



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**MEETING OF THE COUNCIL STRATEGY COMMITTEE
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, DECEMBER 1, 2020 AT 4:00 PM
AND DECEMBER 2, 2020 AT 4:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

To join the meeting, click on the following link:

<https://us02web.zoom.us/j/84350686892>

or dial 778 907 2071 and enter Meeting ID; 843 5068 6892

AGENDA

1. **Call to Order**
2. **Adoption of Agenda**
3. **Public Participation (2 minutes per person totalling 10 minutes maximum)**
4. **Reports**
 - A. Staff
 - i. CAO: Information Report – Strategic Planning Priority Setting Workshop Schedule (Page 5)
 - ii. PWM: Infrastructure Master Plan – 2020 Status Summary
THAT the Information Report, “Infrastructure Master Plan – 2020 Status Summary” be received. (Page 19)
 - iii. CAO: Request for Council Strategy Committee Recommendation to Council – Lions Bay Avenue Connector Project (Page 33)
Recommendation:
 - (1) THAT the Council Strategy Committee recommend to Council that the Lions Bay Avenue Connector Project be supported; and
 - (2) THAT staff be directed to bring forward any additional particulars and requirements for a Council resolution at the next Council meeting in order to advance the Lions Bay Avenue Connector Project with TransLink staff; and
 - (3) THAT staff take any additional steps required to secure the grant funding for the Lions Bay Avenue Connector Project, including

bringing forward for Council consideration an agreement with TransLink in respect of the project.

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

5. Correspondence

- A. List of Correspondence to November 27, 2020 (Page 41)
THAT the following actions be taken with respect to the correspondence:

6. New Business

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

8. Closed Council Meeting

Proposed topics for discussion in the absence of the public:

- A. Status Update of Potential Disposition of Land and Development Opportunities
- B. Status of Boundary Matters
- C. Labour Relations Updates

THAT the meeting be closed to the public on the basis of matters to be considered under the following sections of the *Community Charter*, and where required, the Council does consider that the matters could reasonably be expected to harm the interests of the municipality if they were held in public:

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:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

(c) labour relations or other employee relations;

(d) the security of the property of the municipality;

(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, which it does;

(f) law enforcement, if the council considers that disclosure could reasonably be expected to harm the conduct of an investigation under or enforcement of an enactment, which it does;

(g) litigation or potential litigation affecting the municipality;

(h) an administrative tribunal hearing or potential administrative tribunal hearing affecting the municipality, other than a hearing to be conducted by the council or a delegate of council;

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

(j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the Freedom of Information and Protection of Privacy Act;

(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, which it does;

(l) discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report];

(m) a matter that, under another enactment, is such that the public may be excluded from the meeting;

(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):

9. Reporting Out from Closed Portion of Meeting

10. Adjournment

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Information Report		
Title	Strategic Planning Priority Setting Workshop Schedule		
Author	Peter DeJong	Reviewed By:	
Date	November 27, 2020	Version	
Issued for	December 1 & 2, 2020		

Recommendation:

THAT the Information Report, “**Strategic Planning Priority Setting Workshop Schedule**” be received.

Attachments:

(1) Strategic Planning Priority Setting Workshop Schedule

Key Information:

Each fall, Council prepares the strategic plan for the following year. Attached is the schedule for the workshop December 1 and 2, 2020.

Follow Up Action: Once approved, the final schedule will be circulated to Council.



Council Strategy Committee Meeting Agenda - December 1 and 2, 2020 **Village of Lions Bay**
Strategic Planning-Priority Setting Workshop
Council Chambers and Zoom Digital Platform
December 1 and 2, 2020

Tuesday, December 1, 2020	
4:00 pm – 4:15 pm	<p>Commencement of CSC Meeting with Agenda preliminaries Welcome & Introduction to Strategic Planning and Priority Setting 2021 Objectives - What do you want to produce tonight & tomorrow night? Priorities for 2021 & beyond? Updated Strategic Plan to share with community? Other? Check in – Roles & Responsibilities – Council/Staff policy/operations model Core Work – What is it? What is staff capacity over and above core work? Five priorities: Infrastructure, Finance, Community Planning, Communication & Organization – still valid? Proposed Workshop Process: Status update, “Doability” & Council direction</p>
4:15 pm – 5:15 pm	<p>Infrastructure</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Infrastructure Priorities • Council direction on each of the potential priorities
5:15 pm – 6:15 pm	<p>Finance</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Finance Priorities • Council direction on each of the potential priorities
6:15 pm – 7:15 pm	<p>Communication/Public Engagement</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Communication Priorities • Council direction on each of the potential priorities
7:15 pm – 7:30 pm	<p>Homework: Reflect on tonight’s discussion & think about Community Planning, Organization and Miscellaneous Projects (Core Work+)</p>
Wednesday, December 2, 2020	
4:00 pm – 4:15 pm	<p>Conversation carry-over: Anything left unsaid last night?</p>
4:15 pm – 5:30 pm	<p>Community Planning</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Community Planning Priorities • Council direction on each of the potential priorities
5:30 pm – 6:00 pm	<p>Organization</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Organization Priorities • Council direction on each of the potential priorities
6:00 pm – 6:30 pm	<p>Miscellaneous Projects (Core Work+)</p> <ul style="list-style-type: none"> • Where are we at? Staff status report on Current/Potential Miscellaneous Projects (Core Work+) Priorities • Council direction on each of the potential priorities
6:30 pm – 7:15 pm	<p>Closed portion of the CSC Meeting</p>
7:15 pm – 7:30 pm	<p>Report out from Closed portion of CSC Meeting - What’s next - Wrap up</p>



VILLAGE OF LIONS BAY

CORPORATE STRATEGIC PLANNING AND 2021 PRIORITY SETTING

LOCAL GOVERNANCE AND THE BC COMMUNITY CHARTER

The British Columbia Community Charter outlines the key purposes of every municipality in BC, including:

- providing for good government of its community
- providing for services, laws and other matters for community benefit
- providing for stewardship of the public assets of its community
- fostering the economic, social and environmental well-being of its community

WHAT IS STRATEGIC PLANNING AND PRIORITY SETTING?

Strategic planning is used by local governments to support councils and boards in fulfilling their governance roles. Further, strategic planning helps the elected representatives to focus on the strategic direction of the organization and communicating that strategic direction to staff so that staff can fulfil their operational and implementation roles.

- Sets the strategic direction and goals
- Establishes shared values and standards/expectations
- Provides a road map to follow
- Guides the use of resources
- Provides a basis for evaluating progress

WHAT IS THE ROLE OF COUNCIL?



There are four key components of council's governance role:

- setting the corporation's strategic direction,
- allocating the organization's resources both human and financial,
- managing risks to the organization, and
- oversight and reporting.

In order for a municipal organization to be high performing, Council must focus its attention on its governance roles and on advancing its strategic priorities. This generally is much harder than most think. Distractions are everywhere for all councils and staying focused on the most important things rather than operational matters can be exceptionally challenging for many elected officials.

WHAT IS THE ROLE OF STAFF?

Under the BC model of governance, Council has but one employee: the Chief Administrative Officer (CAO). The CAO leads the professional staff of the organization in accordance with the goals and objectives of the Council as expressed in the corporation's strategic plan. Through the CAO, staff are responsible for the day to day operations of the organization and advancing the strategic priorities of Council. Much of the day to day operations of a municipality involve "core work", which generally involves maintenance of facilities and infrastructure, responding to inquiries and processing applications, and preparing and processing legislative requirements, such as bylaws, agendas and minutes. This typically consumes the vast majority of the resources of local governments. This is particularly true in the case of small communities where staff complements are small and frequently fully consumed by statutory and operational activities.

WHAT IS THE ROLE OF THE PUBLIC?



Elected Council-Staff-Public Partnership

The concept of a council-staff-public partnership builds on the idea of the interdependency of the roles. Quite simply Council cannot perform its role of policy and decision making without the support of staff and staff cannot perform its role of advising and implementing without clear council direction. Further, the public needs to participate and communicate with council and staff in order for the policy direction to be informed and aligned with the public's preferences.

STRATEGIC FOCUS AREAS, GOALS & PROJECTS/INITIATIVES

The overarching goal of the current Village of Lions Bay Council is to work towards ensuring the Village of Lions Bay is a strong and viable municipality. In setting this goal, Council recognizes the significant challenges facing the Village including major infrastructure and planning needs.

Since the February 2016 Strategic Planning and Priority Setting Workshop, Lions Bay Council has used five strategic priorities as the basis for the organization's strategic planning:



- **Maintained and Adequate Infrastructure**
- **Financially Viable**
- **Supported Community Planning**
- **Informed and Engaged Public**
- **Strong Village Organization**

As the graphic on this page illustrates, the five key priority areas identified by Council all need to be addressed to achieve the goal of a strong and viable Village. Council recognizes the interdependency of the five strategic areas.

Significant progress has been made by the Village over the last several years to address infrastructure needs, improve the financial stability of the Village, modernize Village planning regulations, improve communications with the public and stabilize the organization. Some of the recent accomplishments of the organization include:

- Completed and adopted a comprehensive 30-year infrastructure master plan; (2016)
- Secured voter approval for up to \$3M in loan funding for infrastructure (2016)
- Sale of road-end to fund acquisition of waterfront land for municipal needs, and to create a cash reserve for internal loans; (first one complete 2018)
- Multiple operating improvements in water infrastructure with new pressure reducing valve (PRV) stations (2021) and new chlorine & turbidity analyzers at both treatment plants (2018);
- Safety improvements and reconstruction of the Harvey Intake weir through NBCF2 grant funding (66% of \$369K); (2018)
- Water storage facility and network upgrades through CWWF grant funding (83% of \$2.71M); (completed 2019)

- A 50% reduction in water waste through leakage control and pressure management; (ongoing)
- Elimination of Boil Water Advisories, improved SCADA, Outdoor Water Use Bylaw and Water Shortage Plan; (ongoing)
- Strategic water supply planning via a long-term hydrology study in cooperation with UBC; (ongoing)
- Metro water pipeline feasibility research explored and dismissed as a viable option;
- Waterfront property in Brunswick purchased for a future desalination plant if necessary; (completed 2018)
- Shovel-ready plans for Bayview Drainage & Water Improvement Project (DWIP); (completed 2019)
- Modernized zoning bylaw: marine parks, cottages, Community Amenity Contributions, and regulated Short Term Rentals;(completed 2017)
- Improved community communications: new website, new and improved communications media, created emergency notification system, improved consultation framework and processes; (ongoing)
- Completed a core services review for Public Works;(completed 2017)
- Stabilization of organization and negotiation of new collective agreement; (2016-2019)
- Consolidation of all bylaws; (ongoing)
- Review of SCADA technical communications study; (ongoing)
- Completed public landscaping plan funded through MOU with MOTI;(2018)
- Implemented strategic changes to parking in Lions Bay; (ongoing)
- Engaged community in consultation process for revitalization of Lions Bay Beach Park; (awaiting grant funding)
- Expanded annual paving program (2020)
- Completed replacement of sewage treatment plant (2020)
- Completed replacement of septic field for Municipal complex (2020)
- Completed water main replacement work (Brunswick) (2020)
- Commenced 3PRV project (ongoing)

Each of the strategic focus areas with goals and priority actions is outlined below with target timelines set out as:

- Short Term – 1-2 years
- Medium Term – 2-4 years
- Long Term – over 4 years (next Council).

MAINTAINED AND ADEQUATE INFRASTRUCTURE

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<p><i>Adequately resource maintenance of existing Lions Bay infrastructure and infrastructure spending based on the long-range priorities of the Infrastructure Master Plan and the Asset Management Investment Plan.</i></p> <p><i>Identify and meet service standards and best practices appropriate to the needs of Lions Bay.</i></p> <p><i>Meet critical standards and industry best practices as they continue to evolve.</i></p>	a. Manage CWWF1-funded Water Network Project to completion (Harvey Tank complete – PRVs complete by year end).	Short Term
	b. Incorporate PRVs into CWWF project and fund from remainder of grant/loan (consult public re. 3 rd PRV funding) Almost complete.	Short Term
	c. Apply for next round of infrastructure grant funding – confirmed Bayview DWIP project. Grant application submitted	Short Term
	d. Progress cell tower project – support public consultation process and ensuing Council decision. Project not supported – assessing public works communication needs and exploring options to achieve communication goals	Short Term
	e. Implement Phase 1 of Lions Bay Beach Park improvement project, using Water-Access Capital Reserve funds where possible. – await grant funding for Phase 2. Re-applied for grant. Consider commencing project next year even if grant application rejected	Short to Medium Term
	f. Support the UBC long-range watershed hydrology study – coordinate UBC equipment on cell tower. Review options to support study with the UBC team.	Ongoing
	g. Kelvin Grove WWTP replacement – Select proponent for RBC “like-for-like” replacement, manage project to completion in 2020. Project almost complete.	Short Term
	h. Develop Stormwater Management Plan – extrapolate from the ISL study on Oceanview Road to extent possible.	Short to Medium Term
	i. Capital Expenditure Focus - consider “service agreements” for pre-approved vendors/rates for various smaller capital projects (eg: culvert replacements under roads, road patching maintenance...) Could be worked into the new Purchasing Policy	Short Term
	j. Lions Bay Avenue Connector Project - TransLink Grant funding of 75% for Park & Ride Bus Shelter and multi-use trails connecting to the Kelvin Grove Trail (half way up SB hwy on-ramp) and down Lions Bay Ave. to the Lions Bay Beach Park	Short Term
	k. Water Treatment/Quality Requirements (UVT, Cl Contact Time, Watershed Protection Plan, etc.)	Short to Medium Term

FINANCIALLY VIABLE

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<p><i>Ensure the municipality has adequate long-term financial resources to sustain core work and strategic priorities.</i></p> <p><i>Pursue a capital reserve policy to meet the requirements of a comprehensive Asset Management Plan.</i></p> <p><i>Utilize grant and debt funding for spending on new and replacement assets for future generations, and eligible funding for operating costs and addressing the infrastructure gap.</i></p>	a. Apply for all suitable Infrastructure Grants	Ongoing
	b. Advocate for small community concessions (eg: gas tax, rural allowances, Metro issues, Translink, etc).	Ongoing
	c. Complete work on a comprehensive Asset Management Plan. (Phase 2 of AMIP underway and completing by January 2021. Apply for an 80% FCM grant in January 2021 for Phase 3.)	Short Term
	d. Complete sale of municipally-owned lot in Upper Kelvin Grove (in progress).	Short Term
	e. Support PRV projects under expanded CWWF through loans under current Loan Authorization bylaw (almost complete – loan proceeds received).	Short Term
	f. Determine options for funding Kelvin Grove WWTP project and implement best option.	Short Term
	g. Consider proceeding with Road Closure Bylaws for Oceanview site, Brunswick Beach, and Kelvin Grove Parking Lot (obtain appraisals and surveys as part of preliminary work).	Short to Medium Term
	h. Consider additional sources of revenue (such as expanding the tax base) and what is required to implement them to address long-term financial sustainability.	Short to Medium Term

SUPPORTED COMMUNITY PLANNING

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<p><i>Continue to enhance and implement the Official Community Plan (OCP) in order to produce a prosperous, diverse and vibrant complete community, accessible to residents and welcoming to visitors.</i></p>	a. Adopt a new local Building Bylaw complying with new provincial Building Act and advancing Municipal policy objectives (get budget estimates to use law firm or consultant for bulk of the work)	Short Term Staff to review and bring recommendations for policy objectives
	b. Apply for provincial License of Occupation for W2 Water Zones (consider regulatory regimes from Atlantic Canada)	Long Term
	c. Consider natural hazards Development Permits and associated OCP amendment (re-distribute previous materials)	Short Term
	d. Complete Community Amenity Contribution (CAC) policy (in progress, but requires action on DPAs)	Short Term
	e. Develop and implement initiatives with SD45 to help support Lions Bay School	Ongoing
	f. Scope the effort to inventory, assess condition and manage trails in Lions Bay (consider outsourcing and maintenance for emergencies)	Short to Medium Term
	g. Develop a Boulevard Encroachment Bylaw to address encroachment and vegetation.	Short Term
	h. Further develop the Emergency Program to meet our municipal legal obligations and policy objectives. (New Emergency Program bylaw adopted and Deputy Emergency Program Coordinator advancing several other initiatives.)	Short Term (Ongoing)
	i. Negotiate long-term provincial lease at Upper Brunswick, plan move of Public Works Yard there, complete community consultation for redevelopment of the existing site (consider linking PW move with redevelopment proposals).	Short Term
	j. Support initiatives protecting glass sponge reefs in Howe Sound, establishing Howe Sound as a UNESCO Biosphere Region, promoting a Howe Sound National Park.	Ongoing
	k. Work with Sea-to-Sky communities towards intra-regional transit.	Medium Term

	i. Work with TransLink on service improvements to Lions Bay transit.	Short to Medium Term
	m. Through advocacy & representation, address high noise and excessive accident risk on the Sea-to-Sky Hwy.	Short Term - Advocacy in progress (Ongoing)
	n. Work with owners/developers regarding potentially developable properties such as small lot subdivisions, Kelvin Grove lands, PW Yard, etc. - Continue facilitating potential development opportunities that fit within OCP	Short Term Medium Term
	o. Council consideration of options for future development of Oceanview Road ROW (see h. in Financially Viable section above and incorporate in appraisal and survey work) Topographical survey completed	Short Term
	p. Hire a consultant to draft DCCs and Subdivision Servicing Bylaws	Short Term
	q. Hire a consultant to do a Housing Needs Assessment (required for grant funding through BC Housing) (UBCM grant for next year to meet new statutory requirements per s.585.1-.4 of LGA). Grant application submitted	Short Term
	r. Start planning for undertaking a major update to the OCP by budgeting an amount each year over the next 4 years (consider accelerating with \$30K for next 3 years and/or a community committee based initiative)	Short to Medium Term
	s. Electric Vehicle Charging Station Project – Proceeding with preliminary requirements pending grant application. (Grant application submitted but unsuccessful)	Short Term
	t. View Bylaw (Resident Proposal) – Vocal opposition from several residents and no Council interest in considering this term	Long Term
u. Climate Action Initiatives - Councillors Barmeier and Cunliffe offered to co-chair a select committee to review goals, objectives, opportunities, costs, resources required and recommend a strategy to address our Climate Action responsibilities. Terms of Reference and Committee composition to be discussed	Short Term	

	v. Wood Smoke Bylaw (Metro) – Council to consider options for addressing the objectives of the proposed Metro bylaw. Complete, ongoing actions required on public education	Short Term
	w. Urban Containment Boundary (Metro) – Municipality to explore options and impacts of urban vs. rural designation	Short Term
	x. Lions Bay Avenue Connector Project – See above in Infrastructure	Short Term
	y. Parking Plan 2021 – Consider lessons learned from 2020 and move forward with a plan to address challenges	Short Term

INFORMED AND ENGAGED PUBLIC COMMUNICATIONS

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<i>Facilitate an informed and engaged public by proactive and transparent communication.</i>	a. Utilise outside consultants for select community consultations. (eg: Asset Management Investment Plan, Housing Needs Assessment, DPAs, Blvd. Bylaw, Climate Action)	Short Term
	b. Promote Website, Village Update and Lions Bay Alert	Ongoing
	c. Develop a Communications Strategy – emphasize “Have Your Say” for more important items	Short Term
	d. Ensure residents are kept informed and safe in respect of COVID-19 guidelines and effects on Village operations	Short Term

STRONG VILLAGE ORGANIZATION

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<p><i>Support a motivated, fulfilled, high-functioning and stable staff organization capable of innovatively meeting the core work and statutory requirements of the organization and Council's strategic priorities.</i></p>	<p>a. Continue to build staff skills in customer service, communication, administration, planning, finance, IT, records management & emergency management.</p>	<p>Ongoing</p>
	<p>b. Maintain existing staffing levels, but consider right opportunity for a community planner for Lions Bay.</p>	<p>Short Term</p>
	<p>c. Advance strategic planning for LBFR service levels – review Fire Bylaw re. current services provided, Service Level Declaration, Expanded Service Area, etc.</p>	<p>Short Term for Burn Bldg. (Complete) Short to Medium Term for LBFR Strategic Planning</p>
	<p>d. Build relationships with local First Nations</p>	<p>Ongoing</p>
	<p>e. Update Core Service Review</p>	<p>Medium Term</p>

MISCELLANEOUS PROJECTS (CORE WORK+)

GOALS	PRIORITY ACTIONS	TARGET TIMELINE
<p><i>Initiate and manage various projects to support the goals and objectives of the key strategy areas.</i></p>	<p>a. Policies: Purchasing, Communications, Trails Management, Risk Management, Volunteers, Fire Service Level</p>	<p>Short Term and Ongoing</p>
	<p>b. Bylaws: Delegation, Blvd. Encroachment, Indemnification, Noise, Trees, Outdoor Water Use, Pesticide, Trees et al., Civic Addressing, Water, Sewer, Solid Waste and Fees</p>	<p>Short Term and Ongoing</p>
	<p>c. Asset Management Plan refinements – Phase 2 to be completed in January 2021 with a presentation to Council</p>	<p>Short Term and Ongoing</p>

	d. Records Management project (mapping and document scanning and reorganization of paper and digital records per LGMA Manual)	Ongoing
	e. Initiate part-time RCMP position – For future consideration	Medium to Long Term
	f. Business Licensing – consider as a tool to educate contractors regarding bylaws and procedures in Lions Bay and to begin compiling data on home based businesses	Short to Medium Term
	g. Lions Bay Alert Emergency Notification System – Promote to Residents as integral to Emergency Program	Ongoing
	h. Brunswick Hill Landfill Closure Final Report	Short to Medium Term
	i. Risk Mgmt. Plan for 63 Brunswick	Medium Term
	j. Hazard mitigation: Intake Access Roads, Alberta Ck./Timbertop, Upper Bayview	Ongoing, Short Term and Medium Term
	k. Hazard mitigation: Firesmart initiatives per CWPP recommendations	Short to Medium Term
	l. LBFR Burn Building – Construction complete (prepare policies for use by external departments)	Short Term
	m. Oceanpoint, Strachan and Montizambert fire protection – Electoral Area A study in progress	Short Term
	n. Fire Hydrant Maintenance – Continue with improved maintenance program	Ongoing

NEXT STEPS

This strategic planning and priority document is another step in developing a long term strategic plan for the Village of Lions Bay. Council’s next step is to consider and affirm the priorities noted in the plan and allocate adequate resources to them. The priority actions proposed in this document will be further developed by staff into work plans for each of the Village departments. The work plans for the remainder of the Council term should identify scheduling and estimated costs of the work to be done. Target dates for completion and resources needed will assist Council in allocating appropriate resources at budget time and will set realistic expectations about when work will be completed.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Information Report		
Title	Infrastructure Master Plan – 2020 Status Summary		
Author	Naizam Jaffer	Reviewed By:	Peter DeJong
Date	November 26, 2020	Version	
Issued for	December 1, 2020 Council Strategy Session		

Recommendation:

THAT the Information Report, “Infrastructure Master Plan – 2020 Status Summary” be received.

Attachments:

- (1) Infrastructure Master Plan Executive Summary;
- (2) Filtration Costs;
- (3) Road Condition Map; and
- (4) Drainage Condition Map

Key Information:

The 2016 Infrastructure Master Plan (IMP) was adopted by Council on September 6, 2016. In the IMP, the Municipality has a planning document that is used by staff to identify existing infrastructure improvements required to maintain levels of service over the next 30 years, with particular emphasis on the next 5 years. The executive summary of the IMP is attached for reference.

The IMP is a comprehensive study reviewing the community’s water supply, sanitary disposal, storm water management, roadways and bridge infrastructure. It confirms, valuates, and estimates the condition of the current inventory of this infrastructure and identifies deficiencies that affect the immediate, medium-term, and long-term functionality of these assets. The IMP provides high-level guidance for staff to ensure that the Village’s asset base is preserved for the community to rely upon.

Since it’s adoption, Public Works (PW) staff have been slowly and steadily advancing and working on items from the IMP. The following is a summary of the most notable deficiencies in each of the areas covered by the IMP.

WATER INFRASTRUCTURE

The Municipal water system is comprised of water intakes, treatment plants and distribution pipe networks including pressure reducing valve (PRV) stations and fire hydrants. The Municipality obtains its raw water from two separate watersheds: Magnesia Creek and Harvey Creek. Intakes on each creek capture raw water and convey it to two separate treatment plants where it is sterilized and treated with chlorine. The treated water is then stored in a tank before being distributed through a system of pipes and pressure reducing valve (PRV) stations before being fed into each property.

Intakes

The Magnesia intake is a robust structure and looks to be in good condition. The Harvey intake, which was in a significant state of decay, was replaced in 2018 with the help of New Build Canada Grant Funding.

Treatment Plants

In 2009, the Municipality upgraded its water treatment methodology and moved from a disinfection process using chlorine gas to ultraviolet light (UV) treatment followed by a sodium hypochlorite disinfection system. This work was conducted in conjunction with Vancouver Coastal Health, the regulatory body responsible for approving, inspecting and monitoring drinking water supplies to ensure they comply with regulatory requirements.

The Drinking Water Microbial Treatment Objectives for Surface Water Supplies in BC (the Guide) recommends that water filtration and one form of disinfection be used to meet treatment objectives. However, due to the significant costs associated with the installation of a filtration system, an exemption from filtration was sought through Vancouver Coastal Health. An estimate of filtration costs and options was provided for in the IMP and is attached to this report for convenience. Unfortunately, due to staff turn-over, the application for filtration exemption was never fully completed. Under the Guide, the Municipality may be permitted to operate without filtration providing the following conditions are met:

1. Overall inactivation must be met using a minimum of two disinfection processes, providing 4-log reduction of viruses and 3-log reduction of Cryptosporidium and Giardia.

- (a) **Outstanding Issue:** Both systems, but in particular, the Magnesia Creek system, have experienced outages due to land slides with resultant raw water intake blockages. During such events, water within the tanks may be drawn down significantly whilst waiting for the blockages to be cleared. Current operating procedures do not document critical tank levels and chlorine residual requirements in order to achieve the required chlorine contact time (CCT). Modelling of the water supply for the Harvey Tank was performed prior to the new tank's installation and tank level setpoints were determined; however, an analysis of drawdown during a complete stoppage of incoming water was not finalized by the end of the construction process.

In the summer of 2020, staff engaged an engineering firm to perform the modelling and calculations required to formalize tank setpoints and create outage procedures that include CCT requirements for both systems prior to the end of 2020.

- (b) **Outstanding Issue:** The current UV treatment systems at both plants achieve the 3-log reduction of *Cryptosporidium* and *Giardia* through the UV reactors providing an ultraviolet transmittance (UVT) through raw water of 90%. UVT measurements of raw water were initiated in May of 2019, at the request of the Drinking Water Protection Officer (DWPO), and the results demonstrate periods where the raw water UVT levels drop below the requisite 90% mark.

The current UV reactors can attain the requisite 3-log reduction of *Cryptosporidium* and *Giardia* at raw water UVT values as low as 70% but in order to do so, the reactors must be upgraded from a 2-lamp system to a 4-lamp system. The estimated cost for this upgrade is approximately \$75,000.00 per treatment plant. At present, this is only being recommended for the Harvey Creek system as documented UVT readings in the Magnesia Creek Watershed have not dropped below 90%. A report to Council recommending this upgrade will be forthcoming for the 2021 Budget Process.

2. The number of *E. coli* in raw water must not exceed 20/100 mL (or if *E. coli* data are not available, less than 100/100 mL of total coliform) in at least 90% of the weekly samples from the previous six months. Treatment target for all water systems is to contain no detectable *E. coli* or fecal coliform per 100 ml. Total coliform objectives are

also zero based on one sample in a 30-day period. For more than one sample in a 30-day period, at least 90% of the samples should have no detectable total coliform bacteria per 100 ml and no sample should have more than 10 total coliform bacteria per 100 ml.

This condition is being met at both treatment plants.

3. Average daily turbidity levels measured at equal intervals (at least every four hours) immediately before the disinfectant is applied should be around 1 NTU, but do not exceed 5 NTU for more than two days in a 12-month period.

This criterion is not being achieved.

- (a) **Outstanding Issue:** The turbidity within both watersheds is directly linked to the alluvial nature of the geology of the area. In order to not be impacted by excessive turbidity incidents, the system must be able to overcome high turbidity through increased UV treatment intensity or simply by shutting down during high turbidity events. As indicated previously, at higher turbidity levels, the UV reactor automatically increases lamp intensity to counter high turbidity and lower UVT. If the UV reactor cannot maintain the required UVT, the UV reactor shuts down stopping the production of treated water.

Ongoing discussions with the DWPO regarding an alternative, i.e. shutting down the plant during periods of high turbidity, irrespective of the UV reactor's ability to maintain treatment, will be explored. Staff will continue to work through this issue with the DWPO in 2021.

4. A watershed control program is to be maintained that minimizes the potential for fecal contamination in the source water.
 - (a) **Outstanding Issue:** Source water from both the Magnesia and Harvey Creek watersheds are under the control of the BC Ministry of Forests, Land, and Natural Resource Operations (FLNRO). Both watersheds are designated as "Community Watershed" which offers only limited protection under the Forest & Range Practices Act (FRPA). Activities such as recreational access, mining, and energy development are not precluded and are not without risk to the Municipality's source of water. In order to achieve filtration exemption, the

Municipality must engage with FLNRO and develop a watershed control program that addresses the security of the Municipality's watersheds.

Staff will continue to work with the DWPO to further the Municipality's interests in respect of this requirement.

Reservoirs or Tanks

With the replacement of the Harvey Water Tank in 2019 and the upcoming elimination of the Phase IV and Phase V tanks, the only remaining potable water storage tanks are the Magnesia Creek and Highway Water Tanks.

The Highway tank, constructed in the 1960's, is in fair condition while the Magnesia Creek Tank, constructed in 2002, is in good condition. Both tanks will need to be emptied and cleaned within the next two years and a comprehensive inspection of the interior of both tanks will be conducted at that time.

The balance of the tanks in the water system (Oceanview and Brunswick Beach) are not connected to the potable water system and, by order of Vancouver Coastal Health, cannot be used without first performing significant capital upgrades. These ageing tanks are redundant and do not provide a benefit to the distribution system but are held as fire fighting reserves.

PRV Stations

Of the Village's twelve PRV stations, only 4 are less than 15 years old while the remainder are 30 years or older. The life expectancy of a PRV is 25 under ideal conditions. Given the pressures and velocities experienced within the water distribution network, the Village's PRV's are not operating under ideal conditions and have reached the end of their service lives. Moreover, each PRV station is noncompliant with respect to current WorkSafe BC standards for worker safety in confined spaces and each places the workers entering the stations to perform routine maintenance and inspection at considerable risk of injury.

The IMP identifies deficiencies with the fire flow capacities of several of the Village's PRV stations. Under conditions of peak demand and fire flows several of the PRV's are undersized and prone to cavitation and water hammer. Both of these processes increase the strain on the water distribution network resulting in premature breakage and leaks. None of the existing

PRV stations are connected to the supervisory control and data acquisition (SCADA) system and cannot be monitored remotely.

Replacement costs for each PRV, including SCADA, Hydro, and Internet connectivity, are estimated to be in the \$300,000.00 range. The replacement of PRV's 1 through 11 are estimated to cost approximately \$3.3 million.

Water Mains

The majority of the Village's water distribution system is comprised of ductile iron water main that is less than 30 years of age. With a life expectancy of ductile iron within the 70-85-year range, this piping is considered to be in good condition. However, there are some sections of cast iron and asbestos cement water main that were installed 50 years ago and are approaching the end of their service lives.

- 115m of 200mm cast iron water main on Creekview Place is in very poor condition and has significant fire flow deficiencies.
- 990 m of 150mm cast iron and asbestos cement water mains on Centre Road, Bayview Road and Bayview Place was built in the 1960s and is nearing the end of its service and has significant fire flow deficiencies.
- 415 m of 150mm cast iron along Oceanview Rd and Highview Place is old, in poor condition and has insufficient capacity

The estimated unit cost for watermain replacement including services and fire hydrants plus full width road restoration is approximately \$1,500.00 per meter. Each of these projects will require engineering and preparation of tender ready drawings and documentation at an estimated cost of \$100/m. Based upon these figures, the costs associated with the aforementioned projects are: Creekview Place, \$ 184,000; Centre Road, Bayview Road, and Bayview Place, \$ 1,584,000; and Oceanview Road and Highview Place, \$ 664,000.

SEWER

The sewer system, confined to the Kelvin Grove neighbourhood, is comprised of a network of polyvinylchloride (PVC) sewage collection pipes and concrete manholes that culminate in a wastewater treatment plant (WWTP) at the Kelvin Grove Beach Park.

Sanitary Sewer Mains

The sanitary sewer PVC pipe network was installed in the early 1980's has a life expectancy of 75-85 years. A full condition analysis was completed in 2018 and identified the entire pipe system in very good condition. Condition analysis should be conducted every 5-7 years.

Manholes

Manholes are critical collection points in the sewer system. To date a manhole inspection program has not been conducted but staff anticipate this will be initiated in 2021. Like the pipe network, manhole inspections should be conducted every 5-7 years.

Wastewater Treatment Plant

With the replacement of the WWTP anticipated to be completed in the first month of the New Year, the most significant deficiency with the wastewater system has been addressed.

SCADA

The Village's existing SCADA system is limited in its scope and does not provide operational efficiencies associated with modern systems. Obsolete components and technology have resulted in increased replacement costs and labour-intensive down time. The SCADA system is nearing the end of its life and a full replacement should be considered within the next few years. The estimated replacement cost for the system is \$100,000.00.

ROADS AND BRIDGES

The Municipal road network is made up of approximately 11km of asphalt paved road and 8 bridges.

Roads

The majority of the Municipality's roads are constructed on poor subgrade material and have little to no drainage infrastructure associated with them. This lack of drainage infrastructure is the primary cause of accelerated road deterioration. Stormwater is unable to shed off the roadway into ditches resulting in the stormwater travelling down the roadways. This water fills the pores in the road materials and subgrade soils resulting in erosion and deterioration.

The typical life expectancy of a road is between 15 and 20 years. Proactive and predictive maintenance such as crack sealing and patching can further extend the life of a roadway; however, no such work has been carried out on the Municipality's roadways to date.

A map indicating the condition of the Municipality's roadways is attached for reference. The areas of pavement identified in the IMP as being in the worst condition were found on:

- Bayview Road;
- Upper Bayview Road;
- Oceanview Road; and
- Kelvin Grove Way.

A robust annual budget of road patching and replacement is required in order to revitalize the Municipality's roadways. Unfortunately, many of the roadways in poor condition also require watermain replacements; however, due to their deteriorated condition, the roadways will need to be rehabilitated prior to the replacement of the water mains in most instances.

Bridges

The very high priority bridge repairs identified in the IMP have been completed. The high and medium priority repairs have not yet been initiated but will likely take place in 2022 or 2023. Staff's primary focus has been to remediate Bridge 06, a driveway bridge over Alberta Creek, which is in a state of significant deterioration. This bridge must be addressed in some way in 2021.

DRAINAGE

The Municipality's stormwater system is completely inadequate for the steep and wet conditions common to the South Coast of British Columbia. A map of the primary drainage features and deficiencies throughout the Municipality is attached as a reference.

One of the key impacts of an inadequate stormwater management system is a severe deterioration of the roadways within the community. Unmanaged stormwater typically sheets down the surface of roadways, filling the open pours in the asphalt and subgrade, resulting in

significant damage over relatively short periods of time. Unless corrected, pavement remediation plans are doomed to the same rapid deterioration cycles.

Encroachments on Municipal Property

Over time, unchecked encroachment onto Municipal property has led to many ditches (also know as open watercourses) being infilled to provide for street parking for residents. Much of this work was conducted without the knowledge of the Municipality, and as a result, pipe sizes and materials were not regulated. This has led to undersized and inadequate (or no) piping on many roadways. Similarly, driveway installations and modifications have resulted in undersized culvert piping of poor quality to be installed.

Other unsanctioned encroachments, whether from hard landscaping or vegetation (hedges and shrubs) restricted the development of a roadside drainage system. This has left a significant portion of the Municipality's roads without a suitable way to shed stormwater.

Corrugated Metal Pipe (CMP)

Corrugated metal pipe (CMP) was generally the material of choice during the establishment of the Municipality's roadways and many of the residential driveways because of relative low cost for a given strength of the pipe. The corrugation in the pipe adds strength while enabling a reduction in wall thickness resulting in a lower pipe material cost per foot of pipe. Unfortunately, as these culverts age, the components start to corrode or deteriorate by abrasion leading to failure of the bed of the culvert. As stormwater migrates out of the base of the culvert, it causes significant subsurface erosion that undermines the adjacent roadway leading to sinkholes and depressions in the asphalt.

Stormwater Management Plan

A robust plan of replacing these culverts is required in order to establish a strong foundation for future roadwork; however, primary steps need to be established to support this process:

- An assessment of encroachments and policies to restrict further private encroachment that impacts the Municipality's ability to install drainage systems along roadways.
- A method for reclaiming boulevards to enable the installation of roadside drainage systems.

- A program to implement or re-establish required roadside drainage in conjunction with the rehabilitation of existing roadways.
- Install drainage on existing roadways that currently have insufficient or no proper drainage and no impending roadworks are planned.
- Prohibit the use of corrugated metal pipe for use in drainage systems.

The aforementioned processes must be in conjunction with a robust education and information program to ensure residents understand the importance of roadside ditches and culverts and the danger of unauthorised infilling of ditches and improper installation of culverts.

Staff will prepare a process plan and bring it forward to Council in the New Year.

Follow Up Action:

Staff to continue working towards the completion of the projects and recommendations of the IMP.

Communication Plan:

Village Update and direct mail pieces as required.

Executive Summary

The Village of Lions Bay “The Village” owns and manages water, sanitary, stormwater, combined, roads and street-lighting networks that services a community of approximately 1,318 residents (2011 Census). AECOM was retained by the Village to develop an Infrastructure Master Plan (IMP), the objective of which is to maintain the condition, capacity and compliance of the Village’s assets through sustainable infrastructure investment. The timeframe of the plan is 2016-2045; however there is a focus on years 2016-2020.

The infrastructure assets included in the scope of the IMP were:

- Water (including treatment plants, pipes);
- Sanitary (including treatment plant, pipes);
- Stormwater (including pipes and roadside channels); and
- Roads and bridges.

The approximate replacement value of the Village’s water, sanitary, drainage and road/bridge infrastructure is estimated at \$49 million. The asset valuation was performed using current construction costs, but should be considered indicative only due to the level of available detail of on the existing infrastructure.

Based on the estimated services lives of different asset types, the Village should be spending approximately \$945,000 per year, on average, on the renewal of its existing infrastructure. If the Village plans to make significant changes to its system (e.g. add filtration to its water treatment plants or expand its sanitary servicing area) then the annual infrastructure renewal costs would increase accordingly. This estimated renewal amount is a starting point from which the Village can begin discussions on desired levels of service and required tax levels to support different levels of service.

The IMP was developed in line with the following process:

- Valuate the asset inventory;
- Assess condition, capacity and regulatory compliance of assets through various investigations;
- Identify capital projects or policy changes to resolve issues; and
- Prioritize and schedule capital projects.

The Village should review the list of recommended capital projects in terms of available budgets, desired levels of service and available staff capacity to manage or deliver the projects listed. Figure E-1 summarizes the proposed projects by years and priorities. All cost estimates are in 2015 Canadian dollars, unless otherwise noted.

Over half of the unscheduled projects are considered high or medium priority and therefore the Village may want to consider scheduling them within the next five (5) years, as budgets allow. This will allow the Village to attain “sustainable” infrastructure renewal rates and prevent the Village from facing a large wave of infrastructure renewal needs in five (5) to fifteen (15) years’ time.

In summary, the main types of projects that the Village needs to consider in the short term (i.e. next 5 years) include:

- Replacing drainage culverts that have severely deteriorated;
- Improving the availability of infrastructure data;
- Increasing the capacity of the water system to obtain sufficient fire flow protection;
- Replacing watermains that are in poor condition;
- Completing the high priority bridge repairs;
- Repairing roadways that are in poor condition and have poor drainage;
- Improving safety at the treatment plants;
- Rehabilitating the water reservoirs (high priority repairs and replacements) and determining their seismic vulnerability;
- Deciding whether to expand the sanitary system to service more/all of Lions Bay;
- Commissioning a strategic water supply study in order to determine the long term viability of the creek water supply. Based on the results of the study, undertake any necessary works;
- Investigating funding opportunities (such as provincial and federal infrastructure grants) for proposed projects;
- Implementing zone metering to help identify areas where water consumption can be reduced; and
- Renewing the water intake at Harvey Creek which is in poor condition.

Cost Estimate

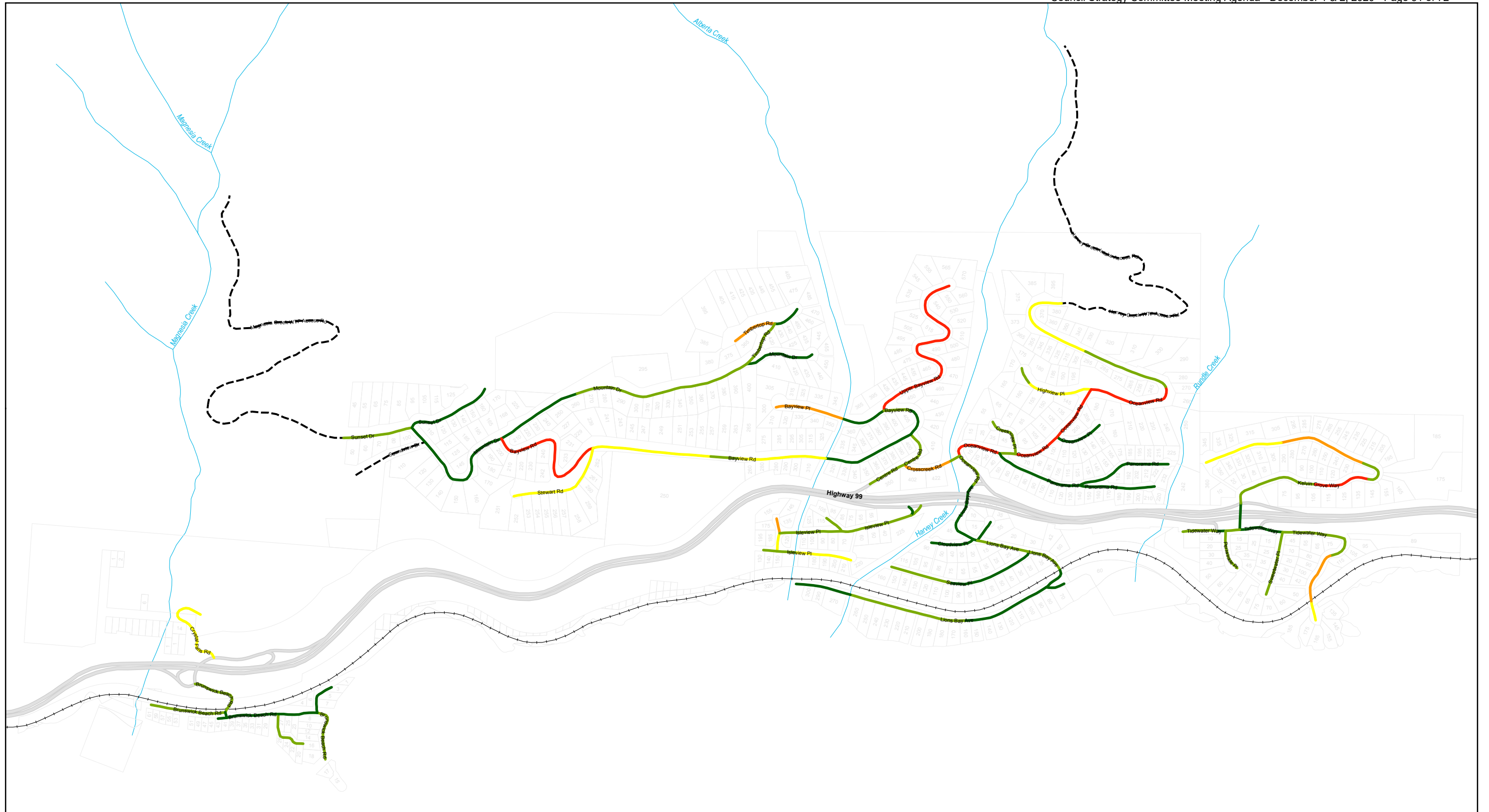
Capital cost estimates were developed for Options 2-5 and are summarised in Table 2-4. The desalination plant option was found to have the highest estimated capital cost.

Based on discussions with desalination manufacturers, there is likely to be further significant improvement in relative costs and reliability of small-scale desalination plants over the short to medium term. Therefore the Village would be prudent to review these costs in the future before committing to a treatment option.

Table 2-4: Capital Cost Estimate for Supply and Treatment Improvement Options

Item	Unit	Quantity	Rate	Cost	Comments
Option 2: Dual Creek Supply with Dual Filtration					
Filtration System	each	2	\$2,550,000	\$5,100,000	Based on 2011 filtration estimate (+2% index rate) ¹
TOTAL				\$5,100,000	
Option 3: Single Creek Supply with Single Filtration					
Filtration System	each	1	\$2,550,000	\$2,550,000	Based on 2011 filtration estimate (+2% index rate) ¹
Potable Water Pump Station	each	1	\$400,000	\$400,000	-
Potable Water Pipe Upgrades	m	1620	\$900	\$1,458,000	-
Decommissioning Plant & Intake	each	1	\$150,000	\$150,000	-
TOTAL				\$4,758,000	
Option 4: Dual Creek Supply with Single Filtration					
Filtration System	each	1	\$2,550,000	\$2,550,000	Based on 2011 filtration estimate (+2% index rate) ¹
Non-Potable Water Pump Station	each	1	\$400,000	\$400,000	-
Non-Potable Water Pipe Upgrades	m	3100	\$900	\$2,790,000	-
Potable Water Pump Station	each	1	\$400,000	\$400,000	-
Potable Water Pipe Upgrades	m	1620	\$900	\$1,458,000	-
Decommissioning Plant and Reconfiguration of Intake	each	1	\$150,000	\$150,000	-
TOTAL				\$7,748,000	
Option 5: Single Desalination Supply					
Pipes (New Mains, Upgrades)	m	3100	\$900	\$2,790,000	-
Intake & Outfall	m	500	\$3,000	\$1,500,000	-
Pump Stations	each	3	\$700,000	\$2,100,000	-
Desalination Plant	each	1	\$6,000,000	\$6,000,000	-
Decommission Plant & Intake	each	2	\$150,000	\$300,000	-
TOTAL				\$12,690,000	

¹ Cost estimate of filtration units provided to Village April 1, 2011 by AECOM from Stephen Bridger



VILLAGE OF LIONS BAY
Infrastructure Master Plan
 Figure 5-4 Tetra Tech Pavement Condition Assessment



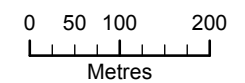
Legend

Tetra Tech Road Condition

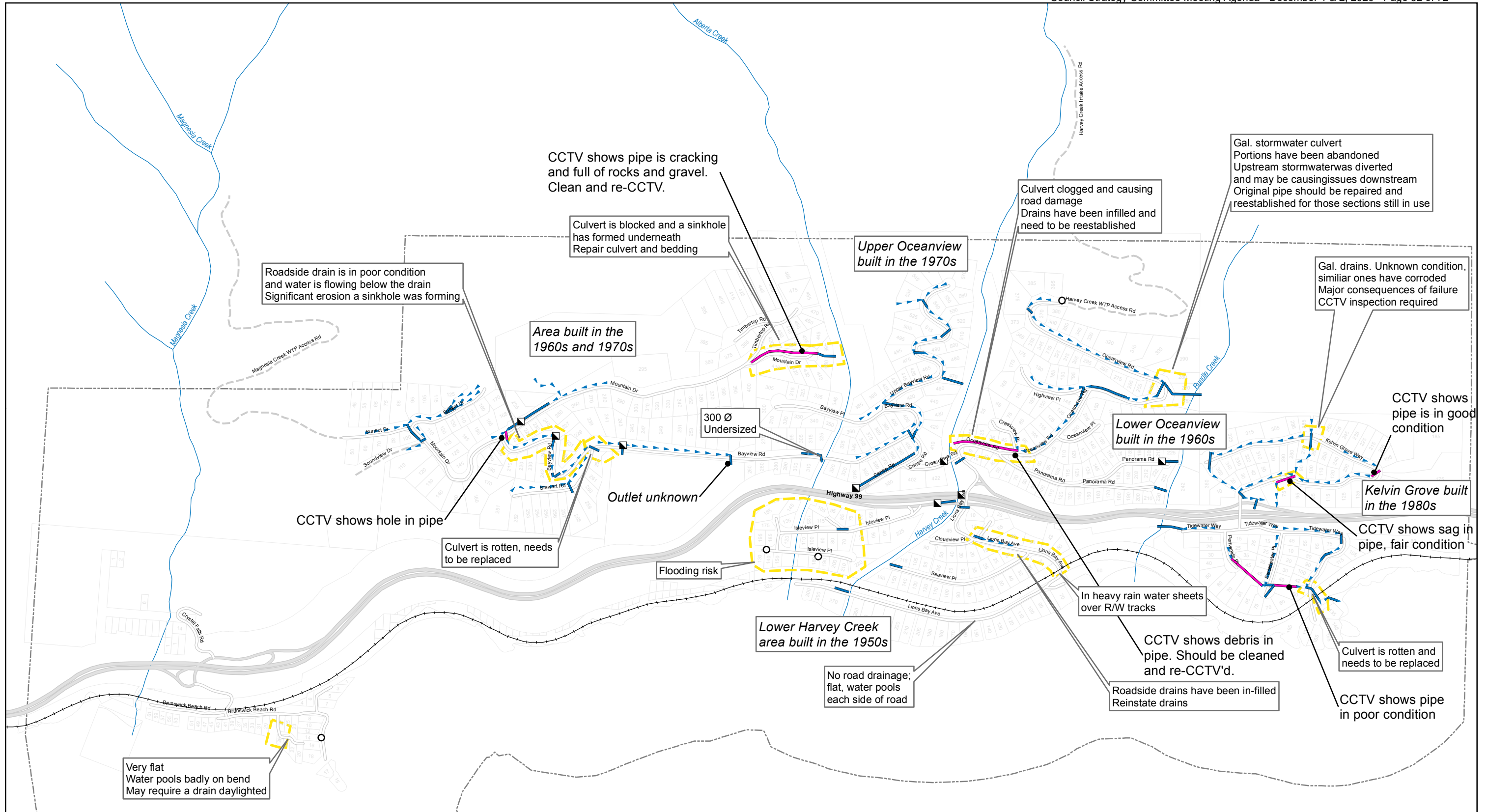
- Very Good
- Good
- Moderate
- Poor
- Very Poor

Road Types

- Sealed
- Unsealed
- On-Ramp
- Highway
- Property Parcels



Village of Lions Bay

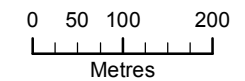


Infrastructure Master Plan
Drainage
 Figure 4-3 Drainage Condition



Legend

- | | | |
|------------------|------------------|---------------------------------|
| Village Boundary | Village Roads | Inspection |
| Property Parcels | Sealed | Stormwater Sewer |
| MOTI Roads | Unsealed | Stormwater Sewer CCTV Inspected |
| Highway | Existing Channel | Existing CB |
| On-Ramp | Existing MH | |
| Rail | | |



Village of Lions Bay



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Council Strategy Committee Recommendation to Council		
Title	Lions Bay Avenue Connector Project		
Author	Peter DeJong	Reviewed By:	Pam Rooke and Nai Jaffer
Date	November 26, 2020	Version	
Issued for	December 1 & 2, 2020 Council Strategy Committee Meeting		

Recommendation:

- (1) THAT the Council Strategy Committee recommend to Council that the Lions Bay Avenue Connector Project be supported; and
- (2) THAT staff be directed to bring forward any additional particulars and requirements for a Council resolution at the next Council meeting in order to advance the Lions Bay Avenue Connector Project with TransLink staff; and
- (3) THAT staff take any additional steps required to secure the grant funding for the Lions Bay Avenue Connector Project, including bringing forward for Council consideration an agreement with TransLink in respect of the project.

Attachments:

- (1) TransLink Municipal Program Funding Summary for Lions Bay;
- (2) Lions Bay Avenue Connector Multi-Use Path diagram;
- (3) Photo of Section of Trail Adjacent to South Bound Hwy.99 Onramp.

Key Information:

In 2018, Council directed staff to look into the costs for an engineered design for a protected multi-use path between the bus stop at the Park and Ride and the foot of Lions Bay Avenue, with an additional protected section linking to the Kelvin Grove Trail connection halfway along the southbound Hwy.99 onramp. Preliminary staff analysis was that it could likely be done for about \$200,000 plus contingencies.

In November 2019, there was an opportunity to secure BICCS and WITT grant funding (biking and walking infrastructure) through TransLink. These bicycle and walking infrastructure grant programs provide for both “allocated” and “competitive” funding. The



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Lions Bay allocation for 2020 totalled \$101,000 and is the same for 2021. These funds can be combined over a multi-year period (up to 4 years) and for small municipalities, the split is 75% grant to 25% municipal funds. Combining the grant allocations for 2020 and 2021 would provide up to \$202,000 in grant funding on a project costing up to about \$268,000. Staff is confident that this project can be accomplished under this total amount, including the addition of a bus shelter at the Park and Ride.

We know the Lions Bay Beach Park is a valued Municipal feature that attracts a wide range of users from not just the Village, but region wide and many users walk down to the Park from Transit locations at the Sea to Sky Highway or from other areas of the Village. This coupled with peak traffic numbers in the range of 600 cars per day, to and from areas below the railway tracks, leads to a dangerous situation with pedestrians walking up and down the roadway and vehicles travelling in both directions at speeds of 40 km/hr. or more. A dedicated pedestrian pathway would provide a level of safety for those taking the initiative to walk to the Park.

Section 4.6 of the current Village of Lions Bay OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including carpooling, park & ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f). Additional provisions include:

- 9.2 (f) Enhance the trail network within the Village in order to encourage pedestrian mobility.
- 9.2 (g) Support the maintenance and upgrading of safe bicycle lanes on and off Highway 99 and through the Village.
- 9.3 (h) Provide information on village interconnecting trails to promote and encourage physical activity and walking within the Village.
- 9.3 (i) Develop a safe and accessible pathway connecting Brunswick Beach to Central Lions Bay to Kelvin Grove.

Metro 2040 promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking and encourages active lifestyles, reducing energy use, greenhouse gas emissions, household expenditure on



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

transportation, and improved air quality. These goals are reflected in our OCP's Regional Context Statement.

A commitment to the project is required at this point in order to preserve the 2020 and 2021 grant allocations for Lions Bay. The next step would be support of the project through a Council resolution committing the Municipality's share of costs and directing staff to move forward with detailed planning and implementation of the project in the new year. A form of agreement would be entered into between the Municipality and TransLink in respect of the project parameters and funding.

Options:

- (1) Recommendation from the Committee to Council to support the project and provide the requisite resolution at the December 15, 2020 Council meeting. This will enable staff to move forward with detailed planning of the project and secure the grant funding from TransLink. The project would be completed by the end of 2021 and would make for a great 50th Anniversary project for the Village of Lions Bay.
- (2) Choose to not recommend the project to Council and put the concept plan on the "Long Term" list of the Strategic Planning items.
- (3) Direct staff in an alternative manner.

Preferred Option: Option 1 would be consistent with statements in our OCP and our efforts to create a more complete, sustainable community, adding to the options for safe and healthy mobility throughout key areas of the community and better supportive infrastructure for transit. At present, the access from the intersection of Lions Bay Avenue to the beginning of the Kelvin Grove Trail is via 100 metres of unprotected highway on the southbound onramp of Highway 99. As well, pedestrians (including children and parents with strollers) and bikes have no safe lane or path down Lions Bay Avenue, which is a busy roadway throughout the year, but especially in summer.

Financial Considerations: This is an opportunity to leverage 75% grant funding up to \$202,000 that is already on the table – there would be no waiting and wondering if the grant would be approved. The Municipal share is expected to be less than \$66,000. Any cost overruns above \$268,000 would be the Municipality's responsibility, but there are



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

options for staff to do some of the work, if necessary, to ensure that this risk does not come to pass.

Legal Considerations: Staff would be bringing back an agreement with TransLink in due course setting out the parameters of the project and the funding particulars. As well, acceptance of portions of the project within the Ministry of Transportation and Infrastructure (MoTI)'s highway right of way will need their agreement and appropriate permits. The protected pathway adjacent to the onramp was a concept that was supported by MoTI in our existing MOU and staff have already reached out to them for detailed right of way plans.

Follow Up Action: Per Council direction.

Communication Plan: Consultation with the residents down Lions Bay Avenue would be one of the first steps to be taken if the project is given Council's support.



2020 Municipal Funding Program Summary

Village of Lions Bay

Program	Purpose	Funding Distribution	2020 Allocated Funds
OMR Operations, Maintenance and Pavement Rehabilitation	Funds the basic operation, maintenance and road infrastructure of the MRN to a state of good repair.	Allocated* Formula based on the 0.0 lane-km in the Village of Lions Bay	N/A
MRN STRUCTURES	Funds the structural (seismic) rehabilitation or replacement of structures on the MRN in order to maintain a state of good repair.	Competitive Evaluation based on performance	Competitive Funding
MRNB Major Road Network and Bike Upgrades	Funds smaller scale projects on the MRN network that improve the capacity, efficiency and safety of all modes including cycling projects on/off MRN (see BICCS).	Allocated Formula based on growth	N/A
BICCS Bicycle Infrastructure Capital Cost Share	Catalyses investment in municipal cycling infrastructure to encourage cycling for transportation.	Allocated (Based on employment and population) and Competitive	\$56,000 (Allocated)
WITT Walking Infrastructure to Transit	Invests in municipal walking infrastructure to enhance and expand pedestrian access to transit.	Allocated (Based on employment and population) and Competitive	\$45,000 (Allocated)
Total:			\$101,000

**Estimated based on MRN lane-km inventory as of January 1, 2019*

If you have any questions, please email ipme@translink.ca.

Section of Trail Through Trees Adjacent to Southbound On Ramp



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VILLAGE OF LIONS BAY

Incoming Correspondence - to November 27, 2020

Resident Correspondence:

- R1 Cosgraves re Strategic Planning Feedback (Page 1)
- R2 J Wright re Wood Burning Bylaw (Page 2)
- R3 C Ethier re Wood Burning Bylaw (Page 3)
- R4 G Weary re Strategic Planning Feedback (Page 4)
- R5 Lower Kelvin Grove Petition (Page 6)
- R6 K Buhr re Strategic Planning Feedback (Page 11)
- R7 A Wray re Strategic Planning Feedback (Page 12)
- R8 G Brown re Strategic Planning Feedback (Page 13)
- R9 S Beattie re Strategic Planning Feedback (Page 16)
- R10 C Bradbury re Strategic Planning Feedback (Page 17)
- R11 K Chan re Strategic Planning Feedback (Page 19)
- R12 B Birrell re Strategic Planning Feedback (Page 21)
- R13 M Hurst re Access base for Lions Trail (Page 22)
- R14 Council discussion re Upper Oceanview Road Parking (Page 24)
- R15 R Dickinson re Strategic Planning Feedback (Page 28)
- R16 P McLachlan re Urban Containment Boundary (Page 30)

From: [REDACTED]
To: [Council](#)
Cc: [REDACTED] [Ron McLaughlin](#); [Peter DeJong](#)
Subject: Strategic Planning - Subdivision
Date: Monday, November 23, 2020 8:31:51 AM

Good morning,

In response to the village update request for comments or suggestions for the upcoming strategic planning meeting, we would like to have finalization of Subdivision process, fees and criteria on the table. This has been discussed for years now and nothing seems to get done.

Thank you,

Roger & Tanya Cosgrave

From: [REDACTED]
To: [Council; Neville Abbott](#)
Subject: FW: Wood Burning Bylaw
Date: Monday, November 23, 2020 5:16:31 PM

Hi LB Council: Thanks for the update with regard to the GVRD's Wood Burning Bylaw and its implementation in Friday's newsletter.

I do have some questions about the suggestions/comments made by many residents in the questionnaire about the Bylaw which was shared with the GVRD sub-committee and whether any progress has been made on exploring these ideas which may be of benefit to Lions Bay:

1. What are the differentiators which apply to Bowen and Belcarra and Anmore which grant them exemption to this bylaw?
2. Has a cost/benefit analysis been completed with regard to joining the Squamish/Lillooet regional district and thus avoiding other bylaws and additional taxes which affect our quality of life.
3. I see that Jordan Sturdy, our MLA, is now the opposition critic for BC Hydro and he may be of help in focusing BCH's attention on the application of Step 2 rates to communities who do not have access to other forms of energy (i.e. gas).
 - a. We might also ask that rebates/discounts for heatpumps, insulation, etc might be put permanently in place for communities who don't have access to natural gas.
 - b. We might also ask why BCH is still discouraging the use of electricity (through PowerSmart) when climate change theories are pushing it's use and replacement of fossil fuels.
 - c. Perhaps we should consider approaching the BC Utilities Commission about the application of the Step 2 charges and a commitment to fairness across the province.
 - d. Also note what Andrew Weaver said about (and the comments) 2 tier billing.
<https://www.andrewweavermla.ca/2017/11/01/unintended-consequences-bc-hydros-two-tier-billing/>

I should also mention that I've noticed that in the UK a number of power stations are now run on wood pellets (imported from the south-east USA) as a renewable/eco-friendly source of power.

My last observation is that the GVRD does not seem be able to fairly take into account the challenges facing the smaller communities within it's boundaries.

Thanks for your attention.

Josephine Wright
[REDACTED]

From: [REDACTED]
To: [Council](#)
Subject: Feedback
Date: Tuesday, November 24, 2020 10:24:14 AM

The update on the proposed Metro Vancouver wood burning bylaw[from the desk of Councillor Abbott] was indeed enlightening. It certainly piked my interest as it was noted that the 50/50 vote meant the motion for Lions Bay to be excluded was defeated. My question to council is "Why are we part of Metro Vancouver?" I recall council receiving an overwhelming response from residents wanting to keep our wood burning fireplaces. Why is Metro Vancouver making decisions for us? How much do we pay Metro Vancouver every year? What are the pros and cons exactly? Would we not be more successful applying for grants if we were considered rural as opposed to urban which is much more competitive. I noticed that it's one of the items on the strategic planning sessions. Looking forward to council making this happen and getting us outside of the urban containment boundary.

Thank You

Regards,
Collette Ethier

From: [REDACTED]
To: [Council](#)
Cc: [Lions Bay Feedback](#); [Neville Abbott](#); [REDACTED]
Subject: INPUT TO COUNCIL'S 2020 STRATEGIC PLANNING SESSION
Date: Wednesday, November 25, 2020 11:39:54 AM
Attachments: [lions bay.docx](#)

TO: LB Council's 2020 Strategy Committee.

Please see my input to your deliberations (attached).

Thank you
Greg Weary
[REDACTED]

Nov. 25 2020

To: Lions Bay Council

From: Greg Weary [REDACTED]

RE: Council's 2020 Strategic Planning Session, specifically - points M, V & W under "SUPPORTED COMMUNITY PLANNING".

RE: Point M.

It has become obvious many motorcyclists and specific individual truck drivers deliberately and repeatedly, make excessive noise on the highway as they pass through Lions Bay. This has been an issue for years and is becoming worse!

Consequently: 1) I request council to discuss, consider and report on possible solutions to this problem.
2) I am available in the event a committee is established in this regard.

RE: points V & W.

Recently the survey of Lions Bay residents determined there is very significant support for requesting an exemption to Metro's Wood burning Bylaw. Thank you for presenting the wishes of Lions Bay to Metro's Climate Action Committee.

Unfortunately the committee is biased toward urban rather than rural issues and has disrespected the wishes of Lions Bay!

Consequently: 1) I request council to discuss, consider and report on the "pros and cons" of withdrawing all or parts of Lions Bay from Metro's Urban Containment Boundary (UCB).
2) I am available in the event a committee is established to study this matter.

Sincerely
Greg Weary.

[REDACTED]

From: [Lions Bay Office](#)
To: [Lions Bay Office](#)
Subject: Lower Kelvin Grove PETITION - (For use in the parking plan)
Date: Wednesday, November 25, 2020 3:06:08 PM
Attachments: [Scanned document -- Lower KG.pdf](#)

From: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Sent: Tuesday, October 20, 2020 1:05 PM
To: [REDACTED]
Cc: Peter DeJong <cao@lionsbay.ca>; Agenda <agenda@lionsbay.ca>; Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Subject: Re: Lower Kelvin Grove PETITION -

Hello Cezary.

When I read the petition of August 31st, I appreciated how you and your neighbors had invested a considerable amount of time and effort to cover many points of concern, and propose a number of remedies. Staff has these and they will be considered in the parking plan. Thank you.

There are several areas in the Village that suffered from March to mid-September due to nonresidents coming to our Community. Council is empathetic to the issues you faced in your neighborhood caused by cliff jumpers. Taking the only actions available to us at the time, we made the area resident parking only, enforced this to the best of our ability, and enlisted the aid of the CN Police, who are the only ones with the ability to enforce unwanted traffic on the tracks. They were effective when they were here.

Elimination of the cliff jumping site is our focus now. In mid-September CAO DeJong and the Fire Chief made an overture to operational personnel of the Provincial Ministry we thought was responsible for the property. I had scheduled a meeting with senior personnel if the discussion did not go favorably. The operational meeting revealed that the Ministry were prepared to cut down the rope swing but to everyone's surprise it was determined that it's not on Crown land at all. It's a fee simple parcel owned by CN via a historical grant to Pacific Great Eastern Railway. We consider this development good news as we believe our relationship with CN is solid as demonstrated by their enforcement activities, and that it would be easier to deal with a public company than a senior government.

We have apprised CN of the situation. They have responded today that their internal stakeholders are reviewing the situation and that they will respond in due course. We believe their risk management folks will want to take action. Our aim is to lobby to have the site destroyed so that it does not attract attention to your neighborhood or draw on the resources of the Fire Department. I will keep you posted as we move towards achievement of this goal.

Staff will be putting fourth their Village wide parking plan recommendation for 2021 in late November. I will be drawing this to the Community's attention in my Mayor's Message in the Village Update on November 27th. I personally expect the situation in 2021 will be the same as this year as the pandemic continues. Lions Bay has been discovered and we will plan for capacity management problems, articulate the issues and consequences to both Villagers and nonresidents, and hopefully herald that the days of cliff jumping have passed.

I apologize for the delay in responding to you. Council broke for furlough in August and your note was received in correspondence at Council's meeting of September 22nd. I offered to write to you to ensure you understood Council appreciated your engagement, and advise of action we have taken. With CN's acknowledgement of the issues today you are up to date.

I have copied CAO DeJong as a matter of course to ensure your (parking, signage etc.) recommendations are

considered in the parking plan, and as he is integral in our discussions with CN.

Warm regards and keep well,

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

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From: Cezary [REDACTED]
Sent: Monday, August 31, 2020 12:39 AM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>; Neville Abbott <councillor.abbott@lionsbay.ca>; Fred Bain <councillor.bain@lionsbay.ca>; Norman Barmeier <councillor.barmeier@lionsbay.ca>; councillorcunliffe@lionsbay.ca <councillorcunliffe@lionsbay.ca>
Subject: Lower Kelvin Grove PETITION

Aug 30, 2020

From:

Residents of Tidewater Way

Lions Bay, BC

To:
Village of
Lions Bay

Mayor
and Council
Members

PETITION

We, undersigned residents of Tidewater Way, Lions Bay write this letter to formally file a complaint against the numerous summer visitors showing up every day along our street destined for the beach. Thus, we find it necessary to bring this matter to a person of authority. We believe that the problem will be addressed effectively with your help.

The entire community within our area has been dealing with unappropriated behavior of the said visitors such as urination, nudity, sexual activities, exchange of drugs, littering, high-speed motorcycles, cars with no enforcement for speed and noise problems caused by the successive partying activities extending often to late-night hours. This matter has been going on for more than 15 years.

Apart from the noise not limited to late-night drinking, littering, and disturbance of peace, these visitors are often very irresponsible. They use the Lower Kelvin Grove Parking Lot for cooking and as a party place. This has become a PARTY LOT and not a PARKING LOT!

They leave lots of garbage and debris behind, along the railroad tracks and along our street. Very often we hear sounds of shattered bottles which can pose a risk of serious safety and fire hazard.

Aside from straight-up littering, many visitors have trespassed onto private property to dump their trash into household garbage bins, which are already strained for capacity due to the limited, bi-weekly collection schedule.

Numerous cases of petty theft have been reported, including items within parked cars, license plates, and "L" stickers, and items such as scooters sitting unsecured in the driveway.

In 2 recent months, a few serious accidents happened involving young individuals as jumping from the cliff went awry. Ambulance and fire trucks were arriving at the scene. We really don't need to witness all that turmoil here.

Our street has turned from a quiet and tranquil neighborhood, into a busy hangout and retreat location. Parking for residence has become increasingly difficult due to multiple vehicles occupying the street's parking spots without a permit. Improper parking and walking in the middle of the streets is an everyday scenario. Noisy motorcycles are contributing to the noise, as they go pointlessly around the whole street back and forth after they realized the downhill parking is closed. On July 30, around 2 am, we've heard one of the Harley Davidson bikers riding on the railroad tracks making a terrible noise, that was followed by loud screaming and shouting of intoxicated individuals.

We all feel outraged as we continuously discover and clean garbage such as beer bottles, cans, and cigarette butts scattered along the whole area or hidden in the bushes.

Please find our PETITION postulates in the attached PDF file "Lower Kelvin Grove Petition". Additionally, we gathered photos – evidence taken by residents collectively, also attached.

It's also urgently relevant to stop these visitors from coming in the light of the latest Covid-19 public exposures that happened lately in Lions Bay. Please see the link to Vancouver Coastal Health <http://www.vch.ca/covid-19/public-exposures> scroll down and click the public exposures tab.

I hope that you understand our concern and help us address this problem. Thank you for your time and please contact Cezary if you have any questions.

Best Regards,

Undersigned:

1. **Cezary Czachor** czachorc@shaw.ca 105 Tidewater Way.
2. **Beata Polukard** beatkap@shaw.ca 105 Tidewater Way
3. **Greg Bienias** greg.bienias@gmail.com 65 Tidewater Way
4. **Danuta Bienias** danuta.bienias@gmail.com 65 Tidewater Way
5. **Nicholas Powell** mont.se.rrat@icloud.com 75 Tidewater Way
6. **Montserrat Powell** mont.se.rrat@icloud.com 75 Tidewater Way
7. **Ildiko George** bozsok1@icloud.com 115 Tidewater Way
8. **Laszlo George** bozsok1@icloud.com 115 Tidewater Way
9. **Heidi Li** lihsun@hotmail.com 95 Tidewater Way
10. **Chunming Shao** lihsun@hotmail.com 95 Tidewater Way
11. **Kambiz Azordegan** azordeganfamily@yahoo.com 100 Tidewater Way

12. **Farrah Azordegan** [REDACTED] 00 Tidewater Way
13. **Atrena Azordegan** [REDACTED] 100 Tidewater Way
14. **Katalin Sandor** [REDACTED] 45 Tidewater Way
15. **Gabor Sandor** [REDACTED] 45 Tidewater Way
16. **John Tsang** [REDACTED] 80 Tidewater Way
17. **Eileen Leung** [REDACTED] 80 Tidewater Way
18. **Normand Carpentier** [REDACTED] 90 Tidewater Way
19. **Violet Carpentier** [REDACTED] 90 Tidewater Way
20. **Victoria Rogers** [REDACTED] 185 Tidewater Way
21. **Kim Mailey** [REDACTED] 185 Tidewater Way
22. **Ron O'Dwyer** [REDACTED] 195 Tidewater Way
23. **Vike O'Dwyer** [REDACTED] 195 Tidewater Way

Attachment:

- Petition Postulates,
- Evidence-photos and video



This email has been checked for viruses by Avast antivirus software.
www.avast.com

We'd like to postulate for the following:

PARKING:

- Permanently impose permit parking to every street in Lower Kelvin Grove so that only residents of our community may park in this area. Permit parking only in the area of lower Kelvin Grove and Tidewater Way.
- Parking bylaws would be strictly enforced 7 days a week (not only on the weekends) from 8:30am-10pm. (revenue from fines should be used to finance increased enforcement by by-law officers). Bylaw infractions should be further enforced by towing non-resident ticketed cars.

SIGNS:

Post 3 BOLD signs. The signs would include the following:

- Resident parking only – strictly enforced!
- Warn about cliff jumping and walking along the railroad tracks as an illegal activity
- Request potential visitors to respect the peace and privacy of the nearby residents. Those who are not respectful will be fined.
- Warn potential visitors that leaving any litter behind is against the law.
- Warn about observing ethical and respectful behavior.

These signs outlining the rules of the community should be posted at the following locations:

1. top of the Tidewater Way by the bus stop
2. at the railroad crossing to restrict the foot traffic along the railroad tracks
3. at the entrance to the beach park.

Posting an additional sign saying **Local Traffic Only** at the top of Tidewater Way.

LOWER KELVIN GROVE PARKING LOT:

The lower Kelvin Grove parking lot would only be available for resident parking displaying the necessary permit on their windshield. Residents requiring additional guest parking should apply for day permits from the Village Office.

INCREASED ENFORCEMENT:

Request additional police patrolling of the area especially during summer months to make sure the rules are met.

GARBAGE CONTAINERS:

We need more garbage containers installed:

- Adding another garbage container by the bus stop
- Adding a garbage container at the Lower Kelvin Grove parking lot
- Installing a garbage container where the park trail returns to the cul de sac of Tidewater Way

All garbage bins must be emptied daily by the Village Works from April through October

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: 2020 Strategic Planning Session public input
Date: Wednesday, November 25, 2020 3:43:17 PM

Hello Council:

I appreciate that you seek public input on your strategic planning deliberations. Herewith mine. Clearly, since I ran for office to address our infrastructure, I hope that focus will continue. I'd also like to see some focus on people and quality of life. To me that means, INPO:

- Trails
- Good Neighbour bylaw enforcement to clean up eyesores around the Village. It used to be that we were not allowed to park RVs and boats in sight, but that reg seems to have vanished.
- A parking plan/policy focussed on people's parking needs
- Clean-up of overgrown roads, ditches and overhanging trees (using an arborist, not a flail). A "roving chipper" program twice a year?
- A Trees, Views and Landscapes bylaw
- Beaches and Lions Bay Field
- Delivering Phase 1 of the community signage project, and launching Phase 2
- Transit, including a roofed "depot" at the Lions Bay Ave on-ramp for school buses, BC Transit from the north, and TransLink
- Highway noise
- A Village police officer. Pay for it by killing Phase 2 and 3 of AMIP and eliminating BEOs.

Regards,
Karl Buhr

From: [REDACTED]
To: [Council](#)
Subject: Have Your Say
Date: Thursday, November 26, 2020 9:20:53 AM

Good morning Council,

Thank you very much for the comprehensive Have Your Say presentation piece. There is a lot of very important ongoing business in it. I have a couple of items I would like to comment on:

Trails: The Village now has a wonderfully comprehensive set of trails thanks to a core group of volunteers. It would be impossible for the Village to take on responsibility for all of them (item f of Supported Community Planning) but there are some key Village connector trails like Centennial connecting to Brunswick Beach and the Kelvin Grove connector that I would love to see the Village take responsibility for. In addition to these possible consideration for the Harrison Trail. Trails which connect areas of the Village and keep people off the road I support, and purely recreational trails (Trudi's or Erin Moore for example) I would not support the Village taking on.

Development Opportunities: My preference is to see development focused around encouraging young families to move into the Village both to support the school and because that is where, in the past, we tended to get many active volunteers, both of which support community spirit. (Supported Community Planning items e, i, n, q, r) There is no value to the community (other than tax revenue) in encouraging any more large homes which seem, these days, to so often sit empty.

Parking Plan: (Supported Community Planning item y). I have written to Council before supporting the need for a parking plan. We have an obligation as a member of the greater community around us to support people wanting to use public facilities. Similarly we need to find a balance that respects the residents of the Village. To this end a comprehensive and well enforced parking plan I highly support and we thought the direction that the Village took in the latter part of this last summer balancing the needs of visitors and residents was a great start.

Infrastructure: While we have left this to last the continued work that you have been doing to rebuild and maintain our crumbling infrastructure is critical and needs to sit at the top of your plans as it does in the Strategic Goals 2021 list you have provided. Thank you.

Thanks Council and Staff for all the great work you are doing.

Andrew & Ingrid

Andrew Wray
[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#); [Council](#)
Cc: [Naizam Jaffer](#); [Peter DeJong](#)
Subject: Re: Strategic Goals 2021: Priority Action // RE: Infrastructure Item "(J)" and Supported Community Planning Item (X)"
Date: Thursday, November 26, 2020 10:21:34 AM

Please see BELOW copy/paste of previous email sent:

Warm regards,
The Browns

[REDACTED]

Gary Brown
Fri 6/26/2020 2:34 PM

To: Naizam Jaffer <njaffer@lionsbay.ca>
Cc: Peter DeJong <cao@lionsbay.ca>; Council <council@lionsbay.ca> +2 others

Hi Naizam and all,

Just a follow up on the traffic situation on **Lions Bay** Ave. Today is filming day at the beach. It is EXTREMELY busy with automobile traffic and pedestrians. Some of the auto traffic operate at a safe speed, A LOT DO NOT. Either too fast down the hill or putting their foot into the accelerator going back out. I see kids, toddlers, dogs, walkers, runners, cyclists of all kinds mixed in with this very unpredictable traffic. What I see is concerning from a safety stand point, today and pretty much most days. A lot of speed neglect by marina patrons including contractors and freight companies.

On a day to day basis the amount of traffic either knowingly or unknowingly carrying too much speed is concerning given the amount of people and animals moving through this corridor.
Traffic should be moving DEAD SLOW for the safety of all.

I recently noticed the install of a speed sign and signage in Brunswick Beach and I remain optimistic that a form of traffic calming measures are coming also to **Lions Bay** Ave.

Regards
Gary Brown

[REDACTED]

From: Lions Bay Office <office@lionsbay.ca> on behalf of Lions Bay Feedback <feedback@lionsbay.ca>
Sent: Thursday, November 26, 2020 10:17 AM

To: Gary Brown [REDACTED]
Subject: RE: Strategic Goals 2021: Priority Action // RE: Infrastructure Item "(J)" and Supported Community Planning Item (X)"

Hi Gary,

Thanks for your feedback. You note that you attach a previous email but unfortunately that did not come through.

Do you mind resending it?

Thanks,

Karla Duarte

Municipal Coordinator



The Village of Lions Bay

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

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From: Gary Brown [REDACTED]
Sent: Thursday, November 26, 2020 10:13 AM
To: Council <council@lionsbay.ca>; Lions Bay Feedback <feedback@lionsbay.ca>; Naizam Jaffer <njaffer@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>
Cc: Ale Brown [REDACTED]
Subject: Strategic Goals 2021: Priority Action // RE: Infrastructure Item "(J)" and Supported Community Planning Item (X)"

I would like this opportunity to add the need for proper traffic control on Lions Bay Ave. Particularly related to the speed of auto traffic. I have previously brought my concerns forward unofficially to various Village stakeholders. I do believe that a plan for traffic speed control on Lions Bay Ave would be a prudent and important consideration for the Infrastructure upgrades in your Item "(J)" related to our neighborhood. I fully support upgrades to our walking and access infrastructure and happy to see Lions Bay Ave a part of this. I feel strongly that speed control needs to be addressed on Lions Bay Ave as part of the Infrastructure item "(J)" in this 2021 Action Plan and I am hopeful that council will support this based on the data that was collected earlier this year.

I do hope this can be addressed at the open sessions of the Council Strategy Committee.

For reference I have attached a copy of a previous email sent to various stakeholders:

From: [REDACTED]
To: [Council; Lions Bay Feedback](#)
Cc: [Ron McLaughlin](#)
Subject: Strategic Planning Session
Date: Thursday, November 26, 2020 11:52:52 AM

Good morning,

I didn't received the Council's 2020 Strategic Planning Session letter in the mail, but it was shared to me by a resident....

Is there any possibility that the Bike Park will be included in this planning session for 2021? I just want to make sure that dream is still being kept alive.... I know it could be completed very quickly if we just had the final go-ahead. There are so many new families in the village who are asking about facilities, playgrounds, bike parks... referring them to other places outside the village is disappointing.

For the Beach playground, I've mentioned before that I have a great contact who is a Sales Representative for a local playground company - I'm happy to put you in touch again if this is making the discussion.

Thank you and please reach out with any questions or concerns.

Stephanie

From: [REDACTED]
To: [Council](#); [Lions Bay Feedback](#); [Ron McLaughlin](#)
Subject: Council 2020 Strategic Planning
Date: Thursday, November 26, 2020 1:15:49 PM

Good morning Mayor and Councillors,

After reviewing the recently received Council 2020 Strategic Planning Outline, I would like to share my thoughts.

MAINTAIN AND ADEQUATE INFRASTRUCTURE:

D. Progress of Cell Tower Project.

The cell tower is dead.

The tower was voted down by Council based on Village feedback including (but not exclusively) aesthetic and health (5G) concerns.

These concerns are still relevant since this vote was taken back in May 2020, however the tower's future has been referenced in a number of infrastructure meetings of late, when it should not have.

This was a democrat decision driven by the concerns of the community that you are in place to serve, and by consistently pushing this issue you are going directly against their will and that democratic vote.

Democracy does not mean a vote is taken and a decision made until enough dust has settled in order to re-visit it.

I read the notes from recent infrastructure meetings and wish to clarify some of the points:

INFRASTRUCTURE COMMITTEE MEETING - SEPT 24, 2020

7D. COMMUNICATIONS TOWER:

Point 4:

Will a cell tower improve cell service in the Village? - "Yes"

There is simply no proof of this affirmation with zero research done to investigate.

Private research did show that topography and providers appear to be huge factors when adjacent neighbours have different experiences.

In terms of topography and provider, one can not be changed and the other you get what you pay for.

There appears to be little issue with connectivity in the proposed location of the 5G service. It is already possible to get service at this location so there seems little point placing a tower where there is no need.

There was no guarantee that any cell providers would lease space on the tower with the 'real estate' going to whoever claims it first, it was just a likely to go to Hydro.

Points 6-9:

Many references to 5G. 5G was one of the health concerns that the community were very vocally against.

That this is still being discussed as an option within the Village shows a full disregard

for the Community's will.

INFRASTRUCTURE COMMITTEE MEETING - OCT 29, 2020

Section B.

Many points from guest speaker - Tom Dunn, WSP.

Observations from the WSP website:

We offer specialized engineering, project management, and construction management and supervision services for wireless telecommunication infrastructure, services for telecom fiber, coax or copper design as well as voice, data, video and transport equipment design for public and private networks. We also provide intelligent transportation systems (ITS) services that enhance our transportation offering.

Our clients include major telecom operators, cable and broadcast companies, public utilities, government organizations and airport authorities. Our solutions bring significant cost savings and improve performance while enhancing end-user experience.

Telecommunication Towers and Wireless Network Sites

We have been providing wireless site design services for mobile phone network operators since the launch of wireless spectrum. We offer solutions for distributed antenna systems, as well as for in-building, rooftop and tower sites for new wireless network deployments and network upgrades.

It is clear that WSP would directly benefit from any upgrades associated with this infrastructure so are the guest speaker's comments and recommendations impartial?

Last word: There is a lot of reference to cost in this discussion and rarely is the best way the cheapest.

LB residents pay more in taxes than many other communities and are willing to do so to maintain certain Village characteristics, and bringing potentially harmful 5G and unsightly towers into the equation is unlikely to align with those values.

I also note that this page is still live and should be removed.

<https://www.lionsbay.ca/community/telecommunications-tower>

Thank you.

Charlie Bradbury

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: 89 Tidewater Way in Kelvin Grove
Date: Friday, November 27, 2020 9:54:19 AM

From: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Sent: Friday, November 27, 2020 8:55 AM
To: Kathy [REDACTED]
Cc: Kathy Chan [REDACTED]; Peter DeJong <cao@lionsbay.ca>; Agenda <agenda@lionsbay.ca>
Subject: Re: 89 Tidewater Way in Kelvin Grove

Good morning Kathy. I hope you are well and keeping safe. Thank you very much for reaching out to us. Development is certainly will be one of the topics of discussion in our Strategy session.

Karla - FYI, please add tot eh correspondence. Thank you.

Warmest regards,

Ron

Sent from my iPad

On Nov 26, 2020, at 8:16 PM, Kathy [REDACTED] wrote:

Dear Mayor Ron,

It's Kathy Chan here, I have met you a few years ago and we have had discussion with my property at 89 Tidewater Way, Kelvin Grove for subdivision or rezoning. I have in the pass had apply numerous applications with my property for subdivision or rezoning for many years and hoping for an opportunity to help with the plans for future infrastructure needs in Lions Bay village.

I have gotten an email from Peter DeJong yesterday regarding that there will be a coming Council's Strategic Planning sessions.

Please consider my letter today to you and Council below for this Strategic Planning sessions coming up meeting.

Thank-you for this opportunity and look forward to working with you and Council.

Truly appreciate and thank-you,
Kathy Chan

Dear Mayor and Council

As per the email here from CAO Peter DeJong. I certainly encourage Council to look carefully at any and all proposals for housing diversity in Lion's Bay. To that end...please expect a robust submission for such regarding my property at 89 Tidewater Way in the new year.

Thanks to you all in advance for moving forward with this very important issue.

Kind Regards,

Kathy Chan

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Strategic planning input
Date: Friday, November 27, 2020 11:47:15 AM

Greetings:

Re: Supported Community Planning -Item # i- public works yard.

Being a relatively new resident of Lions Bay(6years) please forgive my lack of knowledge on the decisions leading up to the Public Works being located on the land above Brunswick .

It seems LB could use a larger tax base .Why not a townhouse/condo development on this very prime view land .

I've heard rumours that there was talk of townhouses beside the hydro station- ???

Many of us would like to stay in LB til the end of our days, but would like to downsize to something manageable and not beside a hydro station.

Thanks for any feedback, if you have time.

Cheers, Betty Birrell

Sent from my iPhone

From: [Ron McLaughlin](#)
To: [REDACTED]
Cc: [REDACTED]; [Pam Rooke](#); [Peter DeJong](#)
Subject: Re: Access base for Lions Trail
Date: Wednesday, October 14, 2020 9:30:56 AM

Good morning Mike and Tony.

The concept of using the Crown lands as a parking lot has been slated for Council and staff discussion at our strategy session to be held in November or early October. There have been a few notes from residents suggesting expansion of our parking capability to reduce Village proper parking issues along the lines you suggest.

Your note will be included as background information to this section of our discussion. Thank you for writing.

Pam - please bring this item forward at our strategy session. Thank you.

Regards,

Ron McLaughlin

Mayor

The Village of Lions Bay

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

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From: Mike Hurst [REDACTED]
Sent: Tuesday, October 13, 2020 12:38 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Cc: Anthony at JAAAG [REDACTED]
Subject: Access base for Lions Trail

On our recent call, I mentioned relocating the access base for the Lions hikes to the upper gravel pit area and out of Lions Bay residential areas.

Here is an expansion of that outlook for consideration

Hiking the Lions is very popular with visitors and growing as people seek more outdoor experiences. That has created a significant seasonal problem for the village with residential traffic and parking issues to be managed by the village....with no revenue streams available currently. It is timely to

seek more management control of that valuable asset above us, to remove the issues, to better control the access, to relocate search and rescue needs from the school playfield and to create revenue streams for the village and operating partners

The gravel pit area is Provincial land and there appears to be no plans in the works for any changes to the current usages of the area (fire training and highway maintenance support) both of which would have an agreement in place with Gov't for those uses. Water and power are there as is controlled access as needed, and ample parking.

Proposed is another land use agreement with the Province to provide for creation of a new base area for access to the Lions trails in the open area of the pit adjacent to the entry to the falls or in the open area above. There is ample parking space available in either location and the choice could depend on what provides the best and easiest access to the Lions trail above. (likely the first mentioned)

Tenure access is proposed for operations and maintenance by Lions Bay and North Shore Search and Rescue members who would staff the operations and share in benefits from new revenue streams.

Contemplated is the following:

- Paid parking lot (as is the beach parking)
- New trail entry point (controlled as in Grouse Grind) with a check in and out point
- A small snack bar/washroom building for drinks/snacks/ Lions Trail and Lions Bay branded merchandise. (similar to snack building at 10th hole at Squamish
- Pre booked and pre paid guided tours of upper trails to Lions and Harvey, etc
- Screening and education for self hikers
- Heli landing pad for a S&R base with possibility of adding pre booked sightseeing heli tours above
- S&R training site
- Seasonal operation as needed

First steps in this concept

- Seek support from Gov't to proceed with developing the concept, with the goal of a land use agreement
- Interest by LBSR and NSSR in the concept and proposed management role
- Determination of possible funding avenues to proceed

Lets go there and see what I am talking about and where

Cheers....Mike



From: [Norman Barmeier](#)
To: [Peter DeJong](#); [Ron McLaughlin](#); [Council](#)
Cc: [Naizam Jaffer](#)
Subject: Re: Upper Oceanview Road parking
Date: Tuesday, June 23, 2020 7:20:31 AM
Attachments: [image001.jpg](#)

Thanks Peter:

I would agree that not all resident parking should be converted, but I am suggesting we consider strategic areas of higher demand like the ones you pointed out. I'll take a closer look at Flowbird, sounds promising.

In terms of the cell reception I am less concerned about that. I've done 3 laps of the entire Village, every single street, and never had my call drop. I realize it's not a perfect survey of cell reception, but it's one data point that suggests coverage, at least outdoors is adequate on the streets.

Norm

Norman Barmeier
Councillor

The Village of Lions Bay

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada
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From: Peter DeJong <cao@lionsbay.ca>
Date: Monday, June 22, 2020 at 5:52 PM
To: Norman Barmeier <councillor.barmeier@lionsbay.ca>, Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>, Council <council@lionsbay.ca>
Cc: Naizam Jaffer <njaffer@lionsbay.ca>
Subject: RE: Upper Oceanview Road parking

Hello All:

Norm, we have an arrangement with Precise Parklink which meets our needs for meters as we only pay a good price for them the months we use them (generally 4-6). I realize Pay by Phone is the most

common provider but if I remember correctly, when we did our RFP, Pay by Phone would not allow us to pay for less than a full 12 months of the year and had other costs/requirements built into their proposal which were not advantageous.

The service we use also has a downloadable app called "Flowbird", although the feedback we have received is that downloading it is often difficult for people at the meters because the cell signal is not strong enough to do that, let alone simply pay at the meter using the app. That's another example of how bad our cellular reception is in many places throughout Lions Bay (and it will only get worse). We had taken to advising people to go to the store to get a strong enough signal to download the app. (it would be the same with any other app).

Whether Council wants to monetize street parking is a policy decision that you can certainly debate, but the idea with metered lots was that was where the visitors were supposed to park, leaving the streets to residents. I'm not sure residents would want to see a wholesale conversion of resident parking to digital pay parking for visitors, although perhaps there are limited places where that model might be considered (eg: along upper side of Mountain, upper side of Tidewater, spot locations on Oceanview, municipal stalls on weekends, etc).

Apart from resident feedback, I think the other issue would be the cell reception issue as noted above. I can already see the notes on dashboards saying they tried to purchase a ticket online but couldn't get a strong enough signal as well as the disputes to the tickets we'll see as a result. When it happens at the meters, they can still pay by credit card (if the meter's modem can maintain a strong enough signal to complete the transaction) or by coin.

Peter DeJong, BA, LLB, CRM
Chief Administrative Officer

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From: Norman Barmeier
Sent: Monday, June 22, 2020 5:02 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Council <council@lionsbay.ca>
Cc: Peter DeJong <cao@lionsbay.ca>; Naizam Jaffer <njaffer@lionsbay.ca>
Subject: Re: Upper Oceanview Road parking

Colleagues:

Any reason we can't have all of Lions Bay under "paybyphone" for non-residents in the areas currently marked with green signs that read "permit only" We can add the attached sign (example) to the posts and have a few central meter bases for visitors that are not tech savvy yet.

Pay by phone is widely adopted by most cities in the lower mainland, including Vancouver, Richmond, North Vancouver, and Burnaby; even Grouse Mountain uses paybyphone. Free street parking is pretty much unheard of now, so I don't know why we wouldn't start charging for the use of our streets. It's not like our roads are free to maintain. Considering the demand for parking I think we have leverage to charge for it, and it's an additional revenue stream.

The 28 spots alone could yield over \$500 a weekend.

Norm

Norman Barmeier

Councillor

The Village of Lions Bay

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From: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>

Date: Monday, June 22, 2020 at 4:26 PM

To: Council <council@lionsbay.ca>

Cc: Peter DeJong <cao@lionsbay.ca>, Naizam Jaffer <njaffer@lionsbay.ca>

Subject: Upper Oceanview Road parking

I have spoken to affected neighbors and during tomorrow's parking discussion I would be comfortable in supporting having no signage (parking available for hikers) at the following areas of Upper Oceanview:

- 385-375 Oceanview (say 5 spots). I am fine with this and so is Mrs. Bradbury.
- in front of 290 Oceanview. Say 5 spots. In front of the Shores' home. Up side in front of Mr. Woods's home. He is fine with this.
- At the hair pin turn across from the Ronsley's house, the up side of the street across from the new house under construction, from where it is safe to park to 265 Oceanview

(Holland and Colly.) 7 parking spots. No one is really affected. Mr and Mrs lanetti who live across the street and have had parking issues are fine with this area as parking for hikers or contractors.

- From 275 Oceanview down to the speed sign. (Upside of the hill the length of the black pipe.) 7 spots and no one is affected. Mr. and Mrs lanetti are fine with this location as well.
- Below 210 Oceanview Road. There are 4 spots currently available. These are retained.

All in 28 spots.

In front of other homes on the uphill side, they have reasons not to want to relax current signage or it is impractical.

Regards,

Ron McLaughlin

Mayor

The Village of Lions Bay

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From: [REDACTED]
To: [Council](#)
Cc: [REDACTED]
Subject: Input to Strategic Goals 2021
Date: Friday, November 27, 2020 2:16:59 PM

Mayor and Council. Thank you very much for the diligent, thoughtful work you do for our wonderful community of Lions Bay. It is a great service you do. I have resided here since 1986 and I appreciate the opportunity to investigate a bit into the Strategic Goals 2021. By way of background I bought early on three lots on LB waterfront being a geologist and outdoor type person and wanting to get away from the big smoke of Vancouver. I paid my income taxes on all the money I had made to purchase my land/homes. I guess you can say I bought right as my property has increased in value according to annual BC government assessments. Now I am 72 so more or less retired with a dramatically reduced annual income. The 3% added land assessment charge added to properties valued over \$3 million is killing me. Yes one can postpone it but and does not tax or relate in any way to todays income. With respect to the Strategic Goals 2021 section Supported Community Planning under item J can I ask what are the Villages \$'s that are being considered to support the Unesco Biosphere and/or Howe Sound Marine Park. I could well have missed the consultation on these initiatives from council or other governments . Please direct me to same when convenient , if there was. I did read the glossy put out just a while ago but it did not indicate the costs and benefits of such designations , especially to land owners in the area to be impacted. So I am not for it or against it , I am just asking have we done a cost- benefit analysis to the village and landowners such as myself and do we have resources available to spend on these projects being we all know our resources are scarce with so many higher priority needs I would guess. Also under Item S can you clarify who pays for the energy provided from the charging stations. Hopefully it is a cash positive facility . Lastly under V and W is the growing "linkage to Vancouver" issue. I don't believe you will find to many LBers that want to be linked to YVR. The Vancouver Sun is reporting huge and growing social, financial , transportation, taxation etc issues. Clearly this situation in Vancouver is destined to get worse rather than better. The fireplace issue is just the beginning. For example Vancouver is working towards taxing LBers as they enter the city etc . Again what are the costs and benefits of being linked in any way to this cesspool of problems and rapidly rising taxes as they try and deal with their issues. Has the village done a cost- benefit analysis of the linkage in any way to Vancouver. Looking in from the outside I would think linkage to more rural folks on the sea to sky, like Britannia , Squamish, Whistler , Pemberton would be more aligned with our values than with the big smoke of Vancouver? I personally did not set up roots here to be in Vancouver, quite the opposite , and I suspect many others would have the same view. However I do not actually know the pros and cons of a linkage with Vancouver . It may be worthwhile for some reason I am not aware of. Is it the Bus? If there has been one done can you please direct me to it, if not I propose we should critically review on a cost benefit basis our linkages with all other entities that can impact us. . Thanks for the opportunity to input. My best wishes. Would you please reply to all if there is a follow up. Thank you. Bob.

Robert Dickinson Chairman

[REDACTED]



I work flexibly – so while it suits me to email now, I do not expect a response or action outside of your own working hours.

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From: [Lions Bay Office](#)
To: [Lions Bay Office](#)
Subject: Wood Burning Bylaw
Date: Friday, November 27, 2020 2:49:26 PM

From: Paula McLachlan [REDACTED]
Date: November 27, 2020 at 2:10:31 PM PST
To: Neville Abbott <councillor.abbott@lionsbay.ca>
Subject: Re: Wood Burning Bylaw

Hi Neville,

Thank you! If many of the UCB vision criteria doesn't apply to the Village, does LB have the motivation and/or flexibility to opt out of the boundary area defined by Metro? I will await a response in due course.

Yes, by all means please include my email in the agenda package.

Regards,

Paula

On Fri, Nov 27, 2020 at 1:07 PM Neville Abbott <councillor.abbott@lionsbay.ca> wrote:

Hi Paula,

I am not sure that membership is the best description, Metro Vancouver use this demarcation to restrict development to certain areas. So all areas of metro are either inside the boundary or outside, we cannot elect to be neither.

What it takes for us to change our designation or the pros/cons of doing so is best left to the Strategic Planning Session or a follow up after the session. With your permission I could share this email with all of Council which will make it public and in the agenda package.

While I have some opinions related to your questions I do not believe I am qualified to answer all of them. Feel free to call me if you wish to discuss on (604)363-2667.

Thanks for being engaged.
Neville

Sent from my iPad

> On Nov 27, 2020, at 8:42 AM, Paula McLachlan [REDACTED] wrote:

>

>

> Hi Neville,

>

> Why is Lions Bay a member of the UCB?

>

> In what way does Lions Bay currently benefit as a member community as some of the criteria in the UCB seems remote from reality for the Village. Protecting land for industry and agriculture, providing diverse and affordable housing, sustainable transportation choices? As well, "residential growth" within our community does not seem to be a factor as growth is restricted due to geography.

>

> Other than membership in the UCB how does the wood burning bylaw distinguish Lions Bay residents from those on Bowen Island for example? We do not have the benefit of natural gas and the only alternatives to wood burning are propane and electric heat, both expensive.

>

> I look forward to your reply.

>

> Paula McLachlan

>

>