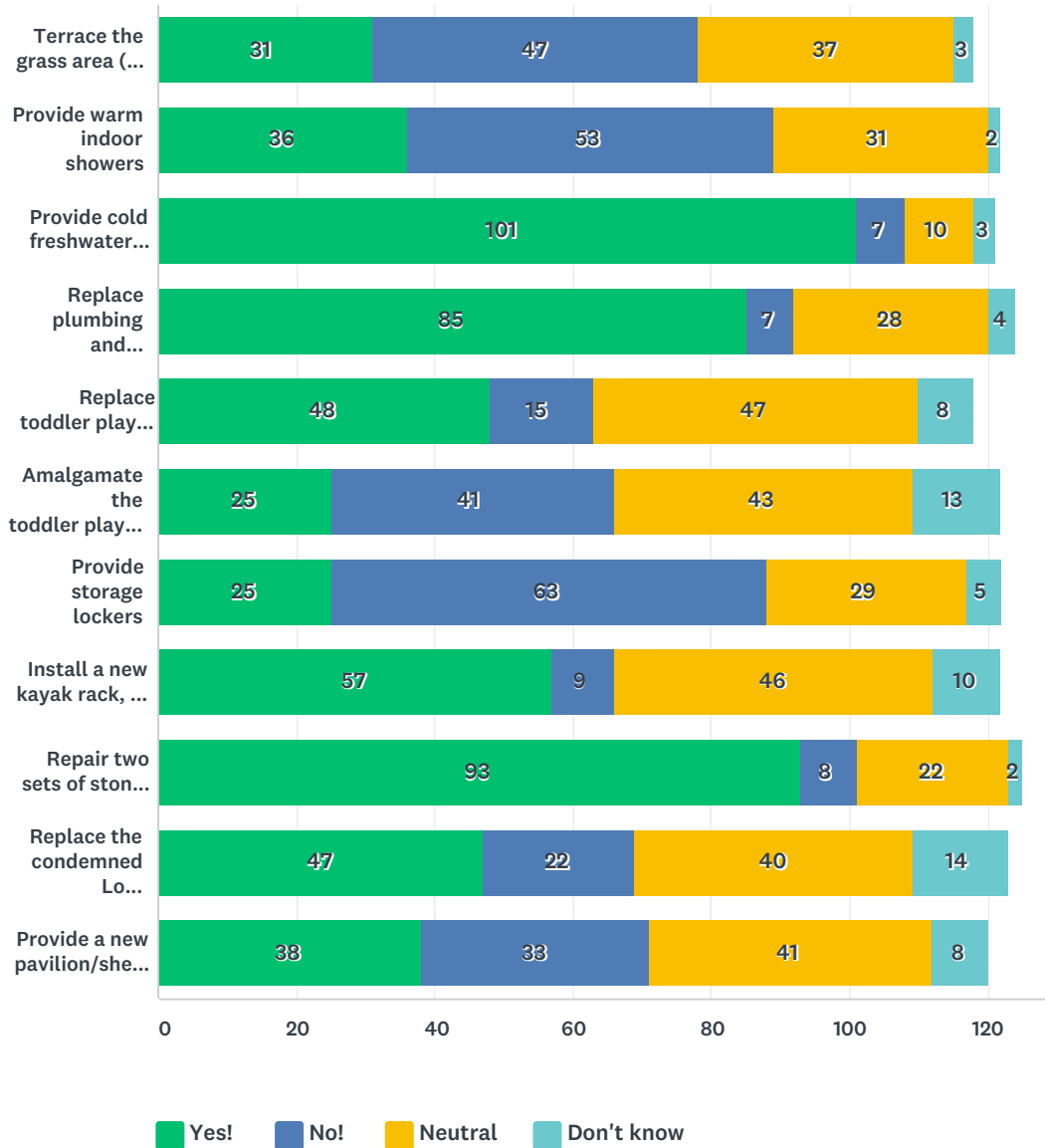
#	OTHER (PLEASE SPECIFY)	DATE
1	We need a launch spot for kayaks outside the boomed swim area. It is very difficult, and dangerous for other beach users, to beach and store a kayak late on a summer's afternoon. Manoeuvring a 25 k o, 18 foot boat around youngsters is a challenge for the kayaker and potential danger to the kids.	12/15/2017 5:01 PM
2	Outdoor shower	12/15/2017 1:40 PM
3	Some tree removal, as there is too much shade now, especially up on the playground area. The trees have gotten too big.	12/14/2017 4:49 PM
4	I feel that the grass area could be kept cleaner (free from goose feces)	12/14/2017 5:40 AM
5	Need a working shower. This is our family's most urgent priority along with the replacement of the toddler play area.	12/13/2017 10:25 PM

6	I know many consider the washrooms unattractive, but really as a public facility at a sandy/dirty location, I think it's quite fine. On par with what you see along the West Van seawall - a cement bunker with a sink and toilet! I have found we rarely have to wait to use the toilet.	12/11/2017 12:34 PM
7	I hate washroom at beach. I couldn't go to the beach last year, because I scared to yucky it.	12/9/2017 9:40 PM
8	We have kayaks and we would love to be able to launch from the beach using the kayak rack and we feel that we would be attending more of the events and using more of the beach since we would be using our kayaks regularly.	12/9/2017 3:30 PM
9	Complete redo of the washrooms	12/9/2017 11:48 AM
10	As that's really needed is the shrubbery around the trees close to the beach need to be cleaned out. This will increase the usable space considerably and make the park more open and fresh. We used to have younger children and actually assisted in the installation of the playgrounds as volunteers. If they need replacement for safety reasons, we'll, so be it, and go ahead. But do not increase the footprint at all.	12/9/2017 9:49 AM
11	Cleaner washrooms, perhaps a weekly password on the door for residents/guests so it doesn't get vandalized by non-locals	12/9/2017 9:09 AM
12	Proper showers, paddle board storage and a filtered water bottle station needed.	12/8/2017 3:44 PM
13	More garbage cans.	12/8/2017 3:14 PM
14	Support increasing boat storage space. Could there even be berthed pricing for boat storage - e.g. a smaller amount to off-cay store kds kayaks and other water toys during the summer? This summer we found our neighbours in the storage area were trying to stow a tonne of kds stuff plus 2 kayaks in the rather teeny spot and it kind of jammed up the whole shelf and made getting our stuff out a painful exercise. Sympathize with them not wanting to pay \$100 per year for each kds item - maybe if there was a cheaper, off-cay area for kds stuff?	12/8/2017 2:30 PM
15	Add tonal storage for SUP, kayaks etc.	12/8/2017 1:06 PM
16	If the trees are rotten, getting rid of them should be high priority!!!!	12/8/2017 12:09 PM
17	the quality of the beach sand is construction site type sand, it's dusty and dirty	12/8/2017 11:57 AM
18	Fix up what's there	12/8/2017 11:53 AM
19	Lockers would be of great value. Vending area (summer only) would be handy. Something that does not compete with the Marina. The kayak/canoe storage racks are inadequate in that the spaces are the wrong dimensions (length and width) for most crafts. The spaces should better match the typical crafts (and not stick out causing a serious safety issue.... not sure how many times I've knocked my head in on the two yellow kayaks at the bottom) and ensure the neighbouring craft in the adjacent slot doesn't impinge on the space you've rented by either just falling over or poor storage techniques.	12/6/2017 12:35 PM
20		12/5/2017 9:31 PM
21	Washroom revitalization is extremely desired with the items in this section especially important.	12/5/2017 9:57 AM
22	Shade was good this summer, but if your planning on taking down trees it will be too little shade next summer.	12/5/2017 9:18 AM
23	stairway access from beach to parking area. As well as the pathway was highly washed out last time. These have kept me away for some weeks now as well as rude people and a very rude by-law officer.	12/5/2017 2:02 AM
24	Event facilities with covered common area. Common BBQ where residents can bring a tank down and picnic. Multiple points for recycling and garbage with more frequent collection especially on weekends.	12/4/2017 2:12 PM
25	Improved parking. Divers are a ways going to frequent this area, they're even happy to pay for parking if it's easy to do on site, or via a mobile device. Better changing rooms, safer steps to beach will also improve things. More garbage bins too.	12/4/2017 10:57 AM
26	Repair stairs. Install public access faucet/hose/shower for post-swimming/scuba rinse	12/4/2017 9:08 AM

27	<p>Obviously "personally", I think the beach and swim areas are great as they currently are; the crew does an excellent job removing logs at the end of each winter, leaving a few logs in place which I appreciate; and I appreciate being able to use my laptop or read documents on my cellphone in the shade - I love the trees! - while my kids are playing and swimming. I have to be doing something, either paddling or trying to accomplish something, and have never been able to just "hang out" on a beach. I appreciate that I'm able to do both easily here.</p>	12/3/2017 7:37 AM
28	<p>Diving board on dock. Kids love the floating dock-great hangout place. Could have a second floating dock further out for older kids and adults. This is the best feature of the beach. Could extend the boomed area out. Could improve the kayak/canoe/SUP launch maybe a dock to launch from.</p>	12/2/2017 3:47 PM
29	<p>garbage and recycle improvements</p>	12/2/2017 11:47 AM
30	<p>Washrooms / changerooms need repainting or updating but are right sized on balance.</p>	12/1/2017 7:23 PM
31	<p>an actual dock going out from the concrete section (or fixing concrete/rocks) would be amazing for those that don't swim out to the pontoon but maybe that doesn't make sense?</p>	12/1/2017 5:28 PM

## Q7 Here are some of the early suggestions for capital investment the Committee is considering. Help us prioritise them, or add your own....

Answered: 127 Skipped: 1



#	COMMENTS FOR "TERRACE THE GRASS AREA (TO PROVIDE LEVEL SPACE)"	DATE
	There are no responses.	
#	COMMENTS FOR "PROVIDE WARM INDOOR SHOWERS"	DATE
	There are no responses.	
#	COMMENTS FOR "PROVIDE COLD FRESHWATER OUTDOOR SHOWER FIXTURE"	DATE
	There are no responses.	
#	COMMENTS FOR "REPLACE PLUMBING AND MIRRORS WITH VANDAL-RESISTANT FIXTURES"	DATE
	There are no responses.	

#	COMMENTS FOR "REPLACE TODDLER PLAY STRUCTURE SEPARATELY, IN AN OPTIMAL LOCATION"	DATE
	There are no responses.	
#	COMMENTS FOR "AMALGAMATE THE TODDLER PLAY STRUCTURE WITH THE YOUTH PLAY STRUCTURE"	DATE
	There are no responses.	
#	COMMENTS FOR "PROVIDE STORAGE LOCKERS"	DATE
	There are no responses.	
#	COMMENTS FOR "INSTALL A NEW KAYAK RACK, IN AN OPTIMAL LOCATION"	DATE
	There are no responses.	
#	COMMENTS FOR "REPAIR TWO SETS OF STONE STEPS TO BEACH LEVEL, INSTALL HANDRAILS"	DATE
	There are no responses.	
#	COMMENTS FOR "REPLACE THE CONDEMNED LORI BECK MEMORIAL PAVILION AS IT IS, WHERE IT IS"	DATE
	There are no responses.	
#	COMMENTS FOR "PROVIDE A NEW PAVILION/SHELTER/BANDSTAND/GAZEBO, ELSEWHERE"	DATE
	There are no responses.	

## Q8 In 100 characters or less, what's right and what's wrong with Lions Bay Beach Park?

Answered: 75 Skipped: 53

#	RESPONSES	DATE
1	I go there to be close to the sea. If you put signs up to show the other water right of way access points and make the owners keep them accessible I would be happier.	12/17/2017 12:25 PM
2	It's a nice spot but not the best for launching kayaks. Let's separate kayakers and swimmers.	12/15/2017 5:01 PM
3	It's a charming place, some dredging. It would appear this project would provide necessary upgrades. Bravo!	12/15/2017 3:01 PM
4	Great the way it is. Suggested improvements are good	12/15/2017 1:40 PM
5	With increased use from non-residents, we need to provide increased facilities, washrooms, benches, picnic tables etc.	12/15/2017 9:30 AM
6	Overuse on weekends results in excess garbage, washroom problems and reduced parking area. Would like to see day use fees charged for non-residents.	12/14/2017 11:00 PM
7	I love walking through the park. Sometimes I sit on one of the benches and just enjoy the peace and quiet and sometimes I enjoy watching the children and the people playing and relaxing. The washrooms could use a face lift. It's a small park and not much can be done about that. Just a bit of care and it's perfect.	12/14/2017 10:54 PM
8	The bathrooms are deplorable, more open space and more garbage containers etc keep it to fit into the surrounding natural environment and etc not convert it into a country club that a so goes to the children's play area can we get more muted colours, less plastic, like Ambeside but please no music	12/14/2017 10:04 PM
9	Great resource/amenity to the community. Please invest in it and give it the renewal it needs!	12/14/2017 9:52 PM
10	This is an amazing park for our community & a very well used beach for swimming for kids, adults, & many of our seniors. It is the reason I am still here after 30 years. The community events at the park are a very well attended by residents of all ages. It is what puts our community together, & is a fabulous place to meet new neighbours. I am so glad that the village is finally making some long awaited improvements to our amazing LB Beach Park.	12/14/2017 4:49 PM
11	bad: vandalism, crowding, parking, tree topping, no outdoor cold shower/fountain. good: sand, dock( should be cedar not pressure treated wood)	12/14/2017 10:25 AM
12	Great safe area. Love the multi-aged play areas (but keep them separate). Bigger, better play structures would be wonderful for the village as a whole. WE use the park regularly throughout the year just for our toddlers even when not beach weather	12/13/2017 10:25 PM
13	It's the perfect local hangout! It's rustic and so much fun. We love that there's a beach and a park in the same place. It just needs basic maintenance to keep it safe and clean.	12/13/2017 10:19 PM
14	See Above. It's great the way it is. It just needs some minor upgrades to fix worn out materials	12/13/2017 11:33 AM
15	Great swimming beach, washrooms and stairs need repair	12/12/2017 4:32 PM
16	It's beautiful and the basic footprint and functionality should support our village needs. Improved management and facilities for the betterment of Lions Bay residents, specifically those families who regularly use the amenities	12/10/2017 4:39 PM
17	retaining the character of the beach, clean and fix up but not reinvent	12/9/2017 12:20 PM
18	Lions Bay Beach Park is great but community and Metro Vancouver's growth now means it's insufficiently appointed to accommodate the current demand. Upgrades on most facilities are required.	12/9/2017 12:13 PM
19	Lots of green space is good, no more sand replacing grass needed	12/9/2017 9:49 AM

20	It's the most spectacular place and it's still mostly a secret to the locals so you don't have to rush down early in the morning to get a spot.	12/9/2017 9:09 AM
21	Right the spot wrong not maintained at all.	12/9/2017 8:43 AM
22	We have recently been introduced to the park / beach and we love it! What a gem!	12/8/2017 6:54 PM
23	Love love love our beach. Toilets suck too much shade, less logs more sand. Don't close at 10 in summer, the dusk with fire pits is the best.	12/8/2017 5:37 PM
24	Best place in summer but all the outsiders push out locals on the weekends. Use by all ways to pay for all this.	12/8/2017 4:50 PM
25	It's a wonderful gathering place that could be improved for residents.	12/8/2017 3:44 PM
26	In general our family loves the beach as it is. General updates/improvements are definitely in need. We have raised our baby in Lions Bay, and the segregated bike/dirt/track playground has always been a plus.	12/8/2017 2:29 PM
27	Maybe have a stone pick up day when tide is low to clear the beach	12/8/2017 2:00 PM
28	The bathroom facilities are in dire need of upgrading.	12/8/2017 1:06 PM
29	too crowded! We no longer swim on weekends.	12/8/2017 12:09 PM
30	what's wrong is the members only sign was hidden away and since then we have avoided the overcrowded/full of strangers from other towns LB beach park	12/8/2017 11:57 AM
31	Great dock and dog boom area for swimming, just need more garbage bins otherwise every other recommendation would be a bonus.	12/8/2017 11:56 AM
32	Thin out trees. Time for a big cleanup of vegetation in and around	12/8/2017 11:53 AM
33	Great gathering point for fun and relaxation	12/7/2017 6:50 PM
34	People, water, sand, beauty awesome! The bathroom needs to be redone and outdoor showers are a must.	12/6/2017 5:42 PM
35	Terrific natural access point to Howe Sound, friends, community activities, and wholesome outdoor fun!	12/6/2017 1:42 PM
36	It's a great and wonderful common area. The village has unfortunately allowed it to degrade. Happy that this committee has been formed and working towards improving the beach. Thank you to all of you on the committee for putting in your time and effort! Hopefully it won't be for nothing. :-)	12/6/2017 12:35 PM
37	Beautiful beach that holds so many memories for so many people. Let's keep making improvements and taking steps forward!	12/5/2017 9:49 PM
38	Sand, dock - great. Bathrooms, showers, garbage - needs work. So many people...	12/5/2017 9:31 PM
39	Washroom revitalization and servicing, new and larger gazebo and kayak storage, playground facilities to code, and garbage maintenance are the most important items to be revitalized on.	12/5/2017 9:57 AM
40	The beach is great. The picnic table and gazebo area is great but BBQ not necessary. People bring and use their own. Bathrooms need more cleaning. Garbage emptied more in summer. Cleaning structures necessary for bikers.	12/5/2017 9:18 AM
41	general maintenance and TLC is much needed. More activities for order kids, like a skate park or a basketball court	12/5/2017 5:45 AM
42	What's wrong is the localism of Lions Bay residents over the public park areas and the nuisance bylaws to keep non-residents out.	12/5/2017 4:16 AM
43	Not user friendly. Parking is not equitable to all British Columbians as in other municipalities	12/5/2017 2:49 AM
44	The area is stunning, it's a beautiful area to enjoy year around. Some kindness from the locals I've interacted with would go a long way to making the community better. I've only had one very pleasant interaction there with a local out of many bad experiences.	12/5/2017 2:02 AM
45	Lions Bay beach park is a wonderful SMALL community beach park, that we are proud of, and should remain as such. A small community beach park for residents to enjoy.	12/4/2017 9:28 PM
46	Needs free parking and more of it	12/4/2017 6:22 PM

47	Love LB beach. Just needs a face ft and rework structures be more functional and used by a community members	12/4/2017 2:12 PM
48	Beautiful space, just needs capacity management and understanding that public spaces are for a public residents to enjoy!	12/4/2017 12:42 PM
49	Don't limit parking time for non-residents. No other park in the overman and does that.	12/4/2017 11:07 AM
50	Would be nice to have child-free periods so that those without kids wouldn't be overwhelmed by noise and mess in washrooms.	12/4/2017 10:06 AM
51	Although I fully understand we are part of a bigger area and developments beyond our control, the park on summer weekends is very often outnumbered by visitors	12/4/2017 9:45 AM
52	Absolutely love it except for the one cranky resident who often harasses divers. Perhaps plant a large shrub between his house and the parking lot to obscure his view.	12/4/2017 9:08 AM
53	new stars at Kevin Grove Beach	12/4/2017 7:55 AM
54	Do not promote Lions Bay beaches to the public outside of Lions Bay.	12/3/2017 9:01 PM
55	We think it's pretty much dead. We've used it for 40 years with kids and now grandkids. The washroom needs improving and the steps down to the beach.	12/3/2017 6:06 PM
56	Right: family-friendly; good versatility Not-so-right: garbage, washrooms/changing rooms; rec watercraft access and storage	12/3/2017 7:37 AM
57	Lions Bay Beach is breath-taking. Yes to safety and upkeep, no to "bigger"/hot showers, storage lockers, bandstands... Let's keep it clean and green.	12/3/2017 1:29 AM
58	Washroom facility is a dump. We would be happy with a workable outdoor shower and foot rinse shower.	12/2/2017 10:00 PM
59	The play equipment needs to be replaced. It is unsafe. The washrooms need an upgrade.	12/2/2017 7:33 PM
60	Having kayak at beach is great. Dock and floating fenced off area is great. Toets suck-dirty, overflowing need replacement/improvement like that there are no dogs allowed. Too many trees, shrub and bushes spoil beach area. Great area for kids to play and people to socialise.	12/2/2017 3:47 PM
61	It's a most perfect just needs a better washroom with some showers and BBQ area.	12/2/2017 11:47 AM
62	Our Lions Bay beach is a wonderful place to be. Such beauty needs to be protected. I am agnostic just standing by and doing nothing. There is plenty of that going on in this world of ours..	12/2/2017 10:57 AM
63	It's a lovely little park - but it's little and has become overcrowded in the last few years.	12/2/2017 9:57 AM
64	LB beaches are for the community & services should be directed as such.	12/2/2017 9:12 AM
65	Capit spending on the beach should not be a priority. Our roadways require improvement, our community requires safety improvements such as street lights, tree/shrubs need to be pruned. The beach serves only a few residents. Money should NOT be wasted on the beach.	12/2/2017 6:32 AM
66	The beach parks provide convenient access to the ocean for both residents and visitors. The playgrounds have always been well used and should be maintained to a safe and enjoyable standard. Washrooms are quite tired and in need of updating. Regular and preventative maintenance should be a priority to maximize the usefulness of our valuable assets. Since so much is broken it would seem this has not been the case.	12/1/2017 7:23 PM
67	Respect the ruralness of the LB beach, there is no need for a big fancy washroom	12/1/2017 7:06 PM
68	I think a LB families really enjoy OUR friendly beach.	12/1/2017 6:43 PM
69	Kind of keetas, bathrooms could be fixed. the toddler playground needs to be replaced	12/1/2017 5:28 PM
70	Awful washrooms, difficult to park, not enough cooking facilities, substandard play area for the young ones, needs to be maintained to a higher standard	12/1/2017 4:45 PM
71	The response scale for Question #6 makes no sense! What is the difference between ...the changes needed are just right and none? This scale will provide no meaningful data. Shame! Also, what about my predicted needs? My children are now grown. They don't use a toddler area. The children when I am a soon to be grandmother. In order to find out what's right and wrong, the questions need to be tested and you need to be sure you are measuring what you are intending to measure.	12/1/2017 4:37 PM
72	Legendary gathering place. Don't over-improve it for outsiders to use and taxpayers to maintain.	12/1/2017 4:27 PM

73	I am bas ca y happy w th the way the beach s ma nta ned. A few of the ptojects sted above wou d be n ce but don't have to be done a at once	12/1/2017 4:25 PM
74	Its pretty good as t, g ven the s ze and fund ng ava ab e.	12/1/2017 4:15 PM
75	It's a jewe . Outs ders don't contr bute.	12/1/2017 7:46 AM

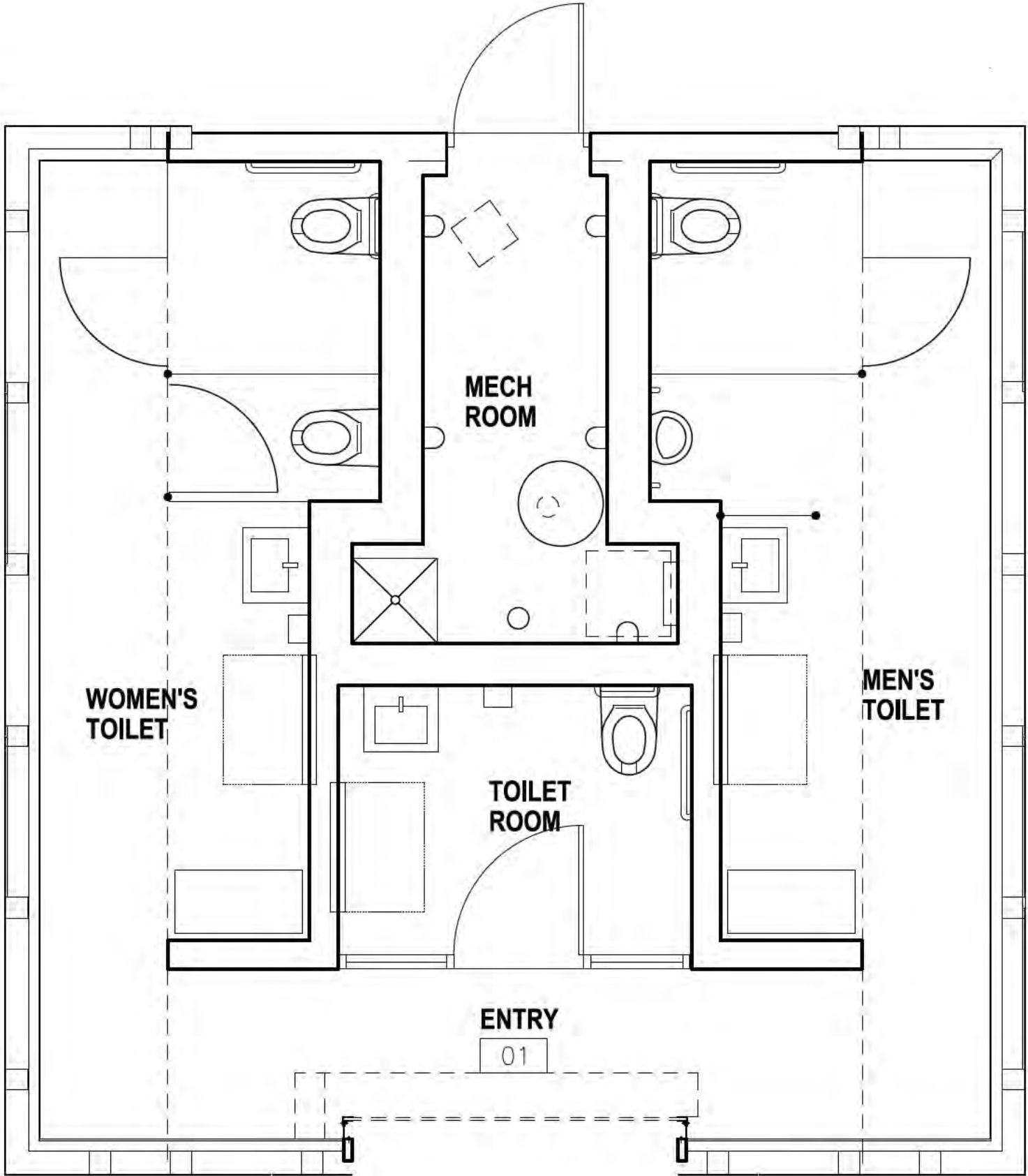
# Albion Park Washroom Building

\$304k including design

Front View



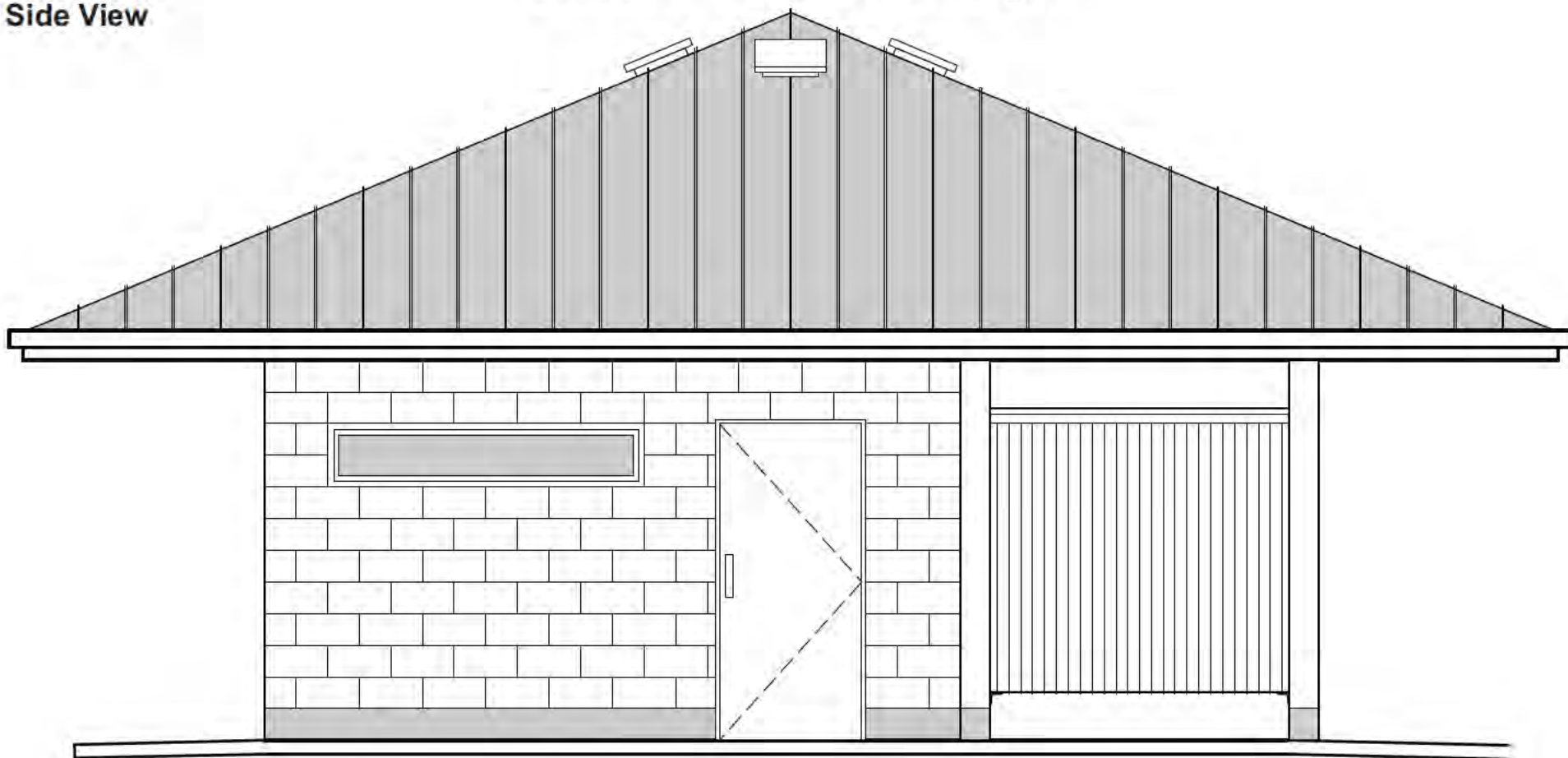
Floor Plan



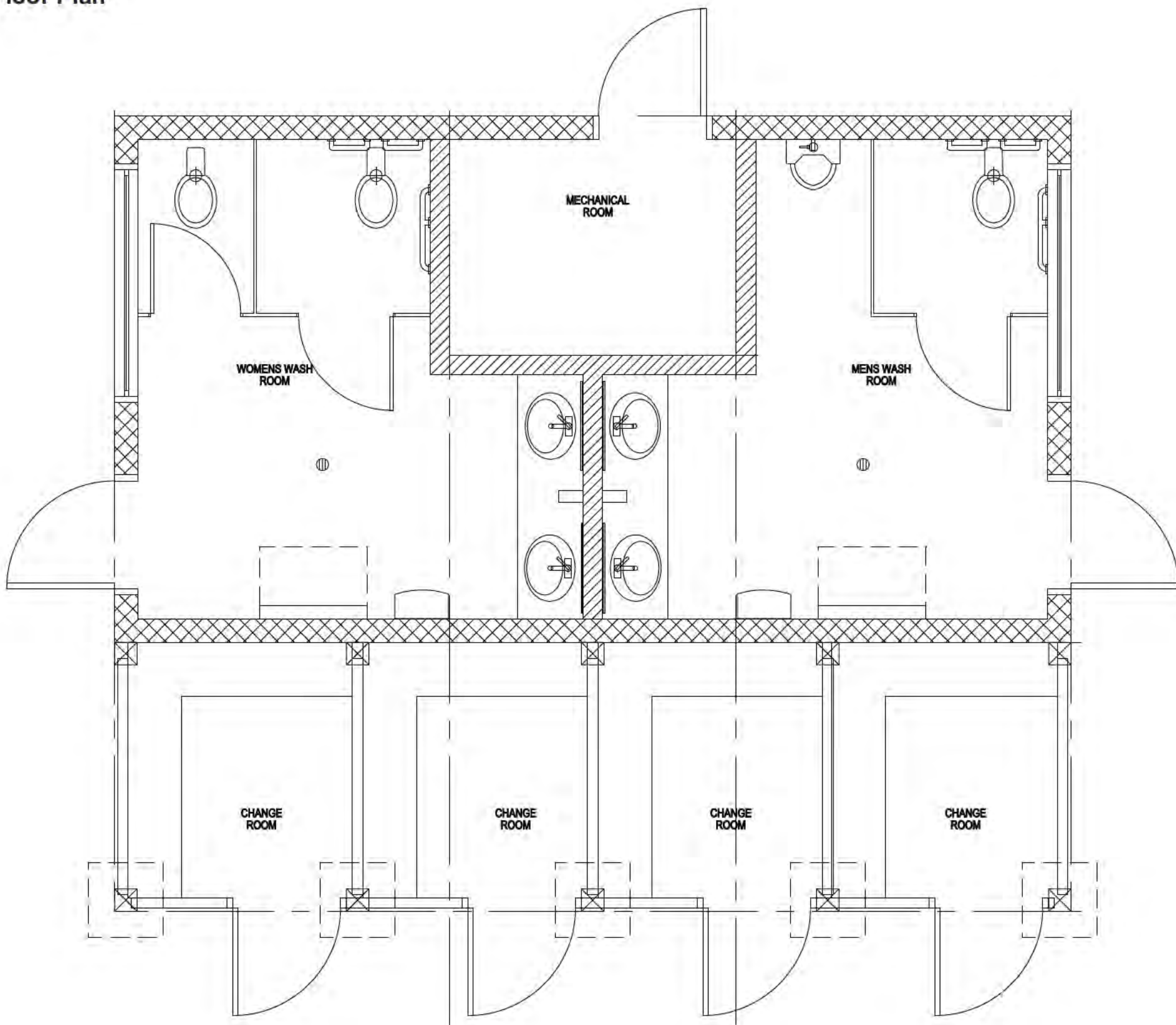
# Arbutus Park Washroom Building

\$225k + 30k for design

Side View



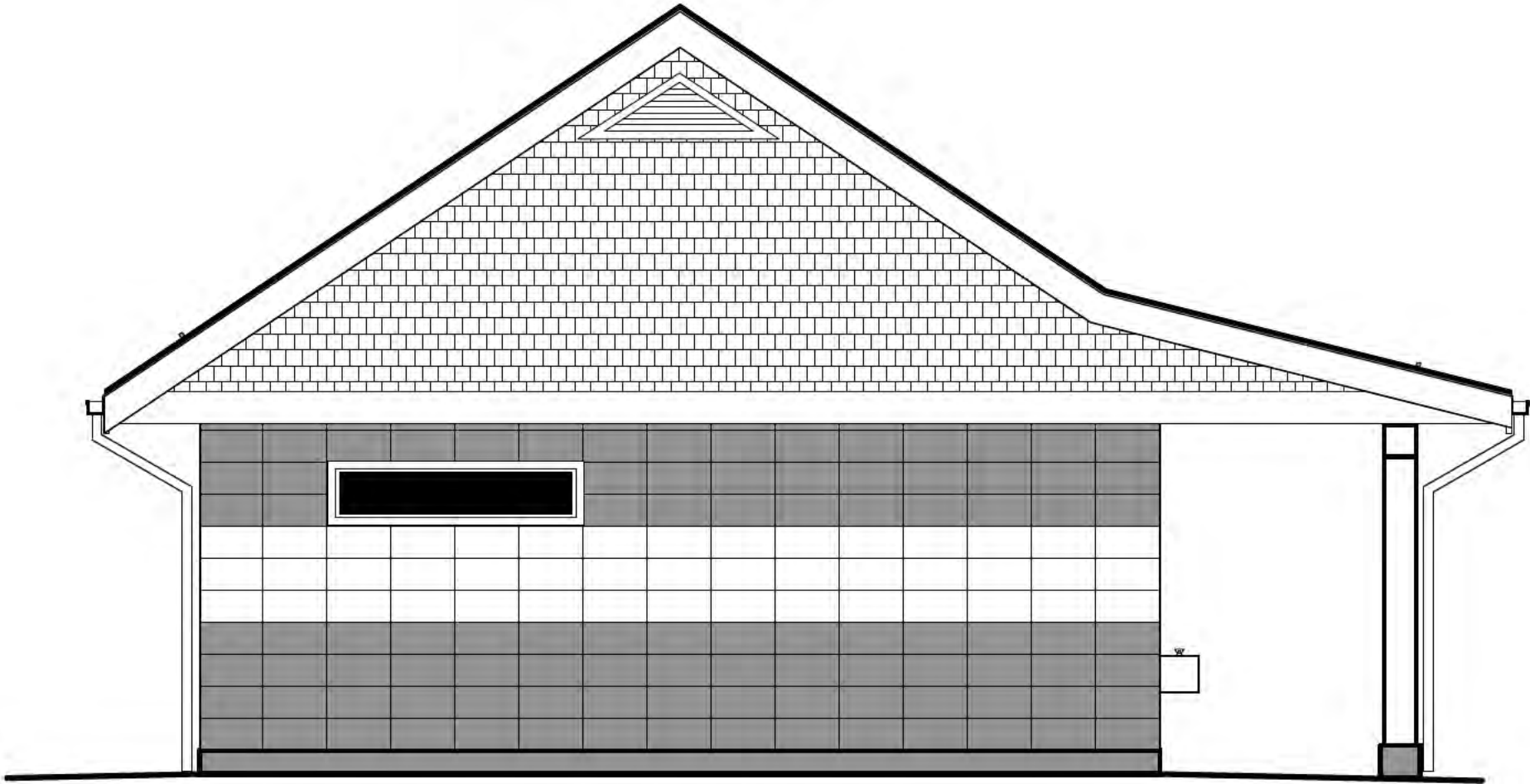
Floor Plan



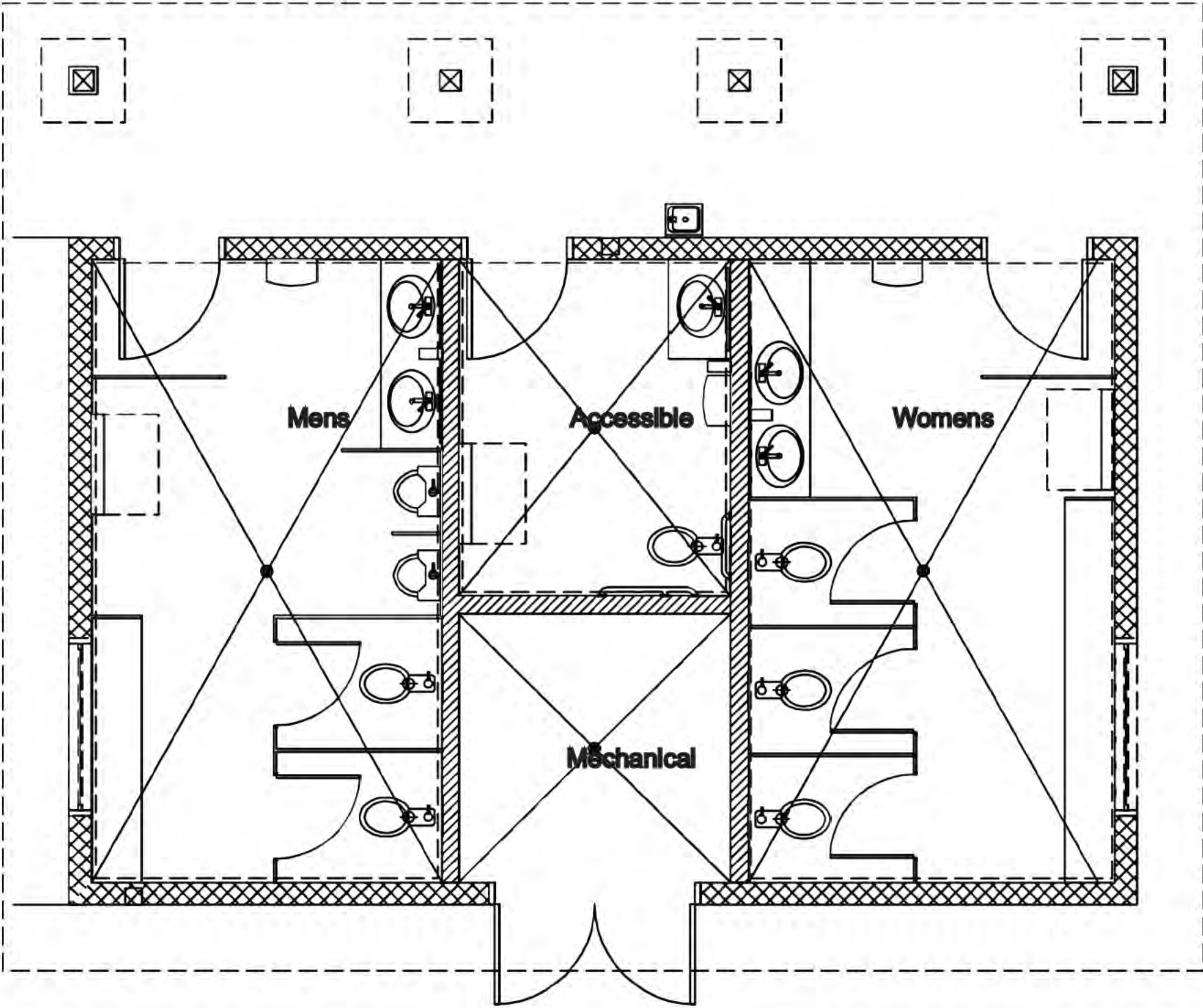
# Bright Angel Park Washroom Building

\$300k including design

Side View



Floor Plan



Intentionally Blank



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

<b>Type</b>	Direction Request		
<b>Title</b>	Brunswick Beach Road Traffic Management		
<b>Author</b>	Naizam Jaffer	<b>Reviewed By:</b>	Peter DeJong
<b>Date</b>	May 27, 2020	<b>Version</b>	1.0
<b>Issued for</b>	June 2, 2020 Council Meeting		

### Recommendation:

THAT Council provide direction to staff with respect to the issue(s) outlined in the Public Works Manager's report, Brunswick Beach Road Traffic Management, presented at the June 2, 2020 regular meeting of Council.

### Attachments:

- (1) Traffic Data Report in Miles per Hour
- (2) TAC Guide to Traffic calming

### Key Information:

At the may 19, 2020 Regular Meeting of Council, Mayor McLaughlin shared his concerns in support of Brunswick Beach residents regarding traffic and parking management. The concerns were based upon correspondence received from several residents regarding traffic issues in Brunswick Beach, primarily near the waterfront. The issues raised revolved around two key issues:

- Speed of vehicles traversing through this residential neighbourhood; and
- The volume of traffic entering the neighbourhood

In relation to the speed, there have been comments raised by residents indicating that the original speed limit in the area was raised from 10 km/h to 40 km/h by Council. While it is true that Public Works installed new 40 km/h signs in Brunswick Beach as part of the Council endorsed 2017 parking plan, no 10 km/h signs were removed. In reviewing Google Streetview of the Brunswick Beach neighbourhood back to 2011, no evidence of 10 km/h

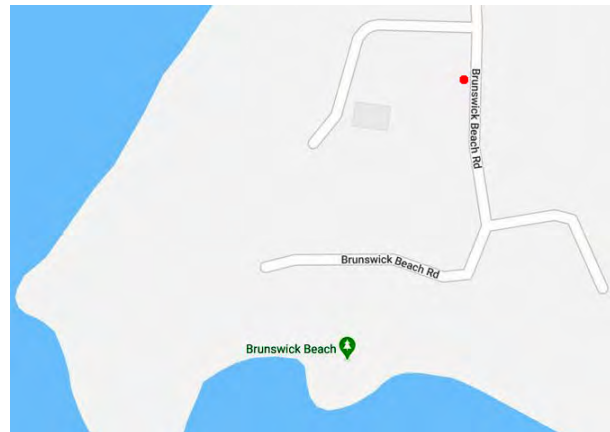


## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

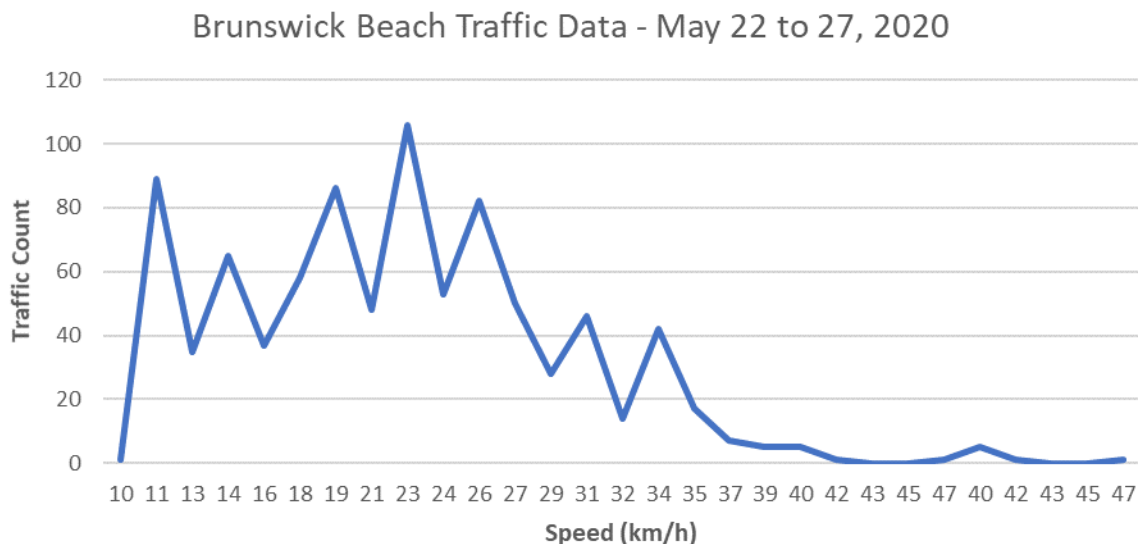
signs were found. Senior staff also do not recall ever installing or maintaining Brunswick Beach as a 10 km/h zone.

### Traffic Speed

In response to the matter of speed being raised, Public Works installed a radar traffic data device on the hydro pole located on the west side of Brunswick Beach Road between the residences at 25 and 27 Brunswick Beach Road and indicated by the red dot on the map to the right.



Installed on May 22, 2020, the data recorder collected information over the weekend through to the morning of May 27, 2020. Over the course of this 4.5-day period, 883 vehicles travelled along this stretch of road in both directions with 857 vehicles or 97% of the traffic travelling at speeds below 35 km/h.



Traffic engineering practices rely on the 85<sup>th</sup> percentile as a guide to set the safe speed of roads as determined by traffic counts and crash data. The 85<sup>th</sup> percentile is the speed at or below which 85 percent of all vehicles are travelling under free-flowing conditions at a



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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monitoring point. Research indicates that drivers do not drive according to the posted speed limit, but account for the visual aspects of the road and a 'feel' for the road. Visual factors that influence speeds include:

- Lane and shoulder configurations and widths
- Presence of vertical and horizontal curves
- Sight distance and obstructions
- Presence of surrounding developments to the roadway

In this case, the 85<sup>th</sup> percentile is 30 km/h. This is the same speed limit required at school zones and playgrounds and indicates that drivers feel comfortable at this and lower speeds. Traffic research further indicates that setting speed limits below the 85<sup>th</sup> percentile is ineffective and typically results in non-compliance that can only be modified by regular enforcement. Traffic engineers often consider speed an issue if the 85<sup>th</sup> percentile of traffic is travelling as speeds greater than the posted speed limit by 10 km/h or more.

### **Traffic Volume**

Engineering standards vary on traffic volumes required to trigger traffic calming measures. In urban settings these values are considerably higher due to the increased density of population in urban centers. For rural settings, more conservative volume numbers are the norm. An example of conservative numbers is as follows:

- Minor Collector roads: Average weekday or weekend traffic volume exceeds 3,000 vehicles per day.
- Local roads: Average weekday or weekend traffic volume exceeds 1,000 vehicles per day.
- Lanes: Average weekday or weekend traffic volume exceeds 300 vehicles per day.

Due to the inherent cost of traffic calming measures, a robust assessment phase is essential to ensure that public funds are spent in the most effective way. It is important to note that traffic calming measures generally affect the speed of vehicles but they do not typically affect the volume of traffic entering an area – only the most severe measures will deter repeat visitors to an area; however, these same severe measures often result in resident anger at these traffic calming measures.



## THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

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Attached to this report is an excerpt from the Transport Association of Canada (TAC) Canadian Guide to Neighbourhood Traffic Calming (2018). The chart indicates the potential benefits and disadvantages of various traffic calming measures.

In an attempt to restrict traffic concerns in Lions Bay, Council has tripled the fines for parking violations and instituted a more aggressive towing campaign.

### **Desired Result:**

To ensure safe neighbourhoods

### **Options to Pursue Desired Result:**

- (1) Do nothing – the initial data suggests that most traffic is already moving at an appropriate, reduced speed of about 30 kmh.
- (2) Collect more data over a wider period to ground truth the issues.
- (3) Install temporary barriers (water filled barriers cost about \$400 and can be installed to narrow the lane) to reduce speeds – even though speeds already appear to be low.

### **Follow Up Action and Communication Plan:**

Per Council direction.

# Brunswick Beach Road

Combined two way traffic for the reporting period

Report for 2020-05-22 12:00:00 PM to 2020-05-27 7:00:00 AM

## SPEED STATISTICS - 1 to 27+ by 2 MPH

Speed in MPH	1 - 2	3 - 4	5 - 6	7 - 8	9 - 10	11 - 12	13 - 14	15 - 16	17 - 18	19 - 20	21 - 22	23 - 24	25 - 26	27 - 9999
Count	0	0	1	124	102	144	154	135	78	60	59	12	6	1
Percent	0.0	0.0	0.1	14.2	11.6	16.4	17.6	15.4	8.9	6.8	6.7	1.4	0.7	0.1

Average 14 (Mean) 14 mph = 22 kmh

Pace Speed 7-16 Number in 659 Pace Percent in 75.2 Pace 7-16 mph = 11-26 kmh

# Guide to Applying Traffic Calming Measures

The following measures were selected from the second edition of the *TAC Canadian Guide to Neighbourhood Traffic Calming* (2018) (the “Canadian Guide”). The *Canadian Guide* has additional measures that may be considered as well as more complete information about each measure. Each measure has positive and negative impacts and can be appropriate for different applications. A brief summary is provided here for reference.

The table below is from the *Canadian Guide* and shows which issues each traffic calming measure can be expected to help address.

Traffic Calming Measure		Potential Benefits			Potential Disbenefits		
		Speed Reduction	Volume Reduction	Conflict Reduction	Local Access	Emergency Response	Active Transportation
Vertical	Raised Crosswalk	●	○	◐	○	◐	◐
	Raised Intersection	◐	○	◐	○	◐	◐
	Sidewalk Extension	◐	○	◐	○	○	◐
	Speed Hump	●	◐	●	○	●	◐
	Textured Crosswalk	◐	○	◐	○	○	◐
	Speed Cushion	●	◐	●	○	◐	◐
Horizontal	Chicane (one lane)	●	●	●	○	◐	◐
	Curb Radius Reduction	◐	○	○	○	○	○
	On-Street Parking	◐	○	○	○	◐	◐
	Raised Median Island	◐	○	◐	○	○	○
	Traffic Circle	●	◐	●	○	◐	●
	Gateway Median	◐	○	○	○	○	○
Roadway Narrowing	Curb Extension	◐	○	○	○	○	◐
	Road Narrowing / Road Diets	●	◐	○	○	◐	◐
	Raised Median Island	◐	○	◐	◐	○	○
	Vertical Centreline Treatment	◐	○	○	○	○	○
Access Restriction	Directional Closure	●	●	◐	◐	◐	◐
	Diverter	○	●	◐	●	◐	◐
	Full Closure	○	●	●	●	●	◐
	Intersection Channelization	○	◐	◐	●	◐	○
	Raised Median Through Intersection	○	●	◐	●	◐	◐
	Right-in / Right-out Island	○	●	◐	◐	◐	◐
		● = Substantial Benefits ◐ = Minor Benefits ○ = No Benefit			● = Substantial Disbenefits ◐ = Minor Disbenefits ○ = No Disbenefit		

## VILLAGE OF LIONS BAY

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### Incoming Correspondence - June 2, 2020

#### ***General Correspondence:***

G1: F. Haynes, District of Saanich requesting support for the Global Covenant of Mayors for Climate and Energy (Page 1)

G2: Mayor Rob, City of Port Moody, requesting support for homelessness solutions and advocacy (Page 5)

#### ***Resident Correspondence:***

R1: D. Miller re: parking (Page 11)

R2: R. Simons re: Woodfibre LNG extension (Page 12)



The Corporation of the District of Saanich | Mayor's Office

770 Vernon Avenue Victoria BC V8X 2W7 | T 250-475-5510 | F 250-475-5440 | www.saanich.ca

May 13, 2020

Via Email

Dear Mayor and Council:

**Re: District of Saanich Resolution – Global Covenant of Mayors for Climate & Energy Change**

At their May 11, 2020 meeting, the District of Saanich Council endorsed a motion in support of joining the Global Covenant of Mayors for Climate and Energy and to encourage other Municipalities of British Columbia to provide their support.

Saanich Council endorsed the following motions:

That Council:

*“Join the Global Covenant of Mayors for Climate and Energy by submitting the commitment letter to the Global Covenant of Mayors Secretariat.”*

*“Direct staff to deliver on the commitments made within that letter and outlined in the report.”*

*“Direct staff to prepare correspondence to all local municipalities in the Province of British Columbia advising of Saanich's support of the Global Covenant of Mayors for Climate and Energy and encourage all municipalities to support the initiative.”*

We encourage you to join in this collective potential and work together in combating climate change. Hopefully our combined actions will aid in reducing our ecological footprint and working to a sustainable future to safeguard the health and prosperity of our citizens.

A copy of the signed letter submitted to the Global Covenant of Mayors Secretariat and an excerpt of the May 11, 2020 Saanich Council minutes are attached for your reference.

Yours truly,

A handwritten signature in blue ink, appearing to read 'F. Haynes', written over a horizontal line.

Fred Haynes  
Mayor  
Encl.

cc: Saanich Council



The Corporation of the District of Saanich | Mayor's Office

770 Vernon Avenue Victoria BC V8X 2W7 | T 250-475-5510 | F 250-475-5440 | www.saanich.ca

May 12, 2020

Global Covenant of Mayors  
c/o Global CoM Secretariat  
VIA EMAIL: INFO@IUC-NA.EU

**GLOBAL COVENANT OF MAYORS FOR CLIMATE AND ENERGY SUBMISSION LETTER**

I, Fred Haynes, Mayor of the District of Saanich commit to the Global Covenant of Mayors for Climate & Energy (GCoM), joining thousands of other cities and local governments around the world currently engaged in climate leadership.

GCoM envisions a world where committed mayors and local governments – in alliance with partners – accelerate ambitious, measurable climate and energy initiatives that lead to an inclusive, just, low-emission and climate resilient future, helping to meet and exceed the Paris Agreement objectives.

Whatever the size or location, the mayors and local leaders committed to GCoM stand ready to take concrete measures with long-term impact to tackle the interconnected challenges of climate change mitigation and adaptation, as well as access to sustainable energy.

To implement this vision, we pledge to implement policies and undertake measures to (i) reduce / avoid<sup>i</sup> greenhouse gas (GHG) emissions, (ii) prepare for the impacts of climate change, (iii) increase access to sustainable energy, and (iv) track progress toward these objectives.

Specifically, within three years of this commitment<sup>ii</sup>, we pledge to develop, adopt<sup>iii</sup>, use and regularly report on the following:

- A community-scale GHG emission inventory, following the recommended guidance;
- An assessment of climate risks and vulnerabilities;
- Ambitious, measurable and time-bound target(s) to reduce/avoid GHG emissions;
- Ambitious climate change adaptation vision and goals, based on quantified scientific evidence when possible, to increase local resilience to climate change;
- An ambitious and just goal to improve access to secure, sustainable and affordable energy; and
- A formally adopted plan(s) addressing climate change mitigation / low emission development, climate resilience and adaptation, and access to sustainable energy.

The targets and action plans for mitigation / low emission development must be quantified and consistent with or exceed relevant national unconditional<sup>iv</sup> commitments defined through the UNFCCC (Intended) Nationally Determined Contribution (NDC). The targets and action plans

should be in line with National Adaptation Plans, where these exist; and should be consistent with the principles around energy access and urban sustainability embodied in the Sustainable Development Goals (SDGs).

We will explore the allocation of adequate staff resources and institutional arrangements. This includes governance processes, municipal structures and budget allocations to deliver on this commitment and secure continuity.

We acknowledge that there may be additional regional or country-specific commitments or requirements that we commit to follow, and that may be agreed through our city networks or through our direct engagement with local partners of GCoM.

The District of Saanich acknowledges that continued engagement in GCoM and associated Regional or National Covenants, as established, is contingent on complying with the above requirements within established timeframes.

**Name and title of person signing this commitment**

Mayor Fred Haynes  
District of Saanich  
770 Vernon Avenue  
Victoria, BC, V8X 2W7  
Canada  
Saanich.ca

**Municipal Contact:**

Rebecca Newlove, Manager of Sustainability  
[Rebecca.newlove@saanich.ca](mailto:Rebecca.newlove@saanich.ca), +1-250-217-2457

District of Saanich, Canada, [www.saanich.ca](http://www.saanich.ca)  
114,148 Inhabitants, 103.78 sq. kilometres



Mandated by the Saanich Council on May 11, 2020

<sup>i</sup> "Avoid emission" via low emission development

<sup>ii</sup> Flexibility is allowed to suit differentiated local circumstances and needs.

<sup>iii</sup> According to the city and local government's procedures

<sup>iv</sup> Many countries have submitted two sets of NDC targets: unconditional targets, to be implemented without any explicit external support; and conditional targets. The latter are more ambitious than unconditional targets and require external support for their fulfilment. The cities and local governments committing to the GCoM are required to commit at least to the equivalent of their country's unconditional targets, but are encouraged to be more ambitious where possible.

**REPORTS FROM MEMBERS OF COUNCIL**

1410-04  
Report - Council

**GLOBAL COVENANT OF MAYORS FOR CLIMATE AND ENERGY MEMBERSHIP**

Report of Mayor Haynes and Councillor Brice dated May 1, 2020 recommending that Council:

1. Join the Global Covenant of Mayors for Climate and Energy by submitting the commitment letter to the Global Covenant of Mayors Secretariat; and
2. Direct staff to deliver on the commitments made within that letter and outlined in the report.

**MOVED by Councillor Brice and Seconded by Councillor Plant: "That Council:**

1. **Join the Global Covenant of Mayors for Climate and Energy by submitting the commitment letter to the Global Covenant of Mayors Secretariat; and**
2. **Direct staff to deliver on the commitments made within that letter and outlined in the report."**

Council discussion ensued with the following comments:

- The six action areas follow a steady history of Saanich leading in climate change.
- The work can be accommodated within current resources.
- Saanich will be part of the solution.
- The ability to improve reporting across local governments in Canada on progress towards climate change mitigation is appreciated.
- It is concerning that the gesture may be symbolic and could lead to cynicism.
- It is important that the public understands that the current level of resourcing for climate change mitigation is not sufficient to meet the commitment to reduce greenhouse gas emissions.
- Other municipalities are encouraged to commit and collaborate on the initiative.

In response to questions from Council, the Manager of Sustainability stated:

- Many of the commitments outlined in the Global Covenant of Mayors have already been completed.
- Staff are working on implementing the actions within the Climate Action Plan.
- There is a commitment to an ambitious and just goal to improve access to secure, sustainable and affordable energy; this project is underway and will be developed over the summer.
- There is an ongoing commitment to reporting annually.

**The Motion was then Put and CARRIED**

**MOVED by Councillor Brice and Seconded by Councillor Plant: "That Council direct staff to prepare correspondence to all local municipalities in the Province of British Columbia advising of Saanich's support of the Global Covenant of Mayors for Climate & Energy and encourage all municipalities to support the initiative."**

**CARRIED**

**From:** [Ron McLaughlin](#)  
**To:** [Peter DeJong](#); [Municipal](#); [Council](#)  
**Subject:** Fw: Post-COVID Homelessness -- Council please come prepared to discuss this on June 2nd  
**Date:** Friday, May 22, 2020 10:52:35 AM  
**Attachments:** [2020-05-12 City of Port Moody Council Resolution CC20086.pdf](#)  
[2020-05-21 - Homelessness Upgrade.doc](#)  
[Template Motion RE Homelessness post-COVID.doc](#)

---

Karla please add this into correspondence. Than you.

**Ron McLaughlin**

*Mayor*

### **The Village of Lions Bay**

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada

Tel: (604) 921-9333 | Cell: (604) 353-7138 | [www.lionsbay.ca](http://www.lionsbay.ca)

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**From:** Mayor Rob Vagramov <[RVagramov@portmoody.ca](mailto:RVagramov@portmoody.ca)>  
**Sent:** Friday, May 22, 2020 10:49 AM  
**To:** Ron McLaughlin <[mayor.mclaughlin@lionsbay.ca](mailto:mayor.mclaughlin@lionsbay.ca)>  
**Subject:** Post-COVID Homelessness

Hi Ron,

Following up on the conversation at the regional table with an advocacy letter as promised!

Attached are three items:

**First is the resolution** passed by Port Moody Council earlier in the month.

**Second is the body of the letter** to be sent to the feds and province. If you're OK signing on, your office can send your e-signature to my office by simply replying to this email

By the looks of it, we will have signatories across 4 neighbouring regional districts (GVRD, FVRD, SLRD, CRD), and non-elected support is next on my to-do list.

**Third is a copy+pasteable template motion** for your Council to consider and carry, if you would. I refined the language slightly from my original, and the word Council can be replaced with Village of Lions Bay, if you so choose.

I will of course be asking to have Sav's signature on behalf of the GVRD as well (via vote). That being said, our individual signatures as Mayors are key.

Thanks for your interest, I feel there's a wave forming here.

Hope all is well!

**- Mayor Rob**  
*City of Port Moody*

[facebook.com/PomoRob](https://www.facebook.com/PomoRob)  
[mayor@portmoody.ca](mailto:mayor@portmoody.ca)  
778 898 0ROB (0762)

*This response is provided by Mayor Rob and may not reflect the City of Port Moody's official position or that of Council.*

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City of Port Moody  
**Council Resolution**  
May 12, 2020

CC20/086

**Moved, seconded, and CARRIED**

WHEREAS our society has been plagued by homelessness and a lack of support systems for those affected by addictions and mental illness for generations;

AND WHEREAS the state of homelessness in our region has only worsened over the course of decades and throughout multiple Provincial Governments;

AND WHEREAS an eventual economic rebuild is a good opportunity to make positive upgrades to our society;

BE IT RESOLVED:

**THAT the City of Port Moody considers a return to the “normal” state of homelessness in our region, province, and nation after the COVID emergency fundamentally unacceptable;**

**AND THAT the City of Port Moody call on the Metro Vancouver Regional District, the Government of BC, and the Government of Canada to use the post-COVID recovery as an opportunity to “upgrade” our society by eliminating homelessness;**

**AND THAT the City of Port Moody supports a return to large-scale supportive housing arrangements for those afflicted by mental illness, such as a revived facility at Riverview.**

Dear Prime Minister Trudeau and Premier Horgan:

The COVID-19 crisis has shaken and unsettled our communities both locally and nationwide in ways that, just weeks ago, few of us could have imagined. While the pandemic is far from over, and while it has brought unprecedented economic and financial upheaval across our land and at all levels of society, we can nonetheless look forward to a phase of public investment, dynamic recovery, and revitalization of our social safety net in the coming months.

This will be a time when we must choose between either simply reconstructing our society as it was, with all of its frailties, before disaster struck, or else seizing this watershed moment in Canadian history to build a society that is fundamentally better than ever before – kinder, fairer, and even more productive as a whole. This turning point is our nation's crucial opportunity to build toward a “*new normal*” that entails a fundamental step up; in which the poorest and most vulnerable members of our Canadian family are, through an innovative renaissance in social support, lifted up out of homelessness, dire poverty, food insecurity, and social isolation.

While the challenge of homelessness has always been with us, the numbers have worsened in recent decades, compounded by the spread of substance dependence, despair, and mental illness. As we all know, poverty is but one side of the coin. Through cuts and closures, governments since the late 1960s have systematically abandoned folks suffering from debilitating or long-term mental illness.

Large-scale boarding facilities - such as Riverview Hospital in Coquitlam, BC – were all but shut down in the decades since, sending out, onto the streets, countless members of our society who struggle with severe mental health problems, unable to care for themselves. As the number of funded beds and supported patients decreased, homelessness has surged, and this inhumane treatment has blighted our communities with a level of needless and unjustifiable suffering that shames us all as fellow Canadians.

With the immediate COVID-19 crisis coming to a close, the emergency supports that have managed to rapidly and effectively house thousands of homeless individuals in BC for the past few months seem likely to close as well. We risk repeating history, and sending the same message sent by governments in the past to our most vulnerable: *Get out, and good luck.*

**We - the undersigned - call upon the Government of Canada and the Government of British Columbia to use the coming period of social reordering and economic rebuilding as a vital opportunity to move Canada's blight of homelessness from out of our challenged present and our bright future, and into the shadows of the past where it belongs.**

A decisive program to erase homelessness will bring diverse benefits, and not just to those wandering our city byways, but to the rest of Canadian society as well. Getting people off the streets and into basic housing, or into boarding facilities with treatment and care programs, will help those in need, will reduce general poverty, will cut crime, will advance public health objectives while lowering medical service costs, will create much needed employment in a time of recession, will increase our region's tourism and business development appeal, and will make our cities more safe and inviting, all while enabling a new generation of active participants in our society, and economy.

Finally, the cost of inaction is great. Study after study has shown beyond doubt that the burden placed on our healthcare services, law enforcement, judicial, and other public systems far outweighs the costs of simply housing those in need and giving them a fighting chance in our

increasingly competitive, globalized economy. But beyond these highly practical reasons, is a deeply philosophical one: If not now, then when? When *will* we, as a nation, take this baby step in becoming the fair, clean, and futuristic society envisioned in popular culture of days past? And if that bright destiny is not ours, then frankly, what is the purpose of our society?

Just as the software on your phone, tablet, or computer periodically asks you to stop and do an upgrade, this is one of those crucial turning points in the life of a society that calls upon our national community to use the pause we have all been forced into to step up to a better system of operation. Steeped in this crisis, all levels of government today may feel they've already got their hands full and, as for homelessness, a first impulse may be to click the "*Remind me later*" button.

It is our hope that, instead, you will act.

WHEREAS our society has been plagued by homelessness and a lack of support systems for those affected by addictions and mental illness for generations;

AND WHEREAS the state of homelessness in our region has only worsened over the course of decades and throughout multiple Provincial and Federal Governments;

AND WHEREAS an inevitable economic rebuild is a good opportunity to make positive upgrades to our society;

BE IT RESOLVED:

**THAT Council considers a return to the “normal” state of homelessness in our region, province, and nation after the COVID emergency fundamentally unacceptable;**

**AND THAT Council call on the Government of Canada, the Government of BC, and the Metro Vancouver Regional District to use the post-COVID recovery as an opportunity to “upgrade” our society by eliminating homelessness;**

**AND THAT Council supports a return to large-scale supportive housing arrangements for those afflicted by mental illness, such as a revived facility at Riverview.**

**From:** [REDACTED]  
**To:** [Council](#)  
**Cc:** [Municipal: Peter DeJong](#)  
**Subject:** Mountain Drive parking  
**Date:** Friday, May 29, 2020 6:24:12 AM

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Mayor McLaughlin and Councillors Abbott, Bain, Barmeier and Cunliffe:

I am writing about the recent changes to the parking policy regarding Mountain Drive.

If those changes are designed to keep hikers out of the Village, they have failed. The hikers are simply parking on Bayview Road and walking up the few extra blocks.

Unfortunately, parking on Bayview is much less safe than the Mountain Drive alternative. Bayview Road is steep with tight corners. Consequently, the safety of groups hiking up the hill can be put at risk. Conversely, Mountain Drive is flat and, being relatively straight, provides good sight lines.

Further, Bayview Road has a white line painted along the roadway above the school. I assume that this line is designed to delineate a walking path for those accessing the school. Many of the cars now parking on Bayview Road are situated over this walkway which then forces pedestrians out onto the roadway.

I wish you well in your attempts to deal with parking in the Village. It has been a contentious issue for many years.

Keep up the good work.

Douglas Miller  
[REDACTED]

**From:** [Ron McLaughlin](#)  
**To:** [Peter DeJong](#); [Municipal](#)  
**Subject:** Fwd: Correspondence for Council - Woodfibre LNG extension  
**Date:** Thursday, May 28, 2020 9:07:41 PM  
**Attachments:** [WLNG Extension Technical Review Tracking Table 2020.docx](#)  
[Report to Council - May 28, 2020.docx](#)  
[Woodfibre LNG EAC E15-02 Extension Request 20200324.pdf](#)

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For correspondence. Sorry for it being last minute.

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**From:** [REDACTED]  
**Sent:** Thursday, May 28, 2020, 7:20 PM  
**To:** Council  
**Subject:** Correspondence for Council - Woodfibre LNG extension

Hello, please see comments submitted to the BCEAO on behalf of the Village and report to Council attached.

Thank you,  
Ruth Simons

Date: May 25, 2020  
To: Village of Lions Bay Council and staff  
From: Ruth Simons  
Re: Woodfibre LNG Working Group Committee Report

Dear Council and Staff:

Over the past five years since Woodfibre LNG was issued an environmental certificate from the BC Environmental Assessment Office (BCEAO), I have been observing progress related to my comments as a member of the Working Group Committee on behalf of the Village.

As the representative of the Village of Lions Bay appointed to the Technical Working Group Committee, I have focused comments related to safety, impacts on marine life and the overall environmental recovery of Howe Sound, transportation along the Sea to Sky highway and greenhouse gas emissions.

In order to be informed over the past five years, I have:

- on the invitation of Transport Canada, attended four, day long Oceans Protection Plan workshops,
- stayed current with news media and announcements regarding the project
- continued to pose questions to WFLNG and viewed presentations to District of Squamish Council by WFLNG, Fortis BC and the BC Oil and Gas Commission
- posed questions and concerns to Transport Canada and the BC Oil and Gas Commission
- kept informed on the changes to both the Provincial Environmental Assessment Act and the Federal.
- knowledge of the environmental conditions placed on the project, including those imposed by the Squamish Nation.

I appreciate Mayor MacLaughlin requesting the Village of Lions Bay be included in the comment period regarding the WFLNG's extension of their Environmental Assessment Certificate for another five years, this was an oversight by the BCEAO.

This environmental assessment was conducted under a substitution agreement with the Canadian Environmental Assessment Agency. I have asked for clarification regarding this Federal Government's input to this extension. My attached comments were submitted to [Lori.Carter@gov.bc.ca](mailto:Lori.Carter@gov.bc.ca) May 28<sup>th</sup>, 2020, in advance of the deadline. I would be happy to answer questions from Council.

Thank you,  
Ruth Simons,  
[REDACTED]  
Lions Bay, B.C.  
[REDACTED]

## Woodfibre LNG Project – Extension Review – Technical Review Comment Tracking Table

Please provide your comments on the Woodfibre LNG Project Extension in the table below. You may include longer/more complex comments in memo format (see final page). When saving the file, please add to the end of the file name your initials, agency, and date, before you return it by email to [Lori.Carter@gov.bc.ca](mailto:Lori.Carter@gov.bc.ca) or [Heather.Noble@gov.bc.ca](mailto:Heather.Noble@gov.bc.ca).

Date: 25/05/2020

Name: Ruth Simons

Title: Appointed Working Group rep.

Affiliation: Village of Lions Bay

Category/Theme of Comment	Page # and Section of the Extension	Comment/ Issue Description
<i>Commitment to project</i>	Page 1, 1.1	Company President David Kean states Woodfibre LNG is fully committed to constructing and operating the Project. Woodfibre LNG Limited is a privately held Canadian company based in Vancouver, and a subsidiary of Pacific Oil & Gas Limited, which is part of the Singapore-based RGE group of companies. After five years, a final investment decision has not been made and market conditions for LNG have changed. BCEAO should require confirmation of the parent company's commitment to ensure this is a sustainable project. It is important to the communities in this region the parent company is financially committed to meeting the conditions of the environment certificate and will be financially accountable should a catastrophic accident occur. The financial structure of the company should be a consideration during uncertain times.
<i>Substantially commenced/safety</i>	Page 3, 1.2	There is no evidence the company has commenced work to seismically upgrade the Henrietta Lake Dam. A condition of the permit issued by the BC Oil and Gas Commission requires "Confirmation that the Henriette Lake Dam (Water licence F126618) has sufficiently addressed the recommendations and conclusions from the 2010 seismic assessment completed by Sandwell Engineering. " This is a multi-million dollar seismic upgrade, the company would have been fully aware of the significant investment required. A debris flow from this dam remains a hazard to the marine environment and human safety. The BCEAO should require work be commenced knowing up to 10.3 million cu. metres of impounded water would come down Woodfibre Creek should significant seismic activity occur. The location of the proposed Floatel would be another trigger for requiring the dam be made safe.

Ruth Simons, Village of Lions Bay, May 28, 2020

## Woodfibre LNG Project – Extension Review – Technical Review Comment Tracking Table

Category/Theme of Comment	Page # and Section of the Extension	Comment/ Issue Description
<p><i>Substantially commenced/lack of community trust</i></p>	<p>Page 5</p>	<p>It is understood this project is still under the substitution agreement with Impact Assessment Cooperation Agreement Between Canada and British Columbia and therefore assessment of marine shipping impacts apply.</p> <p>LNG carriers travelling through Howe Sound pose significant risk to communities along the route. Public concerns are well documented. We disagree with WLFNG stating a key project milestone was the initiated TERMPOL review. WLFNG committed to making the TERMPOL report public, as stated in the final Environmental Assessment report. Quotes from 2015 working group meeting with WLFNG: <i>EAO: When will the TERMPOL report with agency recommendations be completed? Will the report be available within the next 3 months, to be considered prior to completion of the EA? Will recommendations be included in the EMP (Marine Transportation Management Plan)?</i>  <i>Woodfibre: TERMPOL process is 80% complete, Woodfibre is expecting to submit to technical review committee in July/August. Final report anticipated approx. 6 months following completion of the EA. It has been five years and this review is still not concluded.</i></p> <p>There is a lack of transparency regarding the delays to conclude this review Numerous concerns related to shipping safety continue to be unanswered such as where an LNG carrier would take refuge in Howe Sound, what safety measures are in place to address a fire, what exclusions zones will be imposed. From attending the Oceans Protection Plan Workshops hosted by Transport Canada we know Transport Canada has not updated its regulations for transport of noxious and hazardous cargo and has not considered information related to the properties of LNG published by Clear Seas, Centre for Responsible Shipping. <a href="https://clearseas.org/en/lng/">https://clearseas.org/en/lng/</a> This information confirms and supports many of the concerns raised by the public that were contradicted by the BCEAO. A comparison of the information provided by Clear Seas, an objective organization established under the Federal Conservative Government to advise policy under the goals to achieve World Class Tanker Safety Standards. More information to support this statement can be provided on request.</p> <p>Communities in Howe Sound have not been advised or engaged in Safety management planning. Climate change and predicted increase of wildfires due continue to be a risk. LNG is a high risk industry with off gassing and flaring, explosions and fires pose a true threat.</p>

## Woodfibre LNG Project – Extension Review – Technical Review Comment Tracking Table

Category/Theme of Comment	Page # and Section of the Extension	Comment/ Issue Description
New information impacting certificate	Page 7, 1.4	<p>The following bullet points represent new information since 2015. We believe these would impact conclusions reached in the certificate:</p> <ul style="list-style-type: none"> <li>- Underwater noise impacts on: <ul style="list-style-type: none"> <li>o Threatened Northern Resident whales identified in Howe Sound in 2018</li> <li>o Underwater propeller and noise impacts on the 10 Glass Sponge Reef marine refuges considered core protected areas.</li> </ul> </li> <li>- Cumulative impacts related to: <ul style="list-style-type: none"> <li>o Proposed gravel barge terminal at Watts Point situated less than 3 kms. from the Woodfibre site.</li> <li>o Risks and recommendations identified in the Cumulative Effects assessment reports for Howe Sound.</li> </ul> </li> <li>- Commitment to reduce GHG emissions under the Province of BC Climate Accountability Act. WFLNG operations will increase greenhouse gas emissions in Howe Sound airshed due to methane flaring and upstream emissions. WFLNG should be required as a condition of the certificate to offset or achieve ways to reduce GHG emissions in BC. Many communities in Howe Sound have declared a Climate Emergency. Increased GHG emissions by one industrial operation without local offsets is contrary to the Carbon reduction goals of the region.</li> <li>- Market conditions for LNG have changed posing a threat to the purpose of the project which is to profit from the sale of LNG in the Asian market. In order for this project to be sustainable, BCEAO should require updated profit assumptions that support the rationale for this project.</li> <li>- Numerous plans, Provincial and Federal Acts and regulations trending towards ensuring a more sustainable future have not been mentioned.</li> <li>- The new Environmental Assessment Act seeks to enhance public confidence, yet the BCEAO has not required any public comment period related to this extension request and failed to notify all previous working group member communities.</li> <li>- Fortis BC, BC Oil and Gas and BC Hydro have updates and changes that have not been communicated to the public or referenced in this extension. While this piece of the project is viewed separately, the sum of the three parts needs to be considered as one. What new information is material to this project from hydro and Fortis?</li> <li>- Pandemic Planning – based on the impacts sited by WFLNG causing delays to the project, what plans does WFLNG have in place and how does this pandemic impact worker accommodations?</li> <li>- Worker housing shortages were known to be an issue back in 2015, we do not accept this as new knowledge impacting delay.</li> </ul>

# Woodfibre LNG Project – Extension Technical Review

## Comment Tracking Memo

Ruth Simons, Village of Lions Bay, May 28, 2020

March 24, 2020

**Environmental Assessment Office**

PO Box 946 Stn Prov Govt  
Victoria, BC V8W 9V1

**Attention: Michael Shepard, Executive Project Director, Oil & Gas Sector**

**RE: Extension to Woodfibre LNG Limited's Environmental Assessment Certificate (#E15-02)**

Dear Mr. Shepard,

Reference is made to Environmental Assessment Certificate #E15-02 issued to Woodfibre LNG Limited (Woodfibre LNG) on 26 October 2015 pursuant to the Environmental Assessment Act 2002, c. 43 (former Act) as amended (EAC) for the Woodfibre LNG Project (the Project). As stipulated in EAC Condition 8, the deadline for substantial start of the Project is five years from the date of the EAC (i.e. 26 October 2020). Pursuant to subsection 31(2) of the revitalized Environmental Assessment Act, SBC 2018, c 51 (EAA), Woodfibre LNG hereby requests an extension to the duration of the EAC to 26 October 2025.

**1. Supporting Rationale**

Woodfibre LNG acknowledges that while the revitalized EAA has come into force, there remain policies and regulations under development, including that which will inform an updated Certificate Extension Policy, that are not yet publicly available. For this reason, this request for extension has been developed in accordance with available guidance<sup>1</sup> published by the Environmental Assessment Office (EAO) and gives due consideration to the information requirements laid out therein to provide the rationale to justify an extension of an Environmental Assessment Certificate for a project that has not yet seen a substantial start of construction. The process described in this guidance identifies four questions that must be answered in order for an extension request to be accepted by EAO. Accordingly, sections 1.1 to 1.4 in this request have been structured to answer these four questions.

**1.1 Why is the Project development delayed and why do you wish to extend the certificate?**

It is of utmost importance to affirm that Woodfibre LNG is fully committed to constructing and operating the Project and is therefore requesting to extend the EAC to allow Project construction to start after the current EAC expiry date of 26 October 2020, due to the reasons outlined in this letter.

Since the EAC was issued in October 2015, Woodfibre LNG has invested significant time, effort, and resources towards advancing the Project's pre-construction requirements. Despite these efforts, there has been considerable technical, administrative and external challenges that have hindered

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<sup>1</sup> British Columbia Environmental Assessment Office (BCEAO). 2016. *Requesting a Certificate Extension*. Retrieved from <https://www2.gov.bc.ca/assets/gov/environment/natural-resource-stewardship/environmental-assessments/guidance-documents/eao-guidance-certificate-holder-requesting-certificate-extension.pdf>

Woodfibre LNG's ability to progress the Project into construction and hence, we are revising our construction timelines.

Among such challenges are those associated with the requirements to clean up and remediate the historic pulp mill infrastructure at the Project site. Not only has the scope of this work been greater and more time consuming than originally anticipated, progress was slowed in 2018/2019 when an EAC amendment was required to clarify that site clean up and remediation works did not constitute construction of the Project. Further details on the implications of these works on advancing the Project are described in section 1.2.

Further, Woodfibre LNG has invested significant effort in pursuit of EAC amendments to fulfill its commitments to Indigenous Nations and to make this the best project for the local community in which it intends to conduct business long term. These important amendments continue to divert internal resources away from advancing pre-construction requirements. Further details on the impact of pursuing these amendments on Project timelines are described in section 1.2.

It is also important to acknowledge recently emerged external factors, out of our control, that are influencing our progress. In particular, external factors causing complications in commercial negotiations regarding an Engineering, Procurement and Construction (EPC) contract and COVID-19 have impacted our schedule.

Last fall, Woodfibre LNG was nearing finalization of an EPC contract and announcement of a Final Investment Decision when our preferred contractor for engineering, procurement and module fabrication, encountered financial challenges. In January 2020, our preferred contractor filed for Chapter 11 in the United States and is now undergoing proceedings which are expected to continue at least until July 2020. While this filing has no relationship to Woodfibre LNG, it significantly slows progress on finalizing the contract and hinders our ability to advance engineering of pre-construction requirements. Woodfibre LNG is confident that our preferred contractor will emerge from the process in a strong position to advance critical engineering and procurement to support our construction effort. As our preferred partner, we have developed a strong relationship and a mutual understanding of our Project and we are continuing to work with them as they go through this process.

Woodfibre LNG is not exempt from the effects of COVID-19, the recently emerged global pandemic. At present, COVID-19 is a rapidly evolving health crisis that we are monitoring closely, consistent with our safety policy and commitments to employees, contractors and host communities. As other Canadian companies are doing, in developing business continuity plans, we are attempting to adjust timelines as the effects of COVID-19 unfold. While it is clear that COVID-19 has had implications for our vendor's manufacturing facilities and fabrication yards in China, the schedule implications due to the delayed manufacturing of specialized equipment and fabrication of modules, related to the construction of our Project, remains unclear at this time. In addition, COVID-19 is causing serious economic implications around the world, creating widespread bank and financial market uncertainty. While we do not yet know the precise implications on our Project, this could lead to

complications in Project financing arrangements and commercial negotiations regarding the EPC contract.

## 1.2 What works have you done to advance the Project?

We refer to the recent EAO publication “Guide to Substantially Started Determinations”,<sup>2</sup> which describes a series of important factors that decision makers should consider as guidelines when forming a substantial start determination. These factors include:

- An assessment of the time, effort and resources invested to physically develop one or more main project elements;
- Whether or not any activities completed are recognized as a critical path component (or considered as secondary or ancillary); and
- Whether or not the activity would have occurred regardless of a project.

After reviewing all activities completed to advance the Project, Woodfibre LNG is confident that regardless of the significant investment of time, effort, and resources that have been expended, none of these activities may be attributed to the physical development of main Project elements. Further, Woodfibre LNG maintains that no physical activities described in the Project’s CPD (as amended July 2019) have been undertaken and thus no categorization of activities (i.e., critical path or secondary) has occurred. To date, all works completed to advance the Project are related to clean up and remediation of the historic pulp mill site and related infrastructure and/or are administrative in nature.

It is important however to acknowledge the efforts Woodfibre LNG has taken to clean up and remediate the Project site in order to advance the Project. To date, Woodfibre LNG has spent \$13 million on clean up and remediation activities including but not limited to the removal of historic marine infrastructure (wharfs and other pile-supported structures), removal of greater than 4000 creosote piles from the marine environment and the ongoing removal and recycling of historic concrete slab foundations. These works are being completed pursuant to the Squamish Nation Environmental Assessment Agreement (SNEAA), Certificate of Compliance (COC) issued by the BC Ministry of Environment (BC MoE), and/or Lease Agreement with the Ministry of Forests, Lands, and Natural Resource Operation and Rural Development (MFLNRORD) and are a substantial undertaking. As is often the case for historic industrial and contaminated sites, unreported and thus unanticipated hazards have increased the scope of previously anticipated works and are taking longer than anticipated to complete. Therefore, although site clean up and remediation are not yet complete, advancing these works are a key step in progressing the Project towards construction.

Woodfibre LNG also references EAC Amendment No.1 (Air Cooling Technology) which Woodfibre LNG initiated in accordance with the SNEAA issued in October 2015. More specifically, Condition 1(a) of the SNEAA requires Woodfibre LNG to compare the environmental effects associated with alternative and varying cooling technologies. On 19 October 2016, after careful consideration and discussion of the alternatives, the Squamish Nation required Woodfibre LNG to employ air cooling

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<sup>2</sup> British Columbia Environmental Assessment Office (BCEAO). 2019. *Substantial Start Determination Process*. Retrieved from <https://www2.gov.bc.ca/assets/gov/environment/natural-resource-stewardship/environmental-assessments/guidance-documents/eao-guidance-certificate-holder-substantially-started-determinations.pdf>

technology as opposed to the originally proposed sea-water cooling technology. On 27 January 2017, Woodfibre LNG submitted an application to amend the EAC to include air cooling technology to lessen potential long-term impacts on the local environment. On 12 July 2017, twenty-one months after receiving the SNEAA, Woodfibre LNG received Amendment No. 1 for Air Cooling Technology.

While completing this amendment was essential in advancing the Project, throughout the amendment period, the ability to progress many of the pre-construction conditions described in the Project EAC was limited. This was largely due to the requirement to include the potential changes to LNG cooling technology into both the Front End Engineering and Design (FEED) scope of work, and the proposed contract language for a potential EPC contractor.

With reference to EAC amendment No.2, Woodfibre LNG would like to acknowledge administrative challenges which delayed progress on completing site clean up and remediation works. This amendment application was initiated following direction received from the EAO on 30 November 2018, following a routine site inspection with representatives of the Impact Assessment Agency of Canada (IAAC) during which removal of creosote piles from the marine environment was observed. Woodfibre LNG maintained that the works observed during the inspection fell outside the purview of the CPD and were contemplated as part of an independent scope of work for the clean up and remediation of the historic industrial site. Woodfibre LNG was required to complete this work in accordance with the purchase of the historic pulp mill site and to honour those commitments made pursuant to its Squamish Nation Environmental Assessment Agreement (SNEAA) entered into with Squamish Nation in October 2015. Woodfibre LNG therefore pursued EAC amendment No.2 to clarify the breadth of the Project Construction phase through the use of more direct language that clearly delineated jurisdiction of the CPD. Subsequent upland activities that would have occurred under the clean up and remediation scope at the start of 2019 were left on hold until the EAC amendment was received. The approved application for amendment was received from EAO in July of 2019, eight months after the inspection that triggered it. Despite this pause in progress of the clean up and

remediation work, obtaining this amendment enabled these works to resume and advance the Project towards construction.

In response to public feedback regarding additional accommodation options to support Project construction, Woodfibre LNG submitted to the EAO a third application to amend the EAC. The proposed Amendment No.3 includes the mobilization and operation of a floating hotel (or “Floatel”) and supporting infrastructure, and is expected to result in additional Project benefits such as:

- Reduced effect on at-market housing within the Squamish-Lillooet Regional District and Vancouver;
- Reduced pressure on community infrastructure and services; and
- Reduced vehicle traffic on the Sea to Sky Highway (Highway 99).

Woodfibre LNG recognizes the effect the availability of sound and reliable worker accommodation will have not only on the Project but also on the local community. Woodfibre LNG intends to fully incorporate this scope of work into the necessary Project management systems, processes, and tools as appropriate (i.e., Environmental Management Plans (EMPs) required by the EAC prior to the start of construction). Woodfibre LNG anticipates receipt of amendment No. 3 in Q3, 2020, at which time it will be able to focus on completing detailed planning for the start of construction with the confidence that activities can be completed without unforeseen impact.

In addition to the EA amendments previously described, Woodfibre LNG has advanced engineering design, permitting and Indigenous engagement in order to achieve the following key Project milestones:

- Invested greater than \$40 million to date on FEED and detailed engineering;
- Procured candidate vessels for use as Floating Storage Tanks in 2014;
- Initiated TERMPOL review process through submission to Transport Canada in 2015;
- Obtained National Energy Board export licence to export LNG for 40 years in June 2017;
- Obtained British Columbia Oil and Gas Commission Facilities Permit in July 2019;
- Ordered the main cryogenic heat exchanger in August 2019, critical to the liquefaction of natural gas and part of a procurement process to de-risk the Project schedule by purchasing long lead items;
- Signed Impact Benefit Agreement (IBA) with the Squamish Nation in February 2019; and,
- Progressed IBA discussions with Tsleil-Waututh Nation.

Further, Woodfibre LNG has invested substantial effort towards advancing pre-construction commitments in the EAC. While completion of pre-construction commitments is still pending and subject to approval from EAO, efforts have included:

- Development of draft EMPs required by the EAC and initiation of associated consultation with regulatory agencies and Indigenous groups;
- Conducted numerous meetings with relevant federal, provincial and municipal agencies and community groups on EAC conditions and Project permitting;
- Developed and maintained a dedicated Project website to keep external parties informed of Project activities consistent with EAC Condition 25. This website is currently undergoing renovation and updating, with a relaunch planned for Q2 2020; and

- Conducted consultation meetings with forest tenure holders, consistent with EAC Condition 19.

### **1.3 What plans, including timelines, do you have for advancing the Project if the certificate is extended?**

It is important to acknowledge that the Project's construction schedule is constrained by least risk timing windows, consistent with mitigation measures identified in the EA application and conditions of the EAC. Examples include Fisheries and Oceans Canada (DFO) least risk timing window for the protection of marine fish and fish habitat in Howe Sound from August 16 – January 31 and the Environment and Climate Change Canada (ECCC) guidance for avoiding certain works during regional nesting periods from late March to Mid August. Woodfibre LNG's target to start construction is within the first year of extension of the EAC and within the least risk windows for marine fish and avoiding regional nesting periods. However, Woodfibre LNG recognises that unpredictable implications of external factors including the outcome of our preferred contractor's Chapter 11 proceedings and the COVID-19 pandemic will effect Project timelines.

Between now and substantial start of construction, Woodfibre LNG plans to continue site clean up and remediation activities, and will remain focused on completing pre-construction requirements identified in our environmental assessment approvals and advancing permitting for the construction phase.

A key component of the current pre-construction phase is an assurance that commitments made through consultation with Indigenous Nations, engagement with the local community, and the regulatory review process are carried forward into the Project design and construction implementation processes. Woodfibre LNG will continue conducting consultation on the required pre-construction EMPs with identified Indigenous Nations, government agencies and stakeholders. Woodfibre LNG is targeting advancement of these EMPs by the end of 2020, pending completion of the EAC amendment #3.

An EAC extension will support Woodfibre LNG's efforts in continuing to champion the principles of the Truth and Reconciliation Committee's (TRC) Calls to Action and implement the spirit of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) as incorporated into British Columbia law through the Declaration on the Rights of Indigenous Peoples Act (DRIPA). Woodfibre LNG acknowledges the importance of free, prior and informed consent for Indigenous Peoples and their right to self-determination regarding development projects and activities that could impact their traditional lands. Woodfibre LNG respects that this consent must relate not only to environmental and economic issues, but also to social, gender, community health and cultural considerations as well.

The Squamish Nation have recognized rights and title to traditional lands that include the Certified Project Area. The Squamish Nation, through the Woodfibre Environmental Working Group (WEWG), provides us with a lens of traditional knowledge to field activities and for consideration during design and construction planning. Woodfibre LNG currently remains, and will continue to remain, actively engaged in advancing Project discussions through the WEWG.

In the spirit of the new legislation (DRIPA and EAA) and the Truth and Reconciliation Calls to Action, Woodfibre LNG is also committed to working with Indigenous nations including the Tsleil-Waututh

Nation. More recently, Woodfibre LNG has increased collaborative work with the Tsleil-Waututh Nation with a view to developing a more robust relationship through Tsleil-Waututh Nations Treaty, Lands, and Resources Department. Woodfibre LNG is working with Tsleil-Waututh Nation towards alignment on a common process. An EAC extension will enable Woodfibre LNG to respect community driven deliberations and seek mutually acceptable solutions.

In addition to pre-construction requirements of our environmental assessment approvals, Woodfibre LNG plans to advance the more than 100 permits required for construction and operation of the Project. The key focus between now and substantial start of construction is on preparing and submitting applications for permits required to enable the Project to start construction.

#### **1.4 Has new information come to light since the original certificate was granted that could impact the conclusions reached in the certificate?**

As described in section 1.2, since the original certificate was issued, significant discussion has occurred regarding worker accommodation for the construction phase of the Project. Based on feedback from the community and stakeholders, Woodfibre LNG has submitted an application in October 2019 for EAC amendment No. 3 to propose a floating worker accommodation at the site. Woodfibre LNG remains committed to completing the amendment process to ensure Project impacts on at-market housing, community infrastructure and services, and vehicle traffic on Sea to Sky Highway are minimized.

In addition, Woodfibre LNG acknowledges required changes to the Project site have resulted from the pre-construction clean up and remediation activities that may have affected the current site condition as characterised during the original EAC application and review. For example, the removal of historic marine infrastructure, including more than 4000 creosote piles, has changed the physical marine habitat, which could influence related environmental parameters. As such, Woodfibre LNG is committed, through existing EAC conditions and in meeting permit application requirements, to supplementing the existing multi-year baseline datasets, where required, to support monitoring of Project effects and effectiveness of mitigation measures.

Woodfibre LNG also acknowledges that procedural changes in the newly incorporated and revitalized EAA will play a significant role in the Chief Executive Assessment Officer's decision with respect to this request for extension, under Section 31(4)(a) of the EAA. These new legislative measures empower Indigenous Nations to seek opportunities to build consensus amongst their potentially project-affected community members, and seek consent at key points in the assessment process.

Of importance to Woodfibre LNG is an understanding of the newly legislated requirements for consultation and engagement embedded in the recently revitalized EAA. Woodfibre LNG welcomes greater opportunities to consult and strengthen our relationships with Indigenous groups and stakeholders. An EAC extension will allow us the time required to address any potential implications of these changes while ensuring ongoing compliance with the EAA.

## **2. Closing**

Woodfibre LNG submits that this request for extension of EAC #E15-02 has been completed in line with the guidance provided by EAO. This request considers the current state of Project activities in

its determination that a substantial start of construction has not yet been achieved which, as a result, allows for an EAC extension request to be carried forward and considered by the office of the Chief Executive Assessment Officer. The rationale included as part of this request considers the circumstances which have resulted in the adjusted timing of start of construction activities yet also provides context to understand the activities that have occurred or are planned to occur on site. A timeframe for a reasonable start of construction has also been offered for information and consideration during the review of this request.

If you have any questions, please contact James Wilkinson, Senior Regulatory Manager at (604)620-7883 or [james\\_wilkinson@wlng.ca](mailto:james_wilkinson@wlng.ca).

Sincerely,



**Woodfibre LNG Limited**

David Keane  
President