

**REGULAR MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, MARCH 23, 2021
CLOSED MEETING AT 6:00 PM
OPEN MEETING AT 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

Link to join the meeting: <https://us02web.zoom.us/j/83142630933>
To join via phone, dial 778-907-2071 – Meeting ID: 831 4263 0933

AGENDA

1. Call to Order

2. Closed Council Meeting (6:00 PM)

Proposed topics for discussion in the absence of the public:

- A. Citizen of the Year and Citizen of Distinction Awards

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:

- (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; and
- (n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2).

Closure of meeting to the general public scheduled for 6 pm.

Re-opening of meeting to the general public scheduled for 7 pm.

3. Reporting Out from Closed Portion of Meeting (if applicable)

4. Adoption of Regular Meeting Agenda

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

6. Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)

- A. Brenda Broughton (Page 7)
- B. Michael Broughton (Page 9)

7. Review & Approval of Minutes of Prior Meetings

- A. Regular Council Meeting – March 2, 2021 (Page 11)

THAT the Regular Council Meeting Minutes of March 2, 2021 be approved as circulated.

8. Business Arising from the Minutes**9. Unfinished Business**

- A. Follow-Up Action Items from Previous Meetings

173	January 19, 2021	R3 P. Nelson, Public Consultation	Councillor Cunliffe to respond in writing
178	R2 M. Sredzki	Requesting information on the property at Oceanview and Highview	CAO DeJong to reply
182	R2 J. Schneider	Urban Containment Boundary	Councillor Bain to respond that it will come back in April
183	R3 R. Dudley	Lions Bay Connector Project	Councillor Bain to respond
184	R5 T. Luethy	Public Engagement	Staff to place sandwich board outside – Councillor Bain to respond
185	R6 J Vantomme	PRV Station	Councillor Abbott to respond
186	R7 C. Brien	PRV Station	Councillor Abbott to respond
187	R9 P. Craig	PRV Station	Councillor Abbott to respond
188	R10 D. Waller	COVID-19 Funds	CFO Rooke clarified that COVID-19 relief funds cannot be used to lower taxes

			Respond after next meeting
189	R11 F. Azordegan	KG Parking lot change of clothes	Councillor Bain to respond
190	R12 P. May	Requesting that Indigenous land acknowledgement be place on Village website	Mayor McLaughlin to respond
191	R13 F. Potgieter	Requesting fenced in dog run	Councillor Bain to respond Councillor Abbott to present ideas
192	R14 B. Bull	PRV Station	Councillor Abbott to respond
193	R15 B. Broughton	Village Finances	Councillor Bain to respond

B. MIA Service Provider Agreements (Page 25)

Motion on the floor from March 2, 2021 regular Council meeting

1. 50th Anniversary Committee

Moved/Seconded

- i. THAT the draft Service Provider Agreement attached between the Village of Lions Bay and the Village of Lions Bay 50th Anniversary Committee be approved; and
THAT the Agreement be forwarded to the Village of Lions Bay 50th Anniversary Committee for execution and then forwarded to the Municipal Insurance Association with payment of the premium of \$250.

2. Trail Blazers

Moved/Seconded

- ii. THAT the draft Service Provider Agreement attached between the Village of Lions Bay and the Trail Blazers be approved; and
THAT the Agreement be forwarded to the Trail Blazers for execution and then forwarded to the Municipal Insurance Association with payment of the premium of \$250.

C. Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 (Page 33)

Motion on the floor from March 2, 2021 regular Council meeting

Moved/Seconded

THAT Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 be introduced and read a first, second and third time [as amended].

10. Reports

A. Staff

i) Evacuation Planning Update (Page 51)

Staff Recommendation:

THAT the Evacuation Planning Update be received.

ii) Emergency Program Update (Page 55)

Staff Recommendation:

THAT the Information Report, "Emergency Program Update" be received.

iii) 2021-2025 Five Year Financial Plan (Page 59)

Staff Recommendation:

1. THAT the report "Draft 2021-2025 Five Year Financial Plan" be received for information purposes, and
2. THAT Council provide direction to staff regarding the 2021 tax rate and 2021 capital and operating supplemental requests to be included in the 2021-2025 Five Year Financial Plan Bylaw to be presented at the April 13, 2021 Council Meeting for three readings.

iv) Housing Needs Assessment (Page 69)

Staff Recommendation:

THAT the Housing Needs Assessment proposal from Richard White Planning Advisory Services Ltd. (RWPAS) be accepted; and

THAT the CAO be authorized to enter into an agreement with RWPAS in substantial accordance with their proposal dated March 2021 and attached to the Request for Decision: Housing Needs Assessment report from the CAO dated March 18, 2021.

v) 2021 Parking Plan (Page 87)

Staff Recommendation:

1. THAT Council approve:
 - (a) on-street parking as set out in this report, in accordance with the amended mapping attached to this report; and
 - (b) a rate of \$2.00/hour (max \$16.00 for the day) applicable to all approved on-street parking locations, with residents parking in any such spots free of charge provided their parking permit is readily displayed;
2. THAT staff be directed to proceed with signage, website and other electronic communications to emphasize clarity around parking rules in Lions Bay;

3. THAT staff continue to work with key stakeholders to seek the best results for residents in terms of parking and traffic issues affecting the community; and
4. THAT staff monitor progress through the season and adjust service levels as needed to ensure issues that arise are addressed satisfactorily.

vi) Broughton Hall User Groups and Liability Insurance (Page 147)

Staff Recommendation:

THAT the Information Report, "Broughton Hall User Groups and Liability Insurance" be received.

B. Mayor

i) Sale of 35 Kelvin Grove Way

C. Council

i) Councillor Barmeier: Tots Program Insurance and Indemnity Agreement (Page 157)

Recommendation:

- (1) THAT Council approve Tots Play Program to be considered a Village run program; and
- (2) THAT Council direct Staff to insure the program, its participants and its volunteers under the Village's insurance; and
- (3) THAT Council allow the program to be run by a resident volunteer; and
- (4) THAT Council direct Staff to provide an indemnity agreement for the resident volunteer running the Tots Play Program.

ii) Councillor Abbott: Accounts Payable (AP) Cheque Report (Page 159)

Recommendation:

- (1) THAT Council direct staff to provide the 2020 AP Listing at the next Regular Council Meeting; and
- (2) THAT Council direct Staff to provide the Accounts Payable Report Quarterly; and
- (3) THAT Council direct Staff to continue this practice until otherwise advised by Council.

D. Committees

i) Board of Variance Minutes from July 9, 2019 – For Information (Page 161)

ii) Council Strategy Committee Meeting from March 16, 2021 (Page 165)

Recommendation:

THAT the Council Strategy Committee recommends to Council THAT Council direct staff to schedule a Council Strategy Committee meeting on only the topic of Communication for March 30, 2021.

iii) Parcel Tax Roll Review Panel Meeting Minutes from March 11, 2021 – For Information (Page 173)

E. Emergency Services

i) February 2021 Surrey Regional Fire Dispatch Monthly Report for Lions Bay Fire Rescue (Page 175)

ii) January and February 2021 RCMP Report (Page 179)

11. Resolutions

12. Bylaws

A. Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 594, 2021 (Page 181)

Staff Recommendation:

THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 594, 2021 be introduced and read a first, second and third time.

13. Correspondence

A. List of Correspondence to March 19, 2021 (Page 213)

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

14. New Business

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

16. Continuation of Closed Council Meeting (if applicable)

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):

17. Reporting Out from Closed Portion of Meeting

18. Adjournment



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

DELEGATION REQUEST FORM

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

PREFERRED COUNCIL MEETING DATE ([Click Here for Calendar](#))

DATE RECEIVED BY OFFICE (Office Use)

March 23, 2021

APPLICANT NAME & CONTACT INFORMATION

Last Name Broughton		First Name Brenda	
Street Address 190 Lions Bay Ave		Apartment/Unit	
City Lions Bay		Province BC	Postal Code V0N2E0
Primary Contact No. 604.306.6661		FAX:	
Email Address brenda.broughton@telus.net			

NAME OF PRESENTER(S)/ORGANIZATION

1. Brenda Broughton
2.

Supporting Documentation (optional): Any visual presentation or supporting material (handouts, notes, etc.) must be submitted by 12pm on the Thursday prior to your requested meeting date.

SUBJECT OF PRESENTATION and REQUESTED ACTION:

Concerns regarding Parking Report
1. No Council decision or a decision limited to the Kelvin Grove Parking Lot, the Lions Bay Beach Parking Lot and the Mountain Drive and Sunset Parking metered parking at this time.
2. No social media connections as they create irreversible parking overload for the Village of Lions Bay, changing it for a Village to a destination, such as Whistler. Noting that Lions Bay is a Village of quiet neighbourhoods.
3. Inadequate financial information was included in the Parking Report.

Intentionally Blank



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

DELEGATION REQUEST FORM

***Please forward the Delegation Request Form to the Village Office by 12:00PM, the Thursday prior to the regular Council meeting.**

Delegations may speak for a maximum of 10 minutes total*

PREFERRED COUNCIL MEETING DATE (Click Here for Calendar)	DATE RECEIVED BY OFFICE (Office Use)
March 23, 2021	

APPLICANT NAME & CONTACT INFORMATION

Last Name Broughton		First Name Michael	
Street Address 190 Lions Bay Ave			Apartment/Unit
City Lions Bay		Province BC	Postal Code V0N2E0
Primary Contact No. 604.763.6530			FAX:
Email Address michael.broughton@telus.net			

NAME OF PRESENTER(S)/ORGANIZATION

1. Michael Broughton
2.

Supporting Documentation (optional): Any visual presentation or supporting material (handouts, notes, etc.) must be submitted by 12pm on the Thursday prior to your requested meeting date.

SUBJECT OF PRESENTATION and REQUESTED ACTION:

Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 proposed at the March 2, 2021 Council meeting.

Objection re proposed limiting of Green Waste collection.

1. Serious concerns on the creation of wildfire hazards due to the limiting of Green Waste.
2. Serious concerns regarding the process which did not involve Council prior to implementation.

Intentionally Blank

**REGULAR MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, MARCH 2, 2021
CLOSED MEETING AT 6:00 PM
OPEN MEETING AT 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

MINUTES

In Attendance:

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

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

Regrets: Councillor Jaime Cunliffe

Delegations: 2

Public: 10

- 1. Call to Order**
Mayor McLaughlin called the meeting to order at 6:02 p.m.
- 2. Closed Council Meeting (6 pm start preceding regular open meeting)**
Proposed topics for discussion in the absence of the public:
 - A. Sale of Land

Moved/Seconded

(1) THAT section 90(1)(k) be added as a reason for closing; and
(2) 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:

- (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; and
- (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; and
- (n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2).

CARRIED

The meeting was closed to the public at 6:03 p.m.

The meeting was re-opened to the public at 6:47 p.m.

3. Reporting Out from Closed Portion of Meeting (if applicable)

Council discussed confidential items regarding sale of land and zoning.

4. Adoption of Regular Meeting Agenda

Moved/Seconded

- 1) THAT item 10Av - MIA Service Provider Agreement be added; and
- 2) THAT item 10Bi - CN Police
- 3) THAT item 10Dii 50th Anniversary Committee Update be added; and
- 4) THAT the agenda be adopted, as amended.

CARRIED

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

A. Marek Sredzki

M. Sredzki commented on Village spending, absence of public consultation, and adherence to the Official Community Plan principles. He asked that a Lions Bay Planning Committee be formed, noted the payment per household for WWTP and questioned Councillor Cunliffe regarding her comments on the Lions Bay Connector Project and why is she does not appear in the meetings.

Mayor McLaughlin noted that bandwidth is limited with use of the camera feature on Zoom, which impedes Councillor Cunliffe's ability to appear on video.

6. Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)

A. K. Buhr re: community signage project

K Buhr presented on his proposal for a Community Signage Project noting,

- History of project and funding
- Overview of current signage
- Requesting that Council provide \$2,500 in funding for signage
- Clarified that all signs are included in the funding request

PWM Jaffer requested that the watershed signage not be adjusted and optional watershed signage not proceed until staff have worked through the watershed program; the existing signage for the watershed has been discussed with the Vancouver Coastal Health Drinking Water Protection Officer (16, 18 and 19 in the presentation).

K. Buhr confirmed that:

- the signs are the same as previously presented re. J. Dudley and Trail Blazers, some are duplicates and a few extras but are all improved
- text has been updated because of current circumstances

Discussion ensued:

- expense is an additional request
- cost of renewing existing signs versus Centennial trail signs

Moved/Seconded

- (1) THAT Council approve the Community Signage Project proposal presented at the March 2, 2021 regular Council meeting, with the exception of sign numbers 16, 18 and 19; and
- (2) THAT Council provide funding for the project in the amount of \$2,500; and
- (3) THAT Council accept the sign text presented, with the proviso that it may be amended based on ongoing feedback by resident Karl Buhr, who will also generate the final layouts to reduce staff burden; and
- (4) THAT Council direct staff to issue the sign production order to Sherine Industries for fastest available turnaround, and the materials order to Rona or similar, on the day they are finalized by resident Karl Buhr, for delivery to his address for pre-install fabrication; and
- (5) THAT Council direct staff to accept expense claims from resident Karl Buhr for reimbursement of hardware and auger rental costs; and
- (6) THAT Council direct staff to ensure a risk management agreement/waiver for volunteers is available on or before March 12, 2021.

CARRIED

B. Brenda Broughton

B. Broughton presented on Village Finances, noting:

- 0% tax increase with no infrastructure levy
- Village of Lions Bay Property Sales
- Kelvin Grove Parking Lot
- Lions Bay Avenue Connector Project
- Grant Applications

7. Review & Approval of Minutes of Prior Meetings

A. Special Council Meeting – February 16, 2021

Moved/Seconded

THAT the Special Council Meeting Minutes of February 16, 2021 be approved as circulated.

CARRIED

8. Business Arising from the Minutes

None

9. Unfinished Business

A. Follow-Up Action Items from Previous Meetings

173	January 19, 2021	R3 P. Nelson, Public Consultation	Councillor Cunliffe to respond in writing
174	G1 MP Weiler	Announcing the launch of the Highly Affected Sectors Credit Availability Program	Complete
175	G2 Sav Dhaliwal, Chair, Metro Vancouver	Policy Review Summaries - Update to Metro 2040, Regional Growth Strategy update	Mayor spoke to S. Galloway, have requested that team come back in April to discuss opportunities – Complete
176	G3 Chief Superintendent Maureen Levy	Announcement that Sergeant Robert Dykstra has been appointed as Officer-In-Charge of Sea-to-Sky Detachment	Mayor McLaughlin provided an update – still not instated, but

			congratulated via current sergeant
177	R1 K. Buhr	EV Fast Charger	Complete
178	R2 M. Sredzki	Requesting information on the property at Oceanview and Highview	CAO DeJong to reply
179	R3 J. Tsang	Feedback on parcel tax for WWTP	Complete
180	R4 M. Gewurz	Urban Containment Boundary	Complete
181	R5 K. Buhr	Communication	Complete

10. Reports

A. Staff

i. Policies 1401 and 1405

CAO DeJong presented the amendments to Policies 1401 and 1405.

Discussion ensued on:

- Clarification on item 9 of Policy 1401, intent for it to be from all of Council to staff other than the CAO.
- Work in progress, living document
- Point 12, intent to get away from having debates and substantive ideas via email, should be at committee level to avoid decision making outside of meetings
- Transitory versus substantive emails
- Clarification of the word vexatious, meaning is as it pertains to vexatious litigation

The following amendment was identified for Correspondence Policy 1405:

- amend section h under Correspondence Defined to read "correspondence that is deemed by the Mayor and Council or the CAO, or his/her delegate, to be or to include parts that are or may be defamatory, threatening, deliberately repetitious, vexatious, or grossly inappropriate. This type of correspondence will be placed in the closed Council agenda as a matter for Council decision on how to proceed.

Moved/Seconded

(1) THAT Electronic Communications Policy 1401 be adopted, as amended.

CARRIED

Moved/Seconded

(2) THAT Correspondence Policy 1405 be adopted, as amended.

CARRIED

ii. Public Engagement and Communications

Municipal Coordinator Duarte presented the report on public engagement and communications.

Discussion ensued on:

- Councillors in the interim to provide updates to the Village Update
- Council would like input on survey
- Draft to come back to Council to a CSC on the March 16, 2021

Moved/Seconded

THAT the Information Report, "Increasing Public Engagement and Communications" be received and that a Council Strategy Committee Meeting be held on March 16, 2021 to discuss the report.

CARRIED

iii. 2021 Parking Plan

CAO DeJong presented each of the items in the report on the 2021 parking plan.

Discussion ensued on:

- Installation of parking meters
- Non-metered monetization of street parking:
 - i. Repercussions on resident parking options
 - ii. Cellular requirements
 - iii. Perception of monetization of street parking on Village image
 - iv. Advancing idea further through technology that indicates how much parking is left
 - v. requirement of signage strategy and each one reviewed on its own
- Managing parking influx from COVID-19 impacts
- Community input on parking plan
- Idea of Lions Bay Beach Parking Lot for residents only
- Not just a seasonal issue – full time enforcement now required
- Potential revenue of street parking
- Penalty structure: correlation between fine increase and compliance, proposal to increase discounts, difference and ratios between types of fines require review
- Technology to aid in identifying repeat offenders
- Expansion of hours for Bylaw Enforcement Officer

- Signage to let drivers know that the roads are shared required
- Option for registration of resident plates, abuse of parking permits
- Widening of road at Bayview
- Staff capacity and cost for managing software for parking
- Partnerships with other organizations for parking
- Perspective from the Ministry of Transportation and Infrastructure and parking in their land
- Have Your Say: request for community input
- Updating websites and other mediums for communication
- Keeping residents in mind
- Revenue potential of parking plan
- Speed readers – COVID-19 funding opportunity – request to be considered as part of the budget

Mayor McLaughlin noted the following missing items from the parking plan:

- Request for digital speed markers, request for increased washroom facilities at Sunset Trailheads, bear cans, weekend crew clean up and signage
- Brunswick Beach resident wayfaring plan
- Cliff jumping and CN Police mitigation

Council provided direction to the CAO for implementation of the following items in the parking plan:

- installation of parking meters
- increase in hours dedicated to bylaw enforcement
- improvement of the efficiency of both ticket writing and data input via a handheld automated ticketing system with Bluetooth printer and a backend module for the financial software system

Moved/Seconded

THAT Council direct staff to proceed with the installation of parking meters, an increase in hours dedicated to bylaw enforcement, improvement of the efficiency of both ticket writing and data input via a handheld automated ticketing system with Bluetooth printer and a backend module for the financial software system; and

THAT Council direct staff to finalize the 2021 Parking Plan with budget considerations and present it to Council at a future meeting.

CARRIED

- iv. 2021 Preliminary Budget
CFO Rooke presented the 2021 Preliminary Budget.

CFO Rooke responded to questions, noting:

- Lions Bay Beach Park revitalization funding from grant, if successful and a draw from reserves; if not successful with grant, Council to consider other options for funding the items

Discussion ensued on:

- options for alternative methods for funding the Lions Bay Beach Park revitalization
- Deputy Emergency Program Coordinator position – need for clear deliverables

Staff responded to questions, noting:

- Additional bylaw enforcement funds at \$35,000, can be covered by the COVID-19 relief funding
- cost of laptops includes servicing, software, and installation from Sea to Sky
- Capital expense on the survey, design and construction to upsize watermain on inlet/outlet of Phase IV and Phase V tanks is to allow for decommissioning of tanks, section of watermain needs to be replaced; could not proceed until PRV project was done

At 9:59 p.m., the meeting was extended to 11:00 p.m.

Moved/Seconded

THAT the meeting be extended to 11:00 p.m.

CARRIED

Councillor Abbott requested that the road repairs budget be increased and that a link to the infrastructure levy be presented.

Staff responded to questions, noting:

- Road repairs fund – some fall under general maintenance
- Bridge repair fund takes into consideration both scenarios
- Repair for reservoir rehabilitation and inspection has not been identified, once identified would be budgeted in future capital expenditure
- Bayview road and drainage project: submitted a grant for Bayview Road Drainage & Water Improvement Project (DWIP): funding through borrowing and grant; grant outcome unknown until spring, borrowing from the Municipal Finance Authority (MFA) is a four month process, waiting for funds would not delay project
- EV Charging station: staff looking into grants and seeking clarity as to funding amounts available; line item as a placeholder until funding

amounts are confirmed; if not eligible at 75%, then would come back to Council for decision

Council requested that Chief Oliver present each item in the fire plan.

Moved/Seconded

THAT the report "2021 Preliminary Budget" be received for information purposes.

CARRIED

The order of the agenda was amended to consider item 15.

Moved/Seconded

THAT item 15 – Public Questions and Comments be considered prior to item 10Av.

CARRIED

15. Public Questions and Comments

- i. David Waller
D. Waller commented on the impacts of COVID-19 on residents and that Council consider COVID-19 relief funding for alleviation of the fiscal impacts.
- ii. Brenda Broughton
B. Broughton commented on 0% taxation, planning and community consultation, Lions Bay culture around volunteer activities, the Lions Bay Beach Park and parking.
- iii. Marek Sredzki
M. Sredzki commented on the Lions Bay Beach Park Washroom noting his willingness to contribute to the rebuilding of it.

The order of the agenda was resumed to item 10Av.

- v. MIA Service Provider Agreements
CFO Rooke presented the report on Municipal Insurance Authority (MIA) Service Provider Agreements, noting that the request is to extend coverage to the Trailblazers and the 50th Anniversary Committee and that the extension requires a Council resolution.

CFO Rooked confirmed that the Trailblazers were not covered in the past.

Moved/Seconded

THAT the draft Service Provider Agreement attached between the Village of Lions Bay and the Village of Lions Bay 50th Anniversary Committee be approved; and

THAT the Agreement be forwarded to the Village of Lions Bay 50th Anniversary Committee for execution and then forwarded to the Municipal Insurance Association with payment of the premium of \$250.

Moved/Seconded

THAT the motion on the floor be postponed until the March 23, 2021 regular Council meeting.

CARRIED

B. Mayor
None

C. Council
None

D. Committees

i. Curly Stewart Memorial Trust Fund Committee

Councillor Abbott presented the amended Curly Stewart Memorial Trust Fund Award Application.

Moved/Seconded

THAT Council approves the amended Curly Stewart Memorial Trust Fund Award Application, as presented at the March 2, 2021 regular Council meeting.

CARRIED

ii. 50th Anniversary Committee Update

Mayor McLaughlin presented an update from the 50th Anniversary Committee, noting that they are requesting permission to create a mural at three locations in the Village:

1. Water tower at top of Oceanview
2. Water tower (green) at entrance to Lions Bay
3. Walls under the overpass

And that the committee is proposing a 50th anniversary emblem in flowers and plants at the off ramp to Lions Bay on the left side.

Staff confirmed that water towers are available for murals and will confirm with the MoTI regarding the overpass and off ramp.

- E. Emergency Services
None

11. Resolutions

12. Bylaws

- A. Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021

CAO DeJong presented the amendments to the bylaw, noting that it clarifies definition and limits for green waste.

PWM Jaffer noted that the provider is placing limits on the amount of green waste, as there has been an increase in green waste over time.

Councillor Bain commented on his strong opposition to the amendments, providing the history for unlimited green waste provision to residents and noting that the contract should expire prior to considering changes.

PWM Jaffer noted that the contract did not stipulate for amounts and that the service provider has requested a reduction in green waste provisions if the Village would like to continue for renewal of the contract. He noted that the service provider faces a capacity issue when the truck becomes full and has to return to finish the route.

Discussion ensued on:

- Older bylaw will be updated
- Poor communication to Council and residents
- Contract terms
- Providers and capacity to manage unlimited green waste: not likely that others will
- Cost in fuel, truck time and labour
- Green Waste provision standards across the North Shore
- Storage options for green waste
- Going to tender might result in higher overall waste
- Need to discuss and review with the provider

At 11:00 p.m., the meeting was extended to 11:30 p.m.

Moved/Seconded

THAT the meeting be extended to 11:30 p.m.

CARRIED

Moved/Seconded

THAT Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 be introduced and read a first, second and third time.

Moved/Seconded

THAT the motion on the floor be postponed to March 23, 2021 regular Council meeting.

CARRIED

13. Correspondence

A. List of Correspondence to February 26, 2021

Moved/Seconded

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

G1 N. Davidowicz	BC Transit/Translink	Received
G2 R. Simons	Howe Sound Cumulative Effect Project	Received
G3 MP Weiler	Sectoral Initiatives Program funding	Received
G4 MP Weiler	Canada Healthy Communities Initiative Application Launch	Received
G5 MP Weiler	Environment and Climate Change Canada Grants	Received
G6 MP Weiler	Feminist Response and Recovery Fund	Received
G7 MP Weiler	LGBTQ2 Community Capacity Fund	Received
G8 B. Locke & J. Hundial	Surrey Police Transition	Received
G9 MP Weiler	Abandoned Boats Program	Received
G10 MP Weiler	Tax credits for Seniors	Received
R1 R. Darr	Parent/Tot gym	Staff in discussion with PHO
R2 J. Schneider	Urban Containment Boundary	Councillor Bain to respond that it will come back in April
R3 R. Dudley	Lions Bay Connector Project	Councillor Bain to respond
R4 M. Sredzki	Village Finances	Received
R5 T. Luethy	Public Engagement	Staff to place sandwich board outside – Councillor Bain to respond

R6 J Vantomme	PRV Station	Councillor Abbott to respond
R7 C. Brien	PRV Station	Councillor Abbott to respond

At 11:30, the meeting was extended to 11:45 p.m.

Moved/Seconded

THAT the meeting be extended to 11:45 p.m.

CARRIED

R8 M. Gewurz	COVID-19 Funds	Received
R9 P. Craig	PRV Station	Councillor Abbott to respond
R10 D. Waller	COVID-19 Funds	CFO Rooke clarified that COVID-19 relief funds cannot be used to lower taxes Respond after next meeting
R11 F. Azordegan	KG Parking lot change of clothes	Councillor Bain to respond
R12 P. May	Requesting that Indigenous land acknowledgement be place on Village website	Mayor McLaughlin to respond
R13 F. Potgieter	Requesting fenced in dog run	Councillor Bain to respond Councillor Abbott to present ideas
R14 B. Bull	PRV Station	Councillor Abbott to respond
R15 B. Broughton	Village Finances	Councillor Bain to respond
K. Buhr	Resignation from Infrastructure Committee	Received
Various	Responses to letters from previous meetings	For Information

CARRIED

14. New Business

None

16. Continuation of Closed Council Meeting (if applicable)

Not applicable

17. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

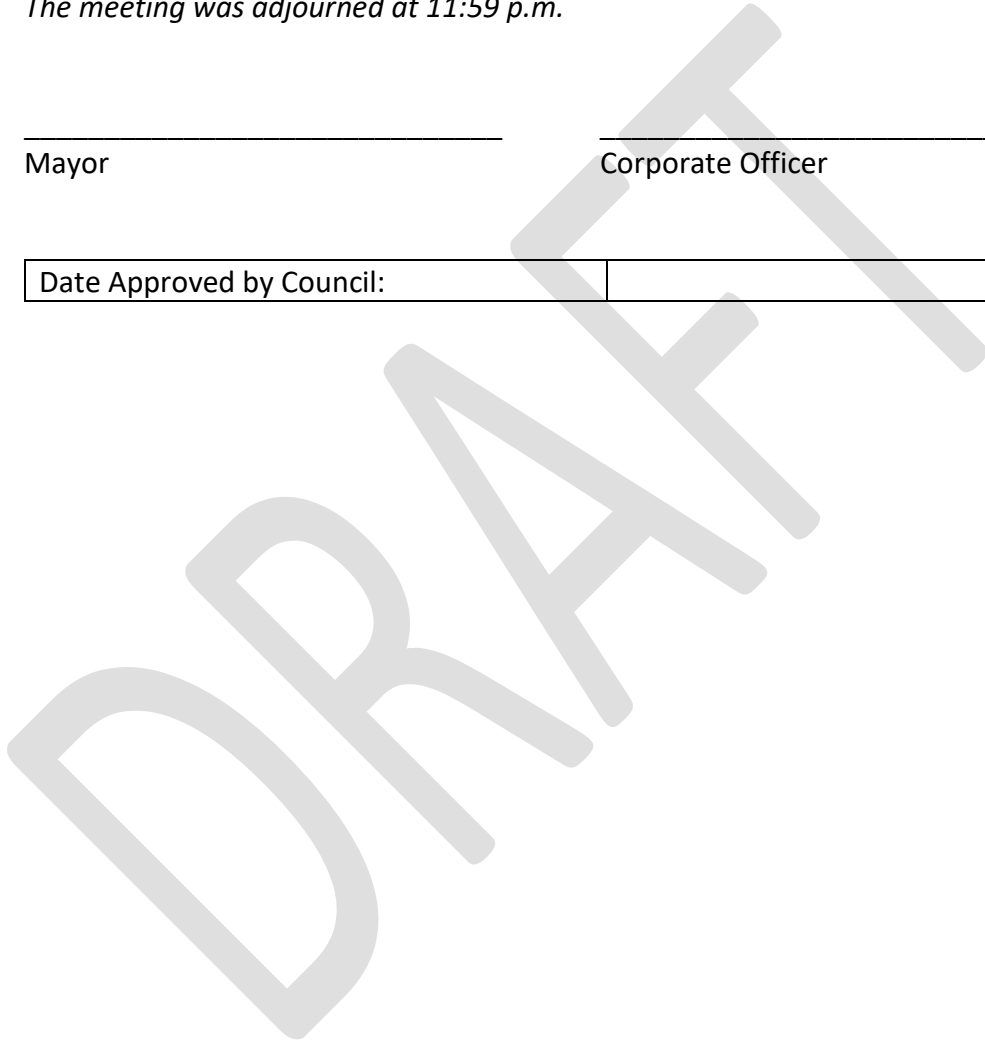
CARRIED

The meeting was adjourned at 11:59 p.m.

Mayor

Corporate Officer

Date Approved by Council:	
---------------------------	--



Type	Request for Decision		
Title	MIA Service Provider Agreements		
Author	Pamela Rooke	Reviewed By:	Peter DeJong
Date	March 18, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

RECOMMENDATION FROM MARCH 2, 2021 MEETING

1. 50th Anniversary Committee
Moved/Seconded
 - i. THAT the draft Service Provider Agreement attached between the Village of Lions Bay and the Village of Lions Bay 50th Anniversary Committee be approved; and THAT the Agreement be forwarded to the Village of Lions Bay 50th Anniversary Committee for execution and then forwarded to the Municipal Insurance Association with payment of the premium of \$250.
2. Trail Blazers
Moved/Seconded
 - ii. THAT the draft Service Provider Agreement attached between the Village of Lions Bay and the Trail Blazers be approved; and THAT the Agreement be forwarded to the Trail Blazers for execution and then forwarded to the Municipal Insurance Association with payment of the premium of \$250.

ATTACHMENTS

1. Municipal Insurance Association Associate Member Program Brochure;
2. Draft Service Provider Agreement for the Village of Lions Bay 50th Anniversary Committee.
3. Draft Service Provider Agreement for the Lions Bay Trailblazers.

KEY INFORMATION

In 2015, the Municipal Insurance Association (MIA) introduced an expansion of coverage for individuals, groups and associations that provide services for, or on behalf of MIA members, like the Village of Lions Bay. Essentially, for a small premium of \$250 annually, the MIA covers the individual, group or association as an “Associate Member”. The Village currently

purchases this coverage annually for the Seniors Social Circle and the Events Committee. There are a number of qualifying conditions which the 50th Anniversary Committee and the Trailblazers meet, which are laid out in the bullet points in the attached brochure from the MIA. It should be noted that any claims against the Associate Member are subject to the member's deductible and will affect the member's claims history and subsequent premiums.

OPTIONS

1. Pass a resolution approving the attached draft Service Provider Agreement for the 50th Anniversary Committee;
2. Pass a resolution approving the attached draft Service Provider Agreement for the Lions Bay Trailblazers;
3. Request amendments to the draft Service Provider Agreements;
4. Decline to approve the draft Agreements.

PREFERRED OPTION

Staff recommend Option 1 and Option 2. Due to the number of planned events coordinated by the 50th Anniversary Committee and the number of people who take part in them, and the work done by the Trailblazers, all on behalf of the Village of Lions Bay, the liability coverage provided by MIA through this product is a good and efficient solution for the exposure issue faced by the Municipality and the volunteers. This decision would align with Council's stated desire to support volunteers in the community.

FOLLOWUP ACTION

If approved, the resolution and the Service Provider Agreement will be forwarded to the designated person from the 50th Anniversary Committee and the Trail Blazers for signature and then forwarded to the MIA.

MIABC's
**ASSOCIATE
MEMBER PROGRAM
BEGAN IN
JANUARY 2015.**

Need more
INFORMATION?

If you have any questions about the MIABC's Associate Member Program, please contact the MIABC's Insurance Services Coordinator, Marina Sen
mсен@miabc.org or (604) 683-6266.

200 - 429 West 2nd Avenue Vancouver, BC V5Y 1E3
Phone 604-683-6266 **Fax** 604-683-6244 **Toll Free** 1-855-683-6266
info@miabc.org

Associate Member Program



MIABC members can now apply for liability coverage for individuals, groups and associations that provide services for, or on behalf of, our members, upon request of an MIABC member, up to a limit of \$5,000,000.

These individuals, groups and associations must be individually sponsored by a member in order to qualify for "associate member" status. Once accepted as an associate member, these parties will be entitled to full coverage under the Liability Protection Agreement, but only for services provided for, or on behalf of, the sponsoring member.



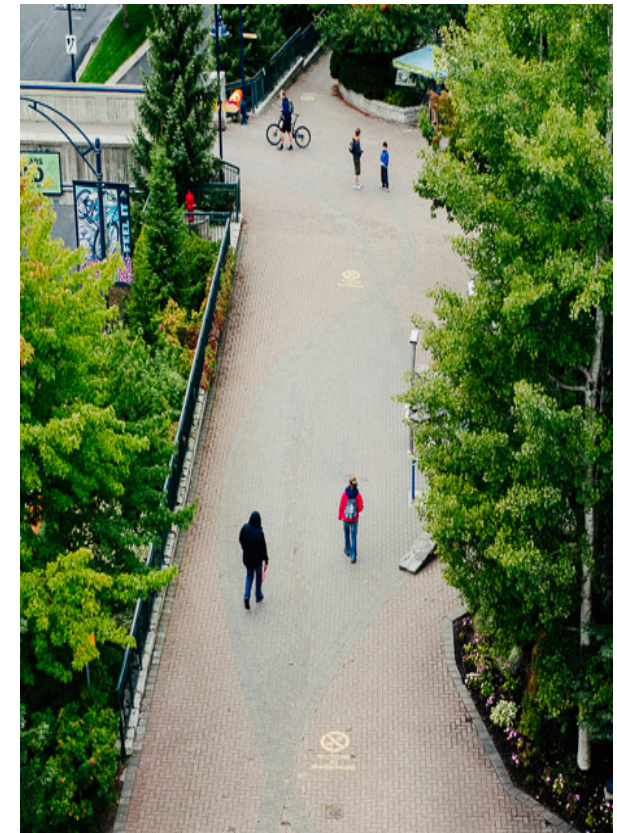
..these parties will be entitled to full coverage under the Liability Protection Agreement

Liability coverage is now available for local government service providers

In order to qualify as an associate member:

- The associate member must be sponsored by an existing MIABC member;
- The sponsoring member has a written agreement for the provision of services with the associate member (the "Service Provider Agreement");
- The services provided are services to the community provided for, or on behalf of, the sponsoring member;
- The Service Provider Agreement has been approved by the sponsoring member's council or board by resolution or bylaw; and
- The MIABC has received payment of a premium on behalf of the associate member.

It is important to understand that the sponsoring member's deductible will apply to claims brought against the associate member and the sponsoring member will be responsible for the payment of any costs incurred below the deductible. In addition, all claims brought against the associate member will form part of the sponsoring member's claims history and experience rating.





**MUNICIPAL INSURANCE ASSOCIATION
OF BRITISH COLUMBIA**

SERVICE PROVIDER AGREEMENT

This Service Provider Agreement (the “Agreement”) is made and entered into this ____ day of

_____, _____ by and in between _____

(the “Local Government”) and _____ (the “Service Provider”).

The Service Provider agrees to provide the following services for or on behalf of the Local Government:

The term of the Agreement is from the ____ day of _____, _____ and the ____ day of _____, _____.

The term of the Agreement is perpetual commencing the ____ day of _____, _____.

While providing the agreed service, the Service Provider agrees to comply with: all applicable laws, rules and regulations; the practices, procedures and policies of the Local Government; and any special instructions given to the Service Provider by representative(s) of the Local Government.

The Local Government agrees to obtain commercial general liability insurance coverage from the Municipal Insurance Association of British Columbia (MIABC) naming the Service Provider as an Additional Named Insured entitled to full coverage in the amount of \$5,000,000 with respect to third party liability claims arising from the provision of the agreed service. The Service Provider agrees to carry its own statutory worker’s compensation insurance and automobile liability insurance, if appropriate.

The Service Provider agrees to indemnify, defend and hold harmless the Local Government, its agents, servants, employees, trustees, officers and representatives from any liability, loss or damage which the Local Government may suffer as a result of any claims, demands, costs, actions, causes of actions, or judgments, including legal fees, asserted against or incurred by the Local Government arising out of, during, or as a result of the provision of services outlined in the Agreement except such liability, loss, or damage which is the result of, or arising out of, the sole negligence of the Local Government or that is covered by the MIABC liability insurance policy.

- The Local Government agrees to be responsible for any and all deductible amounts including any claim expenses incurred and policy premium payments.
- The Service Provider agrees to be responsible for any and all deductible amounts including any claim expenses incurred and policy premium payments.

The Local Government reserves the right to terminate this Agreement and the associated commercial general liability insurance coverage provided to the Service Provider by the MIABC at any time upon written notification to the Service Provider of the termination.

ON BEHALF OF <LOCAL GOVERNMENT>

ON BEHALF OF <SERVICE PROVIDER>

Name:

Name:

Title:

Title:

Signature:

Signature:

Date:

Date:



**MUNICIPAL INSURANCE ASSOCIATION
OF BRITISH COLUMBIA**

SERVICE PROVIDER AGREEMENT

This Service Provider Agreement (the “Agreement”) is made and entered into this ____ day of

_____, _____ by and in between _____

(the “Local Government”) and _____ (the “Service Provider”).

The Service Provider agrees to provide the following services for or on behalf of the Local Government:

The term of the Agreement is from the ____ day of _____, _____ and the ____ day of _____, _____.

The term of the Agreement is perpetual commencing the ____ day of _____, _____.

While providing the agreed service, the Service Provider agrees to comply with: all applicable laws, rules and regulations; the practices, procedures and policies of the Local Government; and any special instructions given to the Service Provider by representative(s) of the Local Government.

The Local Government agrees to obtain commercial general liability insurance coverage from the Municipal Insurance Association of British Columbia (MIABC) naming the Service Provider as an Additional Named Insured entitled to full coverage in the amount of \$5,000,000 with respect to third party liability claims arising from the provision of the agreed service. The Service Provider agrees to carry its own statutory worker’s compensation insurance and automobile liability insurance, if appropriate.

The Service Provider agrees to indemnify, defend and hold harmless the Local Government, its agents, servants, employees, trustees, officers and representatives from any liability, loss or damage which the Local Government may suffer as a result of any claims, demands, costs, actions, causes of actions, or judgments, including legal fees, asserted against or incurred by the Local Government arising out of, during, or as a result of the provision of services outlined in the Agreement except such liability, loss, or damage which is the result of, or arising out of, the sole negligence of the Local Government or that is covered by the MIABC liability insurance policy.

- The Local Government agrees to be responsible for any and all deductible amounts including any claim expenses incurred and policy premium payments.
- The Service Provider agrees to be responsible for any and all deductible amounts including any claim expenses incurred and policy premium payments.

The Local Government reserves the right to terminate this Agreement and the associated commercial general liability insurance coverage provided to the Service Provider by the MIABC at any time upon written notification to the Service Provider of the termination.

ON BEHALF OF <LOCAL GOVERNMENT>

ON BEHALF OF <SERVICE PROVIDER>

Name:

Name:

Title:

Title:

Signature:

Signature:

Date:

Date:

Type	Request for Decision		
Title	Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021		
Author	Peter DeJong	Reviewed By:	Nai Jaffer and Pamela Rooke
Date	March 18, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

Recommendation:

THAT Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 be introduced and read a first, second and third time.

Attachments:

- (1) Draft Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021.
- (2) Draft Garbage and Recycling Collection Bylaw No. 455, 2013 Consolidation.

Key Information:

Waste Control Services Inc. (WCS) has requested that we place a limit on green waste collection as is the case in other municipalities. West Vancouver has a 6 bag/container limit; North Vancouver District has a 1 bag/container limit and North Vancouver City has a 1 bag/container limit. Most if not all have similar concerns as Lions Bay with respect to firesmarting of private property and adjacent boulevards. Over the past couple of years, the quantity of green waste has been climbing steadily, possibly as a result of word getting out that there is no limit in Lions Bay. In 2017 our green waste totalled about 217 Metric Tonnes (MT); in 2020, it totalled about 315 MT, an increase of almost 50%. Year over year from 2019 to 2020, the increase was about 27% alone.

Using West Vancouver's 6 bag/container limit as a comparative benchmark, in 2020 about 65 properties exceeded 6 bags/containers in any given week and about half of these are repeat addresses, often with large quantities. So a very small percentage (5%-10%) of properties are creating this issue for the rest of the community. Whether or not landscapers working in other

communities are bringing their waste to Lions Bay or local landscaping companies are leaving out their contracted waste instead of hauling to the transfer station (as is done in other municipalities), or some residents are simply doing more gardening and yard cleanup in the pandemic, the result is the same. The quantities of green waste are comparatively unreasonable, both vis-à-vis the rest of the community and in respect of other communities. Our service provider cannot, from an economic perspective, continue to provide the service without limits at least equal to West Vancouver being put in place and enforced. To date, WCS has been extremely reasonable in absorbing increases in both tipping fees (up about 30% over the past five years) and quantities of waste and recycling (also up significantly in 2020) but the issue has now come to a head.

Our contract with Waste Control Services provided for a three-year term with two additional one-year terms at the mutually agreeable option of the parties. The conditions are no longer mutually agreeable. We are entering the final year of this arrangement and planned to go out to RFP in late 2021 or early 2022. When we do, we expect that the responses from all service providers, including WCS, will be for arrangements in line with all other municipalities in Metro whereby the municipality is directly responsible for the tipping fees billed by Metro for all solid waste, recycling and green waste services. Even with a limit on green waste, when the time comes (no later than next year), we'll need to create a rate stabilization fund as a reserve to cover overages of estimated quantities and costs.

Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021 reflects a limit on green waste consistent with the high end of municipal limits, represented by the District of West Vancouver, by

- amending the definition of green waste to separately define food waste and yard trimmings (although both are co-mingled in the truck and tipped as single source organics, or SSO);
- defining how food waste is to be separated and collected (for animal/bear smart purposes), and what the limit is to be for yard waste under section 8;
- requiring that containers need to be removed and stored at the end of collection day under section 10;
- clarifying the wording of section 17 regarding unpaid rates becoming taxes in arrears; and
- adding Schedules B and C to the bylaw for food waste and yard waste.

WSC is currently developing a sticker that can be used to inform residents if they are overlimit. Any items above the limit will not be collected. When it is placed at the curb, food waste needs to be in a container that can be sealed to prevent access by wildlife, yard waste should be in bundles or kraft paper bags (but can be added to a secure food waste container), glass needs to be in the gray pail, and recycling (rinsed) in open or closed blue bins. Updated information will be provided through the website and a brochure.

Options:

(1) Read the bylaw a first, second and third time, as written or with any minor amendments. This will enable the continuation of the contract with Waste Control Services in its current form for the final year, without having to take over direct billing and payments from/to Metro for solid waste, recycling and green waste.

(2) Do not give the bylaw any readings and direct staff to proceed with arrangements for billing and payment of all tipping fees for solid waste, recycling and green waste directly with Metro, with hauling fees only being continued for the final year of the contract, as so amended, with Waste Control Services.

(3) Provide alternate direction to staff.

Preferred Option: Option 1 is the preferred option, as the change is required by our service provider, WCS due to increasing volumes far in excess of previous years' volumes. The alternative option carries with it high risk that volumes will exceed historical volumes prior to last year and the costs will exceed the 2021 utility fees already invoiced this year.

Legal Considerations: There must be at least 24 hours between 3rd reading and adoption. If 3 readings are given, it is recommended that a Special Meeting be set for 6:30 pm on March 30, 2021, immediately preceding the CSC scheduled for March 30, 2021 at 7 pm for adoption of the amendment bylaw.

Follow Up Action and Communication: Staff will work on improvements to the information brochure and the website for residents and draw awareness to the issues, and limits if applicable, in the Village Update in accordance with Council's decision on this matter.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021

Adopted: _____, 2021

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0
Phone: 604-921-9333 Fax: 604-921-6643
Email: office@lionsbay.ca Web: www.lionsbay.ca

Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021

A bylaw to amend Garbage and Recycling Collection Bylaw No. 455, 2013

The Council of the Village of Lions Bay, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as “Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021”.
2. Garbage and Recycling Collection Bylaw No. 455, as amended, is hereby amended as follows:
 - a. Section 3 is amended by striking “, including garden waste and food waste;” and substituting “and is comprised of:
 - a. “food waste”, which means kitchen scraps and food soiled paper described in Schedule B; and
 - b. “yard trimmings” which means yard wastes as described in Schedule C.”
 - b. Section 8 is deleted and replaced with the following:

“Green waste collection:

 - a. Food Waste shall be separated from other solid waste and:
 - (i) set out in a secure container with a capacity of no more than 45 litres;
 - (ii) notwithstanding subsection 8(a)(i), Yard Trimmings may be added to a secure Food Waste container;
 - b. Yard Trimmings are to be placed in brown kraft green waste bags, biodegradable plastic bags, or in containers that have been clearly marked ‘Yard Trimmings’. Branches should not be more than 3” (3 inches) in diameter, and bundles of branches no greater than 3’ (3 feet) long. The maximum volume per property is 385 litres set out in a maximum of 6 containers, bags, or bundles, or combination thereof.”
 - c. Section 10 is amended by adding “and then removed and stored by the householder no later than 9:00 p.m. on the day the garbage is scheduled for removal.”

- d. Section 17 is amended by striking “in respect of the property in respect of which the consumer dwells” and substituting “for the following year”.
- 3. Garbage and Recycling Collection Bylaw No. 455 is further amended by adding Schedules “B – Food Waste” and “C – Yard Trimmings” as attached to this bylaw.
- 4. This bylaw shall take effect upon adoption.

READ A FIRST TIME
READ A SECOND TIME
READ A THIRD TIME

MARCH 23, 2021
MARCH 23, 2021
MARCH 23, 2021

ADOPTED

Mayor

Corporate Officer

**Certified a true copy of
Garbage and Recycling Collection
Bylaw No. 455, 2013, Amendment
Bylaw No. 591, 2021, as adopted.**

Corporate Officer

Schedule B - Food Waste

Food scraps, and compostable waste such as:

- Bread, toast, cereal, baked goods and pizza
- Cake, cookies, pie, muffins and candies
- Coffee grounds and filters, teabags (no silk bags)
- Dairy products, cheese and yogurt (no containers)
- Eggs and eggshells
- Fruit, vegetables, salads, corn cobs, corn husks & pumpkins
- Meat, fish & shellfish (including bones)
- Nuts and nutshells
- Pasta, couscous, potatoes, rice, oatmeal, flour and grains
- Sauces, mayonnaise, salad dressing, syrups, peanut butter, jams and jellies (no containers)
- Small quantities of fats and oils (soak into used paper towels or newspaper)
- Lard, gravy, butter and margarine
- Soiled paper towels, paper napkins, facial tissues, paper towel rolls and toilet paper rolls
- Soiled paper food packaging (not wax-lined), cardboard egg cartons, paper plates
- Popsicle sticks, small wooden utensils, toothpicks, wood chips, sawdust from untreated wood and cold wood ashes (in paper bags)
- Leaves and grass clippings
- Weeds, plants, flowers, and houseplants (without soil)
- Waxed corrugated cardboard

Schedule C – Yard Trimmings

Organic yard waste, such as:

- Grass clippings
- Leaves
- Small trimmings
- Plants and flowers with soil removed
- Twigs and branches

The following items are not accepted for pickup at curbside:

- Rocks
- Dirt
- Sod
- Lumber



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Garbage and Recycling Collection Bylaw No. 455, 2013

Office Consolidation

This document is an office consolidation of Garbage and Recycling Collection Bylaw No. 455, 2013 with subsequent amendments adopted by the Village of Lions Bay.

All persons making use of this consolidation are reminded that it has no Council sanction, that amendments have been incorporated only for convenience of reference, and that for all purposes of interpretation and application, the original bylaws should be consulted. The Village of Lions Bay will, in no event, be liable or responsible for damages of any kind arising out of the use of this consolidation.

This is not the official version of Garbage and Recycling Collection Bylaw No. 455, 2013, as amended, nor is it admissible in a court of law. For such purposes, official certified copies of the original bylaws can be obtained from the Village Office or by contacting us at: admin@lionsbay.ca

List of Amending Bylaws

Bylaw No.	Section	Description	Adopted
468	Sch. A	Schedule A replaced	February 18, 2014
483	Sch. A	Schedule A replaced	February 17, 2015
500	Sch. A	Schedule A replaced	February 16, 2016
516	3, 14, 16, SchA	Various amendments to text, Schedule A replaced	February 21, 2017
540	Sched. A	Replaces Schedule A	February 20, 2018

559	Sched A	Replaces Schedule A	February 19, 2019
570	2(a)&(b)	Amends payment due date in s.14 to Dec.31 and amends amount payable in Schedule A	Feb.18, 2020
579	4(a)&(b)	Amends sections 14 and 15, extending the discount period for 2020	April 21, 2020
<u>591</u>	<u>3, 8, 10 & 17</u>	<u>Amends sections pertaining to green waste and wording in respect of fees and taxes</u>	<u>2021</u>

Garbage and Recycling Collection Bylaw No. 455, 2013

WHEREAS Council deems it advisable to adopt a Bylaw to regulate the terms and conditions for the collection and disposal of solid waste, recycling, and green yard waste, and the rates payable for these services; and

NOW THEREFORE the Council of the Village of Lions Bay, in open meeting assembled, enacts as follows:

TITLE

1. This Bylaw may be cited as "Garbage and Recycling Collection Bylaw No. 455, 2013".

PAST BYLAWS REPEALED

2. Waste Collection Bylaw No. 440 is hereby repealed.

DEFINITIONS

3. In this Bylaw:

“dangerous wildlife” means wildlife such as a bear, cougar, raccoon, or wolf;

“green waste” means organic compostable waste and is comprised of:

a. “food waste”, which means kitchen scraps and food soiled paper described in Schedule B; and

b. “yard trimmings” which means yard wastes as described in Schedule C.

[Amended by Bylaw No. 591, 2021]

~~including garden waste and food waste;~~

~~[Amended by Bylaw No. 516, 2017]~~

“wildlife resistant container” means a secure fully enclosed container with a lid and latching device, of sufficient design and strength to deter access by dangerous wildlife;

“wildlife resistant enclosure” means a structure which has four enclosed sides, a roof, doors, and a latching device, of sufficient design and strength to deter access by dangerous wildlife;

SYSTEM ESTABLISHMENT

4. The Village hereby establishes and continues the equipping, maintenance and operation of a system of solid waste, recycling, and green yard waste collection.

OBLIGATION OF RESIDENTS

5. Every owner or resident shall provide and maintain in good order and repair, garbage receptacles, with tight waterproof covers. The amount of garbage shall not exceed 154 litres in total and no receptacle shall contain more than 121 litres. 2 receptacles are allowed per household; tags for additional receptacles may be purchased at the Village Office.
6. The receptacles required under this by-law shall at all times be securely housed to ensure that the contents do not attract wildlife.

The receptacles can shall at no time be kept on or encroach upon or project over any street or lane.

7. Recycling is to be placed in the blue recycling boxes, and in blue or yellow bags, as established by Village waste guidelines. Additional cardboard may be placed roadside, in flattened, neatly tied bundles, to a maximum bundle size of 3 feet by 3 feet (3' x 3').
8. Green waste collection:

a. —Food Waste shall be separated from other solid waste and:
(i) set out in a secure container with a capacity of no more than 45 litres;
(ii) notwithstanding subsection 8(a)(i), Yard Trimmings may be added to a secure Food Waste container;:

a.b. Yard Trimmings are is to be placed in brown kraft green waste bags, biodegradable plastic bags, or in containers that have been clearly marked 'Yard Trimmings'. Branches should not be more than 3" (3 inches) in diameter, and bundles of branches no greater than 3' (3 feet) long. The maximum volume per property is 385 litres set out in a maximum of 6 containers, bags, or bundles, or combination thereof.

[Amended by Bylaw No. 591, 2021]

9. No liquids or free water shall be put or placed in or allowed to run into or accumulate in any garbage receptacle, and all such receptacles shall at all times be covered with a watertight cover.
10. All garbage and recycling receptacles shall be placed by the householder within 10 feet of the road boundary in front of the householder's premises not earlier than 5:00 a.m. on the day the garbage is scheduled for removal and then removed and stored by the householder no later than 9:00 p.m. on the day the garbage is scheduled for removal.

[Amended by Bylaw No. 591, 2021]

11. All waste material which is not garbage, rubbish, kitchen waste, recycling, or green waste shall be placed in a safe place convenient for handling and the owner or occupier shall make the necessary arrangements with the garbage contractor for the disposal of such waste material and shall be responsible for all costs in connection with same.
12. Every owner or occupier of land is hereby compelled to make use of the garbage, recycling, and green waste disposal system established and continued hereunder and shall pay for the collection of garbage, rubbish, waste, recycling, and green waste from premises as herein provided.

SERVICE PROVIDED BY VILLAGE

13. Garbage, rubbish, solid waste, recycling, and green waste shall be picked up by the disposal service of the Village regularly each week and the regular pick up schedule may be altered by resolution of Council provided that ten days' notice of the change is given to the householder or business proprietor.

COLLECTION RATES

14. Rates for the collection of garbage, recycling and green waste as per Schedule "A" attached hereto and forming part of this By-law are hereby imposed on the owners of land or occupiers of premises and are due and payable by the 31st day of December of each year.
[Amended by Bylaw No. 516, 2017]
[Amended by Bylaw No. 570, 2020]
[Amended by Bylaw No. 579, 2020]
15. A prompt payment discount shall be allowed, as set out in Schedule "A" if payment is made by the 31st of March of each year, other than the year 2020, when a prompt payment discount shall be allowed, as set out in Schedule "A" if payment is made on or before the 1st day of June. The period the rates cover is from January 1 to December 31 of each year.
[Amended by Bylaw No. 579, 2020]
16. The rate chargeable under this section in the calendar year in which the collection of garbage, recycling and green waste commences shall be one-twelfth (1/12) of the full rate as set out in Schedule "A" multiplied by the number of full months remaining in the calendar year of service commencement.
[Amended by Bylaw No. 516, 2017]
17. Any rate remaining unpaid on the 31st day of December shall be deemed to be taxes in arrears [for the following year in respect of the property in respect of which the consumer dwells](#) and shall forthwith be entered on the real property tax roll by the Collector as taxes in arrears.
[\[Amended by Bylaw No. 591, 2021\]](#)
18. The rates established hereunder shall commence effective January 1 of each year.

WILDLIFE RESISTANT CONTAINERS AND ENCLOSURES

19. Every outdoor container or receptacle used for depositing or storing food waste or other edible waste that could attract dangerous wildlife shall be a wildlife resistant container, or stored in a place that cannot be accessed by dangerous wildlife.

This section does not apply to composting or on garbage days.

20. Every commercial, industrial, institutional and tourist accommodation building, and every multiple family residential development having three or more dwelling units, shall be provided with a garbage storage site located inside a building or within a wildlife resistant enclosure.

21. Garbage and recycling containers required for temporary special events, such as weekend sports tournaments, weddings, Fire Department Picnic, Halloween and Canada Day are exempt from this requirement if emptied before 10:00 p.m.
22. Wildlife resistant containers and wildlife resistant enclosures must be kept closed and secure when waste is not being deposited and if damaged, must be repaired in a timely fashion.

DANGEROUS WILDLIFE – SMART PRACTICES

23. If dangerous wildlife are attracted by any of the following, then these smart practices shall apply:
 - (a) Feeding dangerous wildlife and depositing or storing any domestic garbage, pet food, food waste, or other edible waste that could attract dangerous wildlife is prohibited.
 - (b) Bird feeders must be suspended on a cable or other device so that they are inaccessible by dangerous wildlife.
 - (c) Bee hives must be protected by an electric fence or otherwise be made inaccessible to dangerous wildlife.
 - (d) Outdoor fridges or freezers must be inaccessible to dangerous wildlife.
 - (e) No meat by-products or waste shall be put in compost piles.

OFFENCE AND PENALTY

24. Every person who contravenes any provision of this Bylaw commits an offence and upon summary conviction is liable to a fine not exceeding \$1000.00 and the cost of prosecution.

SEVERABILITY

25. If any section or lesser portion of this Bylaw is held to be invalid by a Court, the invalid portion shall be severed without affecting the validity of the remaining portions of this Bylaw.

READ A FIRST TIME	February 5, 2013
READ A SECOND TIME	February 5, 2013
READ A THIRD TIME	February 19, 2013
ADOPTED	February 21, 2013

Mayor

Secretary-Treasurer

**Certified a true copy of
Bylaw No. 455, 2013 as adopted.**

Corporate Officer

SCHEDULE "A"

**Attached to and forming
part of Bylaw No. 455, 2013, as amended**

	Garbage, Recycling and Green Waste		Annual Charge	Prompt Payment Discount
1	Single Family Residences	Garbage, Recycling and Organics	\$365.00	3.5%
2	Townhouses (Crosscreek Road)	Garbage, Recycling and Organics	\$365.00	3.5%
3	Condominiums (Centre Road)	Recycling Only	\$164.00	3.5%
4	Businesses – Store/Café	Recycling Only	\$1,478.00	3.5%
5	Businesses - Other	Recycling Only	\$164.00	3.5%

[Amended by Bylaw No. 570]
[Amended by Bylaw 589]

Schedule B - Food Waste

Food scraps, and compostable waste such as:

- Bread, toast, cereal, baked goods and pizza
- Cake, cookies, pie, muffins and candies
- Coffee grounds and filters, teabags (no silk bags)
- Dairy products, cheese and yogurt (no containers)
- Eggs and eggshells
- Fruit, vegetables, salads, corn cobs, corn husks & pumpkins
- Meat, fish & shellfish (including bones)
- Nuts and nutshells
- Pasta, couscous, potatoes, rice, oatmeal, flour and grains
- Sauces, mayonnaise, salad dressing, syrups, peanut butter, jams and jellies (no containers)
- Small quantities of fats and oils (soak into used paper towels or newspaper)
- Lard, gravy, butter and margarine
- Soiled paper towels, paper napkins, facial tissues, paper towel rolls and toilet paper rolls
- Soiled paper food packaging (not wax-lined), cardboard egg cartons, paper plates
- Popsicle sticks, small wooden utensils, toothpicks, wood chips, sawdust from untreated wood and cold wood ashes (in paper bags)
- Leaves and grass clippings
- Weeds, plants, flowers, and houseplants (without soil)
- Waxed corrugated cardboard

Schedule C – Yard Trimmings

Organic yard waste, such as:

- Grass clippings
- Leaves
- Small trimmings
- Plants and flowers with soil removed
- Twigs and branches

The following items are not accepted for pickup at curbside:

- Rocks
- Dirt
- Sod
- Lumber

Type	Information Report		
Title	Evacuation Planning Update		
Author	Robert Whitney	Reviewed By:	Peter DeJong
Date	March 18, 2021	Version	
Issued for	March 23, 2021		

Recommendation:

THAT the Information Report, “Evacuation Planning Update” be received.

Attachments: None

Key Information:

One of the large outstanding projects for the Emergency Program has been the expansion of the existing evacuation planning. To streamline the Emergency Plan, the evacuation information was removed to be placed in a draft Evacuation Annex (alongside the other Annexes for the EOC, ESS, etc). In an effort to help facilitate this project an application was made to the 2020 UBCM Evacuation Routes funding stream under the Community Emergency Preparedness Fund (CEPF). Unfortunately, this funding stream was significantly delayed due to COVID and was also heavily oversubscribed and ultimately, we were not successful with this grant application.

While the grant funding would’ve assisted greatly with traffic and other data analysis, we still need to proceed with more detailed evacuation planning and staff have been working to identify key elements required. As part of our application process, the following tasks were identified as being needed to expand the existing evacuation planning:

1. Divide the Village into evacuation zones – Tentatively, zones have been demarcated as Upper Kelvin Grove, Lower Kelvin Grove, Upper Central Lions Bay, Lower Central Lions Bay, Upper Brunswick, and Lower Brunswick neighbourhoods each of which will funnel through the three highway interchanges.
2. Generate census data for each neighbourhood. Emergency planners will need to know how many people are to be evacuated from each neighbourhood, and an assessment of census data will be invaluable. Attention will need to be paid to numbers at home during

the day vs. night, as well as seasonal census numbers around those who travel out of the Village during different parts of the year, how many school aged kids, etc.

3. Develop evacuation protocols and procedures. This will need to cover everything from a small-scale tactical evacuation called by fire or police, all the way up to a Village-wide evacuation.
 - a. We will need to establish trigger points where possible. This will generally be based on the types of hazards and distances from the Village which will trigger considerations for evacuation procedures being implemented.
 - b. Evacuation declaration procedures as laid out by legislation – these are already included in a draft Evacuation Annex.
 - c. EOC activation and lists of agencies/stakeholders to notify in the event of an evacuation. This will include the notification of neighbouring communities in the event of an evacuation.
 - d. Identify stakeholders who may have their own evacuation procedures in place to ensure the compatibility of planning. Potential stakeholders include:
 - i. Children in school – we are going to need to reach out to the School District to get some numbers here (how many kids are enrolled, how many teachers/staff are at the school on an average day). We are also going to want to work with them to ensure that their evacuation plans are accounted for when we do evacuation planning for that area.
 - ii. Daycare facilities – We are going to need to find out how many daycare facilities are in the community and how many kids they have registered. Again, we are going to want to make sure that we account for their evacuation planning (hopefully they have something in place).

- iii. People with disabilities and limited mobility. We are going to need to generate some numbers here and develop a list of who is where while respecting privacy considerations.
 - iv. People without transportation – we need to try and generate a list around this as well to provide an understanding of who these are and where these people are located, perhaps through a registry people can sign up for on the website. When developing our evacuation literature, we are going to want to encourage people to look around at their neighbours and make connections; if someone has an empty seat in their ride, we'll want to encourage them to connect with any neighbours who don't have transportation.
 - e. Evacuation notification procedures (posted and in person notification) – a rough process for the notification of residents is included in the draft Evacuation Annex, however it needs to be refined and expanded to provide more comprehensive preplanning.
 - f. Procedure for rescinding the evacuation – this process is guided by legislation and is included in the draft Evacuation Annex.
 - g. Return to community procedures. Complete Return to Community procedures may not be possible to preplan since they will be largely dependant upon what the emergency was that caused the evacuation, the state of the Village post-emergency and how long people have been evacuated for. This section will aim to develop the process by which the return to community decisions can be made and will be largely theoretical due to the large number of unknowns around the decisions to be made.
4. Develop community literature to provide some guidance on what to do and expect during evacuations. This will by necessity be broad in terms, but it will be common across all evacuations and useful to people for any situation. The goal here will be to provide maps of potential evacuation routes, marshalling points for people who need to meet up with others as they are evacuating, checklists of what to do to prepare before an evacuation is ordered, what to take in the event of an evacuation, and what to expect during an evacuation. This literature should incorporate information about the new ESS online registration system so that people who choose to can self-register.

5. Procedures need to be developed in the event of evacuation by rail, air or water. This will involve creating lists of possible providers of specialized transportation and contact information followed by in-depth discussions about the development and potential implementation of such procedures.

Follow Up Action:

1. Develop a workflow action plan around the identified tasks to be completed to achieve the goal of expanding the evacuation planning. (To be completed by end of March).
2. Hold a Zoom meeting with the Emergency Program Committee to validate the tasks outlined in the workflow action plan. This will be the opportunity for the Committee to evaluate the tasks to determine if any need to be modified or replaced. (early April).
3. Reach out to stakeholders to discuss Lions Bay evacuation planning, how it may impact their own planning and vice-versa. It will be important to ensure that all evacuation planning works together. If possible, it may be useful to have a meeting with various stakeholders via Zoom. (To be completed by late-May).
4. Zoom Town Halls with each neighbourhood evacuation zone as identified above in order to help gather more detailed information that may not show up in Census data and to seek feedback from residents as to their neighbourhood specific concerns, issues that we may not be aware of and other potentially valuable and helpful information. A questionnaire or survey in advance of each digital town hall may help to identify issues and information worthy of further discussion. (May-June)
5. Work on compiling and analyzing all information gathered in order to update the draft Evacuation Annex. (June)
6. Meet with the Emergency Program Committee to evaluate the revised evacuation planning. (September)
7. Report back to Council October 2021*.

**Timeline estimates are based on 16 hours per week and availability of Emergency Program Committee members and necessary stakeholders. Additional changes and information gathering may be identified by the Committee, which would necessitate additional time to complete the project.*

Type	Information Report		
Title	Emergency Program Update		
Author	Robert Whitney	Reviewed By:	Peter DeJong
Date	March 18, 2021	Version	
Issued for	March 23, 2021		

Recommendation:

THAT the Information Report, "Emergency Program Update" be received.

Attachments:

N/A

Key Information:

For the purpose of updating Council on the progress of the Emergency Program this report contains a summary of the projects undertaken by the Emergency Program and their current statuses.

Completed

Major overhaul of Emergency Plan
 New Emergency Plan Bylaw
 Contact Annex Update
 EOC Annex
 ESS Annex

In Progress

LB Alert Updates – Ongoing. There is a test of the system scheduled for March 31, 2021.

EOC Volunteer Group – There was limited success the first couple times this was advertised, and then COVID derailed everything. The next step is going to need to be to contact the two

volunteers that had come forward to see if they're still interested and advertise again. Beyond that, a new training plan is being developed using EMBC/JIBC courses for ICS 100 and EOC Essentials to be obtained via online learning. The next step once we have all the EOC equipment is to do some specific training on how it should all be set up.

EOC Equipment Grant – This has been obtained and is in progress. The computer equipment has been ordered, a decision is being made on how to proceed with the radio upgrade (which quote to go with) and need to order the cabinets from Canadian Tire and the Pelican cases for computer storage.

Community Wildfire Protection Plan Update – This is currently in progress and is waiting for the changes to go back to the contractor for completion of this grant funded project.

ESS Director Services Search (Red Cross) – This is in progress and is waiting to reach out to CRC again.

ESS Equipment Grant – This is obtained and in progress. The computers have been purchased. The generator will need to be purchased once we see how much we have remaining after computers and lighting are purchased.

Recovery Annex – This is in progress but the first draft did not pass staff review. The annex needs further discussion at the staff level.

Evacuation Annex Update – This is in progress and has been the focus over the last couple weeks, looking at how to get the updates done without the grant. Changes to the plan will need to be done in-house.

Pandemic Guideline Annex – This is in progress and first draft is waiting for CAO review.

FireSmart Grant 2021 (Education and Critical Infrastructure) – This is in progress and will commence when the 2020 grant projects are completed.

Disaster Debris Management Plan Updates and Exercise – This is in progress but has been delayed due to COVID. Discussions with neighbouring communities about exploring the possibilities of MOUs regarding debris storage sites.

Training and Exercise Updates – In progress. Staff have been encouraged to take part in JIBC Emergency Management courses when offered. The Emergency Program is looking to set up a Zoom based tabletop exercise potentially in April.

Not Commenced

Business Continuity Plan – Not yet commenced. This will require participation and assistance from others in the office and will be a substantial undertaking.

Emergency Communication Annex – Not yet commenced.

Other Hazard Specific Annexes – Not yet commenced.

Follow Up Action:

- Complete the grant related projects.
- Complete the evacuation annex.

Intentionally Blank

Type	Request for Direction		
Title	Draft 2021–2025 Five Year Financial Plan		
Author	Pamela Rooke	Reviewed By:	Peter DeJong
Date	March 19, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

RECOMMENDATION

1. THAT the report “Draft 2021-2025 Five Year Financial Plan” be received for information purposes, and
2. THAT Council provide direction to staff regarding the 2021 tax rate and 2021 capital and operating supplemental requests to be included in the 2021-2025 Five Year Financial Plan Bylaw to be presented at the April 13, 2021 Council Meeting for three readings.

ATTACHMENTS

- DRAFT Consolidated Financial Plan 2021-2025
- 2021 Capital Requests
- 2022-2025 Capital Expenditures (per IMP)
- 2021-2025 Summary of Capital Expenditures

KEY INFORMATION

The draft 2021–2025 Five Year Financial Plan (the Plan) starts with the draft 2021 budget presented to Council at the February 9 and March 2 Council Meetings and projects revenues and expenditures for the period from 2022 to 2025 based upon certain assumptions as stated below.

Assumptions:

Property tax increase – 3%

Infrastructure levy – 10%

Water user rate increase – 3%

Sewer user rate increase – 3%

Labour expense increase – 2.0% to 2.5%

Non-labour expense increase – 2.0% to 3.0%

Staff have included a 3% tax increase for 2021 in the draft Plan as well as the supplemental operating and capital expenditures detailed on the attached reports, which have been reviewed with Council at previous Council meetings and at the March 16 CSC meeting. The Plan assumes that we will borrow the full \$3.0M per the Loan Authorization Bylaw and will receive infrastructure grant revenue for five projects, including the Bayview Road Drainage and Water Improvement project, the Lions Bay Beach Park Revitalization project and the Emergency Building Expansion and Retrofit project for which grant applications have already been submitted. The Plan also includes revenue from the sale of the Public Works Yard property and the cost of relocating the new Public Works facilities.

The DRAFT Consolidated Financial Plan 2021-2025 attached to the report shows that draws from surplus and reserves required to fund the draft Plan greatly reduce our reserves, even with the sale of the PW Yard. In addition, if we are unsuccessful with any of the infrastructure grants that are included in the Plan, then there will be additional draws from reserves required to cover the cost of the infrastructure to offset the loss of the grant revenue.

Staff recommend a *minimum* tax increase of 3% and the continuation of the Infrastructure Levy *within this increase* to cover the operating cost increases of the budget and continue to put money aside for the future replacement of our assets, *as is required under every grant application we submit*.

FOLLOW UP ACTION

Staff will incorporate the tax rate and supplemental operating and capital requests approved by Council at the March 23 meeting into the 2021-2025 Five Year Financial Plan Bylaw and bring it to the April 13, 2021 Council Meeting for three readings.

Village of Lions Bay

2021 Budget - Proposed Capital and Supplemental Requests

	Amount		Capital / Operating	Grants	Loans	Re-Budgets / Other
<hr/> Operating <hr/>						
Extend DEPC Contract:						
<i>Currently budgeted to end of July 2021 at 2 days per week</i>						
<i>Annual Cost of Position - 2 days per week - \$38,085</i>						
Cost to extend contract to December 31, 2021	15,950		15,950			
Cost to extend from Jan - July 2022 - in 5 Year Plan (\$22,740)						
Increase in Bylaw Enforcement Officer's (BEO's) Hours						
Extra cost for two full-time BEO's from April to Sept. - 35 hours per week each - 7 hours per day, 5 days per week, both working Friday - Sunday.	46,100		46,100	(46,100)		
Increase over usual hours covered by COVID grant	<u>(46,100)</u>	COVID grant				
	-	-				
Bear Proof Public Garbage Cans (2)						
	5,000		5,000	(5,000)		
	<u>(5,000)</u>	COVID grant				
	-	-				
Reservoir Rehabilitation and Inspection						
Inspection of Magnesia and Highway tanks.	25,000		25,000			
Total Net Operating	<u>40,950</u>		<u>92,050</u>	<u>(51,100)</u>	-	-
<hr/> Capital <hr/>						
Laptops - PW (2) and CAO						
	7,500		7,500	(7,500)		
	<u>(7,500)</u>	COVID grant				
	-	-				
Village Hall - New Phone System						
Current system is at end of useful life - new system would allow improved communication with staff working from home	6,000		6,000	(6,000)		
	<u>(6,000)</u>	COVID grant				
	-	-				
Speed Radar Signs (2)						
	11,000		11,000	(11,000)		
	<u>(11,000)</u>	COVID grant				
	-	-				
Survey, Design and Construction to upsize watermain on inlet/outlet of Phase IV and Phase V Tanks.						
Balance of CWWF Grant and Loan	59,750	already in water budget				
Must be completed after the PRV work at Upper Bayview.	<u>(59,750)</u>	-				
	-	-				

Village of Lions Bay**2021 Budget - Proposed Capital and Supplemental Requests**

	Amount	Capital / Operating	Grants	Loans	Re-Budgets / Other
Road Repairs	125,000	125,000			
Part of three year plan commenced in 2020. Includes: Crosscreek Road, Isleview Place, Oceanview Road					
High Priority Bridge Repairs					
General Bridge Repairs	17,000	17,000			
Bayview Road Bridge over Alberta Creek (to private driveway)	160,000	160,000			
Lions Bay Beach Park Revitalization Project	1,070,438				
ICIP Community, Culture and Recreation Program Grant	(784,951)				
Re-Budgets / Donations	(60,000)				
Grant application submitted October 1, 2020 - decision anticipated July 2021.	<u>225,487</u>	1,070,438	(784,951)		(60,000)
Lions Bay Beach Park - Washroom					
If LBBP ICIP grant application is unsuccessful.	225,487				
Lions Bay Beach Park - Kayak Rack					
2020 re-budget	20,000				
If LBBP ICIP grant application is unsuccessful.	<u>(20,000)</u>				
	-				
Lions Bay Beach Park - Playground					
Fundraising	40,000				
If LBBP ICIP grant application is unsuccessful.	<u>(40,000)</u>				
	-				
Bayview Road Drainage & Water Improvement Project (DWIP)					
ICIP Green Infrastructure Environmental Quality Grant	2,262,683				
MFA Borrowing	(1,659,225)				
Grant application submitted February 25, 2020 - decision anticipated April 2021. If successful, staff will submit an application for MFA Borrowing for Spring 2022, but would commence the project in 2021.	<u>(603,458)</u>	2,262,683	(1,659,225)		(603,458)
	-				
Lions Bay Avenue Connector Project					
TransLink Funding (75%)	274,667				
Grant awarded	<u>(206,000)</u>	274,667	(206,000)		
	68,667				
EV Charging Station					
Federal Grant Funding	100,000				
Provincial Grant Funding	(50,000)				
Grant application to be submitted in the Spring	<u>(25,000)</u>	100,000	(75,000)		
	25,000				
	25,000				

Village of Lions Bay**2021 Budget - Proposed Capital and Supplemental Requests**

	Amount	Capital / Operating	Grants	Loans	Re-Budgets / Other
Emergency Operations Centre (EOC) Equipment					
Various equipment for EOC	19,196	19,196	(19,196)		
UBCM EOC Grant	(19,196)				
Grant awarded	-				
Emergency Support Services (ESS) Equipment					
Various equipment for ESS	11,758	11,758	(11,758)		
UBCM ESS Grant	(11,758)				
Grant awarded	-				
Fire Capital:					
Turn-Out Gear	12,000	12,000			(3,000)
Pagers	6,000	6,000			
Mobile CAD's for Fire Truck	10,000	10,000			
Sea Cans (for storage)	8,000	8,000			
Radios	2,000	2,000			
2020 re-budget of unspent capital	(3,000)				
	35,000				35,000
FCABC Road Rescue Grant Program					
Holmatro Hydraulic Cutters and Struts	20,000	20,000	(20,000)		
FCABC Grant	(20,000)				
	-				
Engine 63 (Small Engine)					
Proceeds from sale of old truck	30,000	30,000			(10,000)
	(10,000)				
Have the opportunity to purchase a used truck from a fire department	20,000			20,000	
Current truck is nearing the end of its insurable life					
Engine 62 (Large Engine)					
	900,000				
Will need to purchased within next few years. Chief Oliver to discuss with Council at the March 16 CSC.					
Washer and Dryer for Turnout Gear					
	27,060	27,060			
New regulations require turnout gear be washed after any calls involving toxic substances (fire, car fluids). Current machines can only wash one set of gear at a time (often have 6 sets per callout) and does not clean gear adequately.					

Village of Lions Bay

2021 Budget - Proposed Capital and Supplemental Requests

	Amount	Capital / Operating	Grants	Loans	Re-Budgets / Other
Emergency Building Expansion and Retrofit	499,420	499,420	(499,420)		
ICIP COVID-19 Resilience Infrastructure Program Grant	(499,420)				
Grant application submitted January 27, 2021 - decision anticipated Spring 2021.	-				
Emergency Building Expansion and Retrofit	150,000				
If ICIP grant application is unsuccessful.					
Total Net Capital	703,214	4,679,722	(3,300,050)	(603,458)	(73,000)
Total Net Operating and Capital Requests	744,164				

**Village of Lions Bay
2021-2025 Capital Project List**

IMP Project No.	Project Name	Capital Cost	2022		2023		2024		2025	
			Water	Roads	Water	Roads	Water	Roads	Water	Roads
11	Site Investigation and Design for Zone / Branch Water Metering	\$10,000	\$10,000							
14	Construction of Meters for Zone / Branch Water Metering	\$150,000			\$150,000					
16	Survey, Design and Construction of Water Main Replacement on Creekview PI (90m)	\$130,000	\$130,000							
48	Survey, Design and Construction to replace corroded culvert crossing Bayview Road just north of the school.	\$50,400				\$50,400				
17A	General Bridge Repairs (Medium Priority)	\$89,500				\$89,500				
17B	General Bridge Repairs (Medium Priority)	\$146,000				\$146,000				
57	PRV Station Replacements	\$900,000					\$900,000			
58	PRV Station Replacements	\$1,800,000					\$1,800,000			
47	Survey, design and construction to replace culvert in poor condition at the bottom of Tidewater Way as well as culvert from Sweetwater Place to Tidewater Way. Confirm with CCTV if the railway crossing needs to be replaced as well. Crack seal and patch poor sections uphill of the culvert replacement.	\$272,700				\$272,700				
20	Construction of Road Repairs, Water main and Drainage Works along Upper Bayview Rd [500m]	\$2,250,000	\$1,350,000	\$900,000						
18	Survey, Engineering Design and Construction of Water Main Upsize, Road Repairs, New Drain on Bayview PI [300m]	-								
35	Survey, Design and Construction of Water Main Replacement, Drainage Repair on Centre Rd, [100m]	-								
42A	Design and Construction of Timbertop Pump Station	\$200,000			\$200,000					
21	Survey and Engineering Design of Water Main Replacement (upsized), Road Repairs, Stormwater reinstatement on Highview PI & Oceanview Rd. [415m]	\$80,000			\$40,000	\$40,000				
22	Construction to upsize Water Main & Road Repairs on Highview PI & Oceanview Rd	\$850,000						\$425,000	\$425,000	

**Village of Lions Bay
2021-2025 Capital Project List**

IMP Project No.	Project Name	Capital Cost	2022		2023		2024		2025		Totals
			Water	Roads	Water	Roads	Water	Roads	Water	Roads	
8	Survey & Design of Stormwater, Road, Water (Hydrant) work on Oceanview Rd (200m)	\$38,000				\$38,000					
13	Construction of Stormwater, Road, Water (Hydrant) work on Oceanview Rd	\$1,100,000							\$550,000	\$550,000	
45	Survey, CCTV and Design to replace deteriorated concrete culvert on Mountain Dr.	\$35,000								\$35,000	
46	Construction to replace deteriorated concrete culvert on Mountain Dr and permanent repair of road.	\$80,000								\$80,000	
40	Survey, Design and Construction of Water Main Replacement, Road Repair on Bayview Rd between 335 and 400 (200m)	\$440,000			\$264,000	\$176,000					
54	Upsize the 300 mm CSP culvert from Bayview Rd to Alberta Creek (50m)	\$74,400								\$74,400	
29	Survey, Engineering Design and Construction of Drainage Improvements on Lions Bay Ave (210m)	\$210,000								\$210,000	
	Engine 62 - Fire Department	\$900,000				\$900,000					
	Geohazard mitigation of Alberta Creek debris Flow Risk to Mountainview	\$110,000		\$110,000							
		\$9,916,000	\$1,490,000	\$1,010,000	\$654,000	\$1,712,600	\$2,700,000	\$0	\$975,000	\$1,374,400	
				\$2,500,000		\$2,366,600		\$2,700,000		\$2,349,400	\$9,916,000
			\$989,955	\$659,970	\$0	\$0	\$1,979,910	\$0	\$0	\$0	\$3,629,835
			\$360,045	\$240,030	\$0	\$0	\$720,090	\$0	\$0	\$0	\$1,320,165
			\$140,000	\$110,000	\$654,000	\$1,712,600	\$0	\$0	\$975,000	\$1,374,400	\$4,966,000
			\$1,490,000	\$1,010,000	\$654,000	\$1,712,600	\$2,700,000	\$0	\$975,000	\$1,374,400	\$9,916,000

**Village of Lions Bay
2021 - 2025 Schedule of Capital Expenditures**

	2021	2022	2023	2024	2025	
General Fund	3,322,112	125,000	125,000	125,000	125,000	
New PW Building			1,200,000			
Water Infrastructure	2,160,817	100,000	100,000	100,000	100,000	
Sewer Infrastructure	36,248	-	-	-	-	
	5,519,177	225,000	1,425,000	225,000	225,000	
2022-2025 Capital Projects						
Water		1,490,000	654,000	2,700,000	975,000	5,819,000
Roads		1,010,000	1,712,600	-	1,374,400	4,097,000
	-	2,500,000	2,366,600	2,700,000	2,349,400	9,916,000
Total Capital Expenditures	5,519,177	2,725,000	3,791,600	2,925,000	2,574,400	



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Housing Needs Assessment		
Author	Peter DeJong	Reviewed By:	Pamela Rooke
Date	March 18, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

Recommendation:

THAT the Housing Needs Assessment proposal from Richard White Planning Advisory Services Ltd. (RWPAS) be accepted; and

THAT the CAO be authorized to enter into an agreement with RWPAS in substantial accordance with their proposal dated March 2021 and attached to the Request for Decision: Housing Needs Assessment report from the CAO dated March 18, 2021.

Attachments:

1. Housing Needs Assessment proposal from Richard White Planning Advisory Services Ltd. (RWPAS) dated March 2021

Key Information:

Municipalities and regional districts in B.C. are required to complete a housing needs report by April 2022 and every five years thereafter. The purpose is to describe current and anticipated housing needs in B.C. communities.

In November, 2020, the Municipality applied for available grant funding for the express purpose of providing the report in accordance with provincial requirements. Funding in the amount of \$15,000 has been approved for the Village of Lions Bay toward meeting this requirement.

The Villages of Anmore and Belcarra similarly received grants for this purpose and intend to move forward with the project using the planning consultant they have both engaged recently for other planning work, namely RWPAS. In discussions with staff at Anmore and Belcarra, as well as with their planning consultant, it was determined that there would be some efficiencies to be gained by all three Villages banding together on the project to ensure project costs do not exceed the allocated grant amounts. The proposal from RWPAS is attached to this report.

Financial Considerations:

The proposed cost from RWPAS of \$15,000 aligns with the grant funding received from the Province through UBCM.

Legal Considerations:

A Housing Needs Assessment report must be completed for the Village of Lions Bay by April, 2022. The proposal anticipates delivery of the final report by December, 2021.

Options:

- (1) Approve the recommendations set out at the beginning of this report;
- (2) Amend the recommendations and then approve them;
- (3) Provide staff with alternate direction.

Preferred Option: Option 1 - Approve the recommendations set out at the beginning of this report.

Follow Up Action:

Assuming the recommendations are approved, staff will engage the consultants in accordance with the proposal.

Village of Lions Bay Housing Needs Assessment Summary

March 2021



Submitted by:
Richard White Planning Advisory Services LTD.

1. Project Understanding

The proposed work will undertake detailed analysis to generate a housing need assessment (HNA) for the Village of Lions Bay. The provincially legislated requirement includes a fairly prescriptive approach and template for housing needs assessments and also provides a source of data sets covering the key areas of demographics, employment and income, housing market activity, rents and home prices, and core housing need (the official CMHC concept used to define and enumerate need). Based on our knowledge of the Village, and experience in housing need analysis, we have identified a number of factors that may affect this assignment. These are highlighted here and then captured in the methodology and work plan outlined later in Section 3 of this proposal.

1.1 Distinguishing housing requirements from housing need

The term “housing need” is more frequently used to define that subset of households that experience housing problems of affordability, condition and crowding (collectively captured in CMHC core housing need), as distinct from a broader concept of housing requirements. The latter more broadly reflects population and household growth and requirements to ensure an appropriate market supply to meet evolving demand. In the case of affordable and low-income need, such households typically lack effective market demand, and their requirements, or more appropriately, needs, do not trigger a market response. It is this group that are targeted by public and community housing programs, such as those delivered via BC housing (and under the 2017 National Housing Strategy, also via CMHC). The analysis should capture both requirements and need.

1.2 Examining market activity

Following from the above, a careful assessment of market response, as revealed by the quantum and type of new housing construction activity can be used to generate insight into existing or emerging gaps in market provision (e.g. starts by dwelling type, tenure and price). For example, with aging families, there may be growth in childless households and singles, which imply requirements for smaller and lower cost homes; yet the construction industry may be building only detached dwellings more suited to larger families, and often unaffordable to first time buyers. There may be a lack of options to meet aging seniors that may wish to remain in their community, but no longer wish to maintain a larger detached home. A comparative analysis of demographic trends and types of household growth, against ongoing forms and price of supply from new construction is an important element in a needs analysis. In particular, this can help to inform industry on the potential for alternate forms of new construction and potential business opportunities.

1.3 Housing and labour markets are regional

The Village of Lions Bay is one component of a regional housing and labour market. While existing residents may have some attachment and familial or social networks that draw them to Village of Lions Bay, most households as consumers have flexibility in choice. And for those in core need, with less effective demand, their choices may be more limited to places where appropriate housing can be accessed at lower cost. While a village specific HNA can be compiled, it is also necessary to place this in the context of the regional housing market (using Metro-wide data to set this broader context).

1.4 Augmenting Provincial datasets

In order to facilitate the required needs analysis across the province, the Ministry of Municipal Affairs and Housing has assembled a compendium of datasets to assist local jurisdictions (and their consultants) in completing the required housing needs assessments. Metro Vancouver has also generated datafiles on behalf of regional municipalities. In reviewing the available data from the Ministry, we found that while generating some valuable overview, the data sets are generally one dimensional, and do not

support more discrete analysis. In particular, the core housing need file presents data on the count of core need by community. However, it does not disaggregate need by tenure, incidence of need, household (family) type or age (e.g., seniors), nor by Indigenous or nonindigenous identifiers. Cross tabulation of these variables can generate much richer insight into the needs assessment. In prior work, Focus Consulting Inc. has developed a detailed data specification for custom tables from Statistics Canada in order to facilitate this level of analysis. This richer dataset was used in completing the HNA for the Region of North Okanagan (RDNO). Accordingly, and depending on the data being procured by Metro we would again propose to augment the Ministry data sets with a similar custom data request to Statistics Canada.

2. Capacity and Capabilities

Our team includes Richard White, a former Director of Planning with extensive knowledge and insight into urban and housing issues in Metro Vancouver and Steve Pomeroy, one of Canada's leading housing policy and research experts, with extensive experience in housing need analysis. We are assisted by research assistant Katherine White who has previously provided research and administrative support on related projects. Steve has completed numerous housing needs reports and analyses, including for Ottawa, Kingston, Edmonton, Grande Prairie and most recently in 2020 for the Regional District of North Okanagan (in collaboration with RWPAS). Our team is intimately familiar with both Statistics Canada datasets as well as CMHC housing data files and has developed a customized tabulation to generate key data to populate a Housing Assessment Framework. RWPAS, in addition to a company formed by a long-term municipal planning manager, with many years of regional planning experience, now serves a variety of BC municipalities and regional districts with ongoing and term specific land use and community planning services. Public engagement is a necessary part of this work. This includes conducting public and stakeholder engagement in on-line formats during the Covid-19 lockdown, an approach that may again be required in this assignment. Our team has the expertise and experience to undertake the HNA and associated presentations within the Calendar year.

The CVs of key personnel are attached in Appendix B.

3. Methodology and Approach

The Project team will work together with the client team and stakeholders to undertake a comprehensive housing needs assessment, identify key gaps in supply and demand, and provide evidenced based results and conclusions. In addition to overall project management, our approach is based on five main steps:

- Defining and Collecting Data
- Analysis and Assessment
- Stakeholder and Community Engagement
- Draft Housing Needs Assessment
- Present and Review and Finalize Assessment Report

3.1 Project Management and Communications

Throughout the assignment we will also implement a pro-active project management and communication protocol. Overall project management and communication will be guided with the consulting Project Team and the Project Leader (Richard White). Project management and communication will be facilitated through a project initiation meeting, project management meetings and ongoing project communications. As well as keeping the staff team up to date on progress, we will use this collaborative working relationship to identify any challenges that emerge and to develop options to address and mitigate these.

3.2 Defining and Collecting Data

This task will review the standardized data sets made available by Metro Vancouver and determine where these require additional data to be identified and collected. Community and housing profile data will be obtained from Metro Vancouver and the published Statistics Canada census community profile. Data to be assembled will include data for Lions Bay as well as Metro Vancouver, to provide context and comparison:

- Statistics Canada – Data from the 2016 Census will be used for the assessment. A custom data request will be obtained to analysis household breakdown will include families (including lone parents), singles, and seniors for Aboriginal and Non-aboriginal families
- Core Housing Need Data (2016) – A second custom data request from Statistics Canada will be made to access the core housing need data by the types of households mentioned above
- CMHC – Housing data including starts, completions, home values (assessed and recent MLS sales), and rental and vacancy rates rent data (from CMHC survey). This will be augmented with home sales data from the Real Estate Board
- Village of Lions Bay data sources, including OCPs and any housing data
- The non-market housing portfolio (existing social housing and any non-market assisted living) in the area, as available from BC Housing
- Population and Household Projections - Existing population projections for the Village of Lions Bay will be used to project household growth and determine the number of housing units required to accommodate future growth as well as potential changes in core housing need.

3.3 Analysis and Assessment

We will augment the data collection with a background review of key reports and documents. This will help set the context for the HNA. The key tasks at this stage will involve review and assembly of the data collected in task 3.2. In particular, it is expected that this will provide:

- An overview and analysis of housing conditions (supply and demand) including:
 - The housing stock by dwelling type, tenure and age/condition (depending on availability);
 - Housing production (starts and completions) by dwelling type and tenure (and where possible price level and rents);
 - The ownership and rental markets, including sales activity and housing prices by market segment/dwelling type (depending on availability), rental rates and vacancies by dwelling size (number of bedrooms);
 - Current residential land inventory
- An overview and analysis of household characteristics, including:
 - Type and size of household;
 - Age and tenure, including percent of households in each age cohort that are owners and renters;
 - Household income by age and tenure
- An overview of current labor force and employment patterns and anticipated trends. Employment and income are key influences on capacity to pay and thus on both effective and ineffective demand (need)
- A detailed review of core housing need by tenure, household type and nature of need:
 - Household type (families, singles and seniors)
 - Aboriginal and non-aboriginal households
 - Type of need - including affordability, suitability and adequacy measures
- Projecting Housing Requirement – Need and Demand

If available, we will use the employment and population forecast provided by the Metro Vancouver or the Statistics Canada Regional population forecast (2016-36). The Assessment will incorporate a

methodology to estimate household growth known as the Headship Rate to project the number of households by age cohort. This will be used to generate overall housing requirements, or the number of housing units required to accommodate future growth. In addition, this will use the 2016 incidence (propensity to be in need) of core housing need, by household type in order to project potential growth in housing need. The Ministry of Municipal Affairs and Housing have created a standardized summary form for Housing Need Studies (see Appendix A), so the aforementioned data will be used to populate these forms.

3.4 Community and Stakeholder Engagement

Housing needs analysis is a technical exercise and in the main entails assembling and analyzing data. Engagement is a useful complementary activity to assist with interpreting the data as well as educating and raising awareness about the underlying issues that the data highlight. However, the HNA is separate from the development of a housing strategy – i.e. how to respond to the identified need. The engagement process can raise awareness about future strategic options but is not intended to consult on or develop such strategies. Findings may suggest potential directions and where appropriate these will be identified for future consideration by the Village staff.

Background material on the housing market and housing needs will be prepared and circulated in advance to inform stakeholders and the community of the purpose of the project. Our team will collaborate with Village staff to identify stakeholders to be invited to participate in the engagement process, and in collaboration develop an engagement strategy as appropriate for the purpose of completing an HNA.

Due to the technical nature of a HNA, we do not anticipate, nor recommend public engagement (this is more meaningful once the Village of Lions Bay progresses to the next stage of using the analysis to develop strategic responses). However, the findings and engagement material will be available to post to the Village of Lions Bay website to ensure full access.

3.5 Draft Needs Assessment

The research, data analysis, methodologies, data limitations, and other materials related to the report will be incorporated into the Housing Need and Demand Assessment Report. We will provide details in the report appendices (including the MMAH Summary Forms) and will provide all data electronically. We will prepare a draft report in advance of a meeting with the Village staff and identified key stakeholders and then present and discuss the Draft Housing Need Assessment Report with the aim of reviewing findings and receiving feedback.

Key areas that will be addressed in the report include:

- Executive summary
- City Profile
- Analysis of housing affordability and Need
- Gap Analysis
- Community Engagement Summary
- Current and Future Housing Requirements (housing need and housing requirements to 2036)
- Potential Implications for development of responses and strategies

3.6 Review and Finalize Assessment Report

We will revise the Housing Accommodation Needs Assessment Report following the meeting with the Village of Lions Bay staff and identified key stakeholders and forward the final document to the Village

with all of the related materials within one week of the review. A final report incorporating the changes will be then submitted as the final deliverable.

3.7 Summary Deliverables:

1. Refined workplan and data specification (on or about May 30, 2021)
2. Complete data assembly and preliminary assessment by September 31
3. Undertake stakeholder and community engagement in October
4. Review and complete draft need assessment by November 30
5. Final Needs Assessment Report (on or about December 15)

4. Project Budget

	Project component	Total Price
3.1	Project management and communication	\$1,000
3.2	Defining and Collecting Data	\$2,600
3.3	Analysis and Assessment	\$5,800
3.4	Stakeholder engagement	\$1,800
3.5	Refine draft assessment with feedback	\$1,500
3.6	Finalize and present HNA report	\$1,800
	Disbursement (custom data request to Statistics Canada)	\$500
	TOTAL:	\$15,000

Housing Needs Reports – Summary Form

MUNICIPALITY/ELECTORAL AREA/LOCAL TRUST AREA: _____

REGIONAL DISTRICT: _____

DATE OF REPORT COMPLETION: _____ (MONTH/YYYY)

PART 1: KEY INDICATORS & INFORMATION

Instructions: please complete the fields below with the most recent data, as available.

LOCATION	Neighbouring municipalities and electoral areas:
	Neighbouring First Nations:

POPULATION	Population:		Change since 2006	:	%	
	Projected population in 5 years:		Projected change:		%	
	Number of households:		Change since 2006	:	%	
	Projected number of households in 5 years:		Projected change:		%	
	Average household size:					
	Projected average household size in 5 years:					
	Median age (local):		Median age (RD):	Median age (BC):		
	Projected median age in 5 years:					
	Seniors 65+ (local):	%	Seniors 65+ (RD):	%	Seniors 65+ (BC):	%
	Projected seniors 65+ in 5 years:					
	Owner households:		%	Renter households:		%
	Renter households in subsidized housing:					

INCOME	Median household income	Local	Regional District	BC
	All households	\$	\$	\$
	Renter households	\$	\$	\$
	Owner households	\$	\$	\$

ECONOMY	Participation rate: %	Unemployment rate: %
	Major local industries:	

HOUSING	Median assessed housing values: \$	Median housing sale price: \$
	Median monthly rent: \$	Rental vacancy rate: %
	Housing units - total:	Housing units – subsidized:
	Annual registered new homes - total:	Annual registered new homes - rental:
	Households below <i>affordability</i> standards (spending 30%+ of income on shelter): %	
	Households below <i>adequacy</i> standards (in dwellings requiring major repairs): %	
	Households below <i>suitability</i> standards (in overcrowded dwellings): %	

Briefly summarize the following:

1. Housing policies in local official community plans and regional growth strategies (if applicable):

2. Any community consultation undertaken during development of the housing needs report:

3. Any consultation undertaken with persons, organizations and authorities (e.g. local governments, health authorities, and the provincial and federal governments and their agencies).

4. Any consultation undertaken with First Nations:

PART 2: KEY FINDINGS

Table 1: Estimated number of units needed, by type (# of bedrooms)

	Currently	Anticipated (5 years)
0 bedrooms (bachelor)		
1 bedroom		
2 bedrooms		
3+ bedrooms		
Total		

Comments:

Table 2: Households in Core Housing Need

	2006		2011		2016	
	#	%	#	%	#	%
<i>All households in planning area</i>		100		100		100
Of which are in core housing need						
Of which are owner households						
Of which are renter households						

Comments:

Table 3: Households in Extreme Core Housing Need

	2006		2011		2016	
	#	%	#	%	#	%
<i>All households in planning area</i>		100		100		100
Of which are in extreme core housing need						
Of which are owner households						
Of which are renter households						

Comments:

RICHARD WHITE PLANNING ADVISORY SERVICES Ltd.	314 East 19th Street North Vancouver, BC V7L 2Z3 Home Phone: 604.984.0156 Cell: +1 778-837-0928 Email: richard@rwpas.com

PROFESSIONAL HISTORY

Richard White Planning Advisory Services Ltd.

May 2013 —

Services include land development and zoning analysis, land and energy conservation planning, governance reviews and government relations work based on 40 years of professional planning and 6 years elected political experience, for more than 70 clients — private investment and development companies, for families and individuals local, regional and First Nations governments and not for profit organizations. Client list, Portfolio and Bio are available.

Deputy Chief Administrative Officer

***Previously: Director, Community Development, City Planner
Waterfront Project Manager, (City Manager's Office)
City of North Vancouver***

1984 – April, 2013

Responsibilities included government and corporate relations, updating City management structures, planning for the creation of the Lonsdale Energy Corporation, the sale or development of surplus City land and renewal of capital assets, energy conservation through district energy and distributed generation, and green house gas neutrality; authored hundreds of reports to Council, responsible for development approval process and monitoring and updating the Official Community Plan; active member of City's management team responsible for municipal capital and strategic planning and administration: chaired the Greater Vancouver Regional District's Technical Advisory Committee; tenure as Chair included the introduction of the first Regional Growth Strategies Plan in British Columbia; involved in the establishment of the Greater Vancouver Transportation Authority (now Translink); chaired the City's Civic Project Team, acted as alternate for the City Manager; chaired various external committees including the Metro's Industrial Land Supply Task Force (2006-07) and participated on the Metro Vancouver Transportation Targets Working Group (2009-2010). Produced and implemented several award winning planning and community development initiatives. Details available upon request.

Consultant Planner

1983 – 1984

Clients included in the Cities of Vancouver and North Vancouver and the United Nations Centre for Human Settlements at the University of British Columbia.

***Planning Analyst and Technician
City of Vancouver and City of North Vancouver
Planning Assistant and Cartographer
Regional District of Central Okanagan***

1974 – 1982

Technical and then professional planning work in BC locations; work highlights included preparing the last industrial land study for the Carling lands at 12th and Arbutus and distributing and explaining the original Agricultural Land Reserve maps to Central Okanagan orchardists.

EDUCATION

M.A. Community and Regional Planning
University of British Columbia, 1982

B.A. Geography
University of British Columbia, 1977

PROFESSIONAL AND COMMUNITY SERVICE

Current

- Subject Matter Expert, Planning Institute of British Columbia
- Member, PIBC Professional Practise Review Committee and Expert Witness
- Member of the Squamish Nation Advisory Design Panel
- Board Member, Community Energy Association;
- Advisor, British Columbia Mayors Climate Leadership Council
- Guest Speaker on Planning Topics (Residential Intensification, Community Planning, Community Energy Planning; Developing Planning Managers)
- Speaker, Including UBCM Newly Elected Officials Seminars, Local Government Leadership Academies and UBCM Conferences on Building Strong Communities (various dates 1989-2018)
- Registration Committee Member, College of Psychologists of BC
- Board Member, Fund for the Arts on the North Shore (FANS)
- Member, LAI Vancouver Chapter

Other Highlights

- Trustee, North Vancouver School District; served as Board Chair, Vice-Chair, Chair of Education and Programs, and Chair of Finance and Facilities Committee (1999 – 2005)
- Chair, Technical Advisory Committee, GVRD (1995--1997) and Member and Chair of various sub Committees (1984-2013)
- Co-chair, Community Energy Association (2009-12)
- Board member, Volleyball BC (2006 - 2010)
- Guest Lecturer and External Examiner, UBC School of Community and Regional Planning (ongoing)
- Member, Organizing Committee, Various Annual Conferences: Canadian District Energy Association, 2010, PIBC etc. 1990-current
- Chair, Leadership Committee, UBC Design Centre for Sustainability (until 2012)
- Member, Land Use Committee, Board of Governors, University of British Columbia (until 2018) Member. Public Hearing Panel UBC (until 2018)
- Board Member, Gordon and Marion Smith Foundation (Smith Gallery) until 2017

Professional and Academic Awards

- Elected to the Canadian Institute of Planners College of Fellows, CIP 2014
- Planning Institute of British Columbia Planner of the Year PIBC 2011
- British Columbia Academic Scholarship
- Canada Mortgage and Housing Corporation Graduate Scholarship
- University of British Columbia Graduate Fellowship (declined)
- Many awards as part of the the City of North Vancouver Planning Team

PERSONAL INFORMATION

Born in Saskatchewan, 1955. Canadian Citizen. Married with two adult children. Certified Volleyball Coach. Baseball fan. Member of the "BureauCats" rock and roll band.

Steve Pomeroy, Focus Consulting Inc, and Senior Research Fellow, Centre for Urban Research Education (CURE), Carleton University

Career Highlights:

Steve has over 30 years of experience in policy research, strategic analysis program implementation and market research, mainly related to housing and urban issues. This includes working at the municipal level as an urban planner in North Vancouver (1980-82) the non-profit sector in co-operative housing development (1983-84), and from 1984-1994 a variety of senior positions with Canada Mortgage and Housing Corporation, initially in Vancouver and subsequently in Ottawa. This included heading CMHC's internal policy think-tank, the Centre for Future Studies in Housing and Living Environments and secondment to two major policy task forces: the 1990 Review for Expenditure Review Committee of Cabinet; and 1993-94 Social Housing Policy Review Team.

In July 1994 Steve established Focus Consulting Inc. and has since completed over 200 research reports and studies. These have included extensive research on affordable housing financing, alternative financing models, housing projections, market analysis, socio-economic analysis, feasibility analysis of rental development, housing need and affordability studies, analysis of homelessness and examination of neighbourhood renewal/regeneration. Additional work has included comparative international analysis, seeking to gain insight on international policy and practice and lessons for Canada as well as consulting to other countries and international development agencies on housing issues.

Steve regularly advises a number of national and provincial housing associations, many municipalities and provinces on housing programs, policy, matters and development of comprehensive housing strategies. He is also a regular commentator in the media on housing issues and a frequent speaker and panelist at national and international conferences.

He has been invited to advise and speak on housing matters in a number of international fora, including events hosted by the InterAmericas Development Bank in the Caribbean, Mexico and Peru, the Annual conference of the Chartered Institute of Housing (UK) , the Australian National Housing Conference and the National Association of Social Housing Organizations in South Africa.

In January 2007 he was appointed as a Senior Research Fellow with the University of Ottawa Centre on Governance and in December 2012 Steve was appointed as a Research Associate with the Centre for Urban Research and Education, Carleton University and as of Spring 2016 became a Senior Research Fellow at CURE. He is also a contract instructor in the School of Public Policy where he teaches a graduate course in Housing Policy

Relevant research and program design activities

Steve 's policy-research work has covered all aspects of market analysis and housing need analysis. He is intimate with census data sets and the various housing datasets supported by CMHC, now through their Housing Market Information Portal, and frequently extracts data from these sources to support specific analyses.

And in much of these he has lead engagement with a wide range of stakeholders to draw out findings as well as to expand awareness and understanding about housing issues and need.

A brief selection of recent examples of related work from over 200 completed studies:

- *Housing Need Assessment for the Regional District of North Okanagan (2020)*
- *Mid-term Review and Update, Kingston Ten Year Housing and Homeless Plan, (2020)* for City of Kingston (with Michel Frojmovic, Acadia Consulting)
- *Regional Seniors and Family Housing Needs Assessment Study (2019)* Grande Spirit Foundation (Grande Prairie), with Gary Gordon
- *Describing the Social Housing Ecosystem in BC and Quebec (2019)* for the Canadian Housing Policy Roundtable
- *Background analysis for MVHC 10- year action plan on affordable rental housing for Metro Vancouver Regional District (2018)*
- *Examining the feasibility and options for an inclusionary zoning policy in Toronto (2019)*, for the Maytree Foundation and Convene Toronto.
- *Rental Housing in Canada's Cities: Challenges & Responses (with Duncan MacLennan)* for FCM/Maytree Foundation Urban Project
- *Background analysis and possible new targets and actions: A discussion paper to stimulate input in updating the City of Ottawa 10 Year Plan on Housing and Homelessness (2019)*, for Ottawa City Council, Urban Caucus
- *Examining The Dynamics Of Canada's Housing System: Implications For A National Housing Strategy (2018)* with Greg Lampert, for CHBA and CHRA).
- *Inventory of Market Incentive Programs*, for CMHC (2018)
- *Affordable Market Housing in Ottawa: Proceedings of Oct 3rd 2018 Forum*, for the Ottawa Community Foundation
- *Examining Indicators and Data Sources For Quantifying Non-Housing Outcomes of Stable and Affordable Housing in Canada: Feasibility Study (2017)*, for CMHC
- *Policy Brief of Inclusionary Zoning*, for Canadian Home Builders Association, 2016
- *Optimizing Demand and Supply Side Housing Assistance Programs: A Background Brief (2016)*. Prepared for Canada Mortgage and Housing Corporation
- *Toward a Brighter Future: Opportunities To Reduce Affordable Need And Homelessness in the GTHA (2016)*, for Evergreen Centre for Green Cities,/GTA Action Lab
- *Scoping Assessment: Developing a Non-Market Real Estate Strategy in Calgary (2016)*. Prepared for the Calgary Affordable Housing Working Group
- *Housing Need Assessment for sub-region municipalities in Edmonton (2015)*, for Edmonton Capital Region Board.
- *Peer Review of the Toronto Community Housing (TCHC) Socio-Economic Analysis: Value of Toronto Community Housing's 10-Year Capital Investment Plan Return on Social Investment Research Report. 2014*, Toronto Community Housing
- *Mimico 20/20 Revitalization Action Plan: Economic Feasibility of Replacing Rental Properties, 2011* (part of larger Implementation Plan lead by Urban Strategies Inc.

Katherine Rebecca White

Vancouver, BC

PROFILE

- Engaging with diverse populations; synthesis and dissemination of scientific knowledge
 - Demonstrated research, data collection, quantitative analysis and writing skills, through peer-reviewed publications and international conference presentations
 - Experience with quantitative analysis (SPSS, and R), spatial analysis (GIS), data management and visualization
 - Motivated self-starter, able to work independent with limited supervision
-

EDUCATION

Masters of Science, Occupational and Environmental Hygiene School of Population and Public Health University of British Columbia <i>Relevant coursework: Health Effects of the Built Environment, Environmental Health, Public Health Research Methods and Epidemiology, Statistical Analysis</i>	2019 – Present
Post Degree Diploma, Applied Planning Langara College <i>Relevant coursework: Planning Applications in GIS, Environmental Planning, 3D Computer Applications in Planning, AutoCAD</i>	2018 - 2019
Bachelor of Arts, Psychology University of British Columbia	2008 – 2011
Associate of Arts, Global Stewardship Capilano University	2005 – 2008

RELEVANT EXPERIENCE

Planning Assistant Richard White Planning Advisory Services, LTD. <ul style="list-style-type: none">○ Assisted on a number of land use planning projects, primarily providing background research and support for document preparation○ Contributed to the 2020 Housing Needs Assessment for the Regional District of the North Okanagan	2017 – Present
Graduate Research Assistant Health & Community Design Lab, University of British Columbia <ul style="list-style-type: none">○ Contributed to ongoing research and publications examining the health impacts of the built and natural environment (including park access)	2019 – Present

Katherine Rebecca White

Vancouver, BC

- Supported the production of academic manuscripts for peer review publication and technical reports for municipal and agency stakeholders

Research Coordinator

2015 – Present

Brain Behaviour Lab, University of British Columbia

- Managed logistical and technical aspects of a number of complex and large-scale research projects
- Contributed to peer-reviewed publications and presented research findings at an international conference
- Assisted with planning and coordinating a day-long conference for approximately 200 attendees (parents, teachers, and researchers)
- Extensive experience explaining and synthesizing complex scientific findings and engaging with diverse audiences with varied background knowledge
- Mentored and educated high school students interested in neuroscience to complete a research project

Research Assistant

Forensic Psychology Lab, University of British Columbia

2013 – 2015

- Prepared multiple peer-reviewed and invited book chapters on topics related to violence perpetration and victimization
- Prepared grant applications and maintained ethics approval for on-going studies

Research Assistant

2012 – 2013

Laboratory for Clinical and Developmental Research, Harvard University

- Conducted literature reviews and assisted with stimuli preparation
- Assisted with coding and transcribing of highly sensitive information

Research Assistant

2010 – 2012

Social Cognitive Development Laboratory, University of British Columbia

- Enrolled study participants, routinely approached potential participants in approved public areas
- Synthesized and explained complex research topics and findings to general audience

KEY COMPETENCIES

Research:

- Quantitative and qualitative research methods
- Extensive statistical analysis experience
- Data management and presentation skills
- Strong background in verbal and written knowledge translation

Project Management:

- Extensive experience in complex project management
- Proven ability to work with interdisciplinary teams and with diverse stakeholder groups
- Extensive experience working independently and self-managing multiple simultaneous projects

Type	Request for Decision		
Title	2021 Parking Plan		
Author	Peter DeJong	Reviewed By:	Pam Rooke and Nai Jaffer
Date	March 19, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

Recommendation:

1. THAT Council approve:
 - (a) on-street parking as set out in this report, in accordance with the amended mapping attached to this report; and
 - (b) a rate of \$2.00/hour (max \$16.00 for the day) applicable to all approved on-street parking locations, with residents parking in any such spots free of charge provided their parking permit is readily displayed;
2. THAT staff be directed to proceed with signage, website and other electronic communications to emphasize clarity around parking rules in Lions Bay;
3. THAT staff continue to work with key stakeholders to seek the best results for residents in terms of parking and traffic issues affecting the community; and
4. THAT staff monitor progress through the season and adjust service levels as needed to ensure issues that arise are addressed satisfactorily.

Attachments:

1. Amended On-Street Parking Maps;
2. Resident feedback on the draft 2021 Parking Plan.

Key Information:

At the March 2, 2021 Council meeting, staff brought a Request for Direction report covering a number of topics. Direction was provided regarding increased bylaw officer hours, meters for the three parking lots and measures designed to improve data collection and processing efficiencies. The matter of penalties payable for parking infractions was referred to the CSC meeting on March 16, 2021 and the recommendations from that meeting are found in Item 12 for the applicable bylaw amendments which essentially keep the fines the same except for the 14 discounted fine amounts. Key issues for Council determination remain as follows:

- (1) Consider implementing **non-metered monetization of street parking** through use of Precise ParkLink's Flowbird parking app, which is already in use as an alternate means of payment at any of the metered lots – anywhere that visitors may park on designated street locations could be signed as pay parking through use of the app.
 - Advance communication and on-site signage would direct visitors to download the app and pay for parking.
 - Rates could vary by location or be homogenous across the Village.
 - Cellular connectivity for data processing could be a potential source of frustration for visitors and BEOs.
 - Attached mapping shows potential monetized street parking locations comprising approximately 100 spots.

It should be noted that several of the feedback letters written against this idea based on safety did not grasp that almost all of the visitor parking areas proposed for monetized street parking are already areas in which visitors can park – it was primarily just a question of whether those visitor parking areas on most of the streets noted should become paid hourly parking or remain free for such visitors to continue using. Feedback in on this matter seemed to go both ways but a consistent thread was the admonition to ensure there are sufficient spots protected for resident use. Amended mapping is attached seeking to address those comments.

A few additional comments were received suggesting a reservation system and/or dynamic highway signage for parking full (or not full presumably), neither of which we have the capacity to develop and operate. A few suggestions were made to use Soundview Road to the Pit and have people parking there, but that is a non-starter with MoTI and we have already applied for Crown land there so we can move our Public Works Yard there. The two uses are not compatible.

- (2) Improve **signage** in key locations, revamp parking information on the Village **website** and utilize **social media** channels to communicate to people before they come as to where they can and cannot park and the rules associated with parking in each area.
 - Bayview Rd east side parking improvement plan – widening of off-street parking areas and signing east side of street as “Resident Parking” only, leaving west side of street in front of school for visitor parking (this was on last year’s workplan but a

variety of circumstances culminating in the outbreak of the pandemic conspired to preclude staff getting this done before the summer season.

- Implement directional parking signage at highway interchanges to lead people to where they can park and when lots full to alternative parking areas.
- Implement pay parking signage via Flowbird app if implemented for street parking
- Present parking information on Village website in a clear manner with maps showing where visitors can park, what rules apply and drive traffic to the website.
 - Consider use of media buys using COVID-19 grant funding
 - Additional signage costs can be expensed to COVID-19 grant.

Feedback on these issues demonstrated another split highlighting a fear that telling people in advance where they can and cannot park would lead to us being discovered on social media and result in even worse congestion, often citing Deep Cove. As former Mayor Buhr has been saying for the past five years, Lions Bay has already been discovered on social media. If we want to provide constructive messaging to people before they come, that is where we need to provide it, especially on hiking blogs and websites. They are already coming – let's tell them in advance where to go.

While additional signage will be pollution to some, there is a distinct need to ensure people are directed to designated parking areas instead of driving through neighbourhoods looking for spots. See example from Coquitlam.

Directional signage at the Sunset lot, Mountain Drive, the School lot, Kelvin Grove and Brunswick Beach can help reduce the number of vehicles parking spot hunting. Efforts will be made to also consider safe turnaround locations to address another thread running through the feedback, in areas like Mountain Dr, Bayview Rd, and Brunswick Beach.



(3) **Partner with key stakeholders** such as Precise ParkLink (our pay parking service provider), School District 45, Ministry of Transportation and Infrastructure, RCMP, CN Police, hiking clubs, recreation portals, and news media.

- Consider showing eligible parking areas via in-car parking navigation systems at \$40/month x 8 areas (estimated number of monetized parking spots ~100-120)

- Could add non-monetized parking areas at Brunswick interchange and School lot
- Pros: Could fund from COVID-19 grant.
- Con\$: only available in newer higher end vehicles? May attract more people?
- Confirm parking arrangements with SD45 & MoTI in areas under their authority
- Continue to work with CN Police to discourage people from trespassing on CN tracks and lands with respect to the cliff jumping site
- Work with RCMP to coordinate patrols during expected high traffic periods, to the extent their resources permit
- Work with hiking clubs through their websites and with other recreation portals to drive traffic to the Village website parking information
- Utilize news media opportunities if and when they present themselves to portray the community as taking reasonable steps to manage visitation and parking through a second season of the pandemic.

Staff have met with MoTI to sort through the ideas put forward by Brunswick residents for parking improvements at the interchange, directional signage, turnarounds and other measures to improve matters in that neighbourhood. Making headway is an incremental process, but we will have some improvements including a decent turnaround on the east side of the crossing with CN's approval.

CN Police will also play a significant role in our efforts to discourage parking issues created by those people who are looking for access to the cliff jumping site, which is privately held land belonging to CN south of our municipal boundary. They have mounted a strong media campaign to warn people to stay away or face consequences.

Continued use of School District property during non-school periods is key to providing options for people and several suggestions were received in respect of that area of Bayview in terms of parking issues and traffic speed. A request for RCMP patrols periodically has been forwarded by the Mayor recently and we will seek to have them come more often to trouble areas, subject to their capacity to meet the needs of many in the corridor.

Again, the notion of communicating in advance with those who we know are accessing hiking sites and coming here anyway is a logical way to help get our message across and direct them where to go. The idea of in-car navigation systems will be parked for now and will not be considered further this year.

- (4) **Additional Issues** such as porta potty capacity and bear-proof bins at Sunset Trailhead will be addressed with additional resources and monitored as the season progresses. If we need to increase service, we will do so and draw from the Covid grant funding. Similar considerations will apply at Lions Bay Beach Park and Kelvin Grove to ensure sufficient garbage capacity and removal through summer. Twice daily Covid cleaning of the LBBP and KGBP washrooms will be in effect once they are opened up for public use and this will be funded from the Covid grant.

Options:

1. Approve the recommendations set out at the beginning of this report;
2. Amend the recommendations prior to approving them;
3. Decide not to approve paid on-street parking and keep the areas identified for visitor parking free of charge;
4. Direct staff alternately.

Preferred Option: Option 1 is recommended as the preferred range of actions best suited to address the parking issues facing the community in what is likely to be another very busy season. However, it would be understandable if Council is not prepared to accept recommendation 1. It is suggested that if that is the case, perhaps a trial of such a system in more limited locations may be a wise alternative to establish the feasibility, or not, of the proposal.

Financial Considerations: The CFO has included revenue estimates for metered parking and fines but estimating on-street parking revenue would be difficult. A rough estimate over a period of four months might look like this:

100 spots at 50% capacity x \$2/hr x 4 hours/day x 120 days = \$48,000

Legal Considerations: If on-street parking is approved, staff will bring an amendment to the fees bylaw at the next meeting. Penalty amendments are addressed elsewhere in this agenda.

Follow Up Action: Subject to Council direction on the recommendations, staff will proceed with implementation as swiftly as possible, although there will be some delays in terms of creating some new signage and replacing some of our old stock and erecting the same in the community.

Communication Plan: As recommended, and through the Village Update and website.

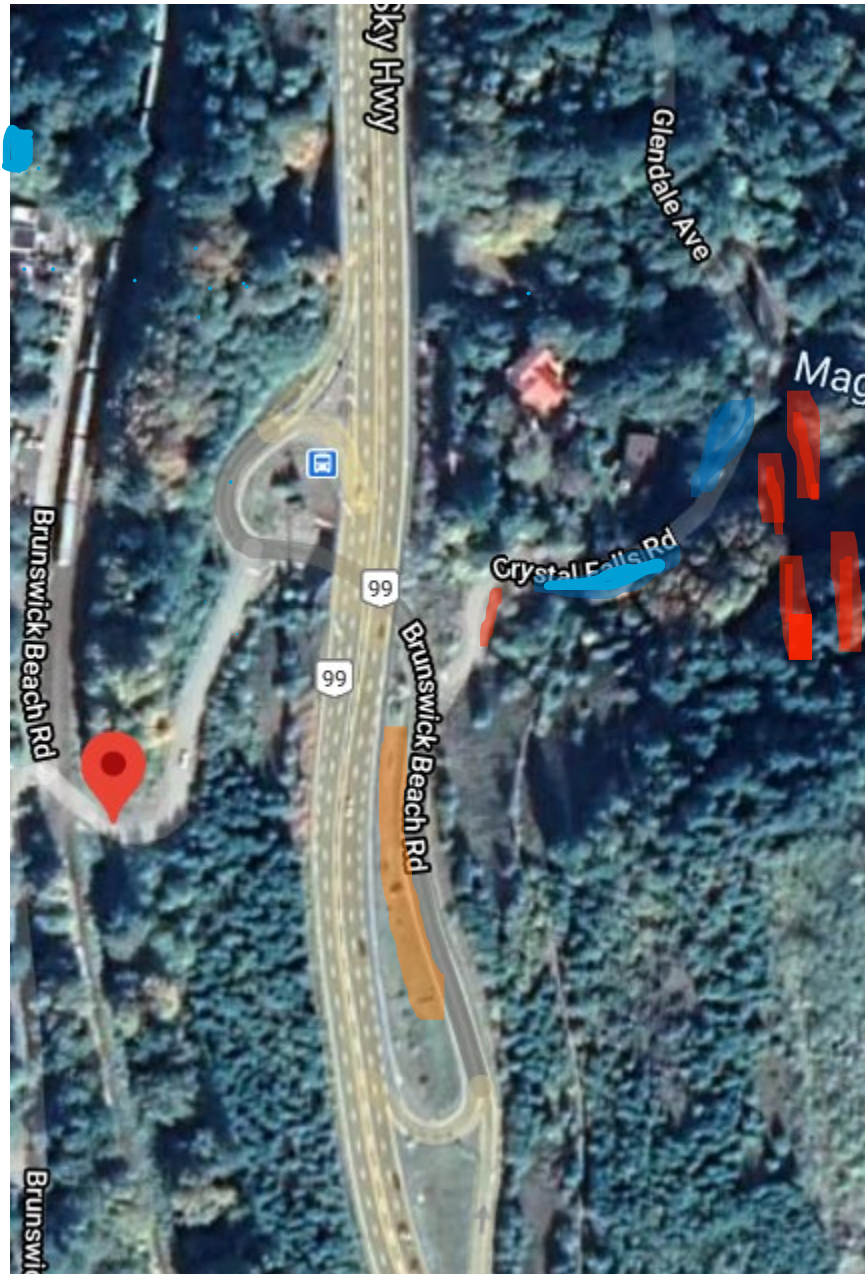
Bayview Road Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app
- Blue denotes Permit Parking only for residents
- Orange denotes SD45 property available during non-school hours as pay parking (revenue sharing to be confirmed with SD45). Spots in front of school to be resident parking for school purposes only during school hours.
- Add Playground Zone 30 KM/H signage and additional School Zone 30 KM/H signage

Brunswick-Crystal Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app (residents park free with permit)
- Orange denotes MoTI controlled free parking at NB Brunswick Interchange
- Blue denotes resident only parking – West of rail crossing is resident only parking
- Turnaround created on east side of rail crossing with signage to be installed and additional signage to be installed within Brunswick Beach neighbourhood (eg: No Stopping)

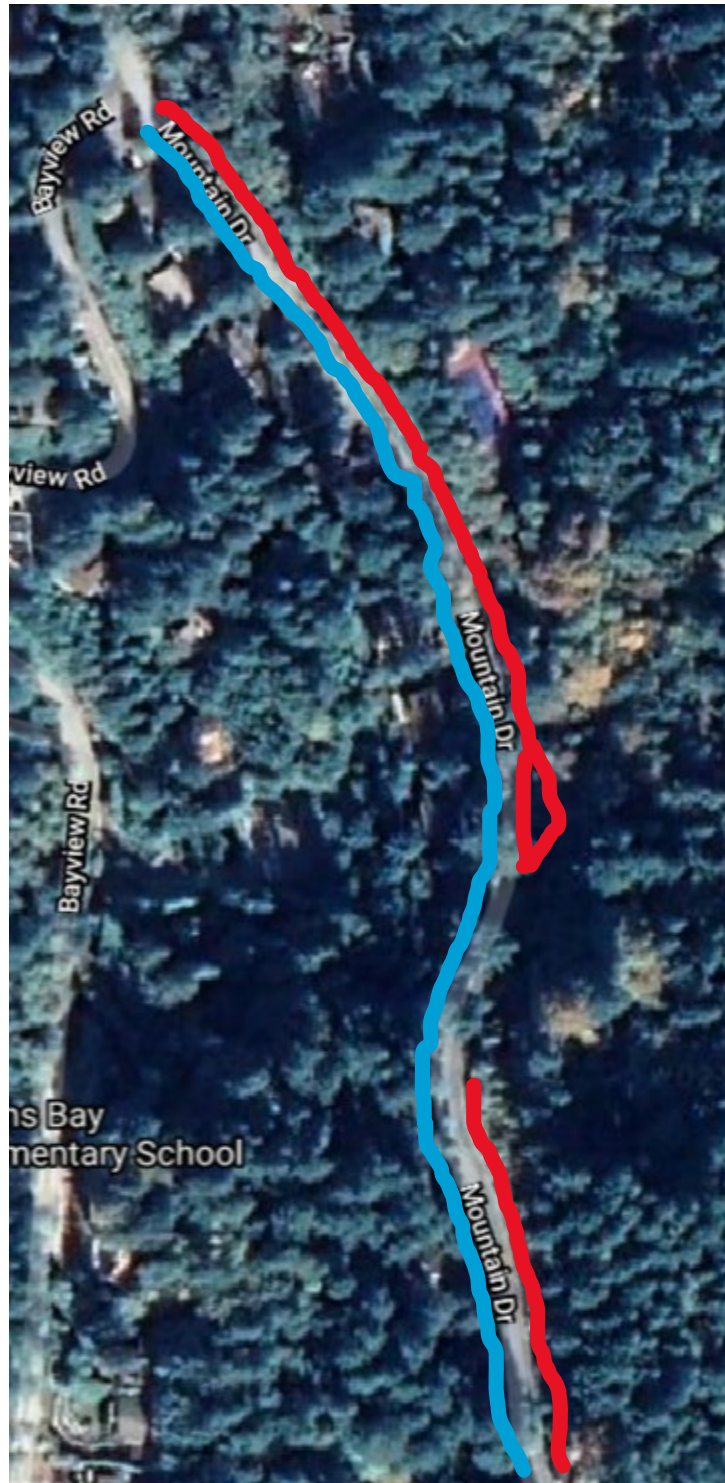
Lions Bay Avenue Parking Zone



Notes:

- Blue denotes Permit Parking only for residents
- Green denotes paid Meter Parking for public April-September (*may close July-August*)
- Balance of zone map is No Parking

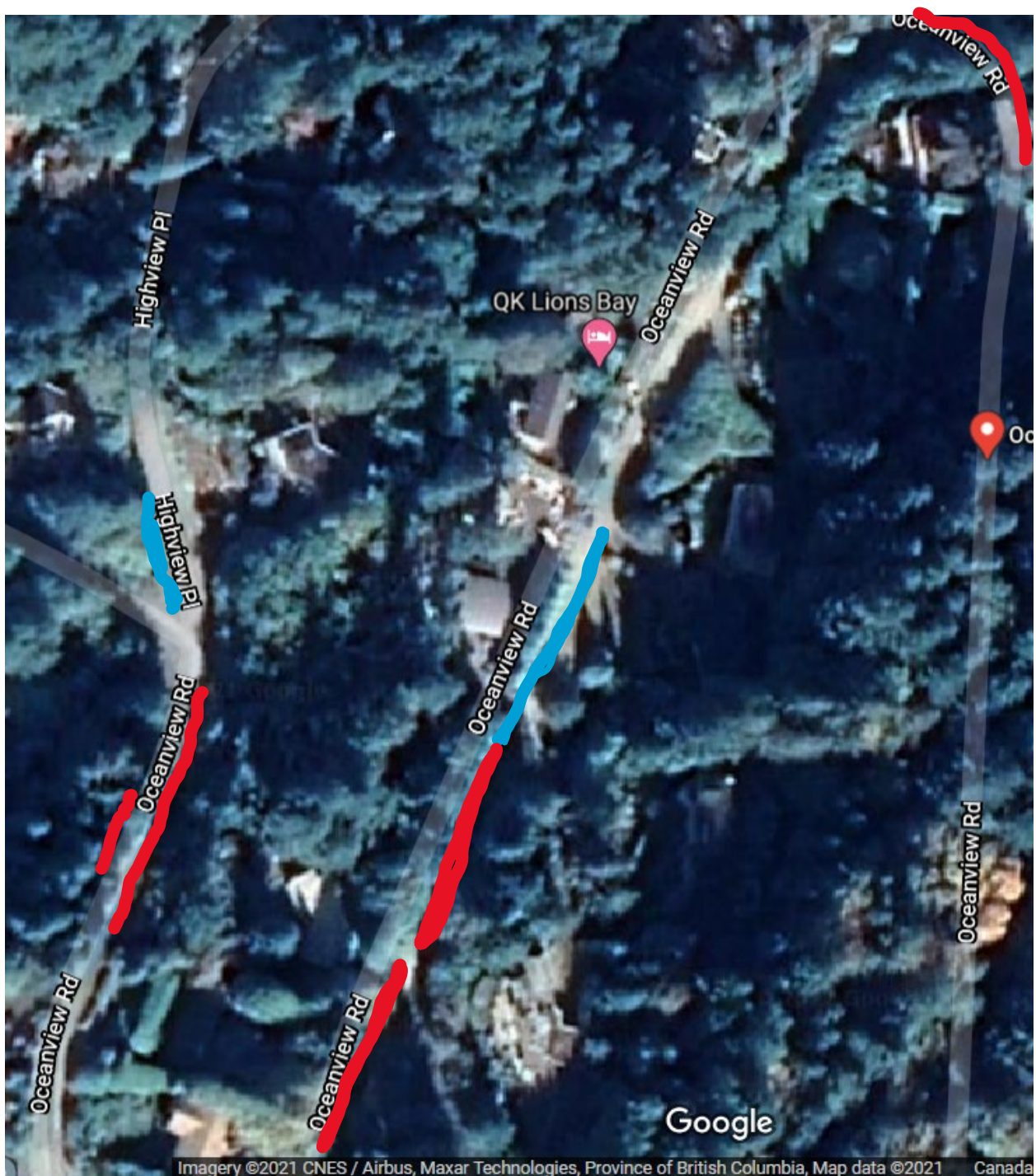
Mountain Drive Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app (residents park free with permit)
- Blue denotes Permit Parking only for residents – **No resident parking near Bayview intersection**

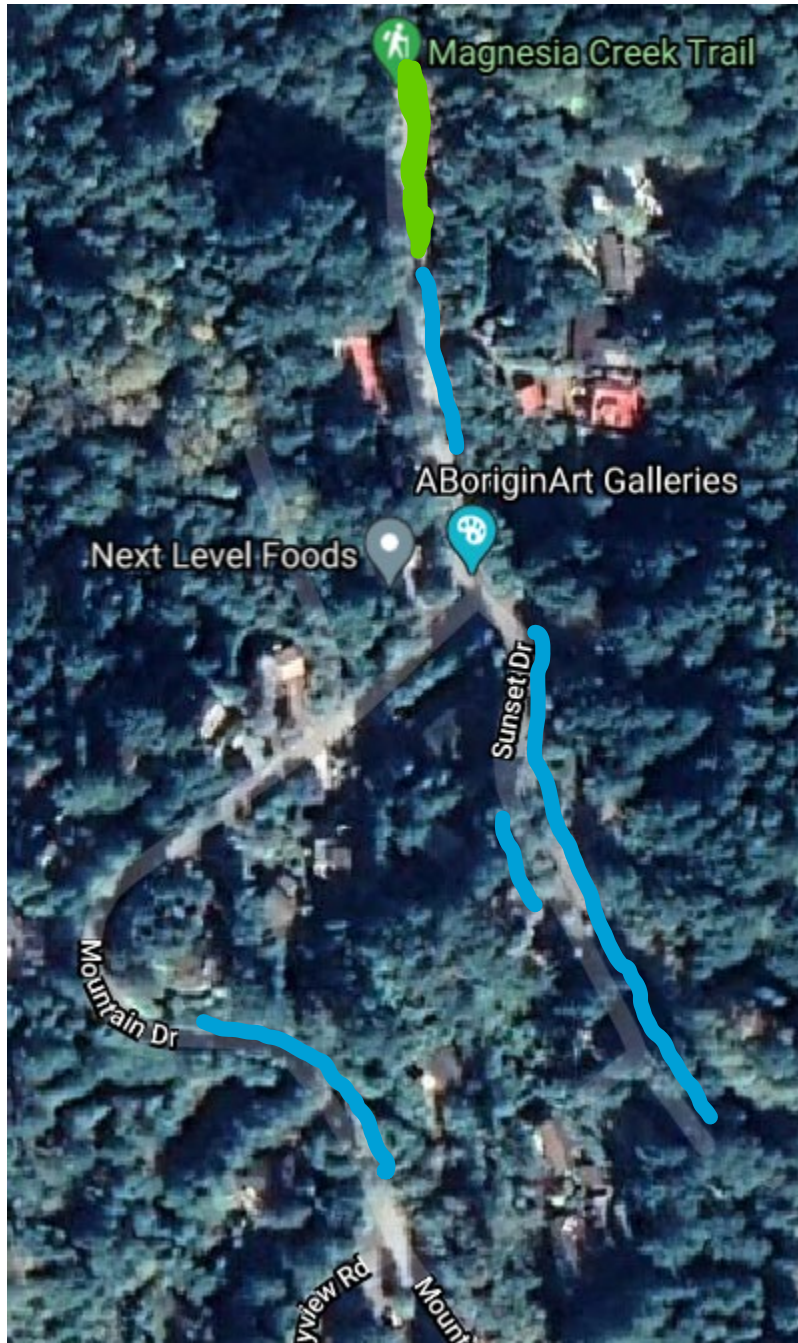
Upper Oceanview Road Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app (residents park free with permit)
- Blue denotes resident only parking - Rest of zone is No Parking or Resident Only

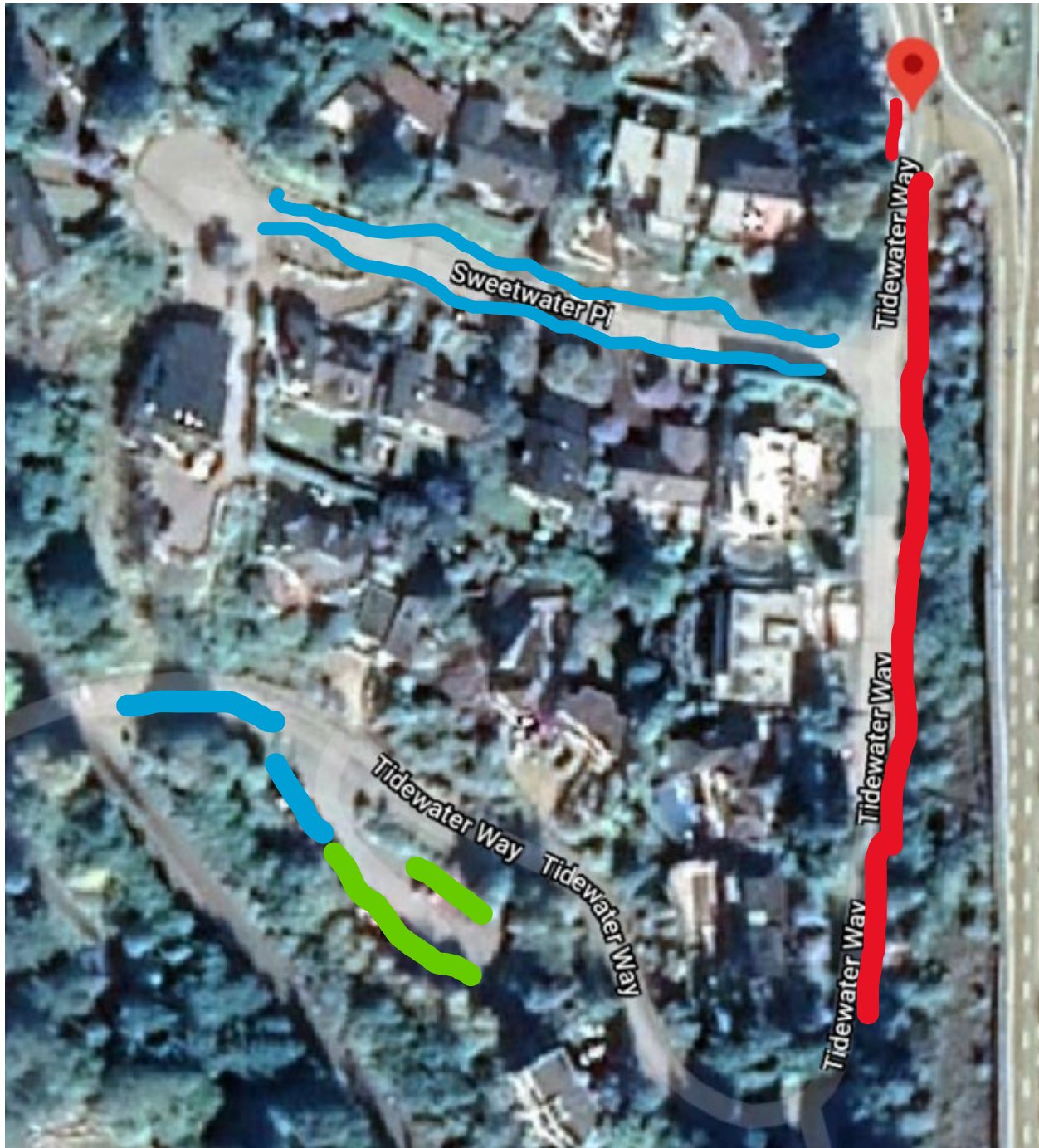
Sunset Drive Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app
 - Green denotes metered pay parking at Trailhead
 - Blue denotes Permit Parking for residents only
- Balance is No Parking – Including first 20-30m on west side of Mountain Dr.*

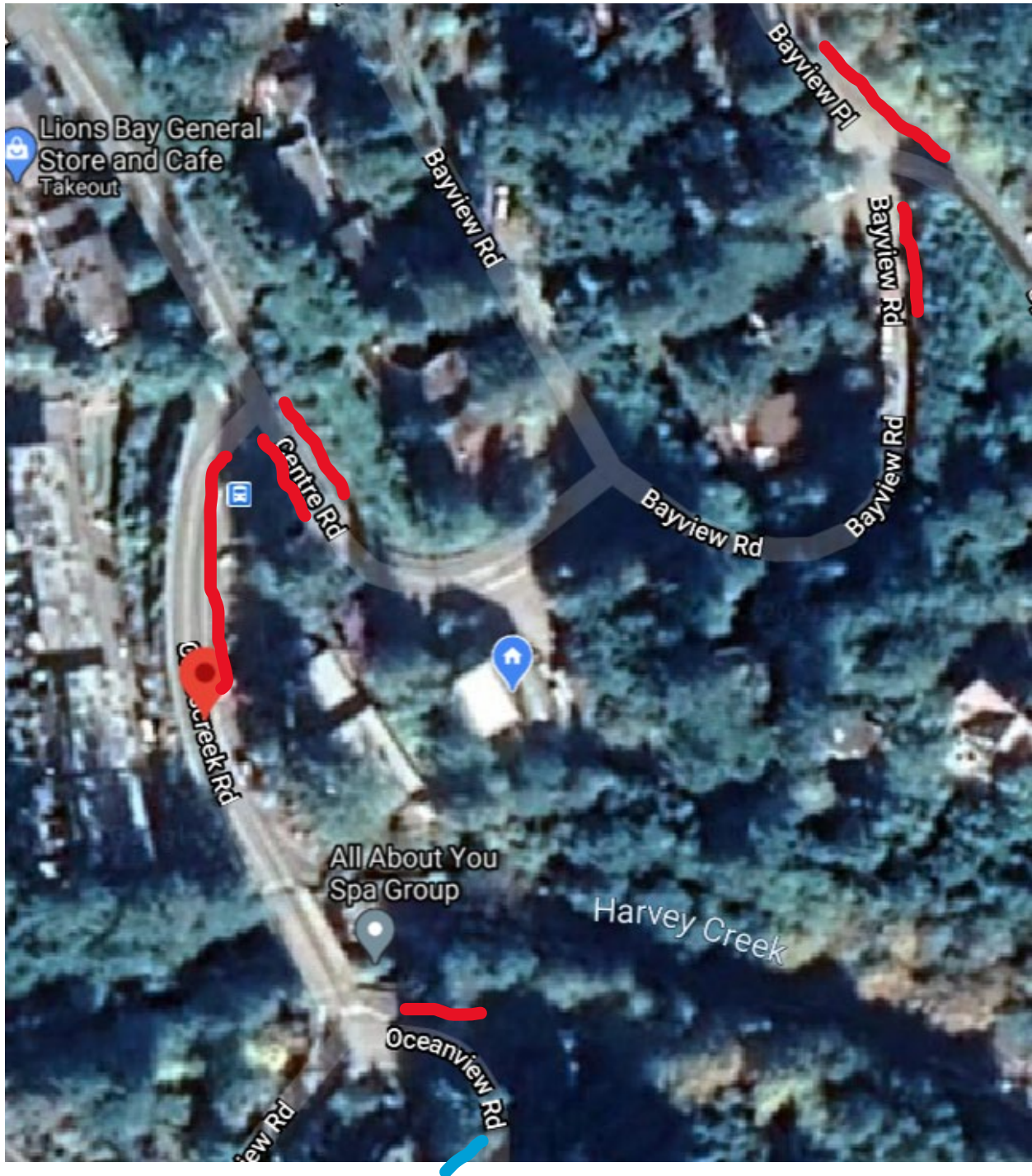
Tidewater Way Pay Parking Zone



Notes:

- Red denotes On-Street pay parking using Flowbird App (approx..15 parking spots)
- Blue denotes Permit Parking for residents only (approx.3 parking spots)
- Green denotes Metered Parking April-September (*possibly* closed July August)
- Residents park free with permit anywhere in this zone (Periwinkle is also resident only)

Village Centre Parking Zone



Notes:

- Red denotes on-street pay parking via Flowbird app
- Residents and staff park free with permit
- **Panorama to be Resident Parking Only**

From: [REDACTED]
To: [Lions Bay Feedback](#)
Cc: [REDACTED]
Subject: FW: Village Update
Date: Friday, March 5, 2021 6:12:12 PM

It seems that a lot of the staff and council have been busy with the parking and like very much what I see as a managed way to tackle the overflow of visitors and get some revenue.

However, although I see some streets designated Permit use only I do not see Panorama included in that plan.

Because both Panorama Road and Panorama Place have no parking restrictions and since we are one of the first streets that is level and close to the marina-beach we get a lot of people park here not leaving spaces for the residents to have an extra parking space for visitors. In addition there is a increase in traffic by people searching for parking and turning around in our driveways. This is not acceptable. There are many blind spots and curves and fire hydrants that limit the number of spaces to park in the street for the residents. Many of us have visitors and support staff that comes to clean and assist with choirs leaving no space for them to park during the busy summer season.

Can you kindly look into having Panorama Road and Place to be designated Resident Parking only please.

Thanks
Monica



*"Art is not what you see but
What you make others see" – Degas*

Monica Gewurz



From: The Village of Lions Bay <epost@lionsbay.ca>
Sent: March 5, 2021 4:06 PM
To: [REDACTED]
Subject: Village Update

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking
Date: Friday, March 5, 2021 9:45:20 PM

To whom it may concern :

Please consider designating Panorama rd and Place as a residents only parking streets. Last year was horrendous for us. My husband is severely disabled and we depend on caregivers to look after him. Last summer there were no parking area available on our street and the caregivers were vexed. We can not afford to have them frustrated since it is already a challenge to find qualified people to come to Lions Bay which is considered "too far".

Thank you in advance for your consideration

Grace Sadowski

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking situation
Date: Monday, March 8, 2021 11:28:57 AM

Hi there,

When the parking along lot the sea to Sky for tunnel bluffs was limited to 30min only the popular hiking blog “outdoor Vancouver” advertised lions bay as an alternative for access. Around that time is when I noticed a huge increase in the amount of trail users, the majority going to tunnel bluffs. To get the message out about the parking situation in lions bay this summer I suggest you reach out to [@outdoorvancouver](#) and [@vancouvertrails](#) to share this information. They are both popular hiking blogs and Instagrams that have a lot of influence.

Living on mountain drive, I’m concerned about the idea to have parking on both sides of the street. Last year cars were parking in every nook and cranny, making the street very narrow and dangerous in some spots (particularly on the corner from bayview onto mountain).

One last thing, I run the local trails a lot and last year the amount of toilet paper and human waste I saw were very bothersome. I considered putting a sign up at the trailhead myself, something along the lines of “toilet paper = litter. Pack it in, pack it out”. Can I suggest that some signage be put up at the trail heads about litter, toilet paper, human waste etc....?

Thank you, I appreciate all the planning and effort that has gone into making the parking situation in Lions Bay work for residents and for the people that come here to enjoy it.

-Amber

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: parking
Date: Monday, March 8, 2021 9:08:51 PM

Please reconsider removing existing resident only parking areas. Resident only parking areas allow residents to access trailheads and facilities, even when visitors overwhelm the village.

If visitor parking is increased to the extent communicated our village will become a parking lot for trailheads to the detriment of residents. More traffic on curvy narrow roads without sidewalks, more groups crowding the trails, more human litter and poo in our watershed. It is immaterial that residents do not pay since there will be no spots available. If the east side of Bayview below the school is opened it will fill with visitors, especially weekends. The west side will be filled with adjacent homeowners who used to park on the other side. Where will residents who want to access the 39 steps trailhead or school field park? Where will residents park who want to use the tennis court, walk on level Mountain drive, hike the Lions, or visit Brunswick beach?

The village's reputation, and difficulty dealing with disgruntled visitors, matters less than protecting village residents from the unpleasant situation 6 months a year due to hiker inundation. It is good that there is funding for updated signage, outreach communication and monetizing visitor parking. Moderating fees and advising visitors about the parking situation are great initiatives. But increasing visitor parking and reducing resident parking is distressing for the residents directly impacted by hikers.

regards,
Norma Rodgers

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Feedback on Village 2021 Parking Plan
Date: Tuesday, March 9, 2021 8:32:05 PM

Dear Municipal Staff,

Thank you for the opportunity to provide input to the Lions Bay Village 2021 Parking Plan. We have three comments for your consideration in this process:

- Signage at the upper school lot is unclear and hikers park there at all times including during school hours, adding further congestion to an already-congested traffic & parking zone. When asked why they don't park further up to the trailhead, hikers have told us that they are parking there to avoid the Sunset lot parking fee. Clearer signage indicating acceptable times of use (paid or not) would help congestion during school hours.
- The stretch of Bayview slightly south and across from the school's upper parking lot is marked 'No Parking.' However, cars routinely park in that stretch, often right on the crosswalk/speed bump. Parking in that stretch is often followed by a u-turn over the crosswalk/speed bump right into the 'No Parking' spot at the top of the school stairs. This not only causes additional congestion to an already-congested zone, but it creates a pedestrian danger. It may be worth considering how better signage around that area could help alleviate current congestion. (Note that the current parking plan map does not show this as a 'No Parking' zone.)
- We note that a mobile payment solution with Precise ParkLink's Flowbird parking app is under consideration. Flowbird is not a widely-used parking app and this increases friction to using it for payment (i.e., parkers will end up having to download the app on-site). It may be worth considering an app more commonly used in GVRD as a mobile payment solution (e.g., PayByPhone).

Thank you again for the opportunity to engage with this process—it is greatly appreciated.

Best regards,

Jason & Aileen Vantomme

[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking plan
Date: Tuesday, March 9, 2021 9:17:23 PM

Hi,

Unfortunately, I am fairly dismayed at the proposed parking plan, in the extent of parking being opened for visitors in certain areas.

I fully agree that yes, be it free or paid parking, a good amount of parking for visitors/hikers be available, but not to the extent that is being proposed.

We are covered in the Mountain Dr image, and I would like to see the public parking pushed away from the intersection near Bayview (more inline with the Sunset image, but still having public parking maybe 1/2 to 1 block down) in the past few months our front gates have been hit 3 times by hikers cars as the attempt to do a quick turn around to grab the parking right be the new water switch that's going in. These cars have also nearly caused accidents as they swing around near the practically blind corner of Mountain and Bayview. It is extremely concerning, and I believe that nearly all the hikers that come can manage to walk from pretty much a tiny bit further to the trailheads, especially if it improves the safety of everyone!

Sincerely,

Andrea Bradshaw

Get [Outlook for Android](#)

From: [REDACTED]
To: [Ron McLaughlin](#); [Council](#)
Subject: LB Traffic
Date: Sunday, March 7, 2021 9:20:16 AM

Hello Mayor and Councillors,

I know that you are currently working on a parking plan for the village and would like to add my thoughts.

PARKING

A few weeks ago (early Feb) I tried to park up at the Sunset lot but couldn't b/c of non resident vehicles.

Last summer whenever I tried to park close to the school to tend to the garden (with tools, seed flats, soil etc) I couldn't get anywhere close b/c of non resident vehicles.

I wonder whether it might be possible for all trail head parking and the school to have a/some designated resident only spots year round?

TRAFFIC CALMING

It also seems to me that part of the issue over traffic is not just parking but the speed vehicles are driving, esp. when they get more and more frustrated with being unable to find parking spaces. Could we investigate putting a speed bump or two along the straight part of Upper Oceanview? I have mentioned it to some of the families along this road and received support.

PEDESTRIAN BYWAYS

Last year I collated a number of issues related to the lack of safe pedestrian byways throughout the village and sent it to you and the village, was this ever reviewed and is there an outcome?

TEMP PARKING PERMITS

One last thing. I noticed many of the vehicles parked along Lions Bay Avenue last year had temporary parking permits on their dashes that had clearly been written in pencil and rubbed out and re-used many, many times. It seems this system is being abused, are there any plans to update/address this?

Thanks

Charlie Bradbury

From: [Aron Campbell](#)
To: [Peter DeJong](#); [REDACTED]
Cc: [Naizam Jaffer](#); [Lions Bay Office](#)
Subject: RE: [EXTERNAL]RE: Concerns about traffic safety around the Elementary School
Date: Wednesday, March 10, 2021 5:06:54 PM

Hi Jason...

Thank you for the message.

I will share with our Facilities management team and confirm that the Lions Bay School falls into the District Traffic Safety network. I am afraid because it falls under the Lions Bay municipality that the efforts may have to be made from a community based standpoint.

I would encourage you to share these concerns with Natalie Mendes, the VP and the PAC Chair Vanessa McLaughlin so that they are aware of this need and can factor it into future conversations and considerations.

Regards,

Aron Campbell

Principal
Gleneagles Ch'axáy Elementary & Lions Bay Elementary School
T 604 981 1360 D: 604-981-1294

I acknowledge and am thankful to live, learn, and work on the territory of the Coast Salish people, specifically the Skwxwú7mesh (Squamish) Nation, whose territory West Vancouver Schools resides.

From: Peter DeJong <cao@lionsbay.ca>
Sent: Tuesday, March 9, 2021 9:59 PM
To: Jason Vantomme [REDACTED] Aron Campbell <ACampbell@wvschools.ca>
Cc: Naizam Jaffer <njaffer@lionsbay.ca>; Lions Bay Office <office@lionsbay.ca>
Subject: [EXTERNAL]RE: Concerns about traffic safety around the Elementary School

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Jason. This is very helpful feedback given your proximity and observations. We will take this into consideration as we look to address parking (and congestion) issues.

Peter DeJong, BA, LLB, CRM
Chief Administrative Officer

The Municipality of the Village of Lions Bay www.lionsbay.ca
PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0 , Canada
Village Office (604) 921-9333 | Fax (604) 921-6643

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay until contracted. Be aware that this email is the property of the Municipality and may not be disseminated in whole or part without consent. This email may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality. Conversely, be aware that any response to the sender may be subject to disclosure under a freedom of information request.

From: Jason Vantomme [REDACTED]
Sent: March 9, 2021 8:38 PM
To: Peter DeJong <cao@lionsbay.ca>; Aron Campbell <acampbell@wvschools.ca>
Subject: Concerns about traffic safety around the Elementary School

Dear Peter and Aron,

We would like to raise several safety concerns that we have observed with traffic around the Lions Bay Elementary School. We have noticed these on-and-off for the last few years and are now even more aware of them as we're at the school multiple times a day and, of course, because we're right across the street.

There are two primary issues: the speed of the traffic up-and-down Bayview, and traffic congestion at student pick-up and drop-off.

Speed

As you know, the section of Bayview that runs the length of the school is a straight-away and is also relatively steep. Traffic speed both up and down the hill is a problem, but the speed of traffic coming down the hill is of particular note. It is common for traffic to come down Bayview, and only slow down for the crossing/speed bump at the school entrance. In fact, during the PRV construction work, the workers made comment that drivers were speeding through the zone despite the presence of workers. As far as we can tell, time of day makes no difference in this behaviour.

Congestion

It is also common that cars park in the two non-parking spots in the runs of school parking along Bayview: the spot at the top of the stairs under the school sign and the other where the stairs join the two parking runs. (Repainting those spots in the late fall made no difference.) Cars parking in these spots not only block access to the stairs but, perhaps more importantly, it is incredibly dangerous to have cars pulling into those spots given that kids run up and down these stairs and play in the spaces alongside them.

We highlight these issues because we are concerned they will result in a child getting hurt or a serious vehicle accident. We hope that the Village and the School District can work to address some of these challenges. Aron, we have also copied our feedback to the Village's 2021 Parking Plan process as it has relevance to this topic.

Our thanks for your time and attention,

Jason & Aileen Vantomme



From: [Lions Bay Reception](#)
To: [Lions Bay Office](#); [Peter DeJong](#)
Subject: Doug Pollock FW: Form submission - Parking
Date: Wednesday, March 10, 2021 9:22:31 AM

Hi Karla and Peter,

Please see the form submission below from Doug Pollock on the Parking Plan.

Thanks,

Karen

Karen Jeffery
Administrative Assistant

The Village of Lions Bay

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

From: The Village of Lions Bay <no-reply@upanupstudios.com>
Sent: Wednesday, March 10, 2021 8:55 AM
To: Lions Bay Reception <reception@lionsbay.ca>
Subject: Form submission from: Feedback Form

SUBMITTED ON WEDNESDAY, MARCH 10, 2021 - 08:54

SUBMITTED BY ANONYMOUS USER: [REDACTED]

SUBMITTED VALUES ARE:

FULL NAME DOUG POLLOCK

EMAIL ADDRESS [REDACTED]

YOUR FEEDBACK

RE: PARKING

THANK YOU FOR THE OPPORTUNITY TO INPUT ON THIS SUBJECT.

HAVING REVIEWED THE PROPOSED CHANGES, REASONS/RATIONAL FOR SAME, MY COMMENTS ARE AS FOLLOW.

1) COVID 19 WAS THE ASSUMED REASON FOR THE PARKING ISSUES EXPERIENCED

IN 2020. ALTHOUGH COVID NO DOUBT PLAYED A BIG PART, I EXPECT THAT LIONS BAY BEING DISCOVERED LIKELY PLAYED AN EQUAL PART.

2) LOOKING FORWARD - PARKING WILL CONTINUE TO BE A GROWING ISSUE. HOPEFULLY, COVID WILL NOT.

3) I AGREE THAT PEOPLE WILL CONTINUE TO COME TO LIONS BAY FOR A SIMPLE OUTING, HIKING OR A VISIT TO THE BEACH.

4) I PERSONALLY DO NOT HAVE ANY PARTICULAR CONCERNS WITH CHARGING NON RESIDENTS FOR PARKING. I DO HAVE SOME CONCERN AS TO HOW PAYMENT IS TO BE MADE. THE IDEA OF DOWNLOADING AN APP TO ACCOMPLISH THIS SOUNDS SIMPLE ENOUGH.....I WONDER IF IN FACT AS SIMPLE AS IT SOUNDS?

5) VILLAGE PARKING SHOULD ALWAYS CONSIDER RESIDENTS FIRST, AND IT WOULD APPEAR THIS IS THE INTENTION.

6) I NOTED THAT ASIDE FROM THE BEACH PARKING LOT OR A GUEST PASS, THERE WAS NO PARKING BELOW THE HIGHWAY FOR NON RESIDENTS.

7) PARKING FOR NON RESIDENTS (HIKERS) ABOVE THE HIGHWAY WAS AVAILABLE BUT NEEDED TO BE PAID FOR - IN THE LOT OR ON THE STREET (SEE 4 ABOVE). IT ALSO APPEARS THAT STREET PARKING FOR "RESIDENTS ONLY" IS PROVIDED IN THESE SAME AREAS WHERE PAID STREET PARKING WOULD BE MADE AVAILABLE.

IT WAS OBSERVED THAT PEOPLE ARE GOING TO CONTINUE TO FIND LIONS BAY A DESIRABLE PLACE TO VISIT AND HIGHER FINES DID NOT DETER THEM.

I BELIEVE THAT PARKING FINES SHOULD BE RELATIVELY IN LINE WITH OTHER MUNICIPALITIES. FINES THAT ARE MORE LIKELY TO BE PAID, LESS LIKELY TO BE DISPUTED, AND SEEN AS REASONABLE (IF ANY FINE IS EVER CONSIDERED BY THE INDIVIDUAL BEING FINED AS REASONABLE).

8) IN THAT THE BEACH WAS HIGHLY USED BY NON RESIDENTS, I DO NOT BELIEVE THAT CONTINUING TO CLOSE THE PARKING LOTS CHANGES MUCH IN TERMS OF THE NUMBER OF BEACH GOERS. USERS SIMPLY FOUND PARKING ELSEWHERE. ON THIS BASIS I BELIEVE THE PARKING LOT SHOULD REMAIN OPEN - THERE ARE 25 SPACES PROVIDED. THERE SHOULD BE A SIGN, AT THE ENTRANCE TO PARKING LOT, STATING THAT THIS IS THE ONLY NON RESIDENT / PERMITTED PARKING AVAILABLE BELOW THE HIGHWAY. AND ONCE FULL....THATS IT. PARKING SHOULD ONLY BE AVAILABLE FOR A MAXIMUM OF 24 HOURS - NO MULTIPLE TICKET PURCHASES.

9) ALTHOUGH I DO NOT KNOW HOW MANY, IF ANY, PARKING PASSES OR GUEST PARKING PASSES WERE GIVEN TO NON RESIDENTS.....CONSIDERATION SHOULD BE GIVEN TO DISCOURAGING AND/OR CURTAILING THIS PRACTICE. POSSIBLY THE USE OF NUMBERED DECALS (SPECIFIC TO THE RESIDENCE TO WHICH THEY WERE ISSUED) COULD BE CONSIDERED.

10) TEMPORARY PARKING PASSES ARE AVAILABLE FOR GUESTS. I BELIEVE THESE PASSES SHOULD, IN ADDITION TO BEING DATED, BE IDENTIFIABLE TO WHOEVER PROVIDED IT. IT COULD BE AS SIMPLE AS NUMBERING THEM (MANUALLY) AND RECORDING TO WHOM THEY WERE GIVEN. I DID NOTE GUEST PASSES THAT HAD BEEN USED MORE THAN ONCE OR WERE DATED FOR MORE THAN ONE DAY. IF A GUEST IS GOING TO BE A GUEST FOR MORE THAN 24 HOURS....THE PASS WOULD HAVE TO BE REPLACED DAILY. THE BY-LAW OFFICER COULD SIMPLY HAVE A LIST RELATING THE NUMBER TO PROVIDER AND THE ABILITY TO CONTACT THE ISSUER IF NECESSARY.

THERE ARE TWO OTHER AREAS USED FOR NON RESIDENT PARKING THAT NEED TO BE CONSIDERED.

- PARKING FOR TRANSIT.
- PARKING AT THE SCHOOL LOT.

I AM CERTAIN THERE ARE MANY OTHER CONSIDERATIONS BEYOND MY OBSERVATIONS. PLEASE ADD MINE TO THE LIST.

THANK YOU,

DOUG POLLOCK



From: [REDACTED]
To: [Lions Bay Feedback](#)
Cc: [REDACTED]
Subject: Feedback to draft parking plan, and speeding
Date: Thursday, March 11, 2021 1:44:49 PM

Dear council,

We appreciate the options presented in the draft parking plan and the diligence of research that has gone into it.

As parents of two young children, we'd like to share the following feedback for consideration in the next draft of the parking plan:

1. The gravel lot by the school:

Please consider allocating designated resident only parking spots. Given that we use the school field and playground on weekends, we fear that there may not be sufficient parking if all spots are used by visiting hikers.

It should also have designated parking for emergency vehicles like ambulance and SAR to access the field during helicopter landings.

3. As Councillor Abbott brought up in last week's council meeting, we agree with the suggestion to allocate resident only spots (at least 2) on the northern Sunset Drive stretch of parking spots (not the parking lot, but the east side of the road). This is used by us and several of our neighbors.

4. Bayview Road:

Attention should be given to the number of vehicles from parents picking up and dropping off children at school. I suggest using the west side of Bayview Road south of the school paved spots for resident only parking so that parent residents can park here, have their kids play after school in the playground/field without having to cross the road. The pay parking can be on the east side of Bayview road instead (not sure if residents there would appreciate this suggestion though), or in the gravel lot only and north of the school paved spots on the west side.

Attention should also be given to adding traffic calming, and not just during school hours as there is a before and after school program that runs, and families use the playground and field on weekends. We suggest:

- adding an additional speed bump at the top of the hill before the school;
- making it clear when coming down the hill that this is a 30km/hr zone even outside of school hours (true?) because it's an area where children play a lot;
- the digital sign should be clocking people going down the hill...not convinced it works to slow enough people down anyways so may be better to invest money elsewhere?;
- possible to have RCMP come out to ticket people sometimes?

5. Sunset Drive and Mountain Drive:

We expect many hikers will do many circles of driving up and down this area again looking for parking. We'd appreciate options to minimize this volume of traffic by appropriate signage to the gravel lot parking and a map there of the adjacent trails to access the Centennial, Soundview and Upper Harrison trails to get to the Lions and Tunnel Bluff destinations. This may reduce volume in an area where children frequently play near and sometimes on the roads.

As mentioned in an earlier email, traffic calming is highly desired on Mountain Drive just before the intersection with Sunset Drive as this is a location where non-residents drive through. A chicane or speed bump seem like the best options; the digital signs are nice, but only work to slow a few people down.

If you have any questions about the thoughts above, please let us know; happy to discuss.

Kind regards,

Alison Fischer,
Hugo van Hoogstraten



From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking
Date: Thursday, March 11, 2021 4:04:02 PM
Attachments: [matthewklas.vcf](#)

While I support some of the solutions proposed I am very concerned adding all these pay parking spots is going to further lead to a flood of cars on our streets and neighborhoods once it is known all this dedicated parking is available in our Village.

Allocating pay spots in already existing lots such as Lions bay Beach park, the lot adjacent to the school field and the near the Lions hiking trail is a good idea. They are existing spots away from residences and it will generate revenue for the Village. I am not supportive however of so many pay spots being allocated on our narrow residential streets. This is of no value or benefit to our residents and comes with significant safety and security concerns. These are neighborhoods where small children play and the residents need this space for our own parking needs of our homes and visitors. It also exposes our quiet neighbourhoods to increased traffic and potential crime.

The argument that people came anyway despite restrictive signage so we should accommodate them is a flawed argument. Do we stop enforcing other laws just because some people do not obey them?

There are very good public transportation options now as well so residents should not have their neighborhoods flooded with parked vehicles just so everyone else can access our trails and beaches.

Matt Klas

Dr. Matthew Klas MD, FRCPC
Clinical Associate Professor Anesthesiology UBC
Director of Medical Education Providence Health
Director of Perioperative Echocardiography
The Heart Center, St. Paul's Hospital

From: [Ron McLaughlin](#)
To: [Agenda](#)
Subject: Fwd: Parking Issues
Date: Sunday, March 14, 2021 3:16:20 PM

For next correspondence.

Get [Outlook for Android](#)

From: Rose Dudley [REDACTED]
Sent: Sunday, March 14, 2021 1:46:25 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Neville Abbott <councillor.abbott@lionsbay.ca>; Norman Barmeier <councillor.barmeier@lionsbay.ca>; Fred Bain [REDACTED]; Jaime Cunliffe <jaimecunliffe@gmail.com>
Cc: Peter DeJong <cao@lionsbay.ca>
Subject: Parking Issues

Dear Mayor McLaughlin and Council Members,

I am responding to your request for input on the parking issue with a few thoughts which address just the hiker impact in upper Lions Bay. I have listed them in point form for ease of reading:

1. Most of the visitors hike trails which were here long before any of us, so we have no right to try to deny them access or adopt the attitude, which I have observed in many residents, that we are here now, and no one else is welcome.
2. I see no free parking areas on the latest maps which will confirm the already commonly held belief that we are an elitist community.
3. The majority of hikers are young people who do not have the financial means to pay what I still consider to be prohibitive fees, even with the proposed reductions.
4. I believe we need to be more proactive in finding solutions for visitors rather than working on ways to keep them out.---In a previous letter, we proposed that the north side of lower Soundview, beyond private property, could accommodate up to 42 cars which could be metered along with the spots already at the Sunset Trailhead. This would have no impact on residents.
5. Has anyone investigated the possibility of leasing the land at the bottom of Soundview which could solve the whole problem? This, with the above suggestion, would involve some expenditure but could be a great source of revenue. It would also be a solution for the Brunswick Beach residents.
6. I suggest the school parking lot, the school side of Bayview Rd. from Stewart down to the parking lot entrance and the north side of Mountain Dr. as areas for free parking with a few spots on the street designated residential. Six spots at the top of Oceanview Rd., opposite our house at 380, are now free parking and should be left as is.
6. I believe there are other areas available that could be free parking without impacting residents. Once they are decided upon and marked as such, everything else could be posted as Resident Only Parking across the board which could eliminate the 'Parking Pass Required.' signs and simplify the whole process.
7. We have already done ourselves a disservice in the past by allowing suites to be built without insisting that there be "on property parking". No renters' vehicles should be parked on the road, thereby exacerbating an already contentious parking issue.
8. Last year's visitors will be frustrated to find that the restrictions are now proposed from April. Many were caught by arbitrary changes in the rules from one month to the next. A

party of young hikers at the top of Oceanview Rd. complained to us that spots there which had been free earlier in the season, suddenly were not, and they were dinged with a \$195 ticket. We need to be cognizant of the impact of a change like that.

9. Why are home-owners being allowed to put rocks and other barriers up to prevent people parking on what is village land?

10. I appreciate that you have all spent a great deal of time on this issue and there will never be answers that will satisfy everyone. We have opted to live in a beautiful area and have to recognise that our problem, though frustrating, is not unique. We are fortunate to live here, so perhaps we could all try to be a little more tolerant of the needs of others who are not.

Yours sincerely,
Rose Dudley

From: [REDACTED]
To: [Lions Bay Feedback](#); [Council](#)
Subject: Parking Plan Feedback
Date: Sunday, March 14, 2021 4:03:35 PM

Hi,

I am writing to provide feedback on the proposed parking plan.

First of all, I would like to thank those who have worked to date on the plan. I recognize that this is a difficult issue and has been exacerbated due to Covid, public health guidance, as well as the Highways' decision to close parking to the Tunnel Bluffs trail on the highway.

However, I feel strongly that this parking plan does not provide solutions to the parking issues. In addition, while it does provide parking for hikers, it actually limits parking for Lions Bay residents and their visitors. It does not address the increased traffic due to hikers, impact on our roads and potential safety issues. It is also not fair for all residents, turning certain residential streets into paid parking lots, while providing no non-permit parking on streets such as Lions Bay Avenue.

This past year, we saw an increase of 'hikers' coming to our village to do Tunnel Bluffs. I would argue (and observed), that these are not all the typical hikers doing the Lions or Brunswick. A number were hiking up in large groups, some playing loud music, leaving garbage and recycling behind and heading up for the perfect instagram shot. So not all trail users are the same.

In addition, hiking from Lions Bay is no longer a seasonal activity. Tunnel Bluffs and our local trails can be completed year-round. There are many cars parked throughout the year on our streets. This past Saturday was a good example of this.

This draft parking plan proposes the following measures:

📄 Create paid parking on certain streets in the village and add additional non-permit parking

- Reduce the cost of parking ticket fines
- Keep the Sunset trailhead parking open but close the beach parking
- Increase bylaw officer hours
- Increase communication and engagement with stakeholder groups
- Improve efficiency of ticket writing
- Improve signage

Under Key lessons learned from 2020, the parking plan mentions the following: *Closing parking lots, restricting street parking beyond normal rules, and increasing fines threefold were not sufficient to deter the general public from coming to Lions Bay or to get them to comply with parking regulations*

How will the proposed measures get the general public to comply or reduce/manage the number of people coming to Lions Bay? I agree that advance communication is important but visitors will continue to park in permitted areas especially with reduced fines. Increasing the hours of bylaw officers will result in more tickets (and more disputes I might add as there seems to be a direct correlation between these 2 figures from your stats) but this does not mean that more people will comply.

Perhaps having bylaw officers in sight more often will increase compliance but if the difference between paying for parking for the day and a ticket is \$30-40, possibly not, especially when the visitors have travelled some distance to get to Lions Bay.

None of these measures address managing the volume of cars and people. Also as Tunnel Bluffs is a 3 hour hike, people drive around looking for parking all day. They will continue to do that, even with paid parking and increased ticketing.

In addition, the parking plan is really putting a lot of the problem onto those residents who live on those specific streets that have non-permit parking. Has anyone taken a look at the sides of Mountain where a large number of cars have parked. It is now a muddy mess. There is constant noise from cars and hikers all summer. Even this Saturday (March), cars were parked up to the stop sign. With residents parked on the opposite side, there would be little room for emergency vehicles and this makes it unsafe for people walking as

drivers cannot see around this corner.

The plan supports limiting the number of people at beaches. Yes, I understand why (with Covid) but why offer no parking for visitors at all by Lions Bay beach? We don't own the beaches. On the one hand we are continuing with some parking lot closures (even though unpopular with visitors), while on the other hand looking at establishing additional 'parking lots' in the village to be popular with other visitors. In fact, by offering visitors NO beach parking (even on the street), they move up into the village and use parking that could be used by hikers.

Suggestions:

- Increase communication and stakeholder engagement as noted in the Plan but also use Highway parking full signs at the village entrance
- Explore using a reservation system, similar to what parks use to reduce traffic in the village
- Look at partnering with other groups/levels of government to establish a permanent parking lot – for example, extending the current Sunset Trailhead parking further up the trail past the gate or using the empty lot at the bottom of Soundview. This would be paid parking all year. In the interim, direct hikers to use the Sunset trailhead parking and the school parking lot. When those are full, we are at capacity. Communicate this early in the season.
- Establish non-permit parking for visitors, tradespeople, add Visitor parking areas and provide two per household visitor REUSABLE, MULTI-DAY parking passes to residents (like condo complexes do). This would be in addition to our resident permits. Anyone using these areas without the proper pass will be ticketed. There still might be an additional use for those daily paper passes but maybe these should have limited use (e.g. issued by village office for tradespeople)
- Increase No Parking areas near corners (e.g. Mountain and

Bayview, down Bayview) where street accessibility is limited and there are safety concerns. Anyone parking in No Parking areas should be towed not ticketed.

- Do not remove any current permit parking unless it is changed to Visitor Parking – see above.

- Establish a couple of tennis court parking spots either up beside the tennis court OR on the same side of the street as the tennis court with signage.

- Use some of the funds from the tickets or Covid funding to pave/gravel the side of roads where they are muddy, consider traffic calming measures

- Make all parking rates in the 3 metered parking lots the same. Not sure why one is higher?

- Develop a parking plan that is equitable to all residents and transparent

Has anyone looked at what other similar communities are doing?

I know you indicated that washrooms and garbage would be addressed later, but let me just say that this continues to be an ongoing issue. I had requested two washrooms at the Sunset Trailhead last year. This did not happen and the one overflowed, so people used the trails instead. Where there is street parking, I have witnessed people using the side of the street as their washroom.

I recognize that hikers are always going to be a part of life in Lions Bay. I don't mind sharing our beautiful part of the world with others and am happy to chat with and provide directions to hikers. But let's do this the right and fair way.

Thank you.

Rebecca Caspersen

From: [Ron McLaughlin](#)
To: [Agenda](#)
Subject: Fw: another suggestion regarding parking issues.
Date: Monday, March 15, 2021 10:20:39 AM

Hi Karla. Please add this item to parking feedback. Thank you.

Ron McLaughlin

Mayor

The Village of Lions Bay

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

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

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Sent: Monday, March 15, 2021 10:19 AM
To: Buda, Mike <Mike.Buda@Translink.ca>
Cc: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>
Subject: Fw: another suggestion regarding parking issues.

Hi Mike. Who should I be taking this request up with at the discussion stage? Like many small communities with desired outdoor amenities, we will have capacity management issues as we move into Spring, and certainly in the Summer. The resident comes from a position of knowledge and the suggestion makes sense to bring hikers here via transit vs. cars.

Warm regards,

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

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not

binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: John Dudley [REDACTED]
Sent: Sunday, March 14, 2021 3:47 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Neville Abbott <councillor.abbott@lionsbay.ca>; Norman Barmeier <councillor.barmeier@lionsbay.ca>; Fred Bain <councillor.bain@lionsbay.ca>; Jaime Cunliffe <councillor.cunliffe@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>
Subject: another suggestion regarding parking issues.

The majority of young people hiking the trails are young and would probably prefer to arrive in the village by bus early in the morning..

The present bus timetables do not give people this choice on the weekends and public holidays.

The 257 Express bus from Dunsmuir and Cambie leaves at 6:00am arriving in Horseshoe Bay at 6:36am.

The 262 leaves Horseshoe Bay at 10:25am arriving in Lions Bay 10:40am
Most serious hikers would have left long before this.

On weekdays the 257 Express bus leaves Dunsmuir and Cambie at 5:50am arriving in Horseshoe Bay at 6:26am

The 262 leaves Horseshoe Bay at 6:34am

As can be seen the present schedule works well for people who chose to hike here on weekdays, but is impossible on weekends.

My suggestion is that Translink be approached to start the weekend and holiday schedule for the 262 starting in Horseshoe Bay at 6:45am which should leave ample time for connecting with the Express Bus.

I think that once people were made aware of this schedule on social media it could help alleviate a lot of our weekend parking issues and would add to ridership on the 262..

Yours truly,

John Dudley

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Fwd: Parking Plan
Date: Saturday, March 13, 2021 4:11:03 PM

Good afternoon,

Further to my last email (copy below) Ingrid was talking to one of the fire department members who noted that they recently had an incident where there was no parking available at the lower school parking lot and, as a result, they had to divert the helicopter elsewhere. Designated parking for our emergency services should be of the highest priority and anyone violating should be immediately towed with clear signage to indicate this.

Thanks,

Andrew

Andrew Wray
[REDACTED]

Begin forwarded message:

From: Andrew Wray [REDACTED]
Date: March 12, 2021 at 18:00:02 PST
To: feedback@lionsbay.ca
Subject: Parking Plan

Good evening,

Thanks to Peter de Jong and all those who have worked on this parking plan. It appears comprehensive and I certainly feel meets the goal of being welcoming to visitors while at the same time respecting the needs of residents. You have provided a good supply of pay parking and have a thoughtful approach to ticketing. I am also very pleased to see that you are looking at efforts to reach out through social media and hiking websites to make sure people know the rules before they come to the village.

My one small comment is that I see nothing about towing. I wonder if it is viable to contract with a tow company to come out here during the peak periods to deal with the egregious offenders - the ones that ignore the signage and also the respect offenders who did not pay their last ticket and to tow them? Just a thought.

Thanks,

Andrew

Andrew Wray
[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Proposed Parking Plan
Date: Friday, March 12, 2021 6:12:42 PM

This plan makes a lot of sense after the fiasco of last summer. Congratulations on having learned some lessons.

The only criticism that I would make, is that there are a few Luddites like myself, who otherwise function normally in this society, who do not own cell phones. I don't have any suggestions on how to handle that problem.

Jamie Pike

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking on Mountain Dr.
Date: Saturday, March 13, 2021 9:03:48 AM



Good Morning,

This is as follow up to my previous email. This morning 3 hikers cars are parked on Mountain dr near the stop sign, and I am sure more will be there soon.

If I or any other resident park in the permitted parking area, the street is effectively blocked, and I don't believe that visitors parking should trump the residents (or guests) ability to park near our homes!

Sincerely,

Andrea Bradshaw

Get [Outlook for Android](#)

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking
Date: Saturday, March 13, 2021 11:56:45 AM

Here are a couple of suggestions.

1. Lobby the government to reopen the parking at the original trailhead for Tunnel Bluffs. Lions Bay is being promoted online as the “new” access to Tunnel Bluffs, including indicating how to park in Lions Bay for free. From my observations, and through discussions with them, most all the hikers during the last year have been going to Tunnel Bluffs.
2. Instead of overcharging for a dozen cars to park on Sunset and everyone else circling for free parking in everyone else’s ‘neighbourhood’, charge less but for a fixed number of cars and issue a limited number of passes to park in Lions Bay in designated areas (supply a map). Then make the entire village permit parking only which would eliminate the need for confusing signage everywhere. Examples of where this is being done are The Lynn Valley Headwaters, Deep Cove, Joffres Lake and Belcarra where they are all using ways to limit the number of cars and/or hiking passes per day. Ultimately, please do not limit parking on Sunset only to move the problem to the rest of the Village where we have to deal with cars blocking our driveways, erratic u-turns and hikers leaving their trash in front of our houses for us to deal with while they look for that coveted free spot.

Sincerely,
Carolyn and Stan Ashcroft

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking Plan
Date: Saturday, March 13, 2021 12:54:57 PM

Kudo's - this was a very well-written and thorough report!

I really appreciate you sharing the findings of the past year, and it's a breath of fresh air to see the motivation to act so quickly on your discoveries.

I am extremely grateful to the change in tone from shutting people out and penalizing our fellow citizens for coming to enjoy what is also rightfully there's - Canada's great outdoors - to a more welcoming approach, all be it at a cost.

Personally, I am not in favour of pay parking. I don't like nickel and diming people to step out of their cars and enjoy the great outdoors. While for some it's chump change, for young people that could be their meal money. If I had to drop money every time I went to hike in west van or Squamish, I'd find it displeasing. I suspect the pay parking will make it easier for you to be more welcoming to out of towners, which is more important. Maybe you can use that money to improve street parking or build a simple outdoor washroom at the top of Sunset.

One area I think you will still have problems with is the beach, because the parking lot at the tracks is now used by marina customers making it mostly full in the summer. So you are still making it incredibly hard for even a few people to enjoy the beach, which I suspect is the intent, which I still don't agree with.

On the whole, I am pleased to see you have put so much time and effort into this - Thank you for sharing all the details and for asking for input!

Sincerely, Brigitta Shore

[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking Plan feedback
Date: Sunday, March 14, 2021 10:56:35 AM

Hi there,

Thanks for putting this plan together. At the end of the day there are only so many parking spots available for visitors. A lot of the frustration comes when a visitor gets here and there is no parking available. This results in a lot of driving (at high speeds) through residential neighbourhoods where kids are playing, people are walking, pets, etc. It's only a matter of time where a child or pet is hit by a car driving through the residential streets desperate to find parking.

I think the plan you have put forward is good, but I would like to see parking permits be purchased in advance of someone even coming to Lions Bay (ie. parking permits available to purchase at 8pm for the next day). It would help manage the traffic flow through neighbourhoods as visitors desperately try and squeeze into unsafe spots and it would help prevent them from making a trip all the way out here and not be able to find parking. The idea being that visitors would select the area they wish to park in (Sunset, Bayview, School lot, Brunswick, Mountain, Oceanview, Beach lot). Once the spots are sold in that area, they'd have to see if there are any free in another area. For those doing overnight hikes, they'd be able to purchase overnight parking for up to X days in a row. This is being done in a lot of parks around BC. I'm not sure if the Flowbird App has that capability?

Some pro-active communications can help in getting the word out: media releases, posts on hiking sites, paid search for people looking for trail information in LB, some paid social posts, signage at entrance to Village, etc.

Thanks

Kirsty Pappas
[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Parking Plan
Date: Sunday, March 14, 2021 11:10:49 AM

Dear Council,

I am against all the paid parking on the residential streets . This is unfair to taxpaying residents . I support using the current parking lots but not street parking on Bayview, Mountain drive and Oceanview . Why does the council feel we need to accommodate all the non residents with parking? As a resident of Brunswick Beach we get 50-1000 cars here every weekend second looking for parking . It is an absolute nightmare . With social media If the word gets out that we now provide parking we will only encourage thousands more here looking for parking . Deep Cove implemented this and it is a disaster for all the residents . The residential streets are already narrow and hard to navigate with 2 lanes with 2 lanes of traffic.

Andrea Klas

Get [Outlook for iOS](#)

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Draft Parking Plan Feedback
Date: Sunday, March 14, 2021 2:19:35 PM

Hi Mayor Ron and Councillors,

I'd like to submit my feedback to the parking plan which ties into beach use in the summer as well.

First off thank you for your on going hardwork on the matter. There are no easy turn key solutions to this issue and I know you can't please everyone all of the time. So I realize my opinion is only one of many and it's up to you to figure what will work best for everyone. A tough task.

I will only touch on the aspect of the parking plan that directly effects myself, my family and neighbours. In the dog days of summer, lions bay beach can get overrun with people. Both locals and visitors find our beach a great place to use. Every year it seems new capacities are breached. Trash and disgusting bathrooms are a common occurrence while locals slowly begin to stop coming on the weekends. This is really sad.

I commend your ideas of closing the parking lot on busy weekends. This may help, but it won't be enough. There will still be cars jam packed up and down lower lions bay looking for parking despite signage. And there won't be any parking for them in the end.

The only solution to this is to have a bylaw officer/traffic control person stop and redirecting traffic under the over pass so they circle around back on to the highway. This is the only way we can keep our streets safe, making sure there aren't cars zipping up and down our community while our kids play on them. Frustrated drivers on streets when kids are playing don't mix and really ruins the tranquil setting we usually have.

I and 100% of everyone I talk to would really appreciate having some sort of beach count and to close it off to non locals when capacity is reached. Hopefully these above suggestions (closing the parking lot) and having a traffic control person will help with directing people away when it's too crowded. However, closing the beach parking last year did not impact people enough from still coming and reaching "Covid capacity." So more has to be done.

I make these suggestions because this is all lower lions bay talks about in the summer. We are reaching the breaking point and lower lions bay wants something done. We are too crowded, people are circling looking for parking, it's not safe and it's not a nice place to be anymore when this all happens. So the only solution is to stop it from happening.

Please do something before neighbours take it upon themselves too. We all want to enjoy the waterfront in a safe, enjoyable way. Therefore, we must direct these car loads of visitors that will be circling our streets looking for parking that doesn't exist away from the streets if there is no parking to be had. Hoping they won't come and closing the parking lot is not enough. I hope you all take into consideration how serious a problem this is to us villagers who live near the beach. We do not want to turn into deep cove. We love it here.

I appreciate all you have done so far and hope we all can collectively solve this problem. I am happy to help in any way possible in what ever form that may take.

Thank you,

John Pappas
[REDACTED]

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Comments on the proposed village parking plan
Date: Sunday, March 14, 2021 6:12:34 PM

>

> To Lions Bay Village councilors ,

>

> As a longtime resident of Lions Bay, I feel the parking proposals are not fair and reasonable or wise. Because there would be essentially no free parking in the village, the village would be viewed unfavorably by visitors as being some combination of elitist, not friendly, closed, anti outdoor and could create problems of litter, vandalism, graffiti and more.

>

> As I live on Timbertop Drive, and frequently walk the streets and trails, I interact with visitors regularly, trying to assist them understand the parking rules, and obtain suitable parking, guiding them to proper trails, and generally helping to make their visit to Lions Bay pleasant. They are of all ages, and have a great affinity for Lions Bay village and the surroundings. We should try to cultivate this positive feeling that already exists.

>

> As we all know, this past year with covid has resulted in an increased number of people enjoying the outdoors, including Lions Bay residents and non-residents. All local provincial parks and other recreational sites have and are experiencing heavy useage already. I expect Lions Bay will see an increased useage as well, as our locale provides excellent access to short and easy or long and hard hiking. Our village trail system is superb and the mountain trail system is spectacular. We would be wise as a village to act and be seen to act in a positive and encouraging manner for accessibility to the best of our ability.

>

> My suggestion for parking would be somewhat similar to last year

>

> 1. Free parking on Mountain east side - for access to Tunnel Bluffs, Brunswick, Harvey and Lions

> 2. Free parking at school site on street (west side) and in parking lot for reasons in 1

> 3. Free parking on upper and mid level Oceanview for access to Erins trail and Unnecessary

> 4. Some free parking along Lions Bay avenue at far end from beach for beach users.

> 5. Some free parking in lower Kelvin Grove, street side for access to beach

> 6. Create some new place for visitors to park, such as the proposed Soundview place off Mountain. Or some other option. Not easy to do, but we will see only increased hikers this year and in the years ahead.

>

> Please consider these observations

>

> 1. Highway 99 parking for Tunnel Bluffs at Tunnel Point has only 30 minute parking as it its too dangerous to have people cross road - Tunnel Bluffs is now a major hiking destination for many hikers - hikers have no options but to leave from Lions Bay for this experience

>

> 2. Parking violations and tickets likely create frustration for bylaw officers, office and village works and for those who have returned from a wonderful hike to find a ticket on their windshield for a large amount. Hopefully frustration by visitors would not result in vandalism but it is possible. The village should be clear in signage, reduce frustration for all concerned including the residents who try to clarify the local rules as they encounter visitors wondering what to do.

>

> 3. Local residents in the affected areas often walk (with or without dogs), try to be friendly and helpful to visitors. Perhaps the residents will become increasingly frustrated having to apologize for the challenges of parking in Lions Bay, and this cause a reduction in their own outdoor activities during peak parking time.

>

> 4. Some people who move to Lions Bay are often hikers or visitors who have found the village so welcoming, friendly and accessible. I wonder if this change of approach by the village will have a negative impact on desire to live here and/or real estate values.

>

> 5. I suspect many visitors would not have the appropriate app for parking, perhaps don't have a data plan to access pay parking or perhaps don't know how use the app. This could create extra frustration for them as they prepare for their anticipated hike

>

> 6. Parking violation fees should not be greater than found in other jurisdictions.

>

> 7. Most communities I have visited have some provision for free parking for visitors to the community.

> Definitely street parking is challenging for all Lions Bay residents, including yourselves. Thank you for your consideration of my perspectives and suggestions. Your decisions in this matter affect not only the visitors to our area, not all of which are hikers, but also the residents who experience the impact of visitors.

>

> Herb Johnston,

[REDACTED]

>

> Sent from my iPad

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Proposed Parking Plan Feedback
Date: Tuesday, March 16, 2021 11:55:48 AM

As per the Village's request for feedback on the proposed parking plan, here are our thoughts:

- Why is there a fee difference for Kelvin Grove Beach Park and Sunset Drive Parking Lot compared to Lions Bay Beach Park? For consistency and revenue, it should be the same fee structure throughout the entire Village. It seems very divisive to consider Lions Bay Beach Park more important than other parts of the Village. Cheaper parking elsewhere simply shifts the problem.
- The number of parking spots designated for locals at the Kelvin Grove Beach Park is far too low. As taxpayers, there is nothing more infuriating than driving to the lot only to find it filled with outsiders. Half the lot should be reserved for residents as there is no parking along the road.
- The Kelvin Grove Beach is the only dog beach in the Village which means Lions Bay dog owners are also trying to use this beach. This should be taken into consideration when designating resident only parking at the lot.
- Some consideration should be given to the volume of visitors on Lions Bay beaches at any given time. Our beaches are not large and cannot sustain the kind of crowds that descend upon them. The environmental impact is huge. Vehicles arrive loaded with people. More people arrive by bus. Last year, there was garbage strewn everywhere from the beaches to the railroad tracks where large crowds walked to reach the cliffs. We had a mother bear and two cubs in the vicinity. If they had gotten into that garbage, we would have had 3 dead bears.
- Upper Kelvin Grove needs signs that say "Permit Parking Only Beyond This Point." We also need clear signage all the way up to the cul-de-sac at the top of the road. Yes, they do park at the top of Kelvin Grove and walk down to the beach/cliffs. They use various spots along the road as latrines, rip up tickets, laugh off residents' warnings to stick to designated parking areas, and leave garbage everywhere.
- Further, upper Kelvin Grove needs some "Children at Play" signs posted along the road. We have several families with young children. Cliff-jumpers and beachgoers regularly speed and make illegal turns on upper Kelvin Grove. It is a tragedy waiting to happen.
- The Village should require bylaw enforcers to take a much more aggressive approach to towing. Recognizing there is a problem getting tow trucks to respond in real time, enter a contract with a towing company to provide one tow truck on a dedicated basis for a

minimum six-hour period, randomly selected, but at least once per week. This should include evenings during July and August.

- Consider purchasing a dozen wheel clamps, which the Village can attach to offending cars. Removal of the clamps would require payment of the fine at the Village office during regular business hours, and clamp removal by bylaw personnel. Word would get out very fast that violations will be costly.

We hope you will consider our ideas moving forward. We have lived in Lions Bay for over 25 years and have seen the problems with beachgoers and cliff-jumpers get progressively worse. Lions Bay needs to send a clear message that visitors are welcome if they follow the rules.

Sincerely,

The Watson
Upper Kelvin Grove Way

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: parking plan
Date: Tuesday, March 16, 2021 2:55:02 PM

Hello,

I was asked by another villager why residents on the Bayview/Mountain side of LB were hostile to hikers and this was my reply.

I guess residents who are not directly affected by the increasing influx of visitors don't realize (or care) how difficult hiking season is for those who live on the streets leading to the Lions. We live in what used to be a quiet area where we welcomed outdoor enthusiasts who we hiked alongside and chatted with. Recently during hiking season our area has become a boisterous, littered, and crowded trailhead parking lot. If the village increases parking for visitors I dread trying to make it through hiking season this year.

There needs to be bylaw enforcement and pay parking because this new breed of hikers do not seem respectful. Some park their vehicles jutting out into the road resulting in unsafe walking and driving on curvy roads. It is not elitist to expect parking in front of my residence, or the ability to park near Brunswick Beach, the playing field or trailheads. I believe residents should be considered first before visitors to the village. Even Lynn Valley headwaters and Belcarra are charging for parking due to dangerous crowding on their trails.

There were reasons for the hostility directed towards hikers last year. Hundreds of them, some in large groups, poured into the village. We in the affected areas grew tired of speeding cars with loud music, take-out food containers and cups strewn about, human poo beside the trails that our dogs found and ingested every week. Some of the hikers were respectful outdoor enthusiasts but in the last few years boorish young people seeking selfies on Tunnel Rock with silly shoes seemed to comprise a third of the visitors. It is not such an enormous mountain when hundreds use one trailhead and the roads approaching it. Adding more visitor parking will increase the stress on our watershed and diminish the quality of life for residents in our area. I feel very sad that the village is not considering the residents adversely affected by this parking plan.

regards,
Norma

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: 1021 Draft Parking Plan
Date: Wednesday, March 17, 2021 4:55:51 PM

Hello,

We live in KG and having read the Draft parking plan we have the following comments:

We live in an absolutely beautiful area of the Lower Mainland and welcome individuals who respectfully appreciate our surroundings.

However, Lions Bay has acquired an elitist reputation through its NO parking policy and we seem to be doing everything possible to turn this into a "gated" community without actually installing gates.

It seems ironic that we are welcome to use the dog walks and parks in neighbouring communities, take our children and grandchildren to neighbouring parks and yet we discourage any kind of reciprocal engagement.

The last year under Covid 19 has been stressful for everyone. It would benefit our community to be kind and welcoming to others.

Shutting down available parking (lots/streets) only creates a situation where individuals are roaming our community often pleading or offering payment to park in one's driveway.

Closing normally available Village parking lots in 2020 did not discourage visitors. We are NOT in favour of closing Village parking lots. Both lots see regular usage by LB residents.

As far as Kelvin Grove is concerned there are available spaces on the east side of Tidewater from Sweetwater to the downhill corner. This is in addition to the KG parking lot.

A 50% increase in fines may not encourage prompt payment nor deter future non compliance with parking bylaws. We are not in favour of employing BEO for seven days a week. This seems excessive when the majority of the parking issues occur on weekends and stat holidays.

We are extremely dissatisfied with the excessive amount of signage in the Village. Potentially adding yet more "directional" signage for visitors is simply ridiculous.

Yours truly,

Bruce and Paula McLachlan
[REDACTED]

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: New Parking Plan
Date: Thursday, March 18, 2021 11:05:46 AM

From: Marek Sredzki [REDACTED]
Sent: Tuesday, March 16, 2021 7:12 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Neville Abbott <councillor.abbott@lionsbay.ca>; Jaime Cunliffe <councillor.cunliffe@lionsbay.ca>; Fred Bain <councillor.bain@lionsbay.ca>; Norman Barmeier <councillor.barmeier@lionsbay.ca>
Subject: New Parking Plan

Re: New Parking Plan

We are opposed to the extensive Parking Plan as we believe, Parking in these additional areas will compromise community member walking safety, as well as harm our Village feeling.

Our concerns are the amount of parking throughout the Village rather than simply at the three sites of the Parking Meters

In our Official Community Plan we are a small seaside Village nestled between Mountains and Howe Sound. We are a 'Village' rather than Whistler which is a 'destination'.

Posting Parking on Social Media will make Lions Bay a destination and this will be nearly impossible to reverse.

Deep Cove has become a destination and is no longer a Village.

The actual Revenue needs clarification, an office staff cost analysis for expense.

Again, we are very concerned with regard to safety.

Marek Sredzki

From: [Brenda Broughton](#)
To: [Lions Bay Office](#)
Subject: FW: Letter of Concern Re: Parking Report
Date: Thursday, March 18, 2021 11:13:13 AM

Dear Karla,

The email address that I used when just sent as below, bounced back twice, here is the letter for Council.

Have a great day !

Sincerely,

Brenda Broughton

From: Brenda Broughton [REDACTED]
Date: Thursday, March 18, 2021 at 11:09 AM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>, Neville Abbott <councillor.abbott@lionsbay.ca>, "Bain@lionsbay.ca" <Councillor.Bain@lionsbay.ca>, "Councillor.Barmeier@lionsbay.ca" <Councillor.Barmeier@lionsbay.ca>, Jaime Cunliffe <councillor.cunliffe@lionsbay.ca>
Cc: Peter Dejong <cao@lionsbay.ca>, "reception@lionsbay.ca" <reception@lionsbay.ca>, michael broughton <michael.broughton@telus.net>, "office@lionbay.ca" <office@lionbay.ca>
Subject: Re: Letter of Concern Re: Parking Report

To Mayor McLaughlin, Councillor Abbott, Councillor Bain, Councillor Barmeier, Councillor Cunliffe,

While the information provided in the Lions Bay Parking Report is helpful and informative, it does not provide Financial Information, nor does it embrace the Community Vision as in our OCP, as a small Village, NOT a destination :

This Information is essential for Council consideration. No decision by Council at this time is recommended, rather further discussion yielding a deeper understanding of the issues involved. Money must not be the driver.

1. The potential cost to the neighbourhoods safety and security
2. The potential cost in Lions Bay becoming a destination rather than remaining a Village as per our Official Community Plan, "Lions Bay residents value this community as a peaceful, close-knit village, deeply connected to the natural West Coast environment,"
 - a. The irreversible cost of using Social Media in wiping out our Village feeling

- and making the Village a destination location
3. The proposed Budget Cost of two fulltime Bylaw Enforcement Officers per month times the number of months is not noted, nor is the amount of additional funds needed noted, or the overall budget
 - a. The cost of their devices, uniforms and car use
 4. The Actual Revenue, not including any outstanding unresolved Parking Tickets, as only on average 50% of Parking Tickets are paid.
 5. The Actual Cost of the Staff time at the Village Office with contested Parking Tickets
 6. Council must not envision that Parking has become an income source to 'grow' in Lions Bay and ruin our very Village that residents love and have no idea that this could be harmed because Council is blinded by a potential revenue source, over maintaining the Vision of our Village : Section 2.2 from the Lions Bay Official Community Plan "Lions Bay residents value this community as a peaceful, close-knit village, deeply connected to the natural West Coast environment,"

I fully support John and Rose Dudley's idea of the parking spaces on Soundview, and to obtain as Lease land, the Upper Brunswick Pit Paved Parking area for use as metered Trail Parking with a trail entrance to the Lions Trail. I have spoken to the Mayor and apparently the Province has said no to use of this particular land. *Discussion and negotiation for this land use would occur with the BC Provincial Minister responsible, rather than Provincial personnel.*

I am significantly opposed to the extensive Parking Plan that is in the last pages of the Parking Report, as, I believe, Parking in these additional areas will compromise community member walking safety, as well as harm our Village feeling and taking over the Village through Social Media. Social Media must not be used for the Village at any time. Our Capacity is tiny, small, limited ... this is not hyperbole, not is it NIMBism, it is a fact. It is also a fact that the Village can very quickly become a destination, rather than for the residents of Lions Bay. The influx will be irreversible and growing exponentially.

Therefore, I am seriously and significantly opposed to Parking in Lions Bay or Lions Bay, being on Social Media, as we will have an enormous **irreversible influx** of transient visitor parking within Lions Bay versus for an event or community members social gathering.

Lions Bay will become a destination if we use Social Media, rather than a Village.

Deep Cove has become a destination and is no longer a Village. The streets for likely 2 km are filled with vehicles in Deep Cove now. Deep Cove was discovered pre-2013 as a destination. This became an enormous concern for all.

In our Official Community Plan we are a small seaside Village nestled between Mountains and Howe Sound. We are a 'Village' rather than Whistler which is a 'destination', rather than North

or West Vancouver or Squamish, all with goals to support their many businesses by creating destination points. Lions Bay is a series of neighbourhoods.

Another point ~ It is not clear whether \$82,000 was the actual Revenue, or the ticketed amount with about 50% not collected. There is not an Office staff cost analysis for each ticket, nor does the Parking Report include the cost of two fulltime Bylaw Enforcement Officers, their uniforms, cars and devices. Also, I believe that **April is far too early for them to begin** with any Bylaw Enforcement.

My concerns are the amount of parking throughout the Village rather than simply at the three sites of the Parking Meters. The three proposed sites are the current Lions Bay Avenue Parking Lot, Kelvin Grove Parking Lot and the Entrance to the Lions Trail on Sunset.

In reviewing the Lions Bay Parking Plan for the overall Village, I would say that it will be destructive to the quality of safety on our Village Streets, as well as not having **Free Parking at the School Parking lot.**

Posting Parking on Social Media will make Lions Bay a destination and this will be impossible to reverse.

The Parking Map is last within the Parking Report, and likely should be first, as people may not read long enough to look at it, as they may think that Parking will be in the usual locations.

However, the Pay Parking that is suggested is wrong ~ in a number of locations including new locations down the west side of Bayview Rd. from Stuart Rd. and then by the School, including the School Parking Lot, a good deal of Oceanview Road on the south side, beginning it appears at about Jon Wescott's up; the east side of Tidewater Way from the highway access along to just prior to the turn down toward the beach and at Brunswick on the south side of Magnesia Creek.

Lions Bay will become a parking lot. **We have not had an injury with a pedestrian in Lions Bay.** Oceanview has not had parking on it other than resident and special event or parties, but not regular. People regularly walk.

I am opposed to posting on Social Media, as Lions Bay may will ever be able to be a Village once the cars take control of these area. Bernice Pullen, a 25 year Village Administrator, advised me to always remember what a small community we are. She was also a community member of Lions Bay during the full time that she served.

The cost of two fulltime enforcement personnel, uniforms, devices and cars, is expensive,

thus this may not ultimately be a net income producer for the Village. This analysis has not been shown.

The original reason for Bylaw Enforcement, I suppose, was to enforce parking and enable the free enjoyment of Villagers. The Village should NOT make parking a business.

I am very concerned with regard to safety. The people of Lions Bay walk our streets. Having people who do not know Lions Bay parking, possibly doing u-turns as they might in larger jurisdictions when they see a Parking space, I believe, has a potentially negative safety element.

I am not clear why we need this much public parking. The Lions Bay Parking Plan does not address this.

For Council's serious consideration.

Sincerely,

Brenda Broughton
Michael Broughton

██████████
██████████

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: Traffic Calming - Tidewater Way
Date: Friday, March 19, 2021 11:11:00 AM

From: Kim's gmail [REDACTED]
Sent: Wednesday, March 17, 2021 10:27 AM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Subject: Traffic Calming - Tidewater Way

Good morning Mayor McLaughlin

I have been impressed with the traffic calming/speed abatement effect of the pylons used on Bellevue Avenue from 17th street to Dundarave. The pylons are permanently attached to the middle of the road.

I feel this road can be busy with pedestrians (and often their dogs) - not paying too much attention to the possibility of cars around the big bend.

Could council consider this for Tidewater Way from Seetwater to the rail tracks?

Regards,

Kim Mailey

From: [REDACTED]
To: [Lions Bay Feedback](#)
Cc: [Council](#)
Subject: More feedback on the Parking Plan...
Date: Thursday, March 18, 2021 9:51:42 PM

<https://www.youtube.com/watch?v=ILBHWntweY4>.

Regards,
Karl Buhr

Intentionally Blank

Type	Information Report		
Title	Broughton Hall User Groups and Liability Insurance		
Author	Peter DeJong	Reviewed By:	Pamela Rooke
Date	March 19, 2021	Version	
Issued for	March 23, 2021 Council Strategy Committee Meeting		

Recommendation:

THAT the Information Report, “Broughton Hall User Groups and Liability Insurance” be received.

Attachments:

- (1) FAQs from the Municipal Insurance Association (MIA)
- (2) Village Hall Activities and Events Listing

Key Information:

This subject matter has arisen lately due to some misunderstandings about the nature of our insurance requirements and how we rent out the hall for the benefit of resident (and other) user groups. Ideally, when residents have questions or concerns, or are not getting the result they expect, they will contact staff and together we can drill down on the issues and, if necessary, look for options to achieve a positive result. Similarly, when residents speak with elected officials about any problems they may be experiencing with our programs, the Council member will refer the resident to staff to sort it out. If there is an issue that can only be remedied through options which have legal and financial implications, then staff will bring that to Council for consideration.

To rent the hall, all user group coordinators are required to purchase liability insurance through the online service offered through our insurer, MIA, in order to protect the renter, and the Municipality, from liability. MIA contracts the online service through an independent provider. Normally, this service works seamlessly and there have been very few issues to date. Unfortunately, as staff has now learned, none of the foregoing has occurred as it should have occurred for the resident trying to organize the Totts activity. Staff is now involved with seeking solutions for the Totts program and has been in contact with the resident, the insurance provider, and MIA. There are a few steps in progress that will likely lead to a simple resolution. If not, there are additional steps that we will take with

MIA to determine options to suit the circumstances. If any of these options require Council input or decision-making due to legal or cost implications, it will come back to Council at that time.

In the interim, it has been suggested that that if this was a Village program, run by a volunteer, the Village would provide the insurance and the resident would be indemnified and that this is similar to what the Events Committee and the Trail Blazers do for us.

First of all, it is not a Village program, just as none of the other resident user group activities like volleyball, badminton or yoga, are Village programs. Secondly, if it was a Village program, it could not be run by a volunteer without the presence of a staff member in the hall to supervise the program. That would be a requirement of our Municipal insurance in that scenario.

The extra insurance rider we have picked up the past couple of years for the Events Committee and the Seniors Social Circle is a different type of insurance. The latter was because of a five year government grant program whereby support for the SSC activities represented a “service” being provided by the Municipality under the terms of the grant program and the purpose was primarily to cover them when they did excursions away from the hall or outside the community.

The Events Committee essentially undertakes the organization and implementation of several events on behalf of the Municipality – i.e. they are providing a service on behalf of the Municipality that we don’t have the capacity to otherwise provide and many such Municipal events take place outside the hall (eg: Polar Bear Swim). We are essentially contracting these groups to provide a Municipal service out in the community.

The same principal applies to pending coverage for the 50th Anniversary Committee and the Trail Blazers, both of whom will be providing services on behalf of the Municipality outside the Village Hall which require insurance coverage, just as if Municipal staff were doing them ourselves (eg: installing signage on the Centennial Trail) – effectively, they stand in our shoes and if a claim is made it will affect our insurance rating.

Providing activities for tots, or for adults, in the hall is not a Municipal service and the providers are not providing those services “on behalf of the Municipality” (i.e. something

that we would otherwise do ourselves). As noted above, this is no different than residents who take on the coordination of badminton, or volleyball or yoga and rent the hall on behalf of their users. To do this, they need to have liability insurance to protect themselves as well as the Village.

We used to purchase that insurance ourselves for all user groups from a 3rd party broker and collected the costs through the hall rental fees. There were a number of serious issues with doing that which are addressed in the FAQ attachment from MIA, as well as it being an administrative burden. We could not continue with that model and we will not go back to that model unless Council wishes to pay for Municipal staff to be present inside the hall for all user group activities to be run as Village programs under a new Recreation department. Volunteers cannot undertake this on their own under the volunteer coverages in our primary insurance, so that is not likely a realistic option.

To facilitate compliance with the *Financial Institutions Act* and assist local governments with implementing best practices, the MIA a few years ago created an online insurance portal for users of community facilities to purchase the liability insurance necessary to protect themselves and the local government. The fact that it is cheaper than the previous insurance model is a bonus which enabled us to reduce our hall rental fees significantly.

This is the way all such activities have been operating without complaint for the past few years. Indeed, through the reduction in prices and easier means of purchasing such insurance coverage, this is how we are doing everything we can to make volunteerism easy and to facilitate these kinds of resident initiatives.

Staff will continue to work through the specifics of coverage for this particular activity and follow up with the resident to ensure appropriate coverage is obtained. We will report back to Council in due course to advise of the matter being resolved or if there are options requiring Council involvement in what is otherwise generally an operational matter.

Follow Up Action:

Staff were successful in getting the insurance provider through our online insurance portal service to review the Parents and Tots activity and came back to us with an approval to add it under "Meetings>Arts Instruction". This is the most economically beneficial category for

this low risk activity (eg: 16 weeks for $\$40+10=\50 or $\$3.13$ per week spread out amongst the group, along with the $\$25$ /month hall rental fee). We already have activity coordinator's hall rental application forms signed off and once she has taken care of the liability insurance via the online portal, she'll be good to go!

Municipal Insurance Association FAQs re. Facilities Insurance Portal

- **Question:**

We commonly rent out rooms in our community center to private groups to host meetings. As part of our rental agreement, we require groups to obtain liability insurance. We have faced a lot of opposition from these groups who complain that insurance is too difficult or expensive to obtain. We are thinking about obtaining a blanket insurance policy from an insurance broker and then collecting premiums from the user groups on behalf of the insurance broker. Do we face any liability exposure in doing so?

Answer:

The practice of sourcing insurance from a broker on behalf of a user group and collecting a premium raises a couple of concerns. First of all, by agreeing to obtain insurance on behalf of a user, your local government is entering into a contract with the user. If you obtain insufficient coverage on behalf of the user or fail to collect or remit the premium, the user may be left uninsured for an event. If a loss were to occur at an event and the user was not insured, the user could seek to recover, for any otherwise insurable losses, against the local government for failing to properly secure insurance coverage.

Your liability policy with the MIABC Liability Protection Agreement expressly excludes coverage for failing to effect or maintain adequate insurance. The MIABC would have to look at the specific allegations before determining whether the exclusion would apply. In addition, any claims of this nature could affect your local government's claims history and be counted against your experience rating, potentially impacting your premium. It may be possible to protect your local government from liability to a user for failure to obtain adequate insurance by including a broad indemnification clause in your rental contract. We encourage you to include in your rental contract clauses requiring users to indemnify your local government for losses or claims resulting from the users' use of the facilities and releasing and discharging the local government from any liability arising from the users' use of the facilities.

In addition to liability concerns, this practice could subject your local government to regulatory action for the unauthorized carrying on of insurance business. Under the *Financial Institutions Act*, a person must not carry on insurance business in British

Columbia unless that person is an insurance company, a licenced insurance agent, a credit union or another similar professional or organization. Insurance business, as defined under the Act, is not limited to the actual selling of insurance, but also includes soliciting an application for a contract of insurance, issuing or delivering a contract of insurance and collecting a premium for a contract of insurance. The practice of obtaining a blanket insurance policy from an insurance broker and collecting premiums from users may violate this provision. Any fines or losses that result from regulatory action would not be covered under your MIABC policy.

There are a number of ways in which your local government can avoid the risks outlined above and still ensure that user groups have adequate insurance coverage when renting municipal facilities. As a condition of rental, your local government should require all users to obtain general liability insurance and to include the local government as an additional insured. Please contact us for the MIABC's guideline for determining minimum levels of insurance. Local governments are discouraged from partnering with licensed brokers or encouraging users to purchase insurance from a specific broker, as this practice may also constitute insurance business under the [Financial Institutions Act](#). It is acceptable, however, for your local government to identify one or more specific brokers as options for obtaining insurance, including telling user groups that they can obtain insurance through the MIABC's online User Group Insurance Portal.

- **Doesn't our local government's liability policy cover users of our facilities?**

Your local government's liability policy exists to protect you from legal claims against the local government. It will not typically respond to situations whereby one person makes a legal claim against another person or an organizer for an injury or property damage as a result of an event at your facility.

- **Why should users of our local government's facilities carry their own insurance?**

Liability insurance protects the people who rent your facilities from potentially catastrophic legal demands, claims and lawsuits when they cause, or are responsible for, property damage or bodily injury to someone.

For example, if someone slips and falls caused by spilled water the host of the event failed to clean-up, the injured party could sue them for their negligence or failure to act. Legal claims for medical expenses, lost wages, pain and suffering, and more may arise. These costs can be very significant, and may place your users' savings, assets and all

they've worked for at risk. Insurance provides your users with the peace of mind to enjoy their event.

What is the user responsible for?

The user (named insured) is responsible for the reasonable and safe use and operation of the facility they have been granted access to occupy. The MIABC EventPolicy Portal provides third party Liability Protection only and does not cover injuries to the Named Insured.

- **Who are the Additional Insureds?**

Local governments are the Additional Insureds for events that take place in their facilities and are protected by the terms of the user's policy.

- **How much insurance should users buy?**

Users should buy insurance coverage equal to or greater than the minimum limits required as stated in the rental agreement issued by your local government.

It is the duty of the user to purchase an insurance policy with a Liability Limit that will sufficiently meet the minimum required by your local government. The user may elect to purchase limits over and above the required minimum. It is better to have a higher limit rather than the least expensive option.

- **What limits are offered?**

The MIABC EventPolicy Portal offers limits of \$2,000,000 as well as \$3,000,000 and \$5,000,000. Users are reminded to check their facility rental contract to ensure they select the minimum limit your local government requires.

- **What about Property?**

The MIABC EventPolicy Portal does not include coverage for damage to property the user owns, borrows or rents, or the property of others for which the user has care, custody, and control over. The exception is a Tenants Legal Liability sub-limit up to a maximum of \$2,000,000 which is automatically included in all policies and can be used to restore damages to the premises a user occupies.

- **How much does participation in the portal cost our local government?**

There is no charge to your local government.

- **Are people who participate in the events covered?**

Participant to Participant Sports coverage covers claims made against the user if they are named in a lawsuit involving injuries between players.

- Is host liquor coverage included?

Host liquor coverage is included and users need to have obtained all necessary permits and/or licenses, and be in compliance with any legal or regulatory requirements (like “Serving It Right” certifications). Government issued identification is required of anyone seeking to purchase alcohol.

- How do I know if someone who rents a local government’s facility has valid insurance in place via the MIABC EventPolicy Portal?

Once the purchase is complete, a certificate is emailed to the user and your local government. Each certificate indicates the insurance carrier, the liability limits and the additional insured information as required by your local government. If the email from the MIABC EventPolicy Portal is not in your email inbox, please check your junk mail folder. If you are still unable to locate the email, please contact 1-800-988-7868.

- What if a user needs to cancel or make a change in coverage?

Users can make changes or cancel by submitting the form found on the Order Change Request page.

- Can a user combine more than one facility permit on one certificate?

If the event has multiple locations they must purchase separate certificates for each location.

- What if the rental includes different types of activities?

The activity the user chooses on the MIABC EventPolicy Portal must match the scope of the permit as issued by your local government. If a user has been granted a permit for multiple activities, a policy must be purchased for each activity.

- Will this place an administrative burden on our local government?

No. The MIABC EventPolicy Portal came about because you told us the current methods of managing these insurance programs weren’t working for you. The goal of the MIABC EventPolicy Portal is to reduce the administrative burden you face when trying to manage insurance programs for users of your facilities.

- If a user has a question about their coverage or how to use the MIABC EventPolicy Portal, who do they contact?

Users can contact Shephard Ashmore at 1-800-988-7868 or use the live-chat function. Customer support hours are Monday to Friday from 8:00 am to 4:30 pm. Inquiries outside these hours will be answered the next business day.

- Can users see the policy wordings before they purchase a policy?

Yes! We strongly recommend that users review the wordings, as they define what is and is not covered by the policy. A copy of the policy can be found at <https://miabc.eventpolicy.ca/wordings/>.

- What about exclusions?

Exclusions are circumstances that a policy does not cover. For a full list of policy exclusions and conditions, please review the Policy Wordings. If the Exclusions are unclear, please call Shepard Ashmore at 1-800-988-7868.

- What is the deductible?

The deductible is the amount that the user pays when they open a claim. The MIABC EventPolicy Portal's deductible is \$500.

- What payment methods can people use?

All major credit cards are accepted.

- Does the name of the person renting the facility have to match the name of the person paying by credit card?

No, anyone can pay for the insurance. The Payer must ensure that the billing address and contact information entered on the payment page matches the information on file with their credit card company or the transaction may be declined.

- Can people use the portal on their mobile devices?

Yes – the portal is designed to be easy to use and navigate on phones and tablets so your users can get coverage while they're at your counter booking their event.

Village Hall Activities and Events

- (R) Playgroup Monday's 9:30 – 11:30am VH (Jill Fujibayashi) – Not currently Using the Hall
- (R) Volleyball Monday's 8:00 – 9:30pm VH (Tina Schneider) – Not currently Using the Hall
- (R/B) Yoga Monday's 1:40 pm (*Note: 2nd Yoga group in 2021*)
- (V) SSC-Tai Chi Tuesday's 10:30am – 12:15pm VH (John Phillips & Louis Peterson)
- (V) SSC-Meditation Tuesday's 2:00 – 3:00pm Rm off Council Chambers (Anne Crosthwait) – Not currently Using the Hall
- (R/B) Yoga Tuesday's 6:45 – 8:30pm VH Friday AM 8:30 – 10:00 am(Shannon Nering)
- (R) Badminton Wednesday's 7:00 – 9:00pm VH (David Halliday) – Not currently Using the Hall
- (B) Music Together Thursday's 8:30 – 12:30pm VH (Tanya Cosgrave)
- (V) SSC-Dance Your Muse Thursday's 11:00am – 12:30pm VH (Cristina Viviani) – Not currently Using the Hall

(R) Individual households – Could be one-time use or several prebooked sessions (eg: single household badminton or activities for a family to spend a little time running off steam – eg: basketball)

(R) Birthday Parties – a few a year usually on weekends, sometimes weekdays in summer

(NP) Angela Prider (non resident) – Westcoast Shamanic - Meditation - usually 3 day weekend, usually once every 2-3 months

(R) Marsha McKay (resident)- Craft Day - 1 day on weekend - usually once every 2-3 months – No longer using the Hall

(R) Penny Nelson (resident) - quilting – 2 days over the weekend - once or twice a year – this is same as above.

(NP) Krista Hennibury – Quilting By The Bay (non-resident) - quilting - 2 days over the weekend – 2-3 x /yr

(NP) Arts Council – Christmas Fair - 3rd weekend in November each year

(V) Events Committee - Trivia Night – usually twice a year

- Kids Halloween - one or two nights

- Other activities outdoors (eg: Polar Bear Swim, Easter Egg Hunt, Canada Day, etc.)

(V) Remembrance Day - 2 days (prep, event, tear down)

(R) Tina Schneider - Caroling - mid-December each year

(B) Tamara Leger – Eat Together or House Concerts in hall – occasionally

(NP) Strata AGMs/SGMs – 3 stratas x once a year (on average) – So far for 2020 only VR18 used the hall.

(V) Howe Sound Community Forum – occasionally

(NP-G) Provincial & Federal Elections – when applicable .

Categories:

(R) Resident led;

(NP) Non-profit;

(B) Business;

(V) Village event (whether overseen by Village directly or through service agrmts).

**All bookings use online portal for liability insurance, except:*

(V) a. SSC & Events Committee, which are covered separately under Village services agreements;

(V) b. Remembrance Day event, which is a Municipal event for which there is sufficient staff and Council involvement that it can be covered under the terms of our primary insurance policy with MIA – otherwise, it would go under Events Ctte rider;

(NP) c. Arts Council, which has it's own liability insurance policy with the Village named as an Additional Insured;

(NP) d. Senior Gov'ts, which have their own and which name us as Additional Insureds.

Type	Request for Decision		
Title	Tots Program Insurance and Volunteer Indemnity		
Author	Norman Barmeier	Reviewed By:	
Date	March 11, 2021	Version	
Issued for	March 23, 2021 Council Meeting		

Recommendation:

- (1) THAT Council approve Tots Play Program to be considered a Village run program; and
- (2) THAT Council direct Staff to insure the program, its participants and its volunteers under the Village's insurance; and
- (3) THAT Council allow the program to be run by a resident volunteer; and
- (4) THAT Council direct Staff to provide an indemnity agreement for the resident volunteer running the Tots Play Program.

Attachments:

NONE

Key Information:

Lions Bay emphatically wants to support volunteer efforts by residents. Discouragement is not a preferred option. It would be nice to create an open door for residents to engage in the community and support them in their efforts to improve community spirit and provide services to the Village. It would be beneficial to steer away from stifling enthusiasm in these efforts by adding perceived or real liability to our volunteers.

The Tots Play Program is meant to run one day a week (9-11am) 10 months of the year and be open to residents. The program is broken down into two semesters, roughly September to January and February to June. The program will not run over school break in the summer.

The program offers an opportunity for structured play time within the Village instead of having to travel to other jurisdiction for indoor play time. The program will offer an opportunity for resident tots and families to connect and build lasting bonds and community spirit.

Options:

(1) Approve all 4 recommendations above.

(2) Provide the requested insurance and indemnity in some other fashion

(3) Do nothing.

Preferred Option: Option 1 as it aligns with the principle of protecting our volunteers outright and removing hurdles to promote volunteerism within the Village.

Legal Considerations: staff to advise

Financial Considerations: The cost of insurance and hall rental can be offset by small drop-in fee or one-time fee. Council could consider covering the cost for this program

Other Considerations:

Follow Up Action: Per Council direction.

Communication Plan: TBA

Type	Request for Decision		
Title	Accounts Payable (AP) Cheque Report		
Author	Neville Abbott	Reviewed By:	
Date	March 18, 2021	Version	
Issued for	March 23, 2021 Council Meeting		

Recommendation:

- (1) THAT Council direct staff to provide the 2020 AP Listing at the next Regular Council Meeting; and
- (2) THAT Council direct Staff to provide the Accounts Payable Report Quarterly; and
- (3) THAT Council direct Staff to continue this practice until otherwise advised by Council.

Attachments

None

Key Information

It has been some time since Council has seen the AP (cheque) report. It is requested that they be presented quarterly as background information that supports the understanding of the other financial reports.

Options:

- (1) Approve all 3 motions in the recommendation above.
- (2) Amend and then approve the recommendation, in whole or in part.
- (3) Do nothing.

Preferred Option: Option 1 as it aligns with the principle of transparency.

Legal Considerations: None.

Financial Considerations: None.

Follow Up Action: Per Council direction.

Communication Plan: TBA

Intentionally Blank



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

MEETING OF THE BOARD OF VARIANCE
TUESDAY, JULY 9TH, 2019 AT 6:30PM.
IN THE COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY, BC

In Attendance: Board of Variance Members: Ian Mackie, Peter Wreglesworth, Morgan Gatto
Staff: Susan Loutet, BOV Secretary
Neville Abbott – Councillor - Observer
Applicant: Owner: Wayne Peaker 20 Oceanview Road
Applicant: Owner's Representative: Craig Doherty 20 Oceanview Road
Applicant: Owner: Carl & Nicole Lund – 52 Brunswick Beach Road
Applicant: Owner's Representative: Mark Ritchie, Architect, 52 Brunswick

1. Call to Order
BOV Secretary called the meeting to order at 6:35 p.m.
2. Approval of the Agenda
All in favor
3. Minutes – BOV Meeting February 26, 2019 & April 23, 2019
Moved/Seconded
THAT these BOV Meeting minutes of February 26, 2019 & April 23, 2019 be approved as circulated.
4. New Business: Application to be heard
 - (1) Civic Address: 20 Oceanview Road, Lions Bay, BC
Legal Description: Lot 2, Block 7, Plan 10595, DL 1575
Owner: Wayne Peaker & Gillian Smith
Request: Approval sought for Rear Yard Variance of 21 ft
from 25 ft to 4 ft
Per Zoning Bylaw 520, Part 7.5.1
And
Approval sought for Side Yard Variance of 4 ft
from 8 ft to 4 ft
Per Zoning Bylaw 520, Part 7.5.2
 - (2) Civic Address: 52 Brunswick Beach Road, Lions Bay, BC
Legal Description: Plan EPP69335, DL 1815
Owner: Carl & Nicole Lund
Request: Approval sought for Front Yard Variance of .89m, from 5.46m to
4.57m
Per Zoning Bylaw 520, Part 7.6.2(b) 20 percent of parcel depth.

5. Discussion (1) 20 Oceanview Road

Craig Doherty, representative of owner Wayne Peaker and Gillian Smith of 20 Oceanview Road, presented the variance application for 20 Oceanview Road. They were applying for a 4 ft rear yard variance and a 4 ft side yard variance to accommodate the existing carport. This is a secondary access to the property and the carport was there when they purchased the property in 1996. The best evidence of this is from the neighbor at 10 Oceanview Road, who has written a letter to that fact. Home owner is not seeking forgiveness, after having not sought permission to build this carport in the setbacks, but wants to rectify the variances for the existing carport which was just shored up to make it safe. They believed no permit was needed as it was an existing structure. Their hardship is notably that the property is quite steep; the carport acts as a sound barrier to the Sea-to-Sky highway, and the secondary suite tenant parks in the carport. This variance was before the Board in 2013 but just prior to the hearing, Mr Peaker suffered a serious accident and was severely incapacitated. Mr Wreglesworth, a Board member, advised that this did come before the Board in 2013, and that he was on the Board at that time. The question at that time was, was it preexisting or not and there was no substantiation for that. There was a question whether the applicant has gone ahead and built this on his own or if it was a repair or building versus a repair. At that time Mr Peaker had his accident and the variance application was not proceeded with. The applicant stated that they would obtain an engineer's report for the carport and that what was there was stable and that the repairs that have been completed since, meets building codes for the structural design. As a condition of granting the Variance sought the applicant is to provide documentation to the effect that the carport meets all structural standards. A copy of this structural assessment will go to the Village of Lions Bay and to the BOV Members.

6. Decision

The Board of Variance, will grant the application as sought as the variances in respect to the rear yard variance sought from 25 ft to 4 ft and side yard variance from 8 ft to 4 ft based on the hardship that has been identified. This is a pre-existing structure and has been accepted as such by the Village of Lions Bay. This property in question is extremely steep and additional hardship is the highway noise as a result of the four-lane highway that was built. The Board of Variance is making it a condition of granting the variance that pursuant to the provisions of section 11.5 of the BOV Bylaw No. 502, 2016 that the applicant:

- 1) Retain a structural engineer to provide a letter of assurance that the carport is structurally sound and meets the requirements of the BC Building Code, or indication what remedial measures are required in order for it to do so, which may include Building Code requirements pertaining to the access and maintaining of the green roof of the structure; and
- 2) Retain a geotechnical engineer to provide a letter of assurance that the carport foundations and the driveway on which it sits is structurally sound and meets the requirements of the BC Building Code, or indication what remedial measures are required in order for it to do so (eg: the mish-mash of materials and off-cuts, logs, lumber, steel poles, and wire being used to hold the rotting cribbing in place on the lower side of the driveway).

7. Discussion (2) 52 Brunswick Beach Road

Mark Ritchie, architect for 52 Brunswick Beach Road, presented for the owners Nicole and Carl Lund. The variance sought is for the front yard from 5.46m to 4.57m to accommodate building a garage for this new built home. The reason this variance is requested is because there have been multiple designs and conditions to consider which have led to this design. The house is nearing its maximum gfa and given the size of the site we have nearly 2,000 sq. ft per floor and very little area within the buildable area and this design fits into that area.

The applicants are very conscious of the privacy issues of the neighbours and worked hard on the design to accommodate to produce an oceanside livable area and it still be private for neighbours on both sides. The applicants had to push the house design back away from the ocean as far as possible. The combination of the house being on a relatively small site and the very large boulevard on the road side, the applicant felt that it would be reasonable to ask for a minor variance of 3 ft (.89m) which puts the garage to a decent standard garage size. The site is a slight parallelogram, but the applicant has designed the house to be parallel to north and south side lines.

Mr Wreglesworth, a Board member commented that Brunswick Beach is highly desirable waterfront, residential area and the lots are very small and that some of the houses being built are going to push the limits. The neighbour at 51 Brunswick has no concerns with this variance or loss of view. The Board of Variance has dealt with a couple of properties in the same situation and granted variances.

Mr Mackie, BOV chair, inquired about the property on the oceanside, as our decision is based on hardship. Mark Ritchie advised that the house needed to be as far back as possible on the property. The 2,000 sq. ft floor plan is positioned where the applicant felt that the neighbours and owners would have the best relationship regarding privacy and, the need to provide enough living space. If the house was nearer the ocean, the applicant would have to excavate deeper. The owners are not building a basement. A combination of privacy, elevation and limited excavation and a decent area for living on the oceanside, were the factors that lead to this design.

Mr Wreglesworth also commented that this build will have to conform to the high-water line and the 200-year flood plan. The house needs to be placed as far back as possible from the ocean.

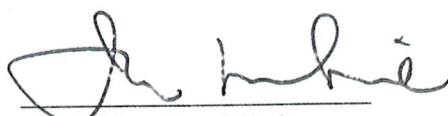
8. Decision

For the reasons identified by Mr Ritchie on behalf of the applicants, the Board of Variance is granting the application as sought. The property is ocean front and the lot is extremely small, so that dictates the need for the front yard variance that is sought from 5.46m to 4.57m.

9. Adjournment
Moved/Seconded

THAT the meeting be adjourned.

The meeting was adjourned at 7:02 p.m., July 9th, 2019



Ian Mackie – Board Chair



Susan Loutet – Board Secretary

March 4, 2021
Date Adopted:

Intentionally Blank

**COUNCIL STRATEGY COMMITTEE
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, MARCH 16, 2021 at 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

MINUTES

In Attendance:

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

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

Public: 5

Regrets: Councillor Norm Barmeier

1. Call to Order

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

2. Adoption of Agenda

Moved/Seconded

(1) THAT the On Table items from the CAO re. Village Hall Users and Public Feedback re. Penalties be added as additional information to Items 7Aiii and 7Aiv respectively;
and

(2) THAT the agenda be adopted, as submitted.

CARRIED

3. Public Participation

A. Marek Sredzki

M. Sredzki noted his question from his previous correspondence and commented on his opposition to the parking plan due to his concerns for safety and cost.

Mayor McLaughlin noted that M. Sredzki's previous correspondence has been answered in a previous Council meeting, that his correspondence will appear in the next Council agenda, and questioned whether M. Sredzki had any suggestions on parking.

M. Sredzki noted his opposition to any parking on Lions Bay streets for safety reasons and suggested that the Village not advertise parking on social media.

B. Tamara Leger

T. Leger commented on the Village Hall insurance, noting that volunteers have been previously covered under the municipal insurance and her personal experience with renting the Village Hall. She questioned Council on access for the Soundview evacuation road.

Chief A. Oliver noted that the Fire Department has a key to the Soundview gate.

Councillor Abbott questioned whether BlockWatch still had a key.

Mayor McLaughlin requested that staff respond to T. Leger.

Moved/Seconded

THAT the agenda be varied to consider item 7Aiii prior to item 7Aii.

CARRIED

4. Review & Approval of Minutes of Prior Meetings

A. Council Strategy Committee Meeting – January 12, 2021

Moved/Seconded

THAT the Council Strategy Committee Meeting Minutes of January 12, 2021 be approved as circulated.

CARRIED

5. Business Arising from the Minutes

None

6. Unfinished Business

None

7. Reports

A. Staff

i) Preliminary Capital Expenditures and Supplementals Budget Discussion

(a) Fire Department Items – Discussion with Fire Chief

A. Oliver introduced the capital expenditures budget from the Fire Department and Barrett Germscheid, trainer and A. Cameron, speaking on engines.

B. Germcsheid and Chief Oliver provided overview of training at the department and responded to questions, noting:

- 35-person crew
- training takes place Wednesday evenings and Saturdays with Friday reserved for equipment checks; Tuesday and Thursday exercise
- training includes medial aid, auto extrication, fire suppression, wildfire fighting
- minimum age and requirement to volunteer is 19 years of age and holding a drivers' licence
- Fire Rescue and Emergency Response volunteers should take a course at 18 years of age, youngest applicants to the Fire Department are 19 years of age with class 5 driver's licence (DL) with air endorsement
- recommended class 3 DL
- for full time paid firefighters should attend accredited fire school
- Volunteers divided into four shifts for weekend response, must have coverage if absent
- plan B for single story structure: work would be done in house, Village would purchase material and FD would build structure; realistic number presented

A. Cameron presented an overview of the process for replacement of the fire engine and responded to questions, noting:

- Engine 62 used for technical and highway rescue, fire suppression, fire engine plus a toolbox for other uses
- built in 2000, purchased in 2010, will be 22 years old by the time it is replaced; reached practical limit
- age of engine is a safety concerns, risk to service level
- have been researching and visiting departments for engine comparison
- looking at department needs and specifications, some include seating and storage
- used market: \$400,000US for 10 year old engine, rarely available
- trade purchasing program: can take advantage of discounted rates through a cooperative due to pre-negotiated rates
- working with manufacturer to come up with cost estimate, according to needs
- estimate based on a model from West Kelowna: US\$775,000 in 2020, rate increase in 2021, CAD\$865,000 for Spartan engine – best estimate to replace engine
- next steps: continue to engage five manufacturers, continue with specs
- budget price: initial idea based on similar engine according to spec requirements
- typical lifespan of engine: 20 years or less

- cost of joining coop: none; paid for by manufacturer
- specs will consider current space in the bay

Chief Oliver confirmed that:

- used fire trucks from department are sold
- current engine requires major repairs

CFO Rooke confirmed

- fire trucks are assets and are amortized every year, part of asset management plan; no money has been set aside for fire truck as the Village has not budgeted for depreciation
- few grants exist and are usually not applicable for fire trucks

CAO DeJong noted that for home insurance purposes, municipalities should plan to turn over fire engines every 20 years. After 20 years, can get re-certified as primary apparatus, but after 25 years, a truck can no longer serve as primary engine, which would affect insurance ratings.

Chief Oliver noted that fundraising is an option for contribution for purchasing a fire truck.

Councillor Cunliffe noted that a broader reach should be conducted for fundraising, as the fire rescue department impacts many communities other than Lions Bay.

CFO Rooke and Chief Oliver responded to questions, noting:

- Different grant for decontamination gear, which has now been purchased, final reporting next month
- Typical annual request, around \$35,000 for equipment
- Current No.63 built in 1994, past its useful date; currently used to pull trailer for interface firefighting – may be opportunity to purchase at a reduced rate and sell the old one
- Dryer does not produce a ton of water, does not jeopardize integrity gear; soaps are septic safe
- Emergency Building Expansion and Retrofit Options: First storey if ICIP grant unsuccessful vs Second Storey if successful

(b) Balance of Budget Items

CFO Rooke presented the five-year plan capital and requested questions from Council.

Staff responded to question, noting

- Survey, Design and Construction to upsize watermain is an estimate and expected to be covered by a grant and loan; opportunity to add

- onto the Industria project – allows to decommission phase IV and V tanks; removal pricing is different, may have to do internally
- Items in Infrastructure Master Plan (IMP) items are included in the budget
 - Item 34, 28, 53 for \$125,000 – will go out to bid and depending on what comes back will do all or postpone; idea to tie in to West Vancouver’s purchasing rates
 - Number 19 – applied for grant (\$10,000) and will not hear back for a few more months; part of operating budget - shown to see how it links for IMP
 - Capital Project List, identified in the IMP, will form part of 5-year plan; assumptions made regarding grants
 - Infrastructure committee reviewed the IMP
 - Corroded culvert just north of the school is different than the one in the DWIP; other one is end of Mountain Dr.
 - DEPC Contract: can calculate staff time spent on COVID-19 items and put a value on it, part of salary has been claimed from COVID relief fund; report shows cost to extend the contract
 - Report on DEPC will be presented to Council at the next meeting
 - Can use COVID funds for laptops
 - Equipment for ESS: requires equipment to be running because of ESS modernization; all processing of support in an emergency is now being done online
 - Red Cross: considering COVID, they are re-examining their scope and what they can take on

iii. Broughton Hall User Groups and Liability Insurance

- (a) Report from CAO DeJong
- (b) Report from Councillor Barmeier

Councillor Abbott requested that the discussion on the Broughton Hall User Groups and Liability Insurance be tabled to the next meeting.

CAO DeJong noted that it would be beneficial to have Councillor Barmeier present and provided an overview of the additional item on Village Hall Users and current work to date on the project in regard to the insurers.

Moved/Seconded

THAT the Information Report, “Broughton Hall User Groups and Liability Insurance” be postponed to the March 23, 2021 regular Council Meeting.

CARRIED

ii) Communications and Engagement Survey

Councillor Abbott commented on the strategic aspect of communications, requested that Councillors provide items for publication on rotation to which there has not been consensus, and noted he is unsure of the direction of the survey.

CAO DeJong noted that the purpose of the survey is to get feedback from residents on how they want to be communicated with and requested that the Committee provide feedback on the survey.

Councillor Abbott requested that a specific meeting be held on only the topic of communication.

Councillor Bain noted that the emphasis of the survey should not be on the how but the what.

Moved/Seconded

THAT the Council Strategy Committee recommends to Council THAT Council direct staff to schedule a Council Strategy Committee meeting on only the topic of Communication for March 30, 2021.

CARRIED

iii) Parking Fines

CAO DeJong presented the report on parking fines, noting the options in the report, and requested that the Committee review the penalty amounts for recommendation to Council.

Discussion ensued on:

- Different options for penalties – provide for higher discount
- Parking being taken seriously in the Village
- Not turning Village into a parking lot
- Penalties different for higher risk parking
- Stricter towing
- Educating residents about parking near fire hydrants
- Fire Hydrants and proximity of parking

CAO DeJong noted that most infractions near fire hydrants occurred from residents and cautioned on stricter towing.

The Committee provided direction for option four to be considered by Council at the next meeting.

B. Mayor

Mayor McLaughlin noted that he will be meeting with the CN Police and will provide an update in the Village Update.

C. Council

D. Committees

Mayor McLaughlin provided an update on the 50th Anniversary Committee.

Councillor Abbott noted that the Curly Stewart Committee would like to promote an item regarding the 50th Anniversary in the Village Update.

8. New Business

None

9. Public Questions & Comments

A. Tamara Leger

T. Leger questioned Council attendance at the meetings and expressed her concern around absenteeism and requested a written response to her question.

CAO DeJong noted that a Councillor may be absent for three consecutive Regular Council Meetings, unless Council has given their dispensation, and there is no cumulative number for absenteeism.

CAO DeJong commented on the Soundview key noting that the Fire Department has confirmed that they hold the key and is the principal means by which people would be evacuated.

Councillor Abbott noted that BlockWatch had a key at one point and requested that the CAO check into that.

10. Closed Council Meeting

Proposed topics for discussion in the absence of the public:

A. Citizen Awards

Moved/Seconded

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

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

(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.

CARRIED

The meeting was closed to the public at 9:13 p.m.

The meeting was re-opened to the public at 9:51 p.m.

11. Reporting Out from Closed Portion of Meeting

None

12. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 9:52 p.m.

Mayor

Corporate Officer

Date Approved by Council:	
---------------------------	--

**PARCEL TAX ROLL REVIEW PANEL MEETING
OF THE VILLAGE OF LIONS BAY
HELD ON THURSDAY, MARCH 11, 2021 at 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY
AND VIA ZOOM VIDEO CONFERENCE**

MINUTES

In Attendance:

Council: Councillor Neville Abbott (via video conference)
Councillor Fred Bain (via video conference)
Resident David Shore (via video conference)

Staff: Chief Administrative Officer and Corporate Officer Peter DeJong (via video conference)
Chief Financial Officer Pamela Rooke
Municipal Coordinator Karla Duarte (Recorder)

Public: 4

1. Call to Order (by Corporate Officer)
Corporate Officer DeJong called the meeting to order at 7:01 p.m.

2. Appointment of Chair
Moved/Seconded
THAT Councillor Fred Bain be appointed as Chair.

CARRIED

Councillor Fred Bain assumed the role of Chair.

3. Approval of the Agenda
Moved/Seconded
THAT the agenda be adopted, as presented.

CARRIED

Corporate Officer DeJong clarified the Committee members being Councillor Neville Abbott, Councillor Fred Bain and Resident David Shore.

4. Public Questions & Comments
None

5. Reports

A. CFO – Information Report: Parcel Tax Calculation

CFO Rooke presented the information report on the Parcel Tax Calculation providing an overview of the calculation of the tax and how the annual payments for each parcel owner were determined.

6. New Business

A. Complaints Received by 7 pm, March 9, 2021 re. Kelvin Grove Wastewater Treatment Plant Parcel Tax Roll – *None*

Staff confirmed no complaints were received up to the time of the meeting.

B. Review and Authentication of Parcel Tax Roll by Panel

i. *Chair to confirm no changes to the roll (or that changes directed have been made, if any)*

Staff provided the parcel tax roll for review (on screen share) and noted that no changes had been made since the creation of the roll, other than omitting the mailing address of the parcel owners for one of the properties on the roll, per their request. Staff confirmed for the Chair that no further changes were made.

ii. *Moved/Seconded*

THAT the Kelvin Grove Wastewater Treatment Plant Parcel Tax Roll be authenticated, and the Certificate of Authentication be signed by the Panel.

CARRIED

Corporate Officer DeJong confirmed that a Certificate of Authentication would be distributed for signature.

7. Public Questions & Comments

None

8. Adjournment

Moved/Seconded

THAT the Parcel Tax Roll Review Panel meeting be adjourned.

CARRIED

The meeting was adjourned at 7:14 p.m.

Councillor Fred Bain, Chair

Corporate Officer

Date Approved by the Parcel Tax Roll Review Panel:	
--	--

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: Surrey Regional Dispatch Monthly Report - Lions Bay
Date: Wednesday, March 10, 2021 12:19:03 PM
Attachments: [Chart1 - Incidents by Type Image 1.png](#)
[Chart2 - Incidents by Hour Image 1.png](#)
[Chart4 - Prototype by Hour \(On Scene Time, 90%\) Image 1.png](#)
[Chart4 - Prototype by Hour \(Travel Time, 90%\) Image 1.png](#)
[Chart4 - Prototype by Hour \(Turnout, 90%\) Image 1.png](#)
[Chart5a - Header Incident Performance \(Sheet\) Image 1.png](#)
[Chart5a - Header Incident Volume \(Sheet\) Image 1.png](#)
[Logo Image 1.png](#)

From: Fire Officer Report <fireofficerreport@surrey.ca>
Sent: March 1, 2021 4:23 PM
To: Peter DeJong <cao@lionsbay.ca>
Subject: Surrey Regional Dispatch Monthly Report - Lions Bay



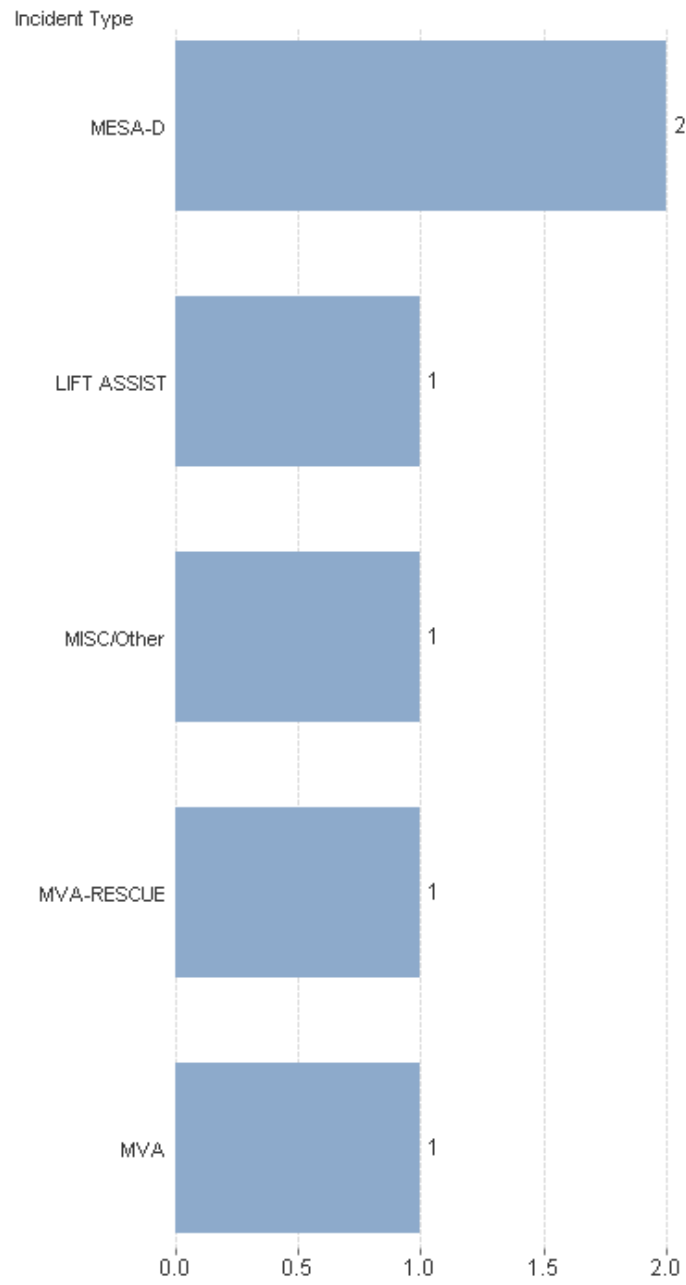
Surrey Regional Fire Dispatch Monthly Report LIONS BAY FIRE RESCUE

For month of Feb 2021

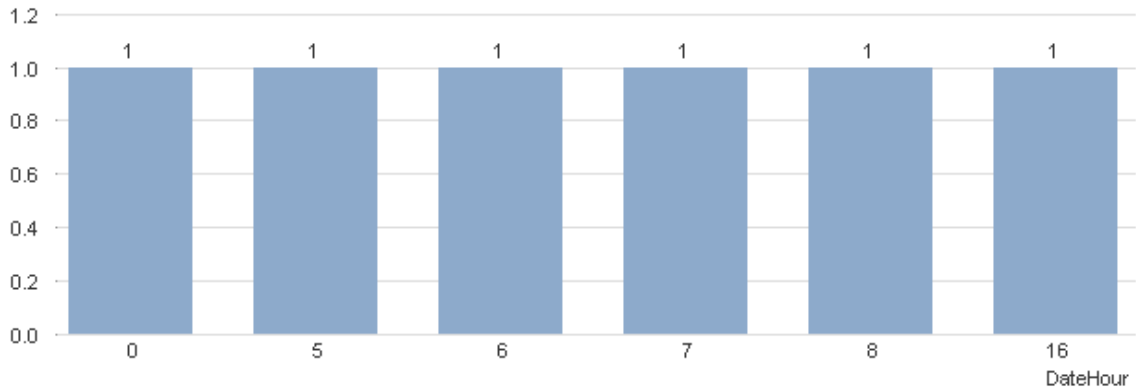
LIONS BAY FIRE RESCUE All Incidents: Frequency (Feb 2021)

Incident Volume		
Incidents 6	Apparatus 7	Attendees 45

LIONS BAY FIRE RESCUE
Incidents by Type: 6 (Feb 2021)



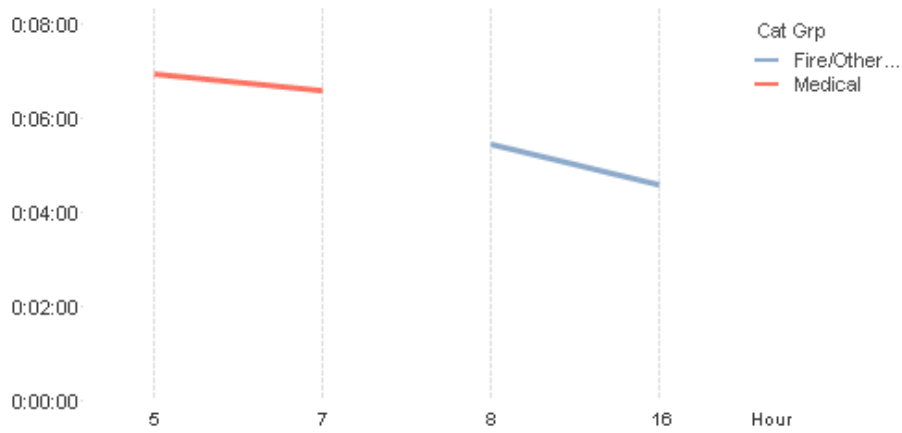
**LIONS BAY FIRE RESCUE
Incidents by hour of day (Feb 2021)**



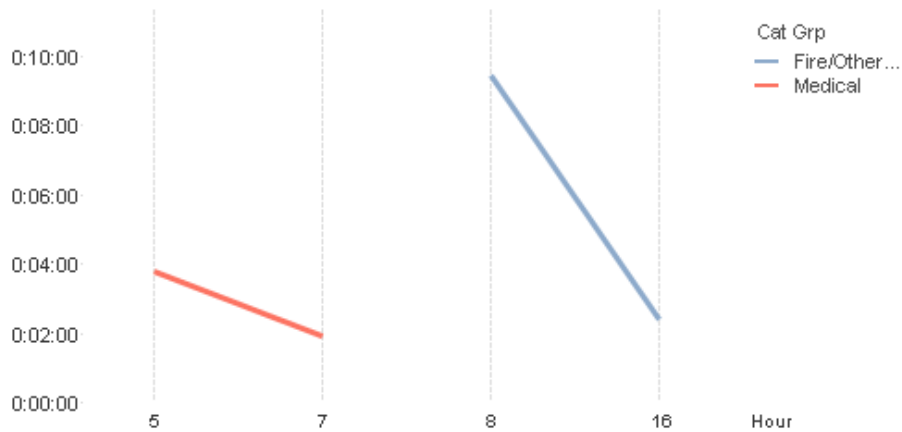
**LIONS BAY FIRE RESCUE
Emerg/1st on scene Incident Performance (Feb 2021)**

Apparatus Committed			Return
Turnout 06:50	Travel 07:45	On Scene 0:25:46	Return Qt

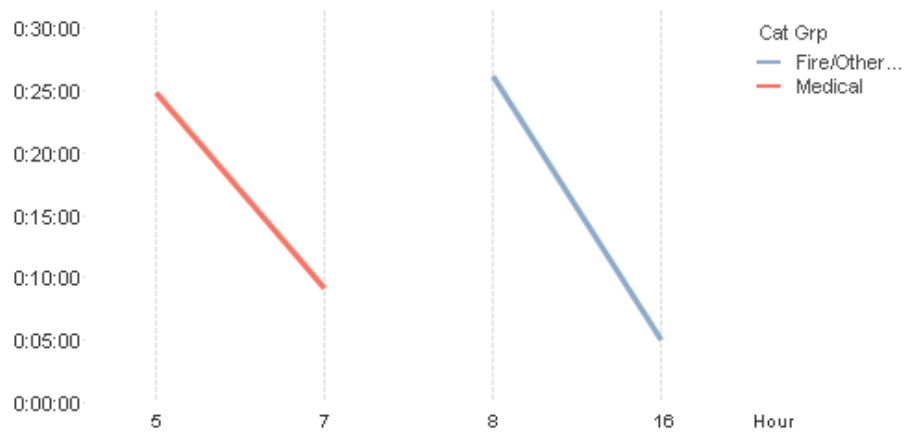
**LIONS BAY FIRE RESCUE
Turnout Time - 90th Percentile (Feb 2021)**



**LIONS BAY FIRE RESCUE
Travel Time to Scene - 90th Percentile (Feb 2021)**



**LIONS BAY FIRE RESCUE
Time On Scene until Return Quarter - 90th Percentile (Feb 2021)**



**LIONS BAY FIRE RESCUE
Truck Utilization (Feb 2021)**

AppUnit	AppName	Hours Committed	# of Days Selected	Hours Capacity	Utilization
LBE61	LB Engine 61	3	28	672	0%
LBE62	LB Engine 62	0	28	672	0%
LBE63	LB Engine 63	0	28	672	0%



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Security Classification/Designation
Classification/désignation sécuritaire

Unclassified

S/Sgt Gareth BRADLEY
OIC Sea to Sky RCMP
1000 Finch Drive
Squamish, BC
V8B 0M5

Your File Votre référence

Village of Lions Bay
400 Centre Road
Lions Bay, BC
V0N 2E0

Our File Notre référence

2021-03-05

To Whom it May Concern,

Lions Bay Activity Report
Report period: January and February 2021

The following is a list describing Calls for Service to the RCMP from in and around the area of Lions Bay.

HWY 99 (within boundaries of Lions Bay):

Traffic - Moving x 18 / Non-Moving x 0
Impaired Driving Investigations x 2
Collision - Damage Over \$10000 x 2 / Under \$10000 x 2 / Non-fatal x 0 / Fatal x 0
Debris or pedestrians on Hwy (Prevention of Collision) x 7
Check well being x 2

33 Calls for Service

Lions Bay Village:

False Alarms x 6
Unspecified Assistance x 2
Mental Health Act x 3
Abandoned Vehicle x 1
Break and Enter Residence x 0 / Business x 0
Theft from Auto (attempted) x 1
Covid Related Measure Act x 1
Search and Rescue x 1
Bylaw Noise x 1
Suspicious Occurrence x 2
Property file x 1

19 Calls for Service

Total = 52

Should you have any questions, please do not hesitate to contact the Squamish RCMP Detachment at (604)892-6100.

Kind regards,

S/Sgt. G. (Gareth) BRADLEY
OIC Sea to Sky RCMP

/hm

Intentionally Blank

Type	Request for Decision		
Title	Parking Fines		
Author	Karla Duarte	Reviewed By:	Peter DeJong
Date	March 18, 2021	Version	
Issued for	March 23, 2021 Regular Council Meeting		

Recommendation:

THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 594, 2021 be introduced and read a first, second and third time.

Attachments:

- (1) Bylaw Notice Enforcement Bylaw No. 385, 2006 (Consolidated), with tracked changes of the draft amendments to certain discounted penalty amounts for Traffic and Parking Bylaw No. 413, 2009;
- (2) Draft Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 594, 2021.

Key Information:

On May 21, 2020, Council adopted Bylaw 582, which tripled the penalty amounts in Bylaw 413 subsections 10(a) to 10(l) and subsection 12. Council is currently discussing and considering a 2021 parking plan, whereby the penalty amounts were discussed with the proposal to lower the penalty amounts to increase compliance. At the March 16, 2021 Council Strategy Committee Meeting, the Committee recommended to Council to consider option 4 from the Parking Fines report which stated:

4) Leave the amount that was set on May 21, 2020 but increase the early payment discount from 21.1% to 48.7% so that a fine would be \$195, but if paid early, would be discounted to \$100 (as opposed to \$150) (i.e. \$195/\$100/\$240).

The direction was to follow suit with the rest of the subsections noted above. An amendment bylaw No. 594, 2021 to Bylaw No. 385 is attached to the report to reflect the changes.

Desired Result: The desired result is a schedule of fines that are significant enough to support compliance, but reasonable enough to result in payment a significant majority of the time without dispute.

Options:

1. Give the amendment bylaw 3 readings;
2. Amend the bylaw first and then give it 3 readings;
3. Direct staff otherwise.

Preferred Option: Option 1 as recommended by the CSC.

Follow Up Action: Update website Bylaw Enforcement Manuals and other materials.

Communication: Website and other mediums.



Bylaw Notice Enforcement Bylaw No. 385, 2006

Office Consolidation

This document is an office consolidation of Bylaw Notice Enforcement Bylaw No. 385, 2006 with subsequent amendments adopted by the Village of Lions Bay.

All persons making use of this consolidation are reminded that it has no Council sanction, that amendments have been incorporated only for convenience of reference, and that for all purposes of interpretation and application, the original bylaws should be consulted. The Village of Lions Bay will, in no event, be liable or responsible for damages of any kind arising out of the use of this consolidation.

This is not the official version of Bylaw Notice Enforcement By-law No. 385, 2006 as amended, nor is it admissible in a court of law. For such purposes, official certified copies of the original bylaws can be obtained from the Village Office or by contacting us at: admin@lionsbay.ca

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0
Phone: 604-921-9333 Fax: 604-921-6643
Email: office@lionsbay.ca Web: www.lionsbay.ca

List of Amending Bylaws

Bylaw No.	Section	Description	Adopted
415	1 2	Amends s.9.2 re. designated classes of persons that may be appointed as screening officers	July 21, 2009

	3	Amends s.11.1 re. RCMP as police force Replaces Schedule A	
434	Sched A	Replaces Schedule A	June 20, 2011
492	Sched A	Replaces Schedule A	June 2, 2015
495	Sched A	Replaces Schedule A	July 7, 2015
507	2(a) 2(b)	Amends penalties under Bylaw No. 428 (Fire), Sections 32, 33, 35 and 52. Adds penalties for Bylaw No. 393 (Trees)	July 19, 2016
533	2(a) 2(b) 2(c)	Adds penalties for Secondary Suite contraventions per s.10.1 of Bylaw No. 234 Amends penalties for provisions re. ss. 8(2), 10(a), 10(h), and 10(k) of Bylaw No. 413 Deletes penalties for Bylaw No. 362 and substitutes penalties for Bylaw No. 520	November 7, 2017
555	2(a)	Deletes and replaces section 8.2	January 22, 2019
577	2(a)	Amends penalty description for s.10.3 of Bylaw No. 448 & amends penalty amounts for various sections of Bylaw No. 448	March 26, 2020
580	2(a) 2(b) 2(c)	Amends subsection to reflect amendment bylaw 528 Amends references to subsections Inserts subsection 21(l)	April 21, 2020
582	Sched A	Amends penalties under Bylaw no. 413 (Parking) sections 10(a) to 10(l) and section 12	May 21, 2020
<u>594</u>	<u>Sched A</u>	<u>Amends penalties under Bylaw no. 413 (Parking) sections 10(a) to 10(l) and section 12</u>	

VILLAGE OF LIONS BAY

BYLAW NO. 385, 2006

Table of Contents

	Page #
Part 1 Citation.....	2
Part 2 Severability.....	2
Part 3 Definitions.....	2
Part 4 Terms.....	2
Part 5 Bylaw Contraventions.....	3
Part 6 Offence and Penalty.....	3
Part 7 Period for Paying a Disputed Notice.....	3
Part 8 Bylaw Notice Dispute Adjudication Registry.....	4
Part 9 Screening Officers.....	4
Part 10 Powers, Duties and Functions of Screening Officers.....	4
Part 11 Bylaw Enforcement Officers.....	6
Part 12 Form of Bylaw Notice.....	6
 Schedules	
Schedule A - Designated Bylaw Contraventions and Penalties.....	8
Schedule B – North Shore Bylaw Dispute Adjudication Registry Agreement.....	12

Village of Lions Bay

Bylaw Notice Enforcement Bylaw No. 385, 2006

A bylaw respecting the enforcement of bylaw notices in conjunction with the North Shore Bylaw Adjudication Registry

The Council of the Municipality of Village of Lions Bay enacts as follows:

Part 1 Citation

- 1.1 This Bylaw may be cited as Bylaw Notice Enforcement Bylaw No. 385, 2006 (North Shore Bylaw Notice Dispute Adjudication Registry).

Part 2 Severability

- 2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Part 3 Definitions

- 3.1 In this bylaw:

"Act" means the *Local Government Bylaw Notice Enforcement Act*;

"Municipality" means the Municipality of the Village of Lions Bay;

"Registry" means the North Shore Bylaw Notice Adjudication Registry established pursuant to Part 8 of this Bylaw.

Part 4 Terms

- 4.1 The terms in this bylaw have the same meaning as the terms defined in the Act.

Part 5 Bylaw Contraventions

- 5.1 The bylaw and bylaw contraventions designated in Schedule A may be dealt with by bylaw notice.

Part 6 Offence and Penalty

- 6.1 The penalty for a contravention referred to in Part 5 is as follows:

- 6.1.1 subject to subsection 6.1.2 and 6.1.3, is the Penalty amount set out in column A1 of Schedule A,
- 6.1.2 if received by the Municipality within 14 days of the person receiving or being presumed to have received the notice, is the Early Payment Penalty set out in column A2 of Schedule A,
- 6.1.3 if more than 28 days after the person received or is presumed to have received the bylaw notice, is subject to a late payment surcharge in addition to the penalty under subsection 6.1.1, and is the Late Payment Penalty set out in column A3 of Schedule A,

Part 7 Period for Paying a Disputed Notice

- 7.1. A person who receives a bylaw notice must, within 14 days of the date on which the person received or is presumed to have received the bylaw notice:
 - 7.1.1 pay the penalty, or
 - 7.1.2 request dispute adjudication by filling in the appropriate portion of the bylaw notice indicating either a payment or a dispute and delivering it, either in person during regular office hours, or by mail, to the Village of Lions Bay Village Office.
- 7.2 A person may pay the indicated penalty after 14 days of receiving the notice, subject to the applicable surcharge for late payment accordance with subsection 6.1.3, but no person may dispute the notice after 14 days of receiving the bylaw notice.
- 7.3 Pursuant to the requirements of section 25 of the Act, where a person was not served personally with a bylaw notice and advises the Municipality that they did not receive a copy of the original notice, the time limits for responding to a bylaw notice under Part 6 and section 7.1 of this bylaw do not begin to run until a copy of the bylaw notice is re-delivered to them in accordance with the Act.

Part 8 Bylaw Notice Dispute Adjudication Registry

- 8.1 The Registry is established as a bylaw notice dispute adjudication system in accordance with the Act to resolve disputes in relation to bylaw notices.

8.2

The Municipality is authorized to enter into, and the Mayor and Administrator are authorized to execute, a dispute adjudication system agreement or amended agreement with the District of North Vancouver and such other neighbouring jurisdictions as may wish to be a part of the Registry, such agreement to be attached to this bylaw as the new Schedule B upon execution by the Municipality.

[Amended by Bylaw No. 555]

- 8.3 Every person who is unsuccessful in a dispute adjudication in relation to a bylaw notice or a compliance agreement under the dispute adjudication system established under this section must pay the Municipality an additional fee of \$25 for the purpose of the Municipality recovering the costs of the adjudication system.

Part 9 Screening Officers

- 9.1 The position of screening officer is established.
- 9.2 The following are designated classes of persons that may be appointed as screening officers:
 - 9.2.1 Village Manager
 - 9.2.2 Corporate Secretary
 - 9.2.3 Treasurer
 - 9.2.4 Bylaw Enforcement Officer

[Amended by Bylaw No. 415, 2009]

and Council may appoint screening officers from these classes of persons by name of office or otherwise.

Part 10 Powers, Duties and Functions of Screening Officers

- 10.1 The powers, duties and functions of screening officers are as set out in the Act, and include the following powers:

- 10.1.1 Where requested by the person against whom a contravention is alleged, communicate information respecting the nature of the contravention, the provision of the bylaw contravened, the facts on which the contravention allegation is based, the penalty for a contravention, the opportunity to enter into a compliance agreement, the opportunity to proceed to the bylaw notice dispute adjudication system and the fee or fees payable in relation to the bylaw notice enforcement process;
- 10.1.2 To communicate with any or all of the following for the purposes of performing their functions under this bylaw or the Act:
- (a) the person against whom a contravention is alleged or their representative;
 - (b) the officer issuing the notice;
 - (c) the complainant or their representative;
 - (d) the Municipality's staff and records regarding the disputant's history of bylaw compliance.
- 10.1.3 To prepare and enter into compliance agreements under the Act with persons who dispute bylaw notices, including to establish terms and conditions for compliance that the Screening Officer considers necessary or advisable, including time periods for payment of penalties and compliance with the bylaw;
- 10.1.4 To provide for payment of a reduced penalty if a compliance agreement is entered into, as provided in column A4 of Schedule A; and
- 10.1.5 To cancel bylaw notices in accordance with the Act or Municipal policies and guidelines.
- 10.2 The bylaw contraventions in relation to which a Screening Officer may enter into a compliance agreement are indicated in column A4 of Schedule A.
- 10.3 The maximum duration of a compliance agreement is one year.

Part 11 Bylaw Enforcement Officers

- 11.1 Persons acting as any of the following are designated as bylaw Enforcement Officers for the purposes of this bylaw and the Act:
- 11.1.1 Special constables, officers, members or constables of:
- (a) The provincial police force as defined in section 1 of the *Police Act*, or
 - (b) The Royal Canadian Mounted Police;
- [Amended by Bylaw No. 415, 2009]
- 11.1.2 Bylaw enforcement officers appointed pursuant to the *Police Act* and *Community Charter*;
- 11.1.3 Local assistants to the fire commissioner under section 6 of the *Fire Services Act*;

11.1.4 Bylaw enforcement officers, licensing inspectors, building inspectors, animal control officers or other persons acting in another capacity on behalf of a municipality, regional district or local trust committee for the purpose of enforcement of one or more of its bylaws.

Part 12 Form of Bylaw Notice

12.1 The Municipality may from time to time provide for the form or forms of the bylaw notice, provided the bylaw notice complies with section 4 of the Act.

Schedules

Schedule A - Designated Bylaw Contraventions and Penalties

Schedule B – North Shore Bylaw Dispute Adjudication Registry Agreement

READ A FIRST TIME

this 5th of September, 2006

READ A SECOND TIME

this 5th of September, 2006

READ A THIRD TIME

this 5th of September, 2006

ADOPTED

this 19th of September, 2006

Mayor

Administrator

Certified a true copy of
By-law No. 385, 2006
as adopted.

Administrator

Bylaw No.	Section	Description	A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
BUILDING REGULATION BYLAW, NO. 234, 1994						
234	5 (a)	Construct without a building permit	\$300	\$280	\$320	YES
234	5 (c)	Tamper with posted notice	\$500	\$475	\$500	NO
234	5 (d)	Work contrary to approved plans	\$300	\$280	\$320	YES
234	5 (e)	Obstruct Village officer or employee	\$500	\$475	\$500	NO
234	5 (f)	Fail to stop work	\$500	\$475	\$500	YES
234	5 (h)	Submit false information	\$500	\$475	\$500	YES
234	6 (b)	Unauthorized use of Village property	\$100	\$90	\$110	YES
234	10.1	Secondary Suite contrary to bylaw requirements	475	450	500	YES
234	12	Fail to post building permit	\$300	\$280	\$320	NO
234	16 (a)	Occupy without approval	\$300	\$280	\$320	YES
NOISE CONTROL BYLAW NO. 283, 1998						
283	2	Sound which disturbs	\$110	\$100	\$120	NO
283	3	Decibel level	\$110	\$100	\$120	NO
283	4 (a)	Continuous sound	\$110	\$100	\$120	NO
283	4 (b)	Construction sound	\$220	\$200	\$240	YES
283	5 (a)	Improper use of vehicle horn	\$110	\$100	\$120	NO
283	5 (b)	Car alarm noise	\$110	\$100	\$120	NO
TREES, VIEWS AND LANDSCAPES BYLAW NO. 393, 2007, as amended						
393	3.2	Obstruct Village Official	\$300	\$250	\$350	NO
393	3.3	Cut tree without permit	\$475	\$450	\$500	NO
393	3.4.5	Cut tree after expiry of permit	\$400	\$350	\$450	NO
393	3.4.6	Tree cut by unqualified owner or contractor	\$475	\$450	\$500	NO
393	3.4.8	Tree cut without exemption during bird nesting period	\$475	\$450	\$500	NO
393	3.4.9	Failure to provide insurance certificate prior to commencement of work	\$475	\$450	\$500	YES
393	3.5	Tree damaging activities	\$475	\$450	\$500	YES

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021				Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4	
393	Schedules A and B	Failure to replant in accordance with approved plan and permit	\$400	\$350	\$450	YES	
GOOD NEIGHBOR BYLAW NO. 412, 2009							
412	5.1.1	Create or cause a nuisance	\$200	\$185	\$215	YES	
412	5.1.2	Permit a nuisance	\$200	\$185	\$215	YES	
412	5.1.3	Allow unsightly parcel	\$200	\$185	\$215	YES	
412	5.1.4 (a)	Allow an unsightly accumulation	\$200	\$185	\$215	YES	
412	5.1.4 (b)	Permit or cause water to collect	\$200	\$185	\$215	YES	
412	5.1.4 (c)	Store rubbish where visible	\$200	\$185	\$215	YES	
412	5.1.4 (d)	Place graffiti	\$100	\$90	\$110	YES	
412	5.1.4 (g)	Accumulate building materials	\$100	\$90	\$110	YES	
412	5.1.4 (h)	Storage or accumulation of motor vehicle	\$100	\$90	\$110	YES	
412	5.2.1	Fail to abate nuisance	\$100	\$90	\$110	YES	
412	5.2.2 (a)	Fail to remove unsightly accumulation	\$100	\$90	\$110	YES	
412	5.2.2 (b)	Fail to prevent or clear insect infestation	\$100	\$90	\$110	YES	
412	5.2.2 (d)	Fail to clear parcel of brush, noxious weeds and grass	\$100	\$90	\$110	YES	
412	5.2.2 (e)	Fail to shield or deflect outdoor light	\$100	\$90	\$110	YES	
412	5.2.2 (f)	Fail to repair or remove fence	\$200	\$185	\$215	YES	
412	7.3.2	Interfere with, resist or obstruct authorized person	\$500	\$475	\$500	NO	
TRAFFIC AND PARKING BYLAW NO. 413, 2009							
413	8 (1)	Fail to obey traffic control device	\$100	\$90	\$110	NO	
413	8 (2)	Interfere with traffic control device	\$300	\$200	\$400	NO	
413	8 (3)	Plant interferes with traffic control device	\$45	\$35	\$55	YES	
413	8 (4)	Illegal traffic control device	\$45	\$35	\$55	YES	
413	10 (a)	Park in contravention of a traffic control device	\$195	\$150 \$100	\$240	NO	

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 194 of 302			
			Penalty A1	Early Payment Penalty A2	Late Payment Penalty A3	Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes") A4
413	10 (b)	Fail to display insurance decal	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (c)	Park on or too near crosswalk	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (d)	Park near traffic control device	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (e)	Park on bridge	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (f)	Park near fire hydrant/equipment	\$240	\$210 <u>\$120</u>	\$270	NO
413	10 (g)	Park to obstruct or interfere with traffic/maintenance	\$240	\$120 <u>\$210</u>	\$270	NO
413	10 (h)	Park without permit for zone	\$195	\$150 <u>\$100</u>	\$240	YES
413	10 (i)	Park too near driveway	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (j)	Park more than 72 hours	\$165	\$120 <u>\$80</u>	\$210	NO
413	10 (k)	Park more than 24 hours in snow	\$135	\$105 <u>\$65</u>	\$165	NO
413	10 (l)	Park in intersection	\$135	\$105 <u>\$65</u>	\$165	NO
413	11 (1)	Park extraordinary vehicle overnight	\$100	\$90	\$110	YES
413	11 (2)	Unattached trailer	\$100	\$90	\$110	YES
413	12	Park near school	\$135	\$105 <u>\$65</u>	\$165	NO
413	16	Fail to comply with direction of enforcement officer	\$100	\$90	\$110	NO
413	17	Hinder, obstruct or delay enforcement officer	\$100	\$90	\$110	NO
413	19	Operate sound broadcasting vehicle	\$45	\$35	\$55	NO
413	20	Drive over fire hose	\$80	\$70	\$90	NO
413	21 (a)	Drop or spill on highway	\$45	\$35	\$55	NO
413	21 (b)	Noxious flow on highway	\$45	\$35	\$55	NO
413	21 (c)	Damage plants/grass on highway	\$100	\$90	\$110	NO
413	21 (d)	Damage or deface highway	\$100	\$90	\$110	NO
413	21 (e)	Dead animal on highway	\$45	\$35	\$55	NO

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 195 of 302				Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			Penalty A1	Early Payment Penalty A2	Late Payment Penalty A3	A4	
413	21 (f)	Camp on highway	\$45	\$35	\$55	NO	
413	21 (g)	Make fire on highway	\$100	\$90	\$110	NO	
413	21 (h)	Unsecure load	\$100	\$90	\$110	NO	
413	21 (i)	Urinate/defecate on highway	\$100	\$90	\$110	NO	
413	21 (j)	Overweight vehicle on highway	\$100	\$90	\$110	NO	
413	21 (k)	Operate vehicle with lugged wheels	\$100	\$90	\$110	NO	
413	21 (l)	Camp, loiter, imbibe alcohol in parking lot	\$100	\$90	\$110	No	
413	24	Sell/display goods/services on highway	\$100	\$90	\$110	YES	
413	25	Chattel/structure on highway	\$100	\$90	\$110	YES	
413	26	Dumpster on highway	\$100	\$90	\$110	YES	
413	27	Accumulations on highway	\$100	\$90	\$110	YES	
413	28	Unfenced excavation near highway	\$100	\$90	\$110	YES	
413	29	Construction obstructing highway	\$100	\$90	\$110	YES	
413	31	Fail to disperse on highway when directed	\$100	\$90	\$110	NO	
413	32	Skate/blade/scoot without helmet	\$45	\$35	\$55	NO	
ANTI-IDLING BYLAW NO. 416, 2010							
416	3	Unlawful idling	\$100	\$90	\$110	YES	
FIRE BYLAW NO. 428, 2011							
428	27	Unauthorized entry to area limited for Fire Rescue purposes	\$100	\$80	\$120	NO	
428	28	Hinder Fire Rescue operations	\$450	\$425	\$475	NO	
428	29	Damage or destroy Fire Rescue apparatus or equipment	\$450	\$425	\$475	NO	
428	30	Drive vehicle over Fire Rescue equipment without permission	\$100	\$80	\$120	NO	
428	31	Falsely represent to be Fire Rescue member	\$100	\$80	\$120	NO	

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 196 of 302				Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			Penalty A1	Early Payment Penalty A2	Late Payment Penalty A3	A4	
428	32	Obstruct/interfere with approach to Fire Rescue incident	\$200	\$180	\$220	NO	
428	33	Interfere with fire hydrant	\$450	\$425	\$475	NO	
428	34	Fail to maintain clearance around fire hydrant	\$50	\$40	\$60	YES	
428	35	Fail to address fire hazard when ordered	\$450	\$425	\$475	YES	
428	36	Construct fire pit or fire ring	\$100	\$80	\$120	YES	
428	37	Burn wood outside a building	\$100	\$80	\$120	NO	
428	38	Open burning	\$100	\$80	\$120	NO	
428	39	Drop burning substance into or near combustible material	\$100	\$80	\$120	NO	
428	40	Burn or use combustion device outside when banned	\$100	\$80	\$120	YES	
428	41	Burn unauthorized material inside or outside a building	\$100	\$80	\$120	NO	
428	42	Use water contrary to designated purpose, hours or methods	\$100	\$80	\$120	NO	
428	44	Fail to install sprinklers in new residence	\$450	\$425	\$475	YES	
428	45	Fail to install sprinklers during alteration to residence	\$450	\$425	\$475	YES	
428	46	Fail to install fire extinguisher	\$100	\$80	\$120	YES	
428	47	Fail to install smoke alarms	\$100	\$80	\$120	YES	
428	48	Use fireworks when under age 18	\$50	\$40	\$60	NO	
428	49	Use unauthorized Consumer Fireworks	\$100	\$80	\$120	NO	
428	50	Use High Hazard Fireworks	\$200	\$180	\$220	NO	
428	52	Fail to comply with order to address violations, requiring re-inspection	\$450	\$425	\$475	YES	
PESTICIDES BYLAW NO. 430, 2011							
430	3	Use of pesticide for cosmetic purposes	\$250	\$225	\$275	NO	
430	4	Use of non-permitted pesticide	\$250	\$225	\$275	NO	
PARKS REGULATIONS BYLAW NO. 448, 2012							

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 197 of 302			
			A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
448	5.1	Damage park	\$500	\$475	\$500	YES
448	5.2	Molest animals or birds	\$100	\$90	\$100	NO
448	5.3	Contaminate water in park	\$500	\$465	\$500	NO
448	5.4	Release water in park	\$500	\$465	\$500	NO
448	5.5	Improper climbing on structure	\$100	\$90	\$110	NO
448	5.6	Litter in park	\$100	\$90	\$110	NO
448	5.7	Unlawful waste in park receptacle	\$100	\$90	\$110	NO
448	6.1	Fireworks in park	\$250	\$230	\$270	NO
448	6.2	Make fire in park	\$100	\$90	\$110	NO
448	6.3	Improper barbecue in park	\$100	\$90	\$110	NO
448	6.5	Place burning substance in park	\$250	\$230	\$270	NO
448	6.6	Enter park at fire risk	\$250	\$230	\$270	NO
448	7.1	Sell/display goods/services in park	\$100	\$90	\$110	YES
448	7.2	Advertise in park	\$100	\$90	\$110	YES
448	7.3	Amplified noise in park	\$100	\$90	\$110	NO
448	8.1	Organized activity in park with no contract	\$100	\$90	\$110	NO
448	9.1	Operate motorized watercraft near beach	\$250	\$230	\$270	NO
448	9.2	Motorized vehicle or device in park	\$250	\$230	\$270	NO
448	9.3	Unauthorized entry to closed park	\$250	\$200	\$300	NO
448	10.1	In park outside open hours	\$250	\$200	\$300	NO
448	10.3	Enter or remain in closed or restricted park	\$450	\$400	\$500	NO
448	11.1	Create a nuisance in park	\$250	\$200	\$300	NO
448	11.2	Obstruct use and enjoyment of park	\$250	\$200	\$300	NO
448	11.3	Fail to comply with direction of enforcement officer	\$250	\$200	\$300	NO
448	11.4	Obstruct or delay enforcement officer	\$250	\$200	\$300	NO
448	11.5	Urinate/defecate in park	\$250	\$200	\$300	NO
448	12.1	Store watercraft on beach	\$100	\$90	\$100	YES
448	12.2	Camp in park	\$250	\$200	\$300	NO

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 198 of 302				Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4	
448	12.3	Prohibited sport in park	\$100	\$90	\$110	NO	
WASTE COLLECTION BYLAW NO. 455, 2013							
455	5	Excess garbage	\$60	\$50	\$70	NO	
455	6	Fail to securely house wildlife attractants	\$300	\$280	\$320	YES	
455	6	Garbage receptacle encroaching on street	\$60	\$50	\$70	NO	
455	10	Solid waste out before 5 AM	\$60	\$50	\$70	NO	
455	11	Placing for collection inappropriate substance	\$60	\$50	\$70	NO	
455	18	Storage not wildlife resistant, single family residential	\$60	\$50	\$70	NO	
455	19	Storage not wildlife resistant, multi-family and commercial	\$60	\$50	\$70	NO	
455	21	Fail to repair wildlife resistant containment	\$60	\$50	\$70	NO	
455	22 (a)	Feeding dangerous wildlife	\$300	\$280	\$320	NO	
455	22 (a)(b)	Storing edible wildlife attractants	\$300	\$280	\$320	YES	
455	22 (c)	Bee hives accessible to wildlife	\$60	\$50	\$70	NO	
455	22 (d)	Outdoor fridge or freezer accessible to wildlife	\$60	\$50	\$70	NO	
455	22 (e)	Meat waste in compost	\$60	\$50	\$70	NO	
ANIMAL CONTROL & LICENSING BYLAW NO. 461, 2014							
461	5.1	No dog license	\$85	\$75	\$95	YES	
461	5.5	No dog tag	\$40	\$30	\$50	YES	
461	6.3	Fail to remove dog waste	\$60	\$50	\$70	NO	
461	6.6.1	Dog at large	\$85	\$75	\$95	NO	
461	6.6.5	Allow dog barking	\$85	\$75	\$95	NO	
461	6.6.6	Keep more than three dogs	\$110	\$100	\$120	YES	
461	6.7.1	Dog in prohibited area	\$60	\$50	\$70	NO	
461	7.1(a)	Fail to provide food or water	\$60	\$50	\$70	NO	
461	7.1(c)	Fail to exercise dog	\$60	\$50	\$70	NO	
461	7.1(e)	Fail to provide medical care for dog	\$60	\$50	\$70	NO	
461	7.2	Fail to provide proper shelter for dog	\$60	\$50	\$70	NO	
461	7.4	Choke collar/neck cord used to tether	\$60	\$50	\$70	NO	

Bylaw No.	Section	Description	Regular	Council Meeting Agenda		Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			Penalty	A1	A2	
OUTDOOR WATER USE BYLAW NO. 484, 2015						
484	6.1	Fail to Follow Water Conservation Level 1	\$100	\$75	\$125	NO
484	6.1	Fail to Follow Water Conservation Level 2	\$150	\$125	\$175	NO
484	6.1	Fail to Follow Water Conservation Level 3	\$200	\$175	\$225	NO
ZONING AND DEVELOPMENT BYLAW NO. 520, 2017						
520	3.2	Non-compliance with bylaw	\$300	\$250	\$350	NO
520	4.3	Use prohibited in all zones	\$475	\$450	\$500	NO
520	4.3.7	Short-term rental without a Temporary Use Permit	\$475	\$450	\$500	NO
520	4.5	Accessory building, structure or use not permitted	\$400	\$350	\$450	NO
520	4.10	Fence or retaining wall contrary to bylaw	\$300	\$250	\$350	NO
520	4.11	Visibility obstruction contrary to bylaw	\$250	\$200	\$300	NO
520	4.12	Home-based business contrary to conditions	\$300	\$250	\$350	YES
520	4.13-4.14	Off-street parking requirements not met	\$350	\$300	\$400	YES
520	4.15	Parking and storage of commercial or industrial vehicles, equipment, or materials contrary to bylaw	\$475	\$450	\$500	NO
520	4.16	Temporary structure without valid permit	\$250	\$200	\$300	NO
520	4.17	Metal shipping container contrary to permitted uses	\$250	\$200	\$300	NO
520	4.18	Solar energy device not installed per requirements of bylaw	\$150	\$100	\$200	NO
520	4.19	Building or structure contrary to flood protection provisions	\$450	\$400	\$500	YES
520	7.1-7.11	Use, siting, setback, height, size or density not permitted in RS-1 Zone	\$450	\$400	\$500	YES
520	8.1-8.6	Use, siting, setback, height, size or density not permitted in RM-1 Zone	\$450	\$400	\$500	YES

Bylaw No.	Section	Description	Regular Council Meeting Agenda - March 23, 2021 - Page 200 of 302				Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
			A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4	
520	9.1-9.5	Use, siting, setback, height, size or density not permitted in C-1 Zone	\$450	\$400	\$500	YES	
520	10.1-10.5	Use, siting, setback, height, size or density not permitted in C-2 Zone	\$450	\$400	\$500	YES	
520	11.1-11.2	Use, siting, setback, height, size or density not permitted in C-3 Zone	\$450	\$400	\$500	YES	
520	12.1-12.2	Use, siting, setback, height, size or density not permitted in W-1 Zone	\$450	\$400	\$500	YES	
520	13.1-13.2	Use, siting, setback, height, size or density not permitted in W-2 Zone	\$450	\$400	\$500	YES	
520	14.1-14.5	Use, siting, setback, height, size or density not permitted in CU-1 Zone	\$450	\$400	\$500	YES	
520	15.1-15.2	Use, siting, setback, height, size or density not permitted in RU-1 Zone	\$450	\$400	\$500	YES	
520	16.1-16.2	Use, siting, setback, height, size or density not permitted in RS-1 Zone	\$450	\$400	\$500	YES	

[Successively replaced by Bylaw Nos. 434, 492, 495]
 [Amended by Bylaw No. 507, 2016]
 [Amended by Bylaw No. 533, 2017]
 [Amended by Bylaw No. 555, 2019]
 [Amended by Bylaw No. 577, 2020]
 [Amended by Bylaw No. 580, 2020]

Schedule B

NORTH SHORE BYLAW NOTICE DISPUTE ADJUDICATION REGISTRY AGREEMENT

This Agreement, dated the _____ day of _____, 2019

BETWEEN:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER, 355 West Queens Road, North Vancouver, BC, V7N 4N5

("DNV")

AND:

THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER, 750-17th Street, West Vancouver, British Columbia, V7V 3T3

("DWV")

AND:

BOWEN ISLAND MUNICIPALITY, Box 279, 981 Artisan Lane, Bowen Island, British Columbia, V0N 1G0

("BIM")

AND:

THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY, Box 141, 400 Centre Road, Lions Bay, British Columbia, V0N 2E0

("VLB")

Witnesses that Whereas:

- A. Local governments have the authority under the Act to adopt a bylaw designating certain bylaw contraventions that can be enforced by way of bylaw notice as an alternative to traditional bylaw enforcement mechanisms; and,
- B. Two or more local governments may enter into an agreement, adopted by a bylaw of each local government that is party to it, to provide for the joint administration of a local government bylaw notice dispute adjudication system; and,
- C. The Parties have established the Registry pursuant to the Act and they jointly administer and share the costs the Registry; and,
- D. The Parties have agreed to administer the Registry in accordance with the terms and conditions set out in this Agreement;

NOW THEREFORE, in consideration of the mutual promises contained herein, the Parties agree as follows:

Definitions

1. In this Agreement:

"Act" means the *Local Government Bylaw Notice Enforcement Act*;

"Agreement" means this Agreement;

"Authorizing Bylaws" means the bylaws adopted by the Councils of each of the Parties authorizing this Agreement;

"Bylaw Notice" has the meaning given to it in the Act;

"Oversight Committee" means the North Shore Bylaw Notice Dispute Adjudication Registry's Oversight Committee;

"Parties" means all of the signatories to this Agreement and any other local authorities which may become signatories to this Agreement from time to time;

"Party" means any one of the Parties;

"Registry" means the North Shore Bylaw Notice Dispute Adjudication Registry established by this Agreement;

Joint Registry

2. The Parties to this Agreement agree to jointly operate a local government bylaw notice dispute adjudication system to be known as the North Shore Bylaw Notice Dispute Adjudication Registry. It is further agreed that the DNV will operate the Registry on behalf of the Parties.

Operating Concept

3. The DNV will establish, fund and operate the Registry. The DNV will recover its costs of operating the Registry by charging the other Parties on a per-adjudication basis for their proportional use of the Registry's services.

Registry Oversight

4. The Parties agree to establish the Oversight Committee. Each Party will appoint one representative to serve on the Oversight Committee. The Parties agree that representatives will be paid employees of their respective local governments and will not be remunerated by the Registry.

5. The Parties agree that the purpose of the Oversight Committee is to ensure that:
 - a) the Registry is operating in compliance with the Act and Authorizing Bylaws;
 - b) the operation of the Registry is meeting the needs of the Parties; and,
 - c) the expenses of the Registry remain reasonable and the per-adjudication cost recovery mechanism remains fair.

Operations and Logistics

6. The Parties agree that:
 - a) the Registry will be located in the municipal offices of the DNV, 355 West Queens Rd, North Vancouver, B.C., V7N 4N5;
 - b) the Registry will administer the bylaw notice dispute adjudication system;
 - c) disputes will be heard by an adjudicator in the circumstances prescribed in the Act and Authorizing Bylaws;
 - d) the DNV will select the adjudicators who may hear and determine disputes from the provincial roster of adjudicators established by the Attorney General pursuant to the Act;
 - e) adjudicators will be assigned to individual disputes in the manner prescribed by the applicable regulation pursuant to the Act or policy established by the Oversight Committee;
 - f) responsibility for the appointment, administration and funding of the position of screening officer will reside with each Party individually and will not in any way be a function of the Registry; and,
 - g) The DNV will provide and supervise all administrative services required by the Registry, subject to the following:
 - i) the collection of any fees, fines or penalties levied against an unsuccessful party in the dispute adjudication process will be the responsibility of the relevant Party if not collected by the Registry immediately following the adjudication; and,
 - ii) any penalty arising directly out of the bylaw notice itself may be paid to the relevant Party or to the Registry,

and any amounts collected by or paid to the Registry pursuant to (i) and (ii) will be credited to the relevant Party and subtracted from the amount owing by that Party for their proportional use of the dispute adjudication system.

Finance, Invoicing and Reporting

7. Each Party is responsible for its own start-up and any other costs with respect to its participation in the Registry.
8. The budget year of the Registry is the calendar year.
9. The DNV will prepare an annual operating budget for the Registry within the DNV corporate budgeting process and will fund the operation of the Registry from this budget. The DNV will recover its costs of operating the Registry, plus an administrative fee for establishing, funding and administering the Registry, from the other Parties.
10. The Registry operating budget will be based on the annual number of adjudications anticipated from each Party. The budget will set out the operational funds required by the Registry for the carrying out of its mandate and responsibilities, including:
 - a) the estimated operational expenditures for:
 - i) office and administration including financial reporting and administrative services;
 - ii) bylaw dispute adjudicators; and
 - iii) other functions of the Registry;
 - b) the anticipated revenues (if any) of the Registry;
 - c) the difference between estimated revenues and operational expenditures for the Registry; and,
 - d) the anticipated cost per adjudication that will form the basis for invoicing Parties for use of the Registry's services.
11. Each Party must pay for its proportional use of the Registry's services. The DNV will issue an invoice for such costs (less any amounts collected directly by the Registry and deducted in accordance with section 6(g)) following each day of adjudication. The Party will pay the DNV the amount in the invoice within thirty (30) days of receipt of such invoice.
12. The Parties agree that all costs relating to legal services, witnesses, screening officers and bylaw enforcement officers as they pertain to the dispute adjudication process, and to the activities of the Registry more generally, will be borne by the relevant Party which issued the bylaw notice in question and will not be borne by the Registry or by the DNV on behalf of the Registry.
13. No Party, nor the DNV in the name of the Registry, shall incur expenses or indebtedness on behalf of, or in the name of, the Registry outside of those in the approved DNV annual operating budget for the Registry. Requests for additional expenditure or the incurring of indebtedness must be made to the Oversight Committee. If supported by the Oversight Committee, the request will be forwarded to the DNV. The Chief Financial Officer for the DNV

shall review all such requests that are additional to the approved annual operating budget for the Registry and has sole discretion to approve, subject to adhering to DNV budget approval processes and timeframes, or to reject such requests.

14. The DNV will ensure that its General Manager of Finance conducts and oversees the financial reporting and record keeping of the Registry based on normal municipal finance procedures, subject to the requirements outlined in this Agreement. With respect to financial administration of the Registry, the Chief Financial Officer for the DNV will:
 - a) exercise the duties and powers of the officer responsible for financial administration as provided in the *Community Charter* in maintaining the financial records for the Registry on behalf of the Parties;
 - b) ensure that accounting and payroll records of the Registry are properly prepared and maintained, such records to include payroll, accounts payable, cash receipts and disbursements, accounts receivable, general ledger, subsidiary cost ledger, financial statements and reports and supporting documents to the foregoing;
 - c) provide, when possible, any additional financial reports or analysis that the Oversight Committee may request; and,
 - d) direct employees and officers of the Registry to the extent necessary to ensure that the systems and procedures established for financial controls are in effect and are in accordance with the *Community Charter*.
15. The DNV will cooperate with any reasonable request by a Chief Financial Officer for a Party for access to financial records, user statistics and other information of the Registry. The Chief Financial Officer of a Party may, acting reasonably, with a view to minimizing the administrative burden on the DNV and no more than once per year of the term of this Agreement, conduct audits or examinations to obtain information or determine that adequate financial controls are being maintained for the Registry.

Indemnity and Insurance

16. The Parties agree that in the event that the DNV is named in a legal action arising in any way, directly or indirectly, from the operation or administration of the Registry or any adjudication conducted pursuant to this Agreement, then the Party who issued the Bylaw Notice associated with or giving rise to the legal action will indemnify the DNV for all of its costs, including staff time and solicitors and professional fees and disbursements, for responding to and defending against such legal action except in the case of dishonesty, gross negligence or malicious or wilful misconduct by the DNV. Such costs will be paid within 30 days of receipt of an invoice for same from the DNV.
17. Each Party is responsible for maintaining its own liability insurance in respect of its participation in this Agreement. Such insurance must cover any liability that may arise from the negligence of such Party related directly or indirectly to or arising in any way from participation in this Agreement. Each Party must immediately inform the other Parties if the insurance coverage required herein is cancelled, expired or has otherwise lapsed.

General Provisions

18. The Parties will negotiate in good faith any proposed amendment(s) to this Agreement upon request by any Party. All amendments to this Agreement must be in writing and executed by each Party.
19. The Parties will submit any dispute arising out of the interpretation or application of this Agreement:
 - a) first, to the Oversight Committee to resolve the dispute;
 - b) second, if the Oversight Committee is unable to resolve the dispute within sixty (60) days, to the Chief Administrative Officers of the Parties; and,
 - c) third, if the Chief Administrative Officers are unable to resolve the dispute within sixty (60) days, to the Inspector of Municipalities or, at the election of the Parties, to a commercial arbitrator appointed by agreement or, failing agreement, appointed pursuant to the *Commercial Arbitration Act*, for final determination and the determination of the Inspector or arbitrator as applicable will be final and binding upon the Parties.
20. Any Party may withdraw from this Agreement upon six (6) months' written notice to the other Parties.
21. This Agreement comes into effect on the date noted above.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Bylaw Notice Enforcement No. 385, 2006, Amendment Bylaw No. 594, 2021

Adopted: 2021

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0
Phone: 604-921-9333 Fax: 604-921-6643
Email: office@lionsbay.ca Web: www.lionsbay.ca

Bylaw Notice Enforcement Bylaw No. 385 Amendment Bylaw No. 594, 2021

A bylaw to amend Bylaw Notice Enforcement Bylaw No. 385, 2006

The Council of the Village of Lions Bay, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as "Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 594, 2021".
2. Bylaw Notice Enforcement Bylaw No. 385, 2006, as amended, is hereby amended as follows:
 - (a) Schedule A of Bylaw 385 - Designated Bylaw Contraventions and Penalties is amended by decreasing the early payment penalty amounts in Bylaw 413 subsections 10(a) to 10 (l) and subsection 12 as follows:

Bylaw No.	Section	Description	A1 Penalty	A2 Early Payment Penalty	A3 Late Payment Penalty	A4 Compliance Agreement Available (*Maximum 50% Reduction in Penalty if Compliance Agreement shows "Yes")
413	10 (a)	Park in contravention of a traffic control device	\$195	\$150 \$100	\$240	NO
413	10 (b)	Fail to display insurance decal	\$135	\$105 \$65	\$165	NO
413	10 (c)	Park on or too near crosswalk	\$135	\$105 \$65	\$165	NO
413	10 (d)	Park near traffic control device	\$135	\$105 \$65	\$165	NO

413	10 (e)	Park on bridge	\$135	\$105 \$65	\$165	NO
413	10 (f)	Park near fire hydrant/equipment	\$240	\$210 \$120	\$270	NO
413	10 (g)	Park to obstruct or interfere with traffic/maintenance	\$240	\$210 \$120	\$270	NO
413	10 (h)	Park without permit for zone	\$195	\$150 \$100	\$240	YES
413	10 (i)	Park too near driveway	\$135	\$105 \$65	\$165	NO
413	10 (j)	Park more than 72 hours	\$165	\$120 \$80	\$210	NO
413	10 (k)	Park more than 24 hours in snow	\$135	\$105 \$65	\$165	NO
413	10 (l)	Park in intersection	\$135	\$105 \$65	\$165	NO
413	12	Park near school	\$135	\$105 \$65	\$165	NO

READ A FIRST TIME
READ A SECOND TIME
READ A THIRD TIME
ADOPTED

Mayor

Corporate Officer

**Certified a true copy of Bylaw Notice Enforcement No. 385, 2006,
 Amendment Bylaw No. 594, 2021, as adopted.**

Corporate Officer

Feedback regarding penalties from the draft 2021 Parking Plan

1. N. Rodgers: "Moderating fees and advising visitors about the parking situation are great initiatives"
2. D. Pollock: "It was observed that people are going to continue to find lions bay a desirable place to visit and higher fines did not deter them. I believe that parking fines should be relatively in line with other Municipalities. Fines that are more likely to be paid, less likely to be Disputed, and seen as reasonable (if any fine is ever considered by the Individual being fined as reasonable)."
3. R. Dudley: "The majority of hikers are young people who do not have the financial means to pay what I still consider to be prohibitive fees, even with the proposed reductions...Last year's visitors will be frustrated to find that the restrictions are now proposed from April. Many were caught by arbitrary changes in the rules from one month to the next. A party of young hikers at the top of Oceanview Rd. complained to us that spots there which had been free earlier in the season, suddenly were not, and they were dinged with a \$195 ticket. We need to be cognisant of the impact of a change like that."
4. H Johnston: "Parking violation fees should not be greater than found in other jurisdictions."



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

March 23, 2021 Regular Council Meeting**General Correspondence:**

Date Rec'd	FROM	TOPIC	ACTION	Page No.
28-Feb-21	G1 M McCullough, Puppy Mill Free Canada	Protection for companion animals	Requesting that Council sign a petition to ban operation of puppy mills in Canada	1
9-Mar-21	G2 MP Weiler	March 2021 Newsletter	For Information	2
11-Mar-21	G3 Canadian Wildlife Service/Pacific Region	Consultation on proposed Management Plans for Species at Risk	90-day comment period ends April 29, 2021	11
11-Mar-21	G4 City of Pitt Meadows	Resolutions for Fair Taxation from Railway Operations & Industrial Parks	For Information	13
10-Mar-21	G5 MP Weiler	Emergency Support Fund for Cultural, Heritage and Sport Organizations	For Information	18
10-Mar-21	G6 MP Weiler	Canada-BC Housing Benefit	For Information	20
10-Mar-21	G7 MP Weiler	Public transit enhancement funding	For Information	21
11-Mar-21	G8 City of Williams Lake	Call for Public Inquiry: Stronger sentencing for prolific and repeat offenders	For Information	22
11-Mar-21	G9 MP Weiler	Support for retrofits, repairs or upgrades to community buildings	Requesting that a survey be filled out online for feedback	24
15-Mar-21	G10 R. Kahlon, Minister	BC Business Recovery Grant Program	For Information	25
10-Mar-21	G11 L Helps, City of Victoria	Held Cities Lead campaign	Requesting that Council endorse the Help Cities Lead campaign	27



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

18-Mar-21	G12 Canadian Wildlife Service/Pacific Region	Consultation on amending Schedule 1 of the Species at Risk Act	Invited to submit comments on potential impacts of amending Schedule 1	29
Resident Correspondence:				
Date Rec'd	FROM	TOPIC	ACTION	Page No.
28-Feb-21	R1 F Azordegan	Lower Kelvin Grove parking lot	For Information	56
1-Mar-21	R2 H van Hoogstarten & A Fischer	vehicles on Mountain Drive and northern Sunset Drive	For Information	57
7-Mar-21	R3 M. Sredzki	Sewage rates	For Information	59
10-Mar-21	R4 M. Sredzki	Village Finances	For Information	60
10-Mar-21	R5 K. Buhr	EV Fast Charger	For Information	61
20-Dec-20	R6 A. Gerlack	Land Acknowledgement	For Information	65
10-Mar-21	R7 T. Leger	Neighbourhood Grants	For Information - Has been published in Village Update	66
12-Mar-21	R8 K. Buhr	Feedback on various initiatives	For Information	67
15-Mar-21	R9 T. Luethy	David and Tom Wade Memorial Park	For Information	68
15-Mar-21	R10 S & C Ashcroft	210 Bayview Road	For Information	71
15-Mar-21	R11 B. Broughton	David and Tom Wade Memorial Park	For Information	72
18-Mar-21	R12 M. Broughton	Green Waste	For Information	74
Various	Various	Responses from Council	For Information	79

From: [REDACTED]
To: [Council](#)
Subject: Puppy Mills
Date: Sunday, February 28, 2021 12:40:53 PM

Hello Mayor McLaughlin and council, I am most concerned and disappointed about the lack of protection for companion animals in Canada. The consequences of this are being exacerbated by the huge demand for puppies because of the pandemic. Our laws regarding the conditions animals can be kept in are outdated and need strengthening. These living conditions as proposed by the Humane Society of Canada and the SPCA need to be actually stated in the criminal code. Other countries such as New Zealand, Finland and the UK have recently done this. I would also ask that anyone breeding a companion animal for sale must be registered, (this would be dependent on meeting the stated living standards), advertising animals for sale from unregistered breeders would be illegal and buyers must be able to see where the animals are living. This would help CKC registered breeders who already adhere to strict standards. I have an e petition, sponsored by MP Nathaniel Erskine Smith, and it would be fantastic if you could sign and share it. I have a huge amount of support from citizens across Canada including in your province, and also ask that you consider enacting Animal Welfare legislation similar to that adopted by Beaconsfield council Quebec. Thank you, Margaret McCullough 159 Joseph St Victoria BC V8S 3H6

<https://petitions.ourcommons.ca/en/Petition/Details?Petition=e-2997>

Margaret McCullough

UNEP Marine Litter certified expert, founder Fin Free Victoria, founder Kids for a Plastic Free Canada, founder Puppy Mill Free Canada



“There is simply no issue more important. Conservation is the preservation of human life on earth, and that, above all else, is worth fighting for.” Rob Stewart

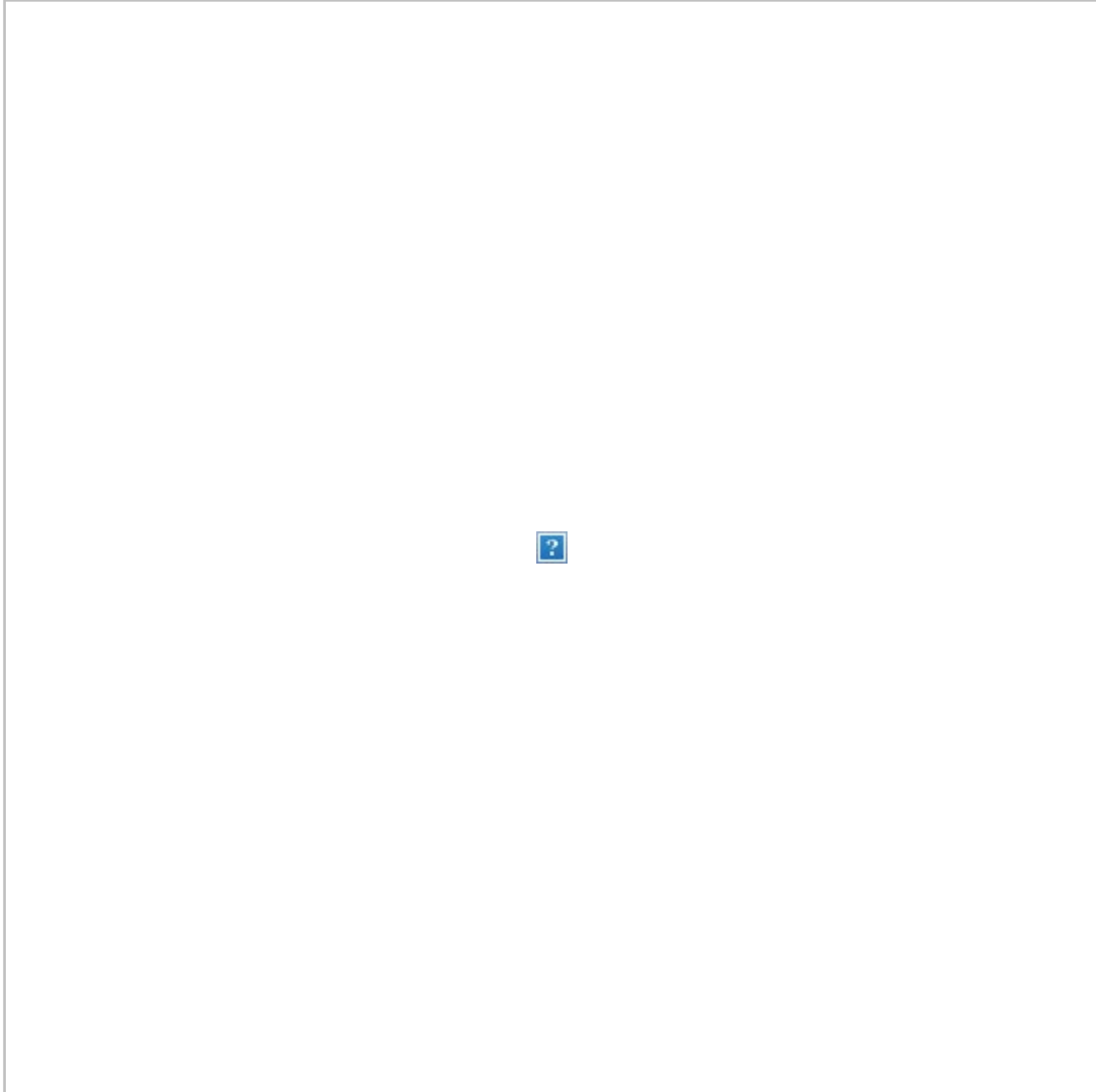
[Fin Free/United Conservationists](#)

[Kids for a Plastic and Waste Free Canada](#)

[Puppy Mill Free Canada](#)

[Raincoast Dog Rescue](#)

From: [Patrick Weiler](#)
To: [Council](#)
Subject: Patrick Weiler's MP Newsletter - March 2021
Date: Tuesday, March 9, 2021 1:49:12 PM



Dear Mayor and Council,

With spring on the horizon, we mark one year since the start of the COVID-19 pandemic, and March 8th also [marks the anniversary of the first Canadian known to have perished from COVID-19](#). With Health Canada's approval of the AstraZeneca and Johnson and Johnson vaccines, and shipments ramping up substantially, including almost 1.8 million doses over the last two weeks, we are on track to meet our goals of receiving 8 million doses by the end of March, 36.5 million by the end of June, and 117.9 million by the end of September.

For the latest updates on vaccine delivery in Canada and British Columbia, I encourage

you to visit the [COVID-19 Vaccination Tracker](#), [vaccination coverage page](#), and [shipment delivery page](#).

As many of you know, the Government of Canada has introduced a number of new travel-related rules to keep Canadians safe from international transmission of COVID-19 variants, including new testing requirements and quarantine obligations. For more information about these new rules, [please visit this webpage](#).

In the past year, the Government has taken extraordinary steps to support Canadians during these difficult times, including supports for individuals, businesses, and community organizations. For a full list of our support programs and all the information you need about the federal government's COVID-19 response, please visit canada.ca/coronavirus.

With the ongoing impact of the pandemic, we have extended Government of Canada supported paid sick leave from 2 to 4 weeks, the Canada Recovery Benefit to 38 weeks, and the Canada Recovery Sickness Benefit to 4 weeks. For businesses, we have committed to keeping the Canada Emergency Wage Subsidy and Canada Emergency Rent Subsidy rates steady at their existing 75% and 65% of eligible wage and rent expenses, respectively, until at least June 5th, 2021.

The last month has also seen some important local announcements related to delivering broadband internet to rural areas of our riding, funding for affordable housing for seniors, and support for local legions that serve our veterans.

In Parliament, advanced debate continues on the reform of the Medical Assistance in Dying legislation, while we have introduced new legislation to bring in stronger measures to fight firearm-related crime. As well, we are working on legislation to address the systemic inequities in the criminal justice system, from eliminating several mandatory minimum sentences, including for simple drug possession, and to make available conditional sentencing orders.

In this newsletter, I will detail the following updates:

1. Pre-Budget Consultations in the Riding
2. Universal Broadband Fund Announcement
3. Townhall with Minister McKenna
4. Building a Blue Economy
5. Our Commitment to Planting 2 Billion Trees
6. Community Updates
7. Legislation in the House of Commons

As a reminder, you can find information about these MP updates on my website, patrickweiler.ca, including my monthly [Coast to Capital column submissions to The Local Weekly](#) newspaper, [links to our ministerial townhalls](#), and PDFs of our MP print mailings

and more.

Please visit my social media platforms for more immediate updates:



Pre-Budget Consultations in West Vancouver-Sunshine Coast-Sea to Sky Country

On January 25, 2021, our Government launched pre-budget consultations with Canadians. Once the coronavirus is under control it will be time to rebuild. When our economy is ready to absorb it, we will inject targeted stimulus to jump-start new economic growth. The timing will be critical. This is why the work of identifying investments begins now. Our growth plan will create good jobs for the middle class by investing between \$70 and \$100 billion, or roughly 3 to 4 per cent of GDP, over three years. These pre-budget consultations will help inform our growth plan and the measures and investments that will make up Budget 2021.

During the course of our pre-budget community consultations, we heard from a range of sectors, regions, and industries to discuss ways to ensure a strong economic recovery once the virus is defeated. Our office hosted three pre-budget consultations to address the unique and specific needs of the three major regions in my riding. On Monday, February 8, we held a pre-budget consultation with the communities of West Vancouver, Lions Bay and Bowen Island. On Tuesday, February 9, we held a pre-budget consultation with communities on the Sunshine Coast. On Wednesday, February 10, we held our last pre-budget consultation with communities in the Sea to Sky Corridor.

After these consultations, I drafted a letter to the Honourable Chrystia Freeland, Deputy Prime Minister and Minister of Finance, and included our [What We Heard Report which can be found on our website.](#)

Universal Broadband Fund Investments on the Sunshine Coast and Corridor

I have had many discussions with the Sunshine Coast Regional District, the Squamish Lillooet Regional District, different telecommunications providers, and other community leaders over the last year about improving Internet connectivity to remote and rural areas of our riding, looking at where new fibre optic cable needed to be installed, and where last mile connectivity was an issue.

On February 18, we took another step to improve connectivity in these regions through an announcement of funding to bring high-speed Internet access to these communities through the [Universal Broadband Fund's \(UBF\) Rapid Response Stream](#). Together with Honourable Maryam Monsef, Minister for Women and Gender Equality and Rural Economic Development, I announced \$6.7 million in funding to connect a total of 713

households with high speed internet.

The Pemberton Expansion project will receive \$2,025,226 and improve broadband connectivity to 300 households from Mount Currie to Devine while the North Sunshine Coast Project will receive \$990,025, improving broadband connectivity to 413 households from Egmont to Kleindale and Maderia Park.

We know that the COVID-19 pandemic has highlighted how much we rely on our internet connections. Now more than ever, Canadians across the country need access to reliable high-speed Internet as many of us are working, learning, and staying in touch with friends and family from home. This funding will help areas in our riding facilitate those connections and help bridge the urban-rural connectivity divide that has persisted for far too long.

Townhall with Minister Catherine McKenna

On February 10, I had the pleasure of hosting the Honourable Catherine McKenna, Minister of Infrastructure and Communities, for a discussion on a range of infrastructure-related issues of interest in our community and across the country. Thank you to our panelists, District of West Vancouver Mayor Mary-Ann Booth, Village of Pemberton Mayor Mike Richman, District of Squamish Mayor Karen Elliott, Resort Municipality of Whistler's Mayor Jack Crompton, and Lori Pratt, Chair of the Sunshine Coast Regional District, for attending and asking your important questions to the Minister.

Minister McKenna answered a myriad of questions sent in from constituents across our riding, both from emailed submissions and questions posed live, including on our Government's work to adapt and mitigate the impacts of climate change, support net-zero emissions transportation networks, and work towards Canada's first ever active national transportation strategy.

We also addressed progress on our climate change targets and commitments, and how our Government will continue to take action to create a net-zero emissions future by 2050. Thank you to the Minister for joining us for an engaging and productive town hall. [You can watch the full town hall here on our Facebook page.](#)

Building a Blue Economy

Canada's blue economy has so much potential. We are connected to three oceans with nearly 250,000 kilometres of sprawling coastline – more than any country in the world. To harness this potential and build a blue economy that helps get more Canadians working on and in the water, we need input from Canadians, experts, and industry.

In early February, the Minister of Fisheries, Oceans, and the Canadian Coast Guard, the Honourable Bernadette Jordan, officially launched the engagement phase in the development of Canada's Blue Economy Strategy.

Minister Jordan launched an [online engagement portal](#) that will help our government shape our Blue Economy Strategy. Canada's Blue Economy Strategy will enable us to protect

and revitalize the health of our oceans while taking advantage of emerging economic growth opportunities throughout ocean sectors. The portal will be open until June 15, 2021, and we invite all Canadians to participate.

Our Commitment to Planting 2 Billion Trees

I am pleased to inform you of the next steps of the 2 Billion Trees Initiative to support provinces, territories, third party organizations (for and not-for profit), communities and municipalities, and Indigenous organizations and communities in meeting this important commitment. The program is issuing two calls: [Request for Information \(RFI\)](#); and an [Expression of Interest \(EOI\)](#).

The Request for Information is being launched to hear from organizations about their vision and capacity to implement or contribute to large-scale, multi-year tree planting projects across Canada. The Expression of Interest is being undertaken to identify potential tree planting projects that can be completed within the coming fiscal year (i.e. April 1, 2021 to March 31, 2022).

There is no path to achieving Canada's goal of net-zero greenhouse gas emissions by 2050 that does not involve our forests and I am proud our Government is providing the leadership to accomplish this critical task to ensure a healthy environment.

Community Updates

Lunar New Year

On February 12, we celebrated Lunar New Year with Chinese, Korean, and Vietnamese communities across the riding. Although we were unable to celebrate with our loved ones due to COVID-19, our spirits remain high as we look towards a prosperous year ahead. That week, I also met with a number of Asian-Canadian business owners and organizations in West Vancouver to chat with them about their priorities for the New Year.

I also want to take this opportunity to highlight and condemn the rise in anti-Asian racism here in the Lower Mainland and across the country. We have seen the disturbing statistics, including from the Vancouver Police Department which reported hate crimes increasing by 717% percent from 2019-2020. While the vast majority of Canadians are appalled by this behaviour, it is incumbent upon all of us not only to denounce this rise in anti-Asian discrimination but to ensure we are working every day to be more inclusive and create a more equal society.

Nowruz

On March 20, we will mark the Persian New Year, Nowruz, the first day of spring and the beginning of the New Year in the Persian calendar.

This is a time for family and friends to mark the renewal of spring and show gratitude for

our blessings while sharing aspirations of hope and optimism for the year ahead. We are very fortunate to have such a vibrant Iranian-Canadian community on the North Shore, who contribute enormously to the cultural fabric of our local communities and our country. I look forward to celebrating fully next year with the traditional festivals and events that make Nowruz so special. Until then, I wish you and your loved ones a very safe and happy Nowruz. Nowruz Mobarak!

Honouring Harry Jerome

On February 23, we shared in the celebration with the West Vancouver Place for Sport, who announced the dedication of their new track in honour of Canadian hero and homegrown athlete Harry Jerome. I was also happy to [highlight Harry Jerome's legacy in the House of Commons](#) in late February.

Harry Jerome was a renowned track and field sprinter. Despite his incredible achievements, including an Olympic medal and seven world records, he faced significant prejudice and racial injustice as a Black man in his community. His perseverance despite these challenges was incredible.

Thanks to the Place for Sport, Harry Jerome is receiving the reverence he deserves. While his legacy continues to inspire young athletes, we also recognize that the cruelty and racism he faced still persists in a number of ways today, and we must continue to work together to root out racism in our community and across the country.

Investing in our Legions

This month, I announced \$91,715 in funding from the Government of Canada to support legions across the riding. This funding is being delivered through the Veterans Organizations Emergency Support Fund and will assist legions with their operational costs so they can continue providing important support for Veterans.

The funding is being allocated to eight legion branches all across [West Vancouver–Sunshine Coast–Sea to Sky Country](#). Legions receiving these funds will have access to the support they need to replace charitable and other revenue lost because of the pandemic and will be able to continue their work with Veterans and their families during a time when it is needed most.

Any Veteran can tell you that the support they get from the Royal Canadian Legion and other organizations like these makes a world of difference in their lives. They are important gathering places for veterans and the community at large, so it is vital that we support them. This investment will help sustain legions across our riding so they can continue to provide important services for our Veterans and their loved ones.

Investing in Affordable Housing for Seniors in Squamish

On March 2, I joined the Honourable Ahmed Hussen, Minister of Families, Children and Social Development and Minister Responsible for Canada Mortgage and Housing Corporation (CMHC) and Squamish Mayor Karen Elliott to [announce a \\$40.55 million commitment by the Government of Canada for a 232-unit supportive housing complex for seniors in Squamish](#).

Our region knows the impacts of the housing crisis all too well, and in Squamish, it is especially acute for young families and seniors alike. Addressing this crisis requires all orders of government and stakeholders to play a key role, and this announcement shows

what is possible when there is a commitment among these actors to work together.

Legislation in the House of Commons

My colleagues and I in the House have been working hard to pass a number of important bills into law as we continue to support all Canadians impacted by the pandemic and make progress on a number of other key priorities. Please see below for an update on bills our Government's introduced and amended in the past month:

Bill C-7: An Act to amend the Criminal Code (medical assistance in dying)

- The Senate passed an amended version of Bill C-7 and sent it to the House of Commons for its consideration.
- The Senate's amendments seek to expand MAID eligibility: (1) to would allow people who fear losing mental capacity to make advance requests for assisted death and (2): to impose an 18-month time limit on the bill's proposed blanket ban on assisted dying for people suffering solely from mental illnesses.
- The Minister of Justice has accepted aspects of the proposed amendments, promising an independent and expert review with respect to protocols, guidance and safeguards that should apply for MAID and mental illness.
- The House of Commons will continue consider these amendments with the serious consideration that is required.

Bill C-14: An Act to implement certain provisions of the economic statement tabled in Parliament on November 30, 2020 and other measures

- Bill C-14 is an essential step to implement measures from the Fall Economic Statement that would provide assistance to families with young children, support students, and invest in resources to protect the health and safety of Canadians as we continue to fight the COVID-19 pandemic, including among other initiatives:
 - (1): Introducing a temporary and immediate support for low- and middle-income families who are entitled to the Canada Child Benefit, totaling up to \$1,200 in 2021 for each child under the age of six
 - (2): Easing the financial burden of student debt for up to 1.4 million Canadians by eliminating the interest on repayment of the federal portion of the Canada Student Loans and Canada Apprentice Loans for one year (2021-22)
 - (3): Providing funding of up to \$505.7 million as part of the new Safe Long-term Care Fund to support long-term care facilities, including funding to prevent the spread of COVID-19 infection, outbreaks and deaths in supportive care facilities
- Bill C-14 is currently going through the House with votes this week. We are working hard to pass this crucial legislation as soon as possible.

Bill C-21: An Act to amend certain Acts and to make certain consequential amendments (firearms)

- We are taking action to strengthen gun control measures, remove dangerous

weapons from our streets, and make sure all Canadians can feel safe from violence.

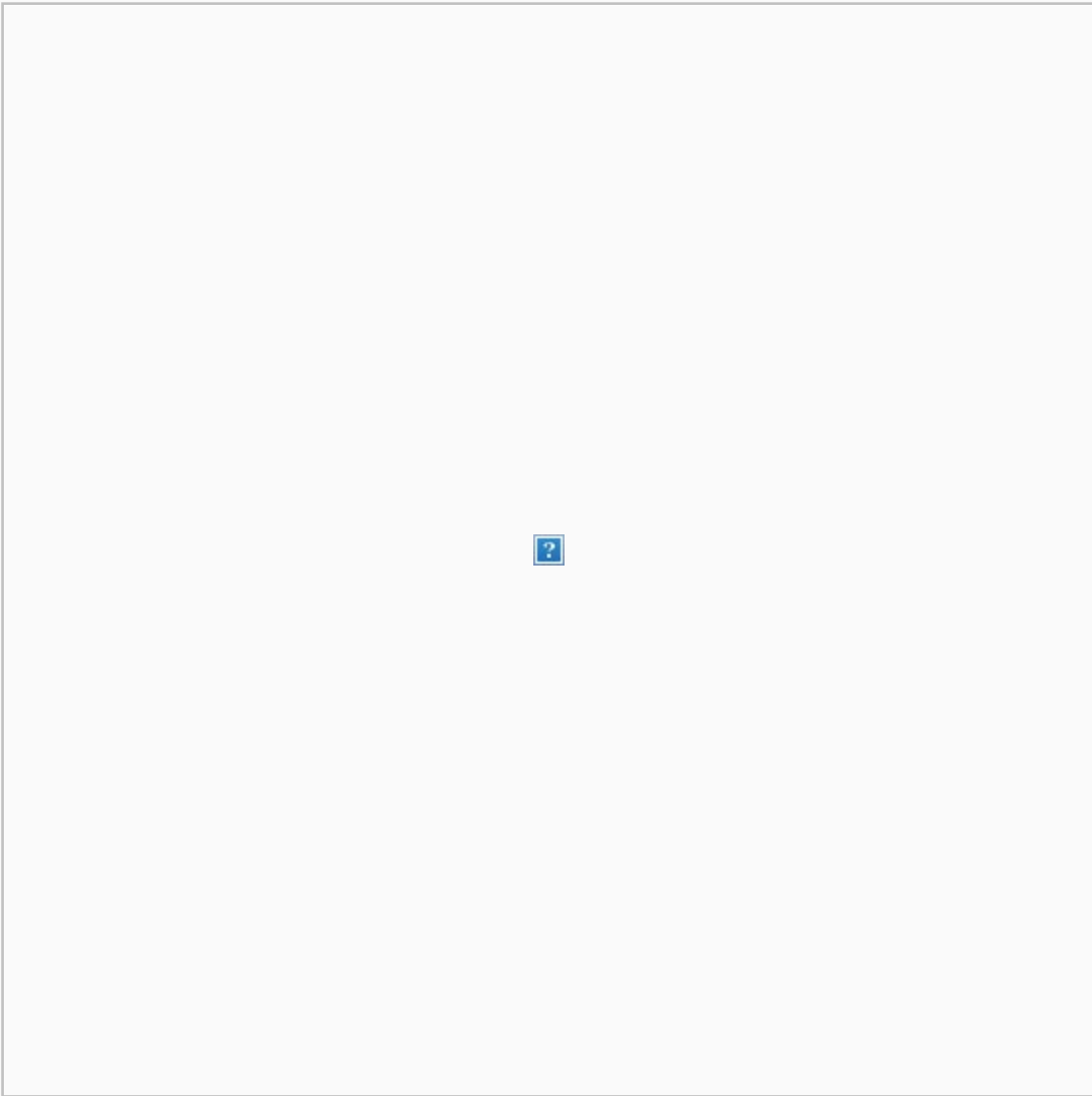
- Bill C-21 will ensure that the 1,500 assault-style weapons we banned last year cannot be used or sold again.
- This legislation will also support municipalities in the banning of handguns through bylaws and make it subject to federal penalties.
- The proposed legislation will also prevent self-harm and gender-based violence by creating laws that allow friends and family to come forward to the police if they think a violent individual should have their firearms confiscated.

Bill C-22: An Act to amend the Criminal Code and the Controlled Drugs and Substances Act,

- We are taking steps to build a fairer, more effective justice system that keeps us all safe while ensuring serious criminals still face serious punishment.
- With Bill C-22, we tabled legislation that would eliminate a number of mandatory minimum penalties that did not make us safer, deter crime, unclog our courts or bring certainty to sentencing. Mandatory minimums did however lead to a disproportionate number of Indigenous people, Black people and marginalized people becoming incarcerated. We are changing the laws to begin to fix that.
- This legislation will also:
 - Expand the accessibility of conditional sentencing orders so that rehabilitation can occur
 - Require both police and prosecutors to consider other measures for simple possession of drugs such as diversion to addiction treatment programs, rather than laying charges or prosecuting individuals for simple possession of an illegal drug.

Bill C-24: An Act to amend the Employment Insurance Act (additional regular benefits), the Canada Recovery Benefits Act (restriction on eligibility) and another Act in response to COVID-19

- On February 25, Minister Qualtrough introduced Bill C-24 which has two objectives:
- (1): Increasing the maximum number of weeks available to workers through EI regular benefits and give them the certainty they need should their job be affected by COVID-19.
 - Providing workers with up to a maximum of 50 weeks for EI regular claims that are established between September 27, 2020 and September 25, 2021
 - Self-employed workers who have opted in to the EI program will have access to special benefits would be able to use a 2020 earnings threshold of \$5,000, compared to the previous threshold of \$7,555. This change would be retroactive to claims established as of January 3, 2021 and would apply until September 25, 2021.
- (2): All international travelers who need to quarantine or isolate upon their return to Canada, including people returning from vacation, would be made ineligible to receive support from any of the Canada Recovery Benefits for the period of their mandatory quarantine or isolation. Exemptions for medical and other essential travel reasons still apply.



[View this email in your browser](#)

This email was sent to council@lionsbay.ca
[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)
House of Commons · 6367 Bruce Street · West Vancouver, bc v7w 2g5 · Canada

From: [Lions Bay Office](#)
To: [Lions Bay Office](#)
Subject: Consultation on proposed Management Plans for Species at Risk under the Species at Risk Act (SARA)
Date: Thursday, March 11, 2021 12:21:30 PM

From: EP.RPY / SAR.PYR (EC) <ec.ep.rpy-sar.pyr.ec@canada.ca>
Sent: March 11, 2021 9:19 AM
To: EP.RPY / SAR.PYR (EC) <ec.ep.rpy-sar.pyr.ec@canada.ca>
Subject: Consultation on proposed Management Plans for Species at Risk under the Species at Risk Act (SARA)

Greetings,

On January 29, 2021, Environment and Climate Change Canada posted on the Species at Risk Public Registry four proposed management plans listed below.

The following documents are open for a 90-day comment period. The public comment period ends on April 29, 2021.

- **Management Plan for the Georgia Basin Bog Spider (*Gnaphosa snohomish*) in Canada [Proposed]**
The Georgia Basin Bog Spider is listed as Special Concern under SARA and is found in extreme southwestern British Columbia.
 - **To view the proposed document and submit comments go to: The [Management Plan for the Georgia Basin Bog Spider \(*Gnaphosa snohomish*\) in Canada \[Proposed\]](#)**
- **Management Plan for the Peacock Vinyl Lichen (*Leptogium polycarpum*) in Canada [Proposed]**
The Peacock Vinyl Lichen is listed as Special Concern under SARA and it occurs along the Pacific coast eastward to the foot of the coastal mountain ranges in British Columbia.
 - **To view the proposed document and submit comments go to: The [Management Plan for the Peacock Vinyl Lichen \(*Leptogium polycarpum*\) in Canada \[Proposed\]](#)**
- **Management Plan for the Wandering Salamander (*Aneides vagrans*) in Canada [Proposed]**
The Wandering Salamander is listed as Special Concern under SARA and is found in low-elevation forests on Vancouver Island and adjacent small offshore islands in southwestern British Columbia.
 - **To view the proposed document and submit comments go to: The [Management Plan for the Wandering Salamander \(*Aneides vagrans*\) in Canada \[Proposed\]](#)**
- **Management Plan for the Western Waterfan (*Peltigera gowardii*) in Canada [Proposed]**
The Western Waterfan is listed as Special Concern under SARA and it inhabits permanent, primarily spring-fed streams in open subalpine or alpine meadows within 8 known sites across British Columbia.
 - **To view the proposed document and submit comments go to: The [Management Plan for the Western Waterfan \(*Peltigera gowardii*\) in Canada \[Proposed\]](#)**

Respectfully,

Regulatory Affairs Unit

Canadian Wildlife Service / Pacific Region

Environment and Climate Change Canada / Government of Canada

5421 Robertson Road, Delta, BC, V4K 3N2

ec.ep.rpy-sar.pyr.ec@canada.ca

March 11, 2021

File: 01-0390-20/21

UBCM Member Municipalities

Sent via email

Dear UBCM Members:

Re: Fair Taxation from Railway Operations & Industrial Parks

At its March 2, 2021 Regular Council Meeting, Pitt Meadows City Council endorsed two resolutions related to fair taxation from railway operations and industrial parks for inclusion and discussion at the upcoming LMLGA Convention, in advance of the UBCM Convention this fall. Certified copies of both resolutions and background information regarding same have been enclosed for your information.

Sincerely,
City of Pitt Meadows

A handwritten signature in black ink, appearing to read 'Kate Barchard', with a long horizontal flourish extending to the right.

Kate Barchard
Corporate Officer

Enclosure



CERTIFICATION

I, TANYA BARR, Deputy Corporate Officer for the City of Pitt Meadows, HEREBY CERTIFY that the following is a true and exact extract of the Minutes for the Regular Meeting of the Pitt Meadows City Council held on Tuesday, March 2, 2021 regarding the Proposed Lower Mainland Local Government Association Resolution - CP Rail:

"It was MOVED and SECONDED THAT Council approve the following resolution and submit it to the Lower Mainland Local Government Association (LMLGA) for consideration:

- A. *WHEREAS section 5(e) of the Assessment Act - Prescribed Classes of Property Regulation B.C. Reg. 438/81 mandates that land or improvements used for transporting of products or used for the storage of products are classified as Class 5 Light Industry, but specifically excludes land or improvements held for purposes ancillary to the business of transportation from railway operations;*

AND WHEREAS this legislation creates unfair taxation from railway operations because they are reflective of a class 5 Light Industrial use and require high level City service support including Fire Services and road infrastructure use;

THEREFORE BE IT RESOLVED THAT the UBCM urge the Provincial Government to repeal section 5 (e) from the Assessment Act - Prescribed Classes of Property Regulation B.C. Reg. 438/81 in order to create fair taxation from railway operations.

CARRIED."

Tanya Barr
Deputy Corporate Officer
City of Pitt Meadows

March 4 / 21

Date Signed



CERTIFICATION

I, TANYA BARR, Deputy Corporate Officer for the City of Pitt Meadows, HEREBY CERTIFY that the following is a true and exact extract of the Minutes for the Regular Meeting of the Pitt Meadows City Council held on Tuesday, March 2, 2021 regarding the Proposed Lower Mainland Local Government Association Resolution - Golden Ears Business Park:

"It was MOVED and SECONDED THAT Council approve the following resolution and submit it to the Lower Mainland Local Government Association (LMLGA) for consideration:

- A. *WHEREAS section 5 (f) of the Assessment Act - Prescribed Classes of Property Regulation B.C. Reg. 438/81 mandates that land or improvements used for transporting of products or used for the storage of products are classified as Class 5 Light Industry, but specifically excludes land or improvements being used principally as an outlet for the sale of a finished product to a purchaser for purposes of his or her own consumption;*
- B. *AND WHEREAS this legislation creates unfair taxation from industrial parks which are a heavy burden on City infrastructure through heavy trucking activity in movement of product;*
- C. *THEREFORE BE IT RESOLVED THAT the UBCM urge the Provincial Government to repeal section 5 (f) of the Assessment Act - Prescribed Classes of Property Regulation B.C. Reg. 438/81 to create fair taxation from industrial parks.*

CARRIED."

Tanya Barr
Deputy Corporate Officer
City of Pitt Meadows

Date Signed

Fair Taxation from Railway Operations

Background

At the March 2, 2021 Regular Meeting, Council passed a resolution seeking endorsement by the Lower Mainland Local Government Association (LMLGA) regarding ending unfair taxation benefitting CP Rail.

CP Rail is in the business of moving goods for a wide range of industries. The Assessment Act categorizes property held for transporting products as Class 5 Light Industry.

However, the Assessment Act – Prescribed Classes of Property Regulation B.C. Reg. 438/81 section 5 (e) specifically excludes property held for purposes ancillary to business related to transportation from railway operations. The existence of this section results in creating unfair taxation by moving CP Rail property to Class 6 Business.

Recognizing the burden on city services in the provision of Fire Services and road infrastructure, removal of section 5 (e) would result in railway operations being more appropriately included within the Class 5 Light Industry classification. This action would create fairer taxation by including railway activities within the property class more relative to the nature of the operations.

Additional background information may be found in the January 19, 2021 Council Agenda package:

https://pittmeadows.ca.granicus.com/MetaViewer.php?view_id=2&clip_id=1208&meta_id=143659

Fair Taxation from Industrial Parks

Backgrounder

At the March 2, 2021 Regular Meeting, Council passed a resolution seeking endorsement by the Lower Mainland Local Government Association (LMLGA) regarding ending unfair taxation benefitting Industrial Parks.

Industrial parks are an area zoned and planned for the purpose of industrial development. Also, an industrial park is a more 'heavyweight' version of a business park or office park. The Golden Ears Business Park is a large-scale industrial park in Pitt Meadows. The concentration of industry in an industrial park raises environmental concerns from the heavy transportation volumes as well as the burden on road infrastructure with the constant movement of cargo on semitrailers.

The Assessment Act categorizes property held for transporting products as Class 5 Light Industry.

However, the Assessment Act – Prescribed Classes of Property Regulation B.C. Reg. 438/81 section 5 (f) specifically excludes property being used as an outlet for the sale of a finished product to a purchaser for purposes of his or her own consumption. The existence of this section results in creating unfair taxation by moving Industrial Park operations to Class 6 Business.

Recognizing the burden on city services in the provision of road infrastructure, removal of section 5 (f) would result in Industrial Park operations being more appropriately included within the Class 5 Light Industry classification. This action would create fairer taxation by including industrial park activities within the property class more relative to the nature of the operations.

Additional background information may be found in the January 19, 2021 Council Agenda package:

https://pittmeadows.ca.granicus.com/MetaViewer.php?view_id=2&clip_id=1208&meta_id=143659



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

March 10, 2021

Dear Friends & Neighbours,

Arts and culture play a vital role in the civic and economic life of Canadians. This country's creative sector, which is a major economic driver, is facing extraordinary challenges because of the COVID-19 pandemic. The Government of Canada is committed to supporting Canadian artists and cultural workers through this difficult time. This is why we created the [Emergency Support Fund for Cultural, Heritage and Sport Organizations](#), and why we are continuing to provide additional support through targeted and sector specific measures announced in the Fall Economic Statement 2020.

Last week, the Honourable Steven Guilbeault, Minister of Canadian Heritage, in collaboration with Simon Brault, Director and CEO for the Canada Council for the Arts, **announced further details about the implementation of \$181.5 million in funding for the live arts and music sectors in 2021–2022.**

This funding will support the planning and presentation of COVID-19-safe events in the arts and music sectors—including both live and digital—and provide work opportunities in these sectors. Funding will also help stabilize the overall environment for the arts and music sectors by providing a one-year renewal of funding for three Canadian Heritage programs originally provided in Budget 2019.

The Department of Canadian Heritage is receiving \$40 million in new funding to stimulate short-term contracting of workers in the live events sector through three Canadian Heritage programs:

1. [Building Communities through Arts and Heritage](#)
2. [Canada Arts Presentation Fund](#)
3. [Canada Music Fund](#)

[Further information on how to access the new funds can be found on the Canadian Heritage website.](#)

In addition, to help stabilize the overall environment for the arts and music sectors, the Government is extending a one-year renewal of funding of \$25 million for these three Canadian Heritage originally provided in Budget 2019.

For its part, the Canada Council for the Arts will invest \$116.5 million. Through a new digital innovation initiative (Digital Now), \$50.5 million will enable arts groups, collectives and organizations to adapt or create works to be shared with virtual audiences; and \$66 million of new funding will be used to

stimulate increased research, creation and production of new work through the Explore and Create program.

If you have any questions, please do not hesitate to reach out to our office and we would be happy to assist you with your enquiry.

Sincerely,

A handwritten signature in blue ink, appearing to read 'P. Weiler', with a stylized flourish at the end.

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

March 10, 2021

Dear Friends & Neighbours,

Every Canadian deserves a safe and affordable place to call home. That is why the Government of Canada partnered with the Government of British Columbia to provide additional support to thousands of low-income households across the province.

This week, the Honourable Ahmed Hussen, Minister of Families, Children and Social Development and Minister responsible for Canada Mortgage and Housing Corporation (CMHC), the Honourable Joyce Murray, Minister of Digital Government and Member of Parliament for Vancouver Quadra, Terry Beech, Member of Parliament for Burnaby North–Seymour, along with David Eby, Attorney General and Minister Responsible for Housing, **announced a 10-year, \$517 million investment in the Canada-British Columbia Housing Benefit (CA-BC HB), that will support more than 25,000 households across BC.**

The new housing benefit will provide financial assistance to marginalized groups with low incomes to help with their monthly rent payments. As part of the CA-BC HB program, half of the investment is already being used to support enhancements that were made to the provincial [Rental Assistance Program \(RAP\)](#) or [Shelter Aid for Elderly Renters \(SAFER\)](#) in 2018.

The program will be delivered to households that are not eligible for RAP or SAFER, and fall within one or more targeted priority groups, including women and children experiencing or at risk of domestic violence, Indigenous peoples, racialized communities, veterans, youth leaving care, people with disabilities and people experiencing or at risk of homelessness. The benefit will be provided directly to selected qualifying households through non-profit housing providers or by BC Housing, through The Housing Registry.

To find out more about the National Housing Strategy, visit www.placetocallhome.ca. If you have any questions, please do not hesitate to reach out to our office and we would be happy to assist you with your enquiry.

Sincerely,

A handwritten signature in blue ink, appearing to be 'P. Weiler'.

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

March 10, 2021

Dear Friends & Neighbours,

The Government of Canada is working to secure the health and safety of Canadians, rebuild businesses, and promote jobs and growth as we build toward economic recovery and a net-zero emissions future.

Better public transit helps people get around in faster, cleaner, and cheaper ways. Helping communities invest in zero-emission transit options ensures cleaner air for our kids, creates jobs and supports Canadian manufacturing.

Last week, Infrastructure and Communities Minister Catherine McKenna and the Minister of Innovation, Science and Industry Francois-Philippe Champagne **announced \$2.75 billion in funding over five years, starting in 2021, to enhance public transit systems and switch them to cleaner electrical power, including supporting the purchase of zero-emission public transit and school buses.**

This funding is part of an eight year, \$14.9 billion public transit investment recently outlined by Prime Minister Justin Trudeau, and will also support municipalities, transit authorities and school boards with transition planning, increase ambition on the electrification of transit systems, and deliver on the government's commitment to help purchase 5,000 zero-emission buses over the next five years. This investment will create more well paying jobs in Canada's robust and growing electric vehicle manufacturing sector. Nova Bus in Saint-Eustache, Lion Electrique in Saint-Jérôme, GreenPower in Vancouver and New Flyer in Winnipeg are great examples of innovative companies that have been delivering zero-emission transit solutions.

Infrastructure Canada will ensure coordination between this investment and the Canada Infrastructure Bank commitment to invest \$1.5 billion in zero-emission buses and associated infrastructure as part of its three year Growth Plan.

[For more information on this announcement and funding, please visit this webpage.](#) If you have any questions, please do not hesitate to reach out to our office.

Sincerely,

A handwritten signature in blue ink, appearing to be 'P. Weiler'.

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country



March 11, 2021

File No. 7500-23 / 7500-25

Her Honour the Honourable Janet Austin, OBC
Lieutenant Governor of British Columbia
Government House
1401 Rockland Avenue
Victoria, B.C. V8S 1V9

Your Honour:

Re: Call for Public Inquiry: Stronger Sentencing for Prolific and Repeat Offenders

Despite repeated correspondence from the City of Williams Lake calling for stronger sentencing for prolific and repeat offenders, the judiciary has consistently failed to consider the threat to community safety resulting from their release into our community. Although the availability and proven effectiveness of the Electronic Monitoring Program is well known, prolific offenders are not consistently required to wear an ankle bracelet while on outstanding charges.

As a hub community in the Cariboo interior, Williams Lake is often a convenient location for offenders to remain and continue their unlawful activities. Council has argued that the interests of the public have received very little, if any, consideration during the sentencing process. Applying electronic monitoring devices still provides offenders with reasonably limited freedom; this technology does not compromise the safety of the public to the degree that releasing offenders, particularly repeat offenders, into the community without adequate monitoring does. Electronic monitoring upholds offenders' presumption of innocence, and only involves further policing should conditions not be adhered to. This is an efficient technological solution that is already available, and that Council has made a financial commitment to supporting.

Williams Lake residents have worked hard to combat crime in our community, and have come together to strive toward becoming a crime-free community. The judicial system is overburdened, due in large part to repeat offenders. We have continued to request the courts and judges to take into consideration the community appetite to see stricter penalties applied to these types of criminals, and that they not be released. **At Council's request, the possibility of a public inquiry to determine why so many prolific offenders with serious charges are constantly released into our community with ineffective deterrents to re-offend, is now being pursued by our MP and our MLA.**

The following resolution has been endorsed by Council and forwarded to the North Central Local Government Association as part of its ongoing lobbying efforts:

.../2



-2-

WHEREAS Williams Lake has repeatedly called for stronger sentencing for prolific and repeat offenders being released into the community;

AND WHEREAS the judiciary has consistently failed to adequately ensure community safety when releasing prolific and repeat offenders on conditions;

THEREFORE BE IT RESOLVED that NCLGA and UBCM petition the provincial and federal governments to enact legislative and regulatory changes to the criminal justice system to apply stricter penalties and ensure adequate incarceration of prolific criminals, including consistent use of electronic monitoring when released on conditions.

The City of Williams Lake is seeking public feedback to strengthen these efforts in the form of a survey, which went live on February 19, 2021. The questions include:

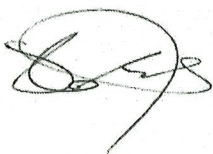
- Do you agree that repeat offenders for indictable offences such as theft over \$5000, break and enter, aggravated or sexual assault and murder should NOT be released while awaiting trial?
- Do you support prolific and repeat offenders with in excess of 50 charges being released back into your community on bail?
- Do you agree that when repeat offenders are released on conditions or probation, they should be required to wear an electronic monitoring device?
- Do you agree there needs to be an inquiry and review into the judicial and sentencing system?

At the time of this writing, over 600 responses have been received. The responses very clearly support stricter penalties and monitoring for prolific and repeat offenders (over 94%).

Working with our MP, Todd Doherty, and MLA, Lorne Doerkson, City of Williams Lake Council is formally requesting a public inquiry into this serious, ongoing issue.

I look forward to your response.

Yours truly,



Mayor Walt Cobb

c: MP Todd Doherty, Cariboo North
MLA Lorne Doerkson, Cariboo-Chilcotin
All British Columbia Municipalities and Regional Districts
Inspector Jeff Pelley, Williams Lake RCMP





HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Patrick Weiler

Member of Parliament
West Vancouver-Sunshine Coast-Sea to Sky Country

March 11, 2021

Dear Friends & Neighbours,

Investing in energy-efficient homes and buildings is an important part of creating a green, sustainable economy. Not only are energy-efficient buildings more comfortable and cost less to power, but they will help cut pollution, make life more affordable, and create thousands of good jobs and new careers in construction, technology, manufacturing and sales.

Infrastructure Canada has announced a commitment to provide up to \$1.5 billion in federal funding for community buildings that will support retrofits, repairs or upgrades of existing public buildings and the construction of new public buildings that serve communities across Canada.

This funding commitment is part of Canada's strategy to meet ambitious climate objectives, and was announced on December 11, 2020 as part of the [Government of Canada's Strengthened Climate Plan](#). This initiative will also support economic growth and job creation, and building more inclusive communities where all Canadians have opportunities to thrive. At least 10 per cent of this funding will be allocated to projects serving First Nations, Inuit and Métis communities, including Indigenous populations in urban centres.

While this proposed program is still in development and is not accepting funding applications at this time, we would like your feedback on how to move forward. **As part of this plan, provincial, territorial and local governments, not-for-profit and Indigenous organizations are invited to provide ideas on potential priorities to Infrastructure Canada through the [online program development questionnaire](#).** I invite all interested organizations to participate and share their thoughts on how we develop this program.

If you have any questions about the Program Development Questionnaire, please do not hesitate to reach out to our office or contact the Infrastructure Canada team directly at: infc.gicbp-pbcvi.infc@canada.ca.

Sincerely,

A handwritten signature in blue ink, appearing to be 'P. Weiler'.

Patrick Weiler, MP
West Vancouver-Sunshine Coast-Sea to Sky Country

From: [Ron McLaughlin](#)
To: [Agenda](#)
Subject: Fw: New improvements, new deadline for BC's Business Recovery Grant program!
Date: Monday, March 15, 2021 11:42:06 AM

Hi Karla. Please place this in correspondence for the 23rd. Thank you.

Ron McLaughlin

Mayor

The Village of Lions Bay

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

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

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: Minister, JERI JERI:EX <JERI.Minister@gov.bc.ca>
Sent: Monday, March 15, 2021 11:29 AM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Subject: New improvements, new deadline for BC's Business Recovery Grant program!

Ref: 152853

Greetings:

As the pandemic continues to evolve, creating new challenges for businesses, we have continued listening to community leaders, businesses, and organizations throughout BC. This feedback has contributed to further improvements to the Small and Medium Sized Business Recovery Grant Program.

I am excited to let you know that updates have now been made to the Program. As of March 4, 2021, we have extended the application deadline to August 31, 2021 or until funds are fully committed, whichever comes first.

Additionally, businesses now need to show a 30 percent revenue loss from March 2020 to now, when compared to the same one-month period in 2019. These changes will ensure more businesses are eligible, while providing business owners the extra time they have asked for to submit their applications.

We have also allowed for extra help with things like gathering the right documents during the application stage, or supporting applications with translation or interpretation services. Eligible businesses – bookkeepers, accountants, and lawyers – can now support small

businesses applying for the grant from the start of the application process and will continue to be eligible for the \$2,000 in additional Government funding paid to the service provider once they register with Small Business BC.

Here's a summary of the changes:

- The Program has been extended to August 31, 2021 or until funds are fully expended, whichever comes first.
- Applicants no longer need to show a revenue loss of 70 percent in March or April 2020 when compared to the same one-month period in 2019. Now a 30 percent loss is all that is required.
- Businesses that have applied to the Program already will have their applications re-evaluated automatically if they didn't qualify because of the previous 70 percent revenue requirement.
- Service providers – accountants, bookkeepers, and lawyers – can support their clients from the start of the application process.
- Businesses that have been approved for funding are not affected by these changes.

Please visit the Program website at: <http://www.gov.bc.ca/businessrecoverygrant> for full eligibility criteria and to find grant information translations in easily, shareable PDFs for Simplified Chinese, Punjabi, French, Farsi, Korean, Vietnamese, and more.

How you can help

Help us get this information to businesses in your community by amplifying and sharing (please copy and paste the URL into your browser if the direct link does not work):

- The program website: <http://www.gov.bc.ca/businessrecoverygrant>
- This video encouraging businesses to apply:
 - Instagram: <https://www.instagram.com/p/CKM9byzj3rg/>
 - Facebook: <https://www.facebook.com/watch/?v=141773957752659>
 - Twitter: <https://twitter.com/BCGovNews/status/1351288255224795138>

Need more information?

If you or a business in your community has any questions or needs help, including language translation and interpretation support, call 1 833 254-4357 or email:

BusinessRecoveryGrantProgram@gov.bc.ca.

Sincerely,

Ravi Kahlon
Minister



THE CITY OF VICTORIA

OFFICE OF THE MAYOR

March 10, 2021

Dear Colleagues,

On behalf of Victoria City Council, I am writing today to inform you that Council has voted to endorse the Help Cities Lead campaign and to request that your city consider doing the same. Emissions from buildings account for about 11% of the province's GHG emissions. This is the third highest source of GHG emissions in BC after road transportation (27.1%) and the oil and gas sector (17.6%). For municipalities, GHG emissions from existing buildings account for 40-60% of community emissions. In Victoria, this number is around 50% of our community GHG inventory.

In British Columbia, the regulation of buildings typically occurs at the provincial level. For the past two decades British Columbia has been at the forefront of action and policies taken in Canada to reduce energy use and GHG emissions from buildings. The 2018 CleanBC Plan moved the province further in this direction with key commitments for the building sector such as a net-zero energy building standard by 2032, a building upgrade standard by 2024, and exploring building energy labelling options.

A number of local governments, including Victoria, are keen to take even bolder action, and have set ambitious targets of our own to significantly reduce GHG emissions from buildings over the next 10 years in alignment with climate emergency declarations. The success of the Province in achieving deep emissions reductions from the building sector are directly connected to the success of local governments to achieve their own targets because most buildings are situated within these communities. However, tools currently available to local governments to pursue these ambitious reduction targets are largely limited to information campaigns and incentives. Although helpful, on their own these tools are insufficient to achieve broad and deep energy and GHG reductions given limited budgets.

Help Cities Lead (helpcitieslead.ca) is an education and awareness campaign working to build support for more focused collaboration between the Province of British Columbia and local governments on building climate policy.

The campaign project team identifies five regulatory measures where additional authority would be instrumental for municipalities in accelerating climate action:

1. Regulating GHG emissions for new buildings – the BC Energy Step Code only regulates energy efficiency in new buildings. Leading local governments would also like the ability to regulate GHG emissions from new buildings.
2. Mandatory home energy labelling - In Canada and British Columbia, legislation requires energy labelling for a broad range of consumer products including motor vehicles, furnaces, windows, lightbulbs, and kitchen appliances. However, there are no labeling requirements for the single largest purchase a given Canadian is likely to make—their home.

3. Property assessed clean energy (PACE) financing - programs allow property owners to finance the up-front cost of building energy efficiency upgrades—such as more efficient heating systems, or windows—by paying the costs back over time via a voluntary property tax assessment. The assessment is attached to the property, not an individual; if, and when, the property is sold, the financing carries on with the new owner.

4. Regulating GHG emissions for existing buildings – this would include the development of a new regulation that would set greenhouse gas emissions targets from existing buildings.

5. Mandatory building energy benchmarking and reporting - Energy benchmarking is the process of collecting and monitoring energy data from a large number of buildings over time so that governments and the private sector can compare the performance of any one participating building against similar properties.

Direction to implement the first three of these measures – enabling local governments to regulate GHG emissions for new buildings, home energy labelling, and PACE financing – were included in the ministerial mandate letters issued in November 2020. Help Cities Lead encourages the Province to move as quickly as possible and in close consultation with local governments to develop and implement these measures.

Help Cities Lead would also like the Province to enable local governments to choose, when ready, to opt into the remaining two measures not addressed by the mandate letters – namely, regulating GHG emissions for existing buildings and building energy benchmarking and reporting.

The suite of initiatives is intended to compliment what the provincial government and utilities are already doing in this area and help to lay the groundwork for eventual province-wide adoption of these measures.

These actions would let municipalities, ready to take bolder action on climate, lead the way in regulating emissions in buildings. This would provide a template for action for other jurisdictions and even for provincial regulation in the future.

As such, we are requesting that your city consider endorsing the Help Cities Lead campaign and that you communicate this support directly to the Province by writing to the below Ministers:

- Minister of Environment and Climate Change Strategy, ENV.Minister@gov.bc.ca
- Minister of Municipal Affairs, MAH.Minister@gov.bc.ca
- Minister of Energy, Mines, and Low-Carbon Innovation, EMPR.Minister@gov.bc.ca
- Minister of Finance, FIN.Minister@gov.bc.ca
- Attorney General and Minister responsible for Housing, AG.Minister@gov.bc.ca

Thank you for your time and consideration. Please do not hesitate to reach out should you have any questions regarding this letter.

Sincerely,



Lisa Helps
Victoria Mayor

From: [Lions Bay Office](#)
To: [Lions Bay Office](#)
Subject: Consultation on amending Schedule 1 of the Species at Risk Act
Date: Friday, March 19, 2021 12:04:14 PM
Attachments: [ConsultationLetter_ProposedListings.pdf](#)
[B18_Part 1 Consultation Document.pdf](#)
[B18_Part 2 Consultation Document.pdf](#)
[Slender Yoke Moss.pdf](#)
[Suckley's Cuckoo Bumble Bee.pdf](#)
[Western Harvest Mouse megalotis subspecies.pdf](#)

From: EP.RPY / SAR.PYR (EC) <ec.ep.rpy-sar.pyr.ec@canada.ca>
Sent: March 18, 2021 9:47 AM
To: EP.RPY / SAR.PYR (EC) <ec.ep.rpy-sar.pyr.ec@canada.ca>
Subject: Consultation on amending Schedule 1 of the Species at Risk Act

Hello,

Please see the attached digital letter and information from the Canadian Wildlife Service regarding the proposed amendments to Schedule 1 (the List of Wildlife Species at Risk) of the *Species at Risk Act*.

Respectfully,

Regulatory Affairs Unit

Canadian Wildlife Service / Pacific Region
Environment and Climate Change Canada / Government of Canada
5421 Robertson Road, Delta, BC, V4K 3N2
ec.ep.rpy-sar.pyr.ec@canada.ca



December 11, 2020

RE: Consultation on amending Schedule 1 of the *Species at Risk Act*

On September 2, 2020, the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) submitted assessments of species at risk to the federal Minister of the Environment.

On December 2, 2020, the Government of Canada posted the Ministerial Response Statements for these species on the *Species at Risk Act* (SARA) Public Registry. The Government is now launching consultations on the potential amendment of Schedule 1, the List of Wildlife Species at Risk under SARA. The complete set of statements and the consultation path (normal or extended) for each species are available at: <https://www.canada.ca/en/environment-climate-change/services/species-risk-act-accord-funding/listing-process/minister-environment-response-assessments-2020.html>.

Environment and Climate Change Canada is seeking comments on the proposed amendment of Schedule 1 resulting from assessments of 12 terrestrial species. Three of the species included in this national consultation are found in British Columbia (BC) and are listed below.

Suckley's Cuckoo Bumble Bee: Proposed new listing as Threatened

- A medium sized bumble bee that is found throughout BC

Western Harvest Mouse *megalotis* subspecies: Proposed reclassification from Special Concern to Endangered

- A mouse found in the Okanagan and Similkameen Valleys of BC

Slender Yolk-moss: Proposed new listing as Endangered

- A moss known from one site on Haida Gwaii

Fisheries and Oceans Canada will conduct consultations for aquatic species eligible for addition to the list. Where authorized by a land claims agreement to perform functions in respect of an aquatic wildlife species, Environment and Climate Change Canada and Fisheries and Oceans Canada will consult the wildlife management board.

Additional information on the listing and consultation processes for terrestrial species is available in "Consultation on Amending the List of Species under the *Species at Risk Act* -Terrestrial Species". This document also includes a questionnaire that provides you guidance on the types of information and comments Environment and Climate Change Canada is seeking. It is posted on the SARA Public Registry at: <https://species-registry.canada.ca/index-en.html#/documents/1823>.

You are invited to submit comments on the potential impacts of amending the List of Wildlife Species at Risk according to these COSEWIC status assessments. Your comments will be considered and will inform the Minister's recommendation to Cabinet. Please provide comments by **April 2, 2021** for species under a normal consultation process and by **September 2, 2021** for species following an extended consultation process. The Suckley's Cuckoo Bumble Bee and Western Harvest Mouse *megalotis* subspecies will follow

an extended consultation process. There will also be an opportunity to provide comments during the 30-day public consultation period associated with pre-publication in *Canada Gazette* Part I. More detailed information on individual species is included in the COSEWIC status reports available on the SARA Public Registry.

We encourage you to submit your comments to the SARA Public Registry at ec.registrelep-sararegistry.ec@canada.ca, or by answering the online questionnaire included in Part 2 of the Consultation Document, and which can also be accessed at <https://species-registry.canada.ca/index-en.html#/consultations/1823>. ECCC is available for a phone discussion, teleconference or videoconference to discuss this proposal further (whenever feasible). You are also welcome to contact our regional office with any questions:

Regulatory Affairs
Canadian Wildlife Service / Pacific Region
Environment and Climate Change Canada
5421 Robertson Rd, RR1
Delta, BC V4K 3N2
ec.ep.rpy-sar.pyr.ec@canada.ca

Respectfully,

A handwritten signature in blue ink, appearing to read "R. Lake". The signature is written in a cursive style with a large initial "R" and a stylized "L".

Randal Lake
Head, Regulatory Affairs Unit
Canadian Wildlife Service, Pacific Region
Environment and Climate Change Canada
5421 Robertson Rd, RR1
Delta, BC V4K 3N2



CONSULTATION ON AMENDING THE LIST OF SPECIES UNDER THE *SPECIES* *AT RISK ACT*

Terrestrial Species



N° de cat.: En1-36E-PDF

ISBN: 1713-0948

Unless otherwise specified, you may not reproduce materials in this publication, in whole or in part, for the purposes of commercial redistribution without prior written permission from Environment and Climate Change Canada's copyright administrator. To obtain permission to reproduce Government of Canada materials for commercial purposes, apply for Crown Copyright Clearance by contacting:

Environment and Climate Change Canada
Public Inquiries Centre
12th Floor, Fontaine Building
200 Sacré-Coeur Boulevard
Gatineau QC K1A 0H3
Telephone: 819-938-3860
Toll Free: 1-800-668-6767 (in Canada only)
Email: ec.enviroinfo.ec@canada.ca

Photos:

Dwarf Hesperochiron © Ryan Batten

Hudsonian Godwit © Cameron Eckert

American Bubble Bee © Victoria MacPhail

© Her Majesty the Queen in Right of Canada, represented by the Minister of Environment and Climate Change Canada, 2020

Aussi disponible en français

TABLE OF CONTENT

ADDITION OF SPECIES TO THE SPECIES AT RISK ACT	1
The <i>Species at Risk Act</i> and the List of Wildlife Species at Risk.....	1
COSEWIC and the assessment process for identifying species at risk.....	1
Terms used to define the degree of risk to a species.....	2
Terrestrial and aquatic species eligible for Schedule 1 amendments.....	2
The Minister of Environment and Climate Change’s response to the COSEWIC assessment: the response statement.....	2
Comments solicited on the proposed amendment of Schedule 1.....	2
THE SPECIES AT RISK ACT LISTING PROCESS AND CONSULTATION	3
The purpose of consultations on amendments to the List.....	3
Legislative context of the consultations: the Minister’s recommendation to the Governor in Council.....	3
Normal and extended consultation periods.....	3
FIGURE 1: The species listing process under SARA	5
Who is consulted, and how.....	6
Role and impact of public consultations in the listing process.....	6
SIGNIFICANCE OF THE ADDITION OF A SPECIES TO SCHEDULE 1	7
Protection for listed Extirpated, Endangered and Threatened species.....	7
Recovery strategies and action plans for Extirpated, Endangered and Threatened species.....	8
Permits and agreements.....	8
Protection for listed species of Special Concern.....	9
Management plans for species of Special Concern.....	9
Providing comments.....	9
GLOSSARY	10

ADDITION OF SPECIES TO THE SPECIES AT RISK ACT

THE *SPECIES AT RISK ACT* AND THE LIST OF WILDLIFE SPECIES AT RISK

The Government of Canada is committed to preventing the disappearance of wildlife species at risk from our lands. As part of its strategy for realizing that commitment, on June 5, 2003, the Government of Canada proclaimed the *Species at Risk Act* (SARA). Attached to the Act is Schedule 1, the list of the species provided for under SARA, also called the List of Wildlife Species at Risk. Extirpated, Endangered and Threatened species on Schedule 1 benefit from the protection afforded by the prohibitions and from recovery planning requirements under SARA. Special Concern species benefit from its management planning requirements.

The policy “Timeline for amendments to Schedule 1 of the Species at Risk Act” has set standardized timelines for listing decisions. These new timelines mean that the Minister will seek to have the final decision made within 24 months. The 24 months begin with the date that the Minister receives a species’ status assessment from COSEWIC. This date is published in the response statement for each species. The Minister’s receives the COSEWIC Annual Report at the same time.

The response statement can be found on the SAR Registry, on the species’ page, in the documents section. The Timeline for amendments to Schedule 1 of the Species at Risk Act policy can be viewed on the SAR Public Registry at: https://wildlife-species.canada.ca/species-risk-registry/document/default_e.cfm?documentID=3203 and the COSEWIC Annual Report can be viewed at:

<https://www.canada.ca/en/environment-climate-change/services/committee-status-endangered-wildlife.html>.

The complete list of species currently on Schedule 1 can be viewed on the SAR Public Registry at: <https://laws-lois.justice.gc.ca/eng/acts/s-15.3/page-17.html#h-435647>.

Species become eligible for addition to Schedule 1 once they have been assessed as being at risk by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC). The decision to add a species to Schedule 1 is made by the Governor in Council further to a recommendation from the Minister of Environment and Climate Change. The Governor in Council is the formal executive body that gives legal effect to decisions that then have the force of law.

COSEWIC AND THE ASSESSMENT PROCESS FOR IDENTIFYING SPECIES AT RISK

COSEWIC is recognized under SARA as the authority for assessing the status of wildlife species at risk. COSEWIC comprises experts on wildlife species at risk. Its members have backgrounds in the fields of biology, ecology, genetics, Indigenous traditional knowledge and other relevant fields. They come from various communities, including academia, Indigenous organizations, governments and non-governmental organizations.

COSEWIC gives priority to those species more likely to become extinct, and then commissions a status report for the evaluation of the species’ status. To be accepted, status reports must be peer-reviewed and approved by a subcommittee

of species specialists. In special circumstances, assessments can be done on an emergency basis. When the status report is complete, COSEWIC meets to examine it and discuss the species. COSEWIC then determines whether the species is at risk, and, if so, it then assesses the level of risk and assigns a conservation status.

TERMS USED TO DEFINE THE DEGREE OF RISK TO A SPECIES

The conservation status defines the degree of risk to a species. The terms used under SARA are Extirpated, Endangered, Threatened and Special Concern. Extirpated species are wildlife species that no longer occur in the wild in Canada but still exist elsewhere. Endangered species are wildlife species that are likely to soon become Extirpated or Extinct. Threatened species are likely to become Endangered if nothing is done to reverse the factors leading to their extirpation or extinction. The term Special Concern is used for wildlife species that may become Threatened or Endangered due to a combination of biological characteristics and threats. Once COSEWIC has assessed a species as Extirpated, Endangered, Threatened or Special Concern, it is eligible for inclusion on Schedule 1.

For more information on COSEWIC, visit the COSEWIC website at: www.canada.ca/en/environment-climate-change/services/committee-status-endangered-wildlife.html.

TERRESTRIAL AND AQUATIC SPECIES ELIGIBLE FOR SCHEDULE 1 AMENDMENTS

The Minister of Fisheries and Oceans conducts separate consultations for the aquatic species. For more information on the consultations for aquatic species, visit the Fisheries and Oceans Canada website at www.dfo-mpo.gc.ca.

The Minister of Environment and Climate Change is conducting the consultations for all other species at risk.

Species at risk also occur in national parks or other lands administered by Parks Canada;

Parks Canada shares responsibility for these species with Environment and Climate Change Canada.

THE MINISTER OF ENVIRONMENT AND CLIMATE CHANGE'S RESPONSE TO THE COSEWIC ASSESSMENT: THE RESPONSE STATEMENT

After COSEWIC has completed its assessment of a species, it provides it to the Minister of Environment and Climate Change. The Minister of Environment and Climate Change then has 90 days to post a response on the Species at Risk Public Registry, known as the response statement. The response statement provides information on the scope of any consultations and the timelines for action, to the extent possible. It identifies how long the consultations will be (whether they are "normal" or "extended") by stating when the Minister will forward the assessment to the Governor in Council. Consultations for a group of species are launched with the posting of their response statements.

COMMENTS SOLICITED ON THE PROPOSED AMENDMENT OF SCHEDULE 1

The conservation of wildlife is a joint legal responsibility: one that is shared among the governments of Canada. But biodiversity will not be conserved by governments that act alone. The best way to secure the survival of species at risk and their habitats is through the active participation of all those concerned. SARA recognizes this, and that all Indigenous peoples and Canadians have a role to play in preventing the disappearance of wildlife species from our lands. The Government of Canada is inviting and encouraging you to become involved. One way that you can do so is by sharing your comments concerning the addition or reclassification of these terrestrial species.

Your comments are considered in relation to the potential consequences of whether or not a species is included on Schedule 1, and they are then used to inform the drafting of the Minister's proposed listing recommendations for each of these species.

THE SPECIES AT RISK ACT LISTING PROCESS AND CONSULTATION

The addition of a wildlife species at risk to Schedule 1 of SARA facilitates providing for its protection and conservation. To be effective, the listing process must be transparent and open. The species listing process under SARA is summarized in Figure 1.

THE PURPOSE OF CONSULTATIONS ON AMENDMENTS TO THE LIST

When COSEWIC assesses a wildlife species, it does so solely on the basis of the best available information relevant to the biological status of the species. COSEWIC then submits the assessment to the Minister of Environment and Climate Change, who considers it when making the listing recommendation to the Governor in Council. The purpose of these consultations is to provide the Minister with a better understanding of the potential social and economic impacts of the proposed change to the List of Wildlife Species at Risk, and of the potential consequences of not adding a species to the List.

LEGISLATIVE CONTEXT OF THE CONSULTATIONS: THE MINISTER'S RECOMMENDATION TO THE GOVERNOR IN COUNCIL

The comments collected during the consultations inform the Governor in Council's consideration of the Minister's recommendations for listing species at risk. The Minister must recommend one of three courses of action. These are for the Governor in Council to accept the species assessment and modify Schedule 1 accordingly, not to add the species to Schedule 1, or to refer the species assessment back to COSEWIC for its further consideration (Figure 1).

NORMAL AND EXTENDED CONSULTATION PERIODS

Normal consultations meet the consultation needs for the listing of most species at risk. The consultations last between four and nine months (known respectively as normal and extended consultation paths). Longer consultations may be needed to ensure appropriate consultations. The reasons more time may be needed include, but are not limited to, ensuring appropriate engagement with Indigenous Peoples and complex socioeconomic analyses. Consultations are also required with wildlife management boards, which are authorized under land claims agreements for functions involving a wildlife species.

The extent of consultations needs to be proportional to the expected impact of a listing decision and the time that may be needed to consult. Under some circumstances, whether or not a species will be included on Schedule 1 could have significant and widespread impacts on the activities of some groups of people. It is essential that such stakeholders have the opportunity to inform the pending decision and, to the extent possible, to provide input on its potential consequences and to share ideas on how best to approach threats to the species. A longer period may also be required to consult appropriately with some groups. For example, consultations can take longer for groups that meet infrequently but that must be engaged on several occasions. For such reasons, extended consultations may be undertaken.

Occasionally, for reasons such as these, the timelines initially set out in the response statement may not be adequate. In such cases, if Governor in

Council does not receive the assessment at the time specified in the response statement, within one month another statement is to be published on the Registry describing. It will describe the reason(s) for the delay and set out next steps.

For both normal and extended consultations, once they are complete, the Minister of Environment and Climate Change forwards the species assessments to the Governor in Council for the government's formal receipt of the assessment. The Governor in Council then has nine months to come to a listing decision.

The consultation paths (normal or extended) for the terrestrial species eligible for an Amendment to Schedule 1" are announced when the Minister publishes the response statements.

No consultations are undertaken for species already on Schedule 1 and for which no change in status is being proposed.

FIGURE 1: THE SPECIES LISTING PROCESS UNDER SARA

1	The Minister of Environment and Climate Change receives species assessments from COSEWIC at least once per year.
2	The competent departments undertake internal review to determine the extent of public consultation and socio-economic analysis necessary to inform the listing decision.
3	Within 90 days of receipt of the species assessments prepared by COSEWIC, the Minister of Environment and Climate Change publishes a response statement on the SARA Public Registry that indicates how he or she intends to respond to the assessment and, to the extent possible, provides timelines for action.
4	Where appropriate, the competent departments undertake consultations and any other relevant analysis needed to prepare the advice for the Minister of Environment and Climate Change.
5	The Minister of Environment and Climate Change forwards the assessment to the Governor in Council for receipt. This generally occurs within twelve months of posting the response statement, unless further consultation is necessary.
6	Within nine months of receiving the assessment, the Governor in Council, on the recommendation of the Minister of Environment and Climate Change may decide whether or not to list the species under Schedule 1 of SARA or refer the assessment back to COSEWIC for further information or consideration.
7	Once a species is added to Schedule 1, it benefits from the applicable provisions of SARA.

WHO IS CONSULTED, AND HOW

It is most important to consult with those who would be most affected by the proposed changes. There is protection that is immediately in place when a species that is Extirpated, Endangered or Threatened is added to Schedule 1 (for more details, see below, “Protection for listed Extirpated, Endangered and Threatened species”). This immediate protection does not apply to species of Special Concern. The nature of the protection depends on the type of species, its conservation status, and where the species is found. Environment and Climate Change Canada takes this into account during the consultations; those who may be affected by the impacts of the automatic protections are contacted directly, others are encouraged to contribute through a variety of approaches.

Indigenous peoples known to have species at risk on their lands, for which changes to Schedule 1 are being considered, will be contacted. Their engagement is of particular significance, acknowledging their role in the management of the extensive traditional territories and the reserve and settlement lands.

A Wildlife Management Board is a group that has been established under a land claims agreement and is authorized by the agreement to perform functions in respect of wildlife species. Some eligible species at risk are found on lands where existing land claims agreements apply that give specific authority to a Wildlife Management Board. In such cases, the Minister of Environment and Climate Change will consult with the relevant board.

To encourage others to contribute and make the necessary information readily available, this document is distributed to known stakeholders and posted on the Species at Risk Public Registry. More extensive consultations may also be done through regional or community meetings or through a more targeted approach.

Environment and Climate Change Canada also sends notice of the consultations to identified

concerned groups and individuals who have made their interests known. These include, but are not limited to, industries, resource users, landowners and environmental non-governmental organizations.

In most cases, it is difficult for Environment and Climate Change Canada to fully examine the potential impacts of recovery actions when species are being considered for listing. Recovery actions for terrestrial species usually have not yet been comprehensively defined at the time of listing, so their impact cannot be fully understood. Once they are better understood, efforts are made to minimize adverse social and economic impacts of listing and to maximize the benefits. SARA requires that recovery measures be prepared in consultation with those considered to be directly affected by them.

In addition to the public, Environment and Climate Change Canada consults on listing with the governments of the provinces and territories with lead responsibility for the conservation and management of these wildlife species. Environment and Climate Change Canada also consults with other federal departments and agencies.

ROLE AND IMPACT OF PUBLIC CONSULTATIONS IN THE LISTING PROCESS

The results of the public consultations are of great significance to informing the process of listing species at risk. Environment and Climate Change Canada carefully reviews the comments it receives to gain a better understanding of the benefits and costs of changing the List.

The comments are then used to inform the Regulatory Impact Analysis Statement (RIAS). The RIAS is a report that summarizes the impact of a proposed regulatory change. It includes a description of the proposed change and an analysis of its expected impact, which takes into account the results of the public consultations. In developing the RIAS, the Government of Canada recognizes that Canada’s natural heritage is an integral part of our national identity and history and that wildlife in all its forms has value in and of itself.

The Government of Canada also recognizes that the absence of full scientific certainty is not a reason to postpone decisions to protect the environment.

A draft Order is then prepared, providing notice that a decision is being taken by the Governor in Council. The draft Order proposing to list all or some of the species under consideration is then published, along with the RIAS, in the *Canada Gazette*, Part I, for a comment period of 30 days.

The Minister of Environment and Climate Change will take into consideration comments and any additional information received following

publication of the draft Order and the RIAS in the *Canada Gazette*, Part I. The Minister then makes a final listing recommendation for each species to the Governor in Council. The Governor in Council next decides either to accept the species assessment and amend Schedule 1 accordingly; or not to add the species to Schedule 1; or to refer the species assessment back to COSEWIC for further information or consideration. The final decision is published in the *Canada Gazette*, Part II, and on the Species at Risk Public Registry. If the Governor in Council decides to list a species, it is at this point that it becomes legally included on Schedule 1.

SIGNIFICANCE OF THE ADDITION OF A SPECIES TO SCHEDULE 1

The protection that comes into effect following the addition of a species to Schedule 1 depends upon a number of factors. These include the species' status under SARA, the type of species and where it occurs.

PROTECTION FOR LISTED EXTIRPATED, ENDANGERED AND THREATENED SPECIES

Responsibility for the conservation of wildlife is shared among the governments of Canada. SARA establishes legal protection for individuals as soon as a species is listed as Threatened, Endangered or Extirpated, and, in the case of Threatened and Endangered species, for their residences. This applies to species considered federal species or if they are found on federal land.

Federal species include migratory birds, as defined by the *Migratory Birds Convention Act, 1994*, and aquatic species covered by the *Fisheries Act*. Federal land means land that belongs to the federal government, and the internal waters and territorial sea of Canada. It also means land set apart for the use and benefit of a band under the *Indian Act* (such as reserves). In the territories, the protection for species at risk on federal lands

applies only where they are on lands under the authority of the Minister of Environment and Climate Change or the Parks Canada Agency.

Migratory birds are protected by the *Migratory Birds Regulations*, under the *Migratory Birds Convention Act, 1994*, which strictly prohibits the harming of migratory birds and the disturbance or destruction of their nests and eggs. For more information, please refer to the Regulations for the complete list of prohibitions: https://laws-lois.justice.gc.ca/eng/regulations/C.R.C.%2C_c._1035/index.html.

SARA's protection for individuals makes it an offence to kill, harm, harass, capture or take an individual of a species listed as Extirpated, Endangered or Threatened. It is also an offence to damage or destroy the residence of one or more individuals of an Endangered or Threatened species or an Extirpated species whose

reintroduction has been recommended by a recovery strategy. The Act also makes it an offence to possess, collect, buy, sell or trade an individual of a species that is Extirpated, Endangered or Threatened.

Species at risk that are neither aquatic nor protected under the *Migratory Birds Convention Act, 1994*, nor on federal lands, do not receive immediate protection upon listing under SARA. Instead, in most cases, the protection of terrestrial species on non-federal lands is the responsibility of the provinces and territories where they are found. The application of protections under SARA to a species at risk on non-federal lands requires that the Governor in Council make an order defining those lands. This can only occur when the Minister is of the opinion that the laws of the province or territory do not effectively protect the species. To put such an order in place, the Minister would then need to recommend the order be made to the Governor in Council. If the Governor in Council agrees to make the order, the prohibitions of SARA would then apply to the provincial or territorial lands specified by the order. The federal government would consult before making such an order.

RECOVERY STRATEGIES AND ACTION PLANS FOR EXTIRPATED, ENDANGERED AND THREATENED SPECIES

Recovery planning results in the development of recovery strategies and action plans for Extirpated, Endangered or Threatened species. It involves the different levels of government responsible for the management of the species, depending on what type of species it is and where it occurs. These include federal, provincial and territorial governments as well as Wildlife Management Boards. Recovery strategies and action plans are also prepared in cooperation with directly affected Indigenous organizations. Landowners and other stakeholders directly affected by the recovery strategy are consulted to the extent possible.

Recovery strategies must be prepared for all Extirpated, Endangered and Threatened species. They include measures to mitigate the known threats to the species and its habitat and set the population and distribution objectives. Other objectives can be included, such as stewardship, to conserve the species, or education, to increase public awareness. Recovery strategies must include a statement of the time frame for the development of one or more action plans that will state the measures necessary to implement the recovery strategy. To the extent possible, recovery strategies must also identify the critical habitat of the species, which is the habitat necessary for the survival or recovery of the species. If there is not enough information available to identify critical habitat, the recovery strategy includes a schedule of studies required for its identification. This schedule outlines what must be done to obtain the necessary information and by when it needs to be done. In such cases, critical habitat can be identified in a subsequent action plan.

Proposed recovery strategies for newly listed species are posted on the Species at Risk Public Registry to provide for public review and comment. For Endangered species, proposed recovery strategies are posted within one year of their addition to Schedule 1, and for Threatened or Extirpated species, within two years.

Once a recovery strategy has been posted as final, one or more action plans based on the recovery strategy must then be prepared. These include measures to address threats and achieve the population and distribution objectives. Action plans also complete the identification of the critical habitat where necessary and, to the extent possible, state measures that are proposed to protect it.

PERMITS AND AGREEMENTS

For terrestrial species listed on SARA Schedule 1 as Extirpated, Endangered or Threatened, the Minister of Environment and Climate Change may authorize exceptions to the Act's prohibitions,

when and where they apply. The Minister can enter into agreements or issue permits only for one of three purposes: for research, for conservation activities, or if the effects to the species are incidental to the activity. Research must relate to the conservation of a species and be conducted by qualified scientists. Conservation activities must benefit a listed species or be required to enhance its chances of survival. All activities, including those that incidentally affect a listed species, its individuals, residences or critical habitat must also meet certain conditions. First, it must be established that all reasonable alternatives to the activity have been considered and the best solution has been adopted. Second, it must also be established that all feasible measures will be taken to minimize the impact of the activity on the listed species. Finally, it must be established that the activity will not jeopardize the survival or recovery of the species. Having issued a permit or agreement, the Minister must then include an explanation on the Species at Risk Public Registry of why the permit or agreement was issued.

PROTECTION FOR LISTED SPECIES OF SPECIAL CONCERN

While immediate protection under SARA for species listed as Extirpated, Endangered and Threatened does not apply to species listed as Special Concern, any existing protections and prohibitions, such as those provided by the *Migratory Birds Convention Act, 1994* or the *Canada National Parks Act*, continue to be in force.

MANAGEMENT PLANS FOR SPECIES OF SPECIAL CONCERN

For species of Special Concern, management plans are to be prepared and made available on the Species at Risk Public Registry within three years of a species' addition to Schedule 1, allowing for public review and comment. Management plans include appropriate conservation measures for the species and for its habitat. They are prepared in cooperation with the jurisdictions responsible for the management of the species, including directly affected Wildlife Management Boards and Indigenous organizations. Landowners, lessees and others directly affected by a management plan will also be consulted to the extent possible.

PROVIDING COMMENTS

The involvement of Canadians is integral to the listing process, as it is to the ultimate protection of Canadian wildlife. Your comments matter and are given serious consideration. ECCC will review all the comments that it receives by the deadlines provided in consultation materials.

For any information on the *Species at Risk Act*, please visit the Species at Risk Public Registry at: www.canada.ca/en/environment-climate-change/services/species-risk-public-registry.html.

GLOSSARY

Aquatic species: A wildlife species that is a fish as defined in section 2 of the Fisheries Act or a marine plant as defined in section 47 of the Act. The term includes marine mammals.

Canada Gazette: The *Canada Gazette* is one of the vehicles that Canadians can use to access laws and regulations. It has been the “official newspaper” of the Government of Canada since 1841. Government departments and agencies as well as the private sector are required by law to publish certain information in the *Canada Gazette*. Notices and proposed regulations are published in the *Canada Gazette*, Part I, and official regulations are published in the *Canada Gazette*, Part II. For more information, please visit <http://gazetteducanada.gc.ca>.

Canadian Endangered Species Conservation Council: The Council is made up of federal, provincial and territorial ministers with responsibilities for wildlife species. The Council’s mandate is to provide national leadership and coordination for the protection of species at risk.

COSEWIC: The Committee on the Status of Endangered Wildlife in Canada. The Committee comprises experts on wildlife species at risk. Their backgrounds are in the fields of biology, ecology, genetics, Indigenous traditional knowledge and other relevant fields. These experts come from various communities, including, among others, government and academia.

COSEWIC assessment: COSEWIC’s assessment or re-assessment of the status of a wildlife species, based on a status report on the species that COSEWIC either has had prepared or has received with an application.

Down-listing: A revision of the status of a species on Schedule 1 to a status of lower risk. A revision of the status of a Schedule 1 species to a higher risk status would be up-listing.

Federal land: Any land owned by the federal government, the internal waters and territorial sea of Canada, and reserves and other land set apart for the use and benefit of a band under the *Indian Act*.

Governor in Council: The Governor General of Canada acting on the advice of the Queen’s Privy Council for Canada, the formal executive body that gives legal effect to those decisions of Cabinet that are to have the force of law.

Individual: An individual of a wildlife species, whether living or dead, at any developmental stage, and includes larvae, embryos, eggs, sperm, seeds, pollen, spores and asexual propagules.

Order: An order issued by the Governor in Council, either on the basis of authority delegated by legislation or by virtue of the prerogative powers of the Crown.

Response statement: A document in which the Minister of Environment and Climate Change indicates how he or she intends to respond to the COSEWIC assessment of a wildlife species. A response statement is posted on the Species at Risk Public Registry within 90 days of receipt of the assessment by the Minister, and provides timelines for action to the extent possible.

RIAS: Regulatory Impact Analysis Statement. A document that provides an analysis of the expected impact of a regulatory initiative and which accompanies an Order in Council.

Species at Risk Public Registry: Developed as an online service, the Species at Risk Public Registry has been accessible to the public since proclamation of the *Species at Risk Act* (SARA). The website gives users easy access to documents and information related to SARA at any time and location with Internet access. It can be found at www.canada.ca/en/environment-climate-change/services/species-risk-public-registry.html.

Schedule 1: A schedule of SARA, also known as the List of Wildlife Species at Risk, which presents the list of species protected under SARA.

Up-listing: A revision of the status of a species on Schedule 1 to a status of higher risk. A revision of the status of a Schedule 1 species to a lower risk status would be down-listing.

Wildlife Management Board: Established under the land claims agreements in northern Quebec, Newfoundland and Labrador, Yukon,

Northwest Territories, British Columbia, and Nunavut, Wildlife Management Boards are the “main instruments of wildlife management” within their settlement areas. In this role, Wildlife Management Boards not only establish, modify and remove levels of total allowable harvest of a variety of wildlife species, but also participate in research activities, including annual harvest studies, and approve the designation of species at risk in their settlement areas.

Wildlife Species: Under SARA, a species, subspecies, variety, or geographically or genetically distinct population of animal, plant or other organism, other than a bacterium or virus. To be eligible for inclusion under SARA, a wildlife species must be wild by nature and native to Canada. Non-native species that have been here for 50 years or more can be considered eligible if they came without human intervention.



Slender Yoke-moss



Photo: © Wynne Miles

Scientific name

Zygodon gracilis

Taxon

Mosses

COSEWIC status

Endangered

Canadian range

British Columbia

Reason for designation

In North America, this moss is confined to a single location on Haida Gwaii, British Columbia. The extremely small population occurs on a one square-metre patch of limestone cliff face near the ocean. Imminent threats to the species are the proliferation of young, dense woody vegetation adjacent to the cliff, exerting both direct (increased shade and moisture) and indirect (overgrowth by cyanobacteria) effects on the population. Other important threats include altered precipitation patterns, droughts and temperature extremes associated with climate change, quarrying of the high-quality Sadler limestone on which the species grows, and stochastic events such as inundation by tsunamis.

Wildlife Species Description and Significance

Slender Yoke-moss (*Zygodon gracilis*) is a small to medium-sized, yellowish- to brownish-green moss that grows on dry vertical rock surfaces. The lanceolate to oblong-lanceolate leaves are spreading and recurved (bent backward) when wet and contorted and incurved when dry. The leaf margins are sharply toothed near the leaf apex and untoothed near the base. The prominent costa or “midrib” of the leaf extends to the leaf apex or just beyond. Spore-producing capsules have not been observed in Canada and have seldom been seen elsewhere.

The species is significant for its global rarity. The Canadian population is thought to have persisted in a coastal refugium during the last glaciation.

Distribution

Slender Yoke-moss is extremely rare. Its pattern of distribution has been characterized as “Western European-Western North American”. In North America the species is known from a single location on Moresby Island on the archipelago of Haida Gwaii (formerly known as the Queen Charlotte Islands) in British Columbia, Canada. Elsewhere it has been collected from one location in northern England, one in Poland, a few in the Alps (Austria, France, Germany, Italy, and Switzerland) and a few in the western Carpathian Mountains (Poland, Romania, and Slovakia).



Canadian distribution of Slender Yoke-moss (*Zygodon gracilis*) (black dot), collection sites on limestone (green dots) and Sadler Limestone (orange), the only type of limestone with very high calcium carbonate (CaCO_3) content on the archipelago.

Source: COSEWIC. 2019. COSEWIC assessment and status report on the Slender Yoke-moss *Zygodon gracilis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 28 pp.

Habitat

Slender Yoke-moss is a lithophyte (i.e., it grows only on rock). It typically colonizes dry limestone cliff faces in humid areas, but in England it occupies rock walls constructed of Carboniferous limestone.

Biology

Slender Yoke-moss has been observed in the same location for multiple decades in several countries. Male and female reproductive

structures occur on separate plants, but sporophytes (spore-producing structures) have rarely been seen. Although specialized asexual reproductive structures have been induced in culture, they have not been found on plants in the wild. Therefore, it is unlikely that the Canadian population could increase by dispersal of spores. Rather, it persists through long-term clonal growth.

As a habitat-specialist occurring on dry vertical surfaces of very pure limestone in areas with high humidity, it is unlikely that Slender Yoke-moss could survive or successfully compete against other species if habitat conditions such as light, moisture, and air flow change.

Population Sizes and Trends

The population of Slender Yoke-moss in Canada consists of several small colonies (maximum 2 cm^2) scattered in an area of $<1 \text{ m}^2$ on a vertical cliff face. The species was first discovered in 1961 and last observed 2018. The number of colonies was not documented in 1961, 1966, 1994, or when it was rediscovered in 2018. Based on the concept of 'an individual-equivalent', which has been adopted by the IUCN, the size of the population of Slender Yoke-moss in Canada is one, based on the single cliff face occupied by the species.

Threats and Limiting Factors

The most significant threats to Slender Yoke-moss are quarrying; impacts to the moss's habitat caused by young native trees; stochastic events like tsunamis; and the effects of climate change such as droughts and increased temperatures. The species could also be threatened by over-collecting for scientific study.

The main factors limiting Slender Yoke-moss are its apparent lack of reproduction; small populations throughout much of its range; a disjunct pattern of global distribution; and highly restricted habitat.

Protection, Status and Ranks

The global conservation status of Slender Yoke-moss is “Imperiled”. It has been identified as a candidate for the IUCN Red List of European Bryophytes based on the following conservation ranks (by country): Austria (“Risk Assumed”), Switzerland (“Vulnerable”), Germany (“Extremely Rare”), Great Britain, Italy, and Poland (“Endangered”), and Slovakia (“Critically Endangered”). The species is confirmed from France and present in Romania but its conservation status in those countries has not been assessed.

In Canada, Slender Yoke-moss has been designated as “Critically Imperiled” at the national level. It is also “Critically Imperiled” in British Columbia and is included in the province’s Red List. It is not currently protected under the federal *Species at Risk Act* or the *British Columbia Wildlife Act*, or by any other legislation in Canada.

Source: COSEWIC. 2019. COSEWIC assessment and status report on the Slender Yoke-moss *Zygodon gracilis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 28 pp.

For more information, please visit
www.sararegistry.gc.ca.

For information regarding reproduction rights, please contact Environment and Climate Change Canada’s Public Inquiries Centre at 1-800-668-6767 (in Canada only) or 819-997-2800 or email to ec.enviroinfo.ec@canada.ca



Suckley's Cuckoo Bumble Bee



Photo: © Cory Sheffield

Scientific Name

Bombus suckleyi

Taxon

Arthropods

COSEWIC Status

Threatened

Canadian Range

Yukon, Northwest Territories, British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Québec, New Brunswick, Prince Edward island, Nova Scotia, Newfoundland (Island only, no species confirmed in Labrador)

Reason for designation

This bumble bee is a nest parasite of other bumble bees and depends on its hosts to rear its young. It is found in all provinces and territories except Nunavut. It is more frequent in the west than in the east and always much less frequent than its hosts. Despite significantly increased search effort for bumble bees in Canada over the last two decades, fewer individuals of this species have been encountered than in the past. There has been a decline of more than 30% in relative abundance compared to all bumble bees (indicating a population decline) and a decline in area of occupancy. The decline has been particularly severe in areas where the species was historically more frequent, in British Columbia and Alberta. The primary threat is the steep decline of the host bumble bee species,

again in British Columbia and Alberta. The major threats to the hosts are the escape of pathogen-infected bumble bees from managed colonies in commercial greenhouses, pesticide use (particularly neonicotinoids), and climate change.

Wildlife Species Descriptions and Significance

Suckley's Cuckoo Bumble Bee is one of six true cuckoo bumble bee species occurring in North America. Both sexes are medium-sized (15–25 mm length). Females are slightly larger than males and have an abdomen with shiny black terga (dorsal abdominal segments) and yellow hairs near the tip; males have a similar colour pattern, but with more yellow hair on the abdomen. Unlike nest-building bumble bees, female cuckoo bumble bees do not possess a corbicula (pollen basket) on the hind leg as they do not collect pollen for their offspring.

Suckley's Cuckoo Bumble Bee can be distinguished from the similar Gypsy Cuckoo Bumble Bee by the prominent triangular ridges on the underside of the last segment of the abdomen. Males also typically have more yellow hairs on the body than Gypsy Cuckoo Bumble Bee.

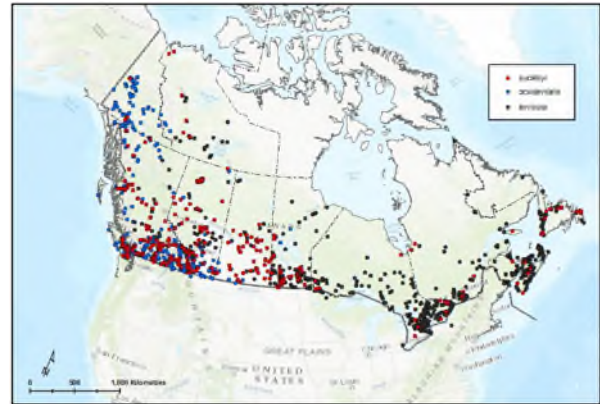
Suckley's Cuckoo Bumble Bee is an obligate social parasite of nest-building bumble bees of the subgenus *Bombus*. Of the four species in this subgenus in Canada, Western Bumble Bee is the only confirmed host in western Canada, while Yellow-banded Bumble Bee is the suspected host in eastern Canada due to co-occurrence of the two species in much of its eastern range of Suckley's Cuckoo Bumble Bee. Additional suspected hosts include Rusty-patched Bumble Bee (Ontario and Québec) and Cryptic Bumble Bee (northwestern Canada) because they are also in subgenus *Bombus* (like the confirmed host) and co-occur in the range of Suckley's Cuckoo Bumble Bee. However, there is no direct evidence that either of these are hosts.

Three of the host and probable host species have been assessed at risk in Canada by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC): Western Bumble Bee *occidentalis* subspecies (Threatened) and *mckayi* subspecies (Special Concern), Yellow-banded Bumble Bee (Special Concern) and Rusty-patched Bumble Bee (Endangered). Cryptic Bumble Bee, a Holarctic species and potential host, has not been assessed by COSEWIC and has a conservation status of Secure.

Distribution

Suckley's Cuckoo Bumble Bee has an extensive distribution from the southern United States to the subarctic regions of Canada (Yukon) and east to the island of Newfoundland (not confirmed from Labrador). In Canada, the species has been recorded in all provinces and territories except Nunavut. The species is more abundant in western Canada, and most collection sites are from west of Manitoba.

Canadian records of Suckley's Cuckoo Bumble Bee date from 1897 (British Columbia) and 1901 (Ontario) to 2019 (Saskatchewan and Yukon). Additional records within the last ten years are from Alberta (2018), British Columbia (2013) and the island of Newfoundland (2010). The distribution of Suckley's Cuckoo Bumble Bee is limited by the distribution, and presumably abundance, of its host bumble bee species, although other factors appear to be important because it has not been collected evenly throughout its hosts' range.



Spatial distribution of Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*) databased records in Canada.

Source : COSEWIC. 2019. COSEWIC assessment and status report on the Suckley's Cuckoo Bumble Bee *Bombus suckleyi* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 70 pp.

Habitat

Suckley's Cuckoo Bumble Bee occurs in diverse habitats including open meadows and prairies, farms and croplands, urban areas, boreal forest, and montane meadows. Records are from sea level to 1200 m although the species could potentially occur at higher elevations where its host(s) occur. In the early spring, hosts typically establish nests in abandoned underground rodent burrows or other dry natural hollows; because Suckley's Cuckoo Bumble Bee is a nest parasite these same host residence sites also serve as its habitat. Adults have been recorded feeding on pollen and nectar from many flowers.

Biology

Suckley's Cuckoo Bumble Bee is an obligatory social parasite of nest-building bumble bees, and therefore does not produce a eusocial colony with distinct castes (i.e. no workers). The species has an annual life cycle. Mated females emerge in the spring, slightly later than host nest-building species (e.g., hosts emerge March – April and cuckoos emerge April – June, sometimes later in higher latitudes and/or elevations) and begin to search for potential host nests. Successful nest parasitism by female cuckoos occurs after hosts have established colonies with some workers, but

only if the host nest is not so large that the host workers can defend the colony and drive out the cuckoo. Once a host nest is found, the female cuckoo subdues (or kills) the host queen, and ultimately takes over egg laying in the nest; the workers of the original host queen care for the cuckoo's offspring. Cuckoos emerge throughout the summer and with higher numbers produced in late summer and early autumn. New female and male cuckoos produced in the host nest emerge to feed on nectar, and then mate. Mated females ultimately select an overwintering site, presumably near nest-building host species. Males and the original egg-laying female die at the onset of cold weather.

Population Sizes and Trends

Limited information on the Canadian or global population size and trends for Suckley's Cuckoo Bumble Bee is available. Most bumble bee surveys target all *Bombus* and do not specifically target cuckoo bumble bees. Historically, surveys have included all bumble bees and have mostly been conducted haphazardly or by wandering transects through suitable habitat, and have focused on recording new subpopulations, natural history and habitat information of bumble bees in general. Within the past 20 years, there have been extensive bumble bee surveys and academic research focused on pollinators, including bumble bees, and Suckley's Cuckoo Bumble Bee has been recorded during this work. The species is inherently less abundant than other bumble bees because it does not produce a worker caste and is less common than its hosts.

Historical data show Suckley's Cuckoo Bumble Bee appears to have always been more common in western Canada than in eastern Canada. The species has not been recorded from southern Ontario since the 1970s despite extensive search effort in the past twenty years. However, throughout other parts of its range the species remains present, albeit uncommon, where hosts occur.

Threats and Limiting Factors

The major threat to Suckley's Cuckoo Bumble Bee is the decline of its host species: Western Bumble Bee, in western Canada, and likely Yellow-banded Bumble Bee in eastern Canada. Both Western Bumble Bee and Yellow-banded Bumble Bee were once more common and widespread, and subpopulations have been declining through much of their range, likely due to pesticide use (including neonicotinoids), pathogen spillover (specifically within high intensity agricultural areas), and floral resource and habitat loss from agricultural intensification and natural systems modifications (e.g., fire suppression, natural shrub encroachment into open areas).

Protection, Status and Ranks

Suckley's Cuckoo Bumble Bee has no legal status and is not protected in Canada by any federal or provincial legislation. The species is globally ranked as Critically Imperilled (G1) and nationally in Canada as Vulnerable (N3) (NatureServe 2018). The species is assessed as Critically Endangered (CR) by the International Union for the Conservation of Nature (IUCN) Red List of Threatened Species. Western Bumble Bee *occidentalis* (Threatened) and *mckayi* subspecies (Special Concern) have been assessed by COSEWIC but not listed under SARA. Yellow-banded Bumble Bee (Special Concern) has been assessed by COSEWIC and listed under SARA. Rusty-patched Bumble Bee has been assessed as Endangered by COSEWIC and listed under SARA.

Source : COSEWIC. 2019. COSEWIC assessment and status report on the Suckley's Cuckoo Bumble Bee *Bombus suckleyi* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 70 pp.

For more information, please visit
www.sararegistry.gc.ca.

For information regarding reproduction rights, please contact Environment and Climate Change Canada's Public Inquiries Centre at 1-800-668-6767 (in Canada only) or 819-997-2800 or email to
ec.enviroinfo.ec@canada.ca



Western Harvest Mouse megalotis subspecies

Photo: © Andy Teucher, Government of British Columbia



Scientific name

Reithrodontomys megalotis megalotis

Taxon

Mammals

COSEWIC status

Endangered

Canadian range

British Columbia

Reason for designation

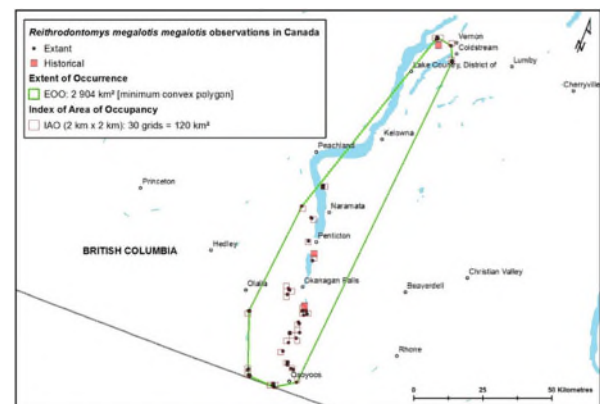
This tiny mouse occurs at the northern edge of its distribution within the Okanagan and Similkameen valleys of British Columbia, and is one of two designatable units of the species in Canada. It is among Canada's shortest-lived mammals. This species demonstrates extreme fluctuations in the number of mature individuals over time, increasing vulnerability to disturbances when populations are at a low in spring and early summer. The species' limited distribution, extreme fluctuations, and habitat loss are the reasons for designation. Change in status from Special Concern to Endangered is the result of inclusion of extreme fluctuations in the latest assessment. Continued urban and agricultural expansion threaten the persistence of this mouse.

Wildlife Species Description and Significance

Western Harvest Mouse (*Reithrodontomys megalotis*) has a body mass of approximately 11 g and averages 136 mm in total length, half of which is its tail. This brownish mouse has a faint dark dorsal stripe which runs the length of its body from head to tail, and has whitish fur on its belly. Western Harvest Mouse has prominent naked ears, a tail that is sparsely furred and white feet. It is similar in appearance to the larger and more common Deer Mouse and House Mouse; however, the juvenile Deer Mouse is most often grey in colour and the House Mouse has a tail that is completely naked.

Distribution

Western Harvest Mouse is widely distributed in central and western US, as well as in parts of Mexico. In Canada, the species occurs as two subspecies, with *R. m. megalotis* in the Okanagan and Similkameen valleys, and *R. m. dychei* in southern Alberta and Saskatchewan. These subspecies are geographically disjunct in the US and Canada. Each subspecies is considered a designatable unit.



Distribution of the megalotis subspecies of Western Harvest Mouse in British Columbia

Source : COSEWIC assessment and status report on the Western Harvest Mouse *Reithrodontomys megalotis*, megalotis subspecies and dychei subspecies, in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa, xv + 37 pp.

Habitat

The megalotis subspecies is found in dry gullies with dense shrub cover as well as shrub-steppe rangelands, old fields, ponderosa pine forests, and both grazed and ungrazed Sagebrush and Antelope Bitterbrush habitats. The dychei subspecies is associated with low relief, flat or gently undulating grasslands with sandy soils and vegetation cover. The highest densities of this subspecies are trapped in areas with highly complex plant structure, particularly tall, dense grass.

Biology

Western Harvest Mouse is omnivorous, mainly eating seeds, new plant growth, and invertebrates such as caterpillars and moths. This mouse generally builds small grass nests on the ground or up to 1 m above ground in shrubs. Females can breed at the age of four months and may have up to five litters per season (March through November) with an average litter size of three. Although they can live for 18 months, most mice do not live past six months. Western Harvest Mouse appears to be able to enter torpor to cope with cold temperatures. In Canada, owls, Western Rattlesnake and Gophersnake are the only confirmed predators, but other likely predators include Prairie Rattlesnake, hawks, jays, shrikes, Raccoon, foxes, weasels, skunks, American Badger and Coyote. The recorded dispersal distance of Western Harvest Mouse is generally < 300 m but movements of 3 km have been recorded along road rights-of-way. However, roads appear to be avoided and may limit dispersal.

Population Sizes and Trends

In the US, Western Harvest Mouse is a prominent member of grassland communities. In Canada, this species is naturally rare and occurs

at low densities, typically comprising less than 10% of the small-mammal community. Western Harvest Mouse populations appear to peak in late fall or early winter and decline to low levels in midsummer. There is no comprehensive sampling of the distribution and abundance of either subspecies, thus, population size and trends are unknown.

Threats and Limiting Factors

Western Harvest Mouse is susceptible to habitat change resulting from fire, but populations can increase quickly, provided there is suitable unburned habitat nearby. Habitat fragmentation and loss caused by urban development, roads and agriculture are the most significant threats to the megalotis subspecies. The future effects of climate change, including drought and fire, are threats to the dychei subspecies.

Western Harvest Mouse is known to fluctuate in abundance. Populations in Canada are small and isolated, and the species has a moderate dispersal distance.

Protection, Status and Ranks

The megalotis subspecies of Western Harvest Mouse is found within several protected areas in British Columbia. The dychei subspecies is found within the Canadian Forces Base Suffield National Wildlife Area in Alberta. The megalotis subspecies is listed as Special Concern and the dychei subspecies is listed as Endangered on Schedule 1 of Canada's *Species at Risk Act*.

The species is ranked by NatureServe (2018) as Secure globally and as Vulnerable to Imperilled in Canada. It is ranked as Vulnerable to Imperilled in British Columbia and as Critically Imperilled in Alberta. Western Harvest Mouse is on the Blue List in British Columbia, and has a status of Undetermined in Alberta.

Source: COSEWIC assessment and status report on the Western Harvest Mouse *Reithrodontomys megalotis*, *megalotis* subspecies and *dychiei* subspecies, in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xv + 37 pp.

For more information, please visit
www.sararegistry.gc.ca.

For information regarding reproduction rights, please contact Environment and Climate Change Canada's Public Inquiries Centre at 1-800- 668-6767 (in Canada only) or 819-997-2800 or email to ec.enviroinfo.ec@canada.ca.

From: [REDACTED]
To: [Ron McLaughlin; Council](#)
Subject: LKG Parking Activities
Date: Sunday, February 28, 2021 1:59:35 PM

Good afternoon Ron and the members of the Council,

I hope all of you are enjoying your weekend. Following up on my last email regarding a very unusual year for the LKG parking activities. This year even during the winter the parking lot is full of people almost every weekend regardless of the weather.

Today, they started a Diving lesson and classroom in the LKG parking. I spoke with one of the divers and he mentioned this entire group is part of a diving club.

It seems now the entire Vancouver diving school starts coming to the LKG.

The simple proposal I suggested to please add more parking spaces for the Lions Bay resident most likely solve part of this issue. Although I am not against divers, at the same time this many people coming here does not serve us well, especially these folks come here very early in the morning around 6 -6:30 AM on weekends.

I spoke with one of our neighbors, Cezary who has started the petition in 2020 for the LKG parking issues and he told me that the council is working on resolving these issues.

Please let me know if you can add more parking spaces for the residents, decrease the visitors' parking, and move the parking spaces for the visitors to the end of the parking lot.

Also, please install signs that changing room available at the LKG beach park (e.g. use of the wahroom & changing room) so people do not take off all their wet clothing and become inappropriately naked in front of our home. This sign hopefully solve the urination issues too as divers have used the LKG for urination in the past.

Thank you so much for your consideration and support. I look forward to hearing of your action plan to mitigate these issues.

With lots of care
Farrah

From: [REDACTED]
To: [Council](#)
Cc: [REDACTED]
Subject: Concern speeding cars on Mountain Dr at Sunset Sr
Date: Monday, March 1, 2021 8:52:01 PM

Dear council,

We are concerned with speeding vehicles in the village.

We have experienced numerous vehicles coming around the last corner uphill on Mountain Drive towards and on northern Sunset Drive and accelerating too quickly where our children often play.

Today we were on a walk with our newborn in the stroller and a black Infiniti SUV sped past us and accelerated aggressively in the area shown on the photo attached. That is at 120 Mountain Drive.

Even though we've placed yellow signs from BCAA to inform drivers of children playing in that area frequently.

Can you please advise what safety measures you will take?

For example:

- traffic calming measures such as installing speed bumps or chicane for one vehicle at a time to pass through
- speed limit reduction to 30 km/h
- monitoring and enforcement by RCMP

Especially with spring (break) around the corner and an anticipated high volume of vehicles visiting for hiking parking, we'd appreciate action to reduce risk of inadvertent accidents and injury to our young children.

Happy to discuss options at your convenience.

Kind regards,

Hugo van Hoogstraten and Alison Fischer
[REDACTED]



From: [Ron McLaughlin](#)
To: [Agenda](#)
Subject: Fwd: Need for community input
Date: Sunday, March 7, 2021 8:44:21 PM

Get [Outlook for Android](#)

From: Marek Sredzki [REDACTED]
Sent: Sunday, March 7, 2021, 11:07 AM
To: Peter DeJong; Ron McLaughlin
Cc: Jaime Cunliffe; Norman Barmeier; Fred Bain; Neville Abbott
Subject: Re: Need for community input

To LB administrator and mayor,

We have just received a new village utility billing.

Now is a time for you to acknowledge that you are requesting :

The Total Annual Payment per household for the Sewage Services for the next 10 year is \$ 1,915 [\$1049 + \$866] and that has doubled the previous year's rate. That substantial increase is because of the failure to apply and obtain the Government Sewage System improvement Grant.

No matter how the total charge is split on paper billing, the total is taken from each household without public consultation prior to construction.

This is the third time we are asking for a written reply to this.

Simply state the correctness of the text in bold above or explain why not. No need to address other issues.

Marek Sredzki

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: Need for community input
Date: Wednesday, March 10, 2021 1:04:51 PM

From: Marek Sredzki [REDACTED]
Sent: Tuesday, March 2, 2021, 7:24 PM
To: Jaime Cunliffe; Norman Barmeier; Fred Bain; Neville Abbott; Ron McLaughlin
Cc: Peter DeJong
Subject: Re: Need for community input

LB Council meeting on March 2, 2021

Attention: Councillor Abbott, Councillor Bain, Councillor Barmeier, Councillor Cunliffe and Mayor McLaughlin

I have been asked by many residents to speak to the Council once again.

The strategic objectives are to correct

- our village growing spending problem,
- absence of adequate Public Consultation and
- apparent challenge with following the principles of OCP.

The administrator proposed hiring yet another consultant, this time for planning. We can hardly be assisted by the outsider i.e. from Whistler or Pit Meadows.

Lions Bay has outstanding mix of professionals: project managers, engineers, lawyers etc.

Hereby we ask the council to establish Lions Bay Planning Committee.

I have additional questions from my desk.

To administrator – to clarify annual payment per household as the Sewage Levy for the next 10 year approx. \$1,500 [1050 + 400]

To Councillor Cunliffe - Re: The Lions Bay Avenue Connector Resolution

- How do you justify spending \$60K from our inadequate budget for a path to accommodate strollers without consultations on such demand?
- We've missed your appearance at many consecutive council meetings. To the best of my knowledge, it is the councillor's obligation. Perhaps there is a health issue so please explain.

Marek Sredzki

From: [REDACTED]
To: [Norman Barmeier](#)
Cc: [Council](#); [Pam Rooke](#); [Naizam Jaffer](#); [Peter DeJong](#)
Subject: RE: Fast charger
Date: Wednesday, March 10, 2021 11:12:13 AM

Thanks Norm. Those are indeed worthwhile uses for a fast charger in Lions Bay. My concerns remain around using taxpayer funds to provide one, and the plain unsightliness of the thing, so I hope Council is planning an actual consultation sooner RTL to not end up with another telecommunications tower debacle. And a tower was and still is vital! (for anyone reading this, not for 5G, which uses small neighbourhood antennas, but for infrastructure signalling and public safety radio, and maybe old-school cell signal).

Regards,
Karl

From: Norman Barmeier <councillor.barmeier@lionsbay.ca>
Sent: Wednesday, March 10, 2021 8:43 AM
To: [REDACTED]
Cc: Council <council@lionsbay.ca>; Pam Rooke <finance@lionsbay.ca>; Naizam Jaffer <njaffer@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>
Subject: Re: Fast charger

Hi Karl:

There will be a number of use cases where a fast charger would benefit most EV drivers. Just a few here:

1. A busy day of driving and the need to top up for an evening out or a weekend getaway. (this is something I have encountered once in a while)
2. We shouldn't assume everyone has access to overnight charging, secondary suite residents may only have street side parking or off-street parking with no access to power or only limited access. As secondary suites increase, this demand will also increase.
3. Staff or any service providers that come in for the day may need a place to top up.
4. MFU dwellings as well as some single family homes may not have spare capacity to support in home charging.

With our proximity to the highway we also have a stream of EV drivers that will want to stop by, top up their charge and in doing so add to our revenue stream.

This is a win/win proposition.

Kind regards,
Norm

Norman Barmeier

Councillor

The Village of Lions Bay

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

Tel: (604) 921-9333 | Cell: (778) 991-0642 | www.lionsbay.ca

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: [REDACTED]
Date: Wednesday, March 10, 2021 at 8:16 AM
To: Norman Barmeier <councillor.barmeier@lionsbay.ca>
Cc: Council <council@lionsbay.ca>, Pam Rooke <finance@lionsbay.ca>, Naizam Jaffer <njaffer@lionsbay.ca>, Peter DeJong <cao@lionsbay.ca>
Subject: RE: Fast charger

Norm, thanks for the brief responses. Unfortunately, to be frank, I find them disingenuous. But if this is the best the community will get, so be it.

Only one question arising please: why would a resident such as yourself wait in a line for the single fast charger, then pay a premium for fast charging for a further 20-30 minutes, when they can charge in their driveway overnight, with less stress on their battery, for half the price, especially if as in your case they have more than one charger? Unless they're heading out again and are low, what is the value there that I'm not seeing?

Karl

From: Norman Barmeier <councillor.barmeier@lionsbay.ca>
Sent: Tuesday, March 2, 2021 7:46 AM
To: [REDACTED]
Cc: Council <council@lionsbay.ca>; Pam Rooke <finance@lionsbay.ca>; Naizam Jaffer <njaffer@lionsbay.ca>; Peter DeJong <cao@lionsbay.ca>
Subject: Re: Fast charger

Hi Karl, I was hoping to have an update on the ZEVIP grant before getting back to you but there is no update yet.

From: [REDACTED]
Date: Wednesday, January 20, 2021 at 5:32 AM
To: Peter DeJong <cao@lionsbay.ca>, Norman Barmeier <councillor.barmeier@lionsbay.ca>

Cc: Council <council@lionsbay.ca>, Pam Rooke <finance@lionsbay.ca>, Naizam Jaffer <njaffer@lionsbay.ca>

Subject: RE: Fast charger

Hello Council,

I was concerned to learn from tuning into the Council meeting last night that you continue to consider an EV fast charger project that I believe has little benefit to the Lions Bay taxpayer, only now not at 100 percent funding, nor at 75 percent funding, but perhaps with less than 50 percent funding. **Can you please confirm for the record in your written response hereto, the current state of funding for the project, and at what minimum funding level you will no longer consider this project?**

The 2021 ZEVIP grant is anticipated to provide 75% funding. However details of the grant will not be available until the new round intake criteria have been established. NRCan is anticipated to announce the next round of intake criteria in the spring.

As you know, I believe this project is a white elephant. At 100 percent funding I could have lived with the eyesore of a fast charger in the Village for use by the passing trade, but if we are spending taxpayer money, **I hereby formally ask that you also consider Level 2 chargers around the Village for the same money.**

The has been discussed as an option, and should be revisited once the grant application results have been announced.

In light of the EV charger report Council received last night, to the extend I could glean anything from it, I revive the issues I raised in September and was told to hold onto until the project funding was clearer (which it is not):

- Cllr. Barmeier, the sponsor of the endeavour, refers me to the "survey" supporting a Level 3 EV Fast Charger. I recall responses that conflated greenhouse gases and woodsmoke, and generally said that people support EVs (who doesn't?). But I saw no feedback to the question "Do you want to contribute significant taxpayer funds to install a large fast charger near the municipal hall?" **I can't find survey on the municipality's website, so can you please copy it to me?**

This feedback information is available and I can ask staff to pull it together again when they have some free time.

- Cllr. Barmeier has also mentioned to me that a major driver for the project is environmental stewardship. If Lions Bay is into environmental stewardship, I would ask where are existing Lions Bay environmental and climate initiatives in the new Lions Bay Climate Action Committee's terms of reference: woodsmoke and open burning mitigation, highway speeds and associated emissions, long-term water catchment hydrology study, Howe Sound Community Forum, HS/A UNESCO Biosphere, and that's off the top of my head? **Can you offer a statement for the public record of each councillor's position on at least these initiatives?**

I believe the CAC will discuss all of the listed initiatives and endeavour to support them. I don't see

any reason councillors would not have a public position on each initiatives.

- Finally, can I please obtain Cllr. Barmeier's response for the record to the issues I raised in September to no response:

1. ***Why do you believe that either Lions Bay or passing EV users will use a local fast charger, particularly with one already available only 12 km away in HS Bay?***

The location of Lions Bay EV charger will be mere seconds from the highway in either direction whereas HS Bay station is a significant detour from the highway.

2. ***You suggest that a fast charger would draw in passing EV drivers. How will that benefit Lions Bay taxpayers? If the answer includes a revenue share on electricity cost or parking payment by the customer, please outline the business model there, based on real-world usage projections.***

At the going rate of approximately \$0.30/kW the charger has the potential to provide a significant positive revenue stream.

3. ***You argue that having an EV fast charger in the Village would increase EV awareness. That was a supportable ambition when the charger was at no cost to Lions Bay, but now that Council is considering spending real taxpayer money, wouldn't it be more targeted to use such funds for EV rebates or home chargers, as higher levels of government have chosen to do rather than install chargers?***

Please refer to the original resolution passed by council in March 2019.

4. ***If I understand your previous response right, why have you personally gone to the extent of installing multiple Level 3 "chargers" at home, as you stated in September communication? Would YOU use a Lions Bay EV fast charger?***

I am fortunate enough to have home charging and yes I would use the fast charger if it was available, and I would be happy to pay for this premium service.

Regards,
Karl Buhr

From: [REDACTED]
To: [Lions Bay Feedback](#)
Subject: Squamish Nation
Date: Thursday, December 24, 2020 12:51:09 PM

Hi

I would like to request that the village recognize that it is located on the traditional and unceded territory of the Squamish Nation and to consider how we can do more perhaps than a Land acknowledgment.

Thank you
Ali Gerlach

Sent from my iPhone

From: [REDACTED]
To: [Council](#)
Cc: deniseh@westvanfoundation.ca
Subject: \$500 GRANT APPLICATION RNSG - OPEN NOW
Date: Wednesday, March 10, 2021 2:58:05 PM
Attachments: [RNSG Poster.pdf](#)

Hello Lions Bay Mayor & Council,

I have submitted this poster to CAO Peter DeJong for publication in the Next VILLAGE UPDATE. **I am also hoping for COUNCIL SUPPORT, and hope you can forward this open funding initiative to those in your local friend circles and encourage them to apply.** The application process is simple, guidelines and tools online and all ideas are welcome. \$500 is a substantial sum that can pack a big vibrant punch, especially if stacked up over multiple projects and initiatives. Since this is also our Village of Lions Bay 75th Anniversary.... these individual project submissions could add to the fabric and arts & culture funds already designated by the community celebration committee.

I am hoping you can run the poster in every Village Update now, through April 20.

Anyone in Lions Bay can apply. Youth-led projects especially encouraged. Project guidelines and applications are online. I have copied Denise from the West Vancouver Foundation who spearheads this program.

Past funded projects include: the Facebook “LB Neighbours“ Group. Online workout classes. LB Village Directory. EAT TOGETHER long table dining events. BC Day in Brunswick Beach. Intergenerational Sentinel Alumni gathering. Intergenerational Community Concert at LB School. And others.

I am also hoping the office can distribute the Grant Poster to local groups receiving Village Grant Funding (past+present).

Our entire community should be made aware of this arts & culture funding opportunity open to all, and residents should be whole-heartedly encouraged to apply.

Thank you for your kind consideration.

Respectfully,

Tamara Leger

From: [REDACTED]
To: [Council](#)
Cc: [Agenda](#)
Subject: Resident input
Date: Friday, March 12, 2021 8:47:13 AM

Hello Council,

Thanks for requesting public input on various initiatives. Here's mine.

1. The proposed parking provisions seem to aim to turn Lions Bay into one big pay parking lot. But Lions Bay is a community, and this "plan" is not community-oriented. It is not trying to protect residents' streets, it is milking them for revenue. I am wholly opposed to all of it.
2. The concession we were offered for the outdoor burning ban was unlimited green waste disposal. Most Lions Bay properties have dozens of mature trees that throw large branches and require regular lumberjacking. 6 bags at one time ain't gonna cut it, when someone has a clean-up. It seems the decision is already made and announced in the Village Update, so would this be an opportunity to use our own chipper to rove the village on designated days to dispose of at least branches and sticks left on the boulevard?
3. The draft Communications Policy is a good start, and probably addresses municipal needs to produce an Agenda. But what about other official communications? Who is to speak for the Village to the media? Does the municipality offer job references? What triggers a formal community consultation? Is there still a standard font or notice design? (apparently not, judging by the Village Update). I'd say the policy draft is halfway there.
4. You will by now have noticed the new PRV boxes. They are big, green and an eyesore. I had understood they were to be smaller than the ex-Hydro box near the school, but they are in fact multiples bigger, and now permanent. There was a reason the founders decided to put PRVs underground: to make the place look like a neighbourhood, not a factory zone. I beg you to consider long and hard what rehousing the remaining 11 (?) PRVs will look like.
5. Speaking of ugly green infrastructure, can you do something about the Highway Tank, maybe in time for the 50th? In our backwater days it was hidden behind a screen and roof. Paint it? Demolish it? Just don't replace it with something bigger.

Regards,
Karl Buhr

From: [REDACTED]
To: [Ron McLaughlin](#)
Cc: [Council](#)
Subject: RE; Wade Park
Date: Monday, March 15, 2021 1:14:31 PM

Plumier



To; Mayor Ron McLaughlin and Village Council !

I received a personal phone call from Mrs. Patrizia Wade on Friday evening, March 12th.

*She shared with me the idea of a "Doggy Run" at Wade Park.
And the proposal of a fence on the property for this purpose. (March 2nd Council meeting)*

I was overwhelmed by the news while listening to my dear friend Pat, the Mother of Tom and David her two beloved sons who perished in the 1983 Debris Torrent. I could clearly hear Patrizia's emotions rising to the surface.

So much has changed in our Village since that fateful night.

NEVER will my respect waver for Wade Park for what the "Memorial Wade Park" represents & stands for. The "Memorial Wade Park" was created on "Sacred Ground."


The site we now know as "Memorial Wade Park" was the home of a family that filled it with laughter, LOVE, play, music and passion.

The community embraced their enormous loss with empathy and compassion.

To this day their loss is deeply felt by the Wade family and those who remember the tragedy.

I suggest Mayor McLaughlin and Council send a letter of apology to Mrs. Patrizia Wade and her family.

Mrs. Patrizia Wade

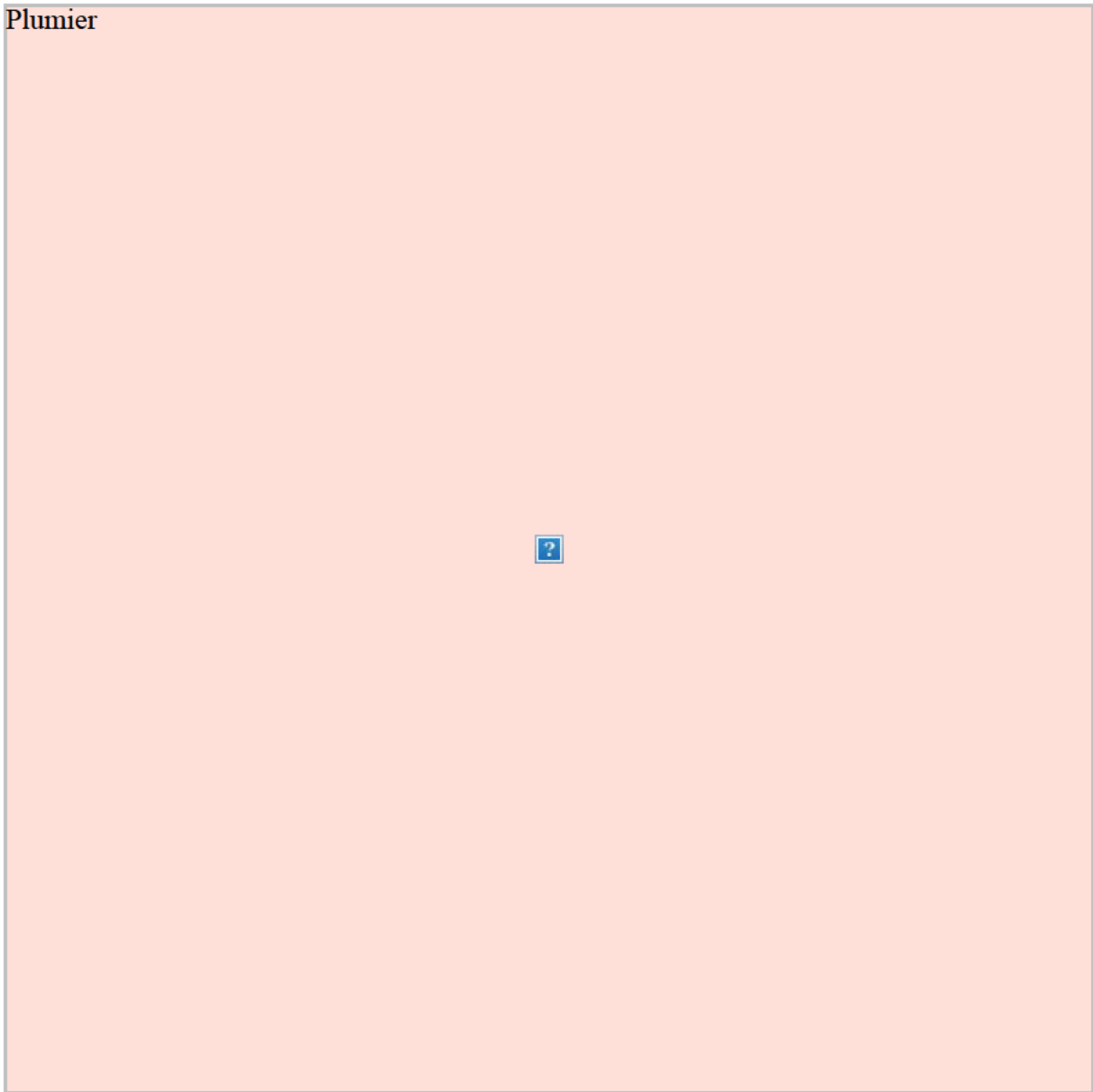
 B.C

Thank you !

Sincerely !

Trudi Luethy

Plumier



Yahoo Mail Stationery

Mayor and Council
Village of Lions Bay
400 Centre Road
Lions Bay, B.C. V0N 2E0

Stan & Carolyn Ashcroft
210 Bayview Road
(604) 644-7986
ash.c@telus.net or stan@ashcrofflaw.com

March 15, 2021

Attention: Mayor Ron McLaughlin

Re: Ashcroft residence – 210 Bayview Road

We have lived in our house at 210 Bayview Road since October of 1989. Unfortunately, despite our lengthy residence in Lions Bay, we feel like second class citizens. While there are others, in this letter we wish to raise three issues with you as follows:

1. The Village water line that connects to our water line that of and our neighbours, the MacLean's, has never been upgraded. This is despite the fact that this water line broke on one occasion and the water lines above us on Mountain Drive and below us on Stewart Road have been upgraded, including their shut-offs. As well, we were told that the water line was going to be upgraded and the Village crew even went to the extent of marking blue lines on our driveway. We had Milani Plumbing attend for some work involving our water tank but they could not continue as they could not shut off the Village water line as we were told that the antiquated system required a 12-foot-long implement which he did not have. When we contacted the Works Department to request that they shut off the water we were told that the instruction would have to come from the Village office.
2. We have been told for many years that a pipe was going to be installed in the ditch on Mountain Drive up and to the left of us below Karen Dyer's house located at 195 Mountain Drive. That ditch is filled with rocks and debris which causes the water to back up and flow under the road onto our property. The Works Department even went to the extent of placing pipe there to do the job but then there was apparently an emergency in the lower part of the Village and then those pipes were taken away to deal with that.
3. In the over 31 years that we have lived here, our road has never been paved. With the many patches and broken asphalt, it looks like ones in a third world country. A few years ago, we had hopes that this would be addressed when paving crews arrived on Bayview Road, however the paving ended at Stewart Road. Mountain Drive was also paved, but alas not our road once again.

We would appreciate your addressing these long overdue issues promptly.

Yours very truly,



Stan & Carolyn Ashcroft

From: [REDACTED]
To: [Ron McLaughlin](#); [Neville Abbott](#); [Fred Bain](#); [Norman Barmeier](#); [Jaime Cunliffe](#)
Cc: [Peter DeJong](#); [Lions Bay Office](#); [REDACTED]
Subject: Resolution for David and Tom Wade Memorial Park
Date: Monday, March 15, 2021 4:49:14 PM

To Mayor McLaughlin and Council,

Thank you for your call of Wednesday, March 10th, confirming that Council was not going ahead with making the David and Tom Wade Memorial Park a dog run and that it would not be fenced.

Thank you to Council for listening and learning about the David and Tom Wade Memorial Park.

The requests discussed with Mayor McLaughlin are:

1. That the Village of Lions Bay Council resolve to consult with the Wade Family prior to any project being contemplated or suggested as going forward at the David and Tom Wade Memorial Park, other than regular maintenance and annual flower plantings.
2. That a Commemorative Plaque will be created with wording and style of plaque to be developed by Patricia Wade and Family along with Brenda Broughton. We will consult with Tony Cox, Chair and the Lions Bay Historical Society to ensure the finest outcome.
 - a. A suggested date for installation would be the 25th Anniversary of the opening of the Wade Park on June 16th, 2021 or thereabouts which is both Pat Wade's Birthday and Pat and her late husband, Mike Wade's Wedding Anniversary ~ taking into consideration Covid-19 restrictions.
3. That the Marjorie Meadows dog run be double gated using wood material for the fencing on the north side of the double gating and wood material for the second inside gate itself in order to conform with the soft and natural environment that has been thoughtfully created.
 - a. It is so important that the double gating occur so that no dogs are at risk of running out when the gate is open. I understand that this had occurred in the past.

I have shared with Pat Wade, the apologies from Mayor McLaughlin,

Councillor Abbott and all of Council. Pat Wade has appreciated your apologies very very much.

I received a call from Trudi Luethy this morning to suggest that a formal letter of apology be sent from Council to Patricia Wade. I support Council sending a letter of apology along with Council's passed Resolution regarding consultation with the Wade Family, and also that Council looks forward to the Commemorative Plaque installation at the David and Tom Wade Memorial Park, which will be lovely, historically relevant and share the history.

Please confirm that a Resolution, as noted in #1 above or wording reflecting this goal, will be included on the March 23rd, 2021 Council Agenda, or added to tomorrow evening's Council Agenda.

I appreciate the Village of Lions Bay Council's time and attention on this matter.

Sincerely,

Brenda Broughton

A black rectangular redaction box covering the signature of Brenda Broughton.

From: [REDACTED]
To: [Lions Bay Office](#); [Lions Bay Reception](#)
Cc: [Peter DeJong](#); [Ron McLaughlin](#)
Subject: Wild Fire Hazard: Limits to Green Waste
Date: Thursday, March 18, 2021 11:53:48 AM

Dear Mayor McLaughlin and Council, **Video reference 3:42 to 4:13. (le 10:42 to 11:13 pm) 02/03/21**

I write to express serious concerns on the proposal to limit green waste to 6 containers per week, as proposed at the March 2, 2021 Council meeting. *Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 591, 2021*

I am concerned both about the proposal and the process used to request confirmation of the proposal.

I attended the entire Council meeting March 2, 2021 from 7 pm to the 11:59 pm adjournment.

I am particularly concerned that a motion to adopt a bylaw came forward at 10:42 pm which not only set rates for utilities for 2021 but also included a suggestion for a material change in the contract with Waste Management.

Council was asked to pass a Utilities Bylaw on March 2nd, 2021, which had:

1. Already been implemented, including a multi-colour flyer that went to Village residents March 1st, 2021 as page 2 of the Utilities Tax Notice,
 - a. prior to Council knowledge, discussion and ratification or dissent.
 - b. All contracts come before Council for consideration or re-

consideration, prior to any implementation. This is a serious breach of protocol.

2. Been announced to the community through the Village Update the previous Friday, February 26th, 2021.

Councillors expressed concerns that they too had only become aware of the proposed change in green waste limitation to 6 cans, through the Village Update on February 26th, 2021. People with a professional landscaping team come to remove their green waste should not be penalized, as the green waste needs to be removed to benefit the entire Village and save the Village harm from wild fires. Council must remember that Lions Bay can become 'Pompei' in a day. Decisions must be well thought out. No contract should be made or changed without Council's knowledge, discussion and decision making.

Despite any announcements to the community or discussions with the service provider, legally, Council makes this decision. Any decision regarding expenditure of Village funds and reduction in services provided as a result of those expenditures must be in Council's domain. The recommendation contained in the Bylaw brought forward to Council by Senior Staff has not had the benefit of the background, history, values and knowledge of contributing factor to the current situation about Green Waste collection.

- Green waste pickup has been encouraged to remove dangerous accumulation of materials which provide fuel for wildfires. Climate change has created longer, dryer summers and increased the risk of catastrophic wildfires in our community.

- The storage of accumulations over the limit of 6 containers of

green waste week over week is contrary to the intent of removal of wildfire

accelerants.

- The Village has historically provided green waste removal for residents for this reason and also to prevent boulevard dumping, which has begun as the

photo indicates

- Green waste pickup encouraged residents to not burn, when it was permissible to do so.

- Residents have been encouraged to upgrade and maintain Village boulevards for the benefit of all. The Village must partner in this.

- 38% of Village residents in the 2016 census were over 60 years of age (510 of 1334 residents)

- Senior residents enjoy gardening and benefit from the exercise, involvement, focus and purpose

- Whether residents themselves, or someone hired by a resident, places the green waste for pick up does not matter. Health, age, or other commitments is not important in this decision.

- The 2020 COVID-19 isolation has led to an increase in all home or locally based activities, gardening, home maintenance, home improvement, have

all increased. This is continuing in 2021. To determine policy for the future based on the experience created by COVID-19 challenging times is not

appropriate.

- Establishment of ongoing policy based on extraordinary events is not appropriate. It appears to be reactionary, rather than solution focused.

- Establishment of limitation of service without input from the

community effected, nor involvement by Council is unacceptable.

If Senior Staff have acted without adequate input or authority, this must be addressed and resolved. The bylaw as presented on March 2nd, 2021 must be modified to remove the limitation of Green Waste pick up.

It is unclear to me why the Village would be liable for extra costs to the Waste Management Contractor, when this is not a feature of the contract as I understand it. If in fact there is additional costs due from the Village, this is a cost item created by COVID-19 isolation for public health during a pandemic. Such a cost is an acceptable use of COVID-19 authorized funds.

Many of the letters discussed on the March 2nd, 2021 by Councillor Bain involved concerns about lack of adequate communication and community input, sometimes including Council input, as noted about the recent installation of the PRV's.

Councillor Abbott identified, Village Council had not been involved and should apologize for this. If Council had been involved, the wisdom of ensuring residents directly impacted by the PRV installation and buildings having adequate advance warning and information would, I believe, have been raised and Council members would have made sure it happened.

It is also important to note that two letters were received and reviewed at the March 2nd, 2021, meeting from former Mayor Karl Buhr. The first questioned the effectiveness of Council's current communication to and from Village residents, stating *"even as an informed and issues-aware former member of Council, I am not sure that I'm aware of everything I would want to be aware of."* The second letter written four

weeks later, was former Mayor Buhr's resignation from the Infrastructure Committee, stating his willingness to return should there be an effective, proactive mandate for input and communication to and from the Infrastructure Committee.

Community members and Council must be informed, involved and consulted on all matters that effect them. Our community has a culture of valuing and respect for all residents of the Village of Lions Bay.

I request Council immediately remove the limitation on green waste, when it reconsiders the Bylaw No. 591, 2021, which was tabled at the March 2nd, 2021 meeting. The policies of any and all of our surrounding communities and the personal experience and opinions of our senior staff are interesting and may be helpful but cannot determine how Green Waste is handled in the Village of Lions Bay.

Respectfully submitted for your consideration and support,

Michael Broughton EdD



Resident of Lions Bay for 47 years

Lions Bay Alderman 1976-1980

From: [Ron McLaughlin](#)
To: [REDACTED]
Cc: [Council](#); [Agenda](#); [Peter DeJong](#); [Pam Rooke](#); [Naizam Jaffer](#)
Subject: Re: COVID funding for Municipality
Date: Wednesday, March 3, 2021 10:16:57 AM

Good morning David. Thank you very much for writing to us. As a front-line health care executive, on behalf of your Community, thank you for staying mentally and physically strong through the pandemic, and your contribution to keeping us well and safe.

The Province has mandated how the COVID-19 Safe Restart Grant can be spent. I have observed that other Communities have used the Fund to fulfil "wish list" items that their Council would not have the strength to tax for. They use the Fund to offset these expenditures. That is not our style in Lions Bay. At our Council meeting of March 23rd staff will put forward their anticipated first claim as part of our 2021 Budget.

At the latter meeting all parts of the 2021 Budget (revenue, expenses, capital expenditures) will be rolled in by staff and presented to Council for a decision. At this point a significant funding gap is recognized. While COVID-19 has an impact to our financial affairs, it will likely be offset by the Restart Grant. The bigger picture is that our infrastructure needs are significant, require addressing now, and our revenue is small. That is what keeps me awake at night.

Your involvement in the Village's affairs through writing and joining the gallery at meetings is appreciated.

Warm regards and stay 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

appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: David Waller [REDACTED]
Sent: Monday, February 22, 2021 6:16 PM
To: Council <council@lionsbay.ca>
Subject: COVID funding for Municipality

Dear Mayor & Council Members

The COVID pandemic has effected us all greatly. I have not been able to keep up with local issues as I would like given as a healthcare leader I am 150% absorbed with work.

I have seen on recent social media dialogue that BC municipalities have been award funds to help mitigate the effects of the pandemic and I am writing to you all to urge you consider how you can meaningfully support the majority of Lions Bay residents the most. I urge you not to consider this a windfall or a fiscal resource to pay for something desired but to have a tangible link to the most challenging aspects of the pandemic. This should not be used for infrastructure expenditure which is present regardless of the pandemic & for which substantial tax increases have been levied already.

I assume that council itself has had to find new ways to work as we have in healthcare with the rapid adoption of virtual working when our equipment & systems were not built for this so could see that as necessary.

I know there are some annoying impacts like increased parking issues but these are relatively minor in my opinion. Better parking may benefit non Lion's Bay residents more than it does those of us that actually live here.

I am lucky that no one close to my family of friends has succumbed to serious illness or dealt with mortality due to COVID. Like many working families the greatest and most stressful impact of the pandemic has been financial. Our household income has been halved. I would imagine this may be the case for many residents in the village. I would implore you to consider how this real impact could be alleviated by using this COVID funding to offer financial support in the form of tax relief for this year. Maybe for some that are mortgage free or have secured income this is not the case but others may face having to sell & leave their dream homes in a dream location following the very real financial impact COVID is having.

I understand that some municipalities are doing just this and I urge you to consider this for Lions Bay residents.

I don't know all the ideas you are considering, if you are considering a range of options please explain them fully with the rationale for benefit due to the COVID pandemic so that we the residents can give you feedback and help you in assessing which options will provide the relief intended and will be felt by the households & residents.

Kind Regards

David Waller

David Waller
Sent from my iPad

From: [REDACTED]
To: [Ron McLaughlin](#)
Cc: [Council](#); [Peter DeJong](#); [Agenda](#)
Subject: Re: Indigenous land acknowledgement
Date: Wednesday, March 3, 2021 11:40:49 AM

Hi Ron,

Thank you for this detailed reply and for taking my recommendation further. I'm happy to hear that this is a subject of conversation and look forward to hearing what the decision is.

We are all well, thank you, and hope you and your family are too.

Warm regards,

Pip

On Wed, Mar 3, 2021 at 10:58 AM Ron McLaughlin <mayor.mclaughlin@lionsbay.ca> wrote:

Good morning Philippa. Thank you very much for writing to us on this topic on February 24th.

2 1/4 years ago when I took office, I asked Council if they wanted me to make an acknowledgement when I opened meetings. The decision was not to. Things have changed since then, and the subject has been on my mind for a while.

As the Mayor of LB, I am a Director on Metro Vancouver's Board, and one of its committees that I sit on is the Indigenous Relations Committee. There has been significant work done recently by the latter Committee to bring to the Board a request that the federated Communities make land acknowledgements. At this time many do not. It is my intention to bring this information and recommendation to Council for their consideration in due course. As the information is available and before Council, I will alert you and advise of the decision if you are not in the gallery.

Warm regards and I trust you, Pontus, Mara, and Mum & Dad, are all safe and 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

This email is intended only for the persons addressed and may contain confidential or privileged information. If you received this email in error, it'd be appreciated if you'd notify the sender and delete it. Statements and opinions herein are made by their authors in a personal capacity, and are not binding on the Municipality of the Village of Lions Bay ("Municipality") until contracted. This email is the property of the Municipality and may not be reproduced or further disseminated in whole or part without the Municipality's consent. It may be exempt from disclosure under the British Columbia Freedom of Information and Protection of Privacy Act and other freedom of information or privacy legislation, and no admissible disclosure of this email can be made without the consent of the Municipality.

From: [Agenda](#)
To: [Lions Bay Office](#)
Subject: LKG
Date: Friday, March 19, 2021 11:10:18 AM

From: Farrah Azordegan [REDACTED]
Sent: Wednesday, March 17, 2021 7:53 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Subject: Re: LKG

Hi Ron,

I hope you and Mary are doing well. I thought I copy you on my email to Fred. I am forwarding it to you so please let me know if you have received it.

It is really a simple request which I hope you and your council takes into consideration.

Thank you

With lots of care

Farrah

On Tue, Mar 16, 2021 at 8:40 PM Farrah Azordegan [REDACTED] wrote:

Thank you so much for your email and please excuse my delay in my response. Although I agree that we are a welcoming community, I would say we need to enforce our by-laws as outsiders don't respect them.

Divers are welcomed but most of them come here very early in the morning. Some of them as early as 6 AM before the park open hours. During Fall and Winter season there is no enforcement for our bylaws so most people do whatever they are pleased with without caring about our community and the residence.

Would you please let me know what are the constraints that you see for my suggestion I made in my last email? If you recall, I suggested the signage for resident-only parking be moved 3 more spots to the left to allow a total of 6 parking spots for residents so that household who face the parking lot will not witness inappropriate behavior of change of clothing, urination, and loud sounds from early in the morning.

Thank you so much for listening and I would greatly appreciate your thoughts and considerations.

With lots of care
Farrah

On Sat, Mar 6, 2021 at 10:42 AM Fred Bain <councillor.bain@lionsbay.ca> wrote:

Farrah Azordegan [REDACTED]

Thank you for your email to Council last month. Your concerns are noted and will receive consideration as we search for solutions for our parking lots and street parking.

The lack of modesty is not welcome and we should try to find a way to encourage more appropriate conduct. Although we live “in the woods” we are not an uncivilized community.

I believe the diving you noticed may be on account of the clarity of water that is usual for February. Consequently, as long as the water clarity in Howe Sound persists, I suspect we will have a higher than normal amount of divers.

We want to be a welcoming community but we also want our residents to be comfortable with it. To do that, especially during the present health situation, we need some flexibility but residents' needs need to be placed above visitors wants, in my opinion.

Thank you for your input – it is a valuable part of our deliberations.

Fred Bain

Councillor, Lions Bay

council@lionsbay.ca

From: Farrah Azordegan [REDACTED]

Sent: February 22, 2021 21:59

To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>; Council <council@lionsbay.ca>

Subject: LKG

Dear Mayor and the Council,

I hope all of you are keeping safe and well.

This winter, we have seen a lot of activities in the LKG parking which is kind of unusual for the winter season.

Last week even during a snowy day, we had lots of divers coming here and in the cold, they took off their clothes and changed to their diving clothing. We don't mind the divers as they are not loud and don't leave rubbish behind. What we do mind is the change of complete clothing which we find very inappropriate right in front of our eyes. We have small children from ages 3-5 that come here for learning and they saw this inappropriate

change of complete clothing.

Currently, we only have 3 parking spots for residents only. If you can add 3 additional parking for the residents and move the signage to the left to allow more parking spots for the residents, and allow divers to go farther to the back of the parking so they can hide behind bushes and change their clothing. We like to enjoy our view not to see men and women use the parking lot as their change room!

This is a very simple and quick fix to this issue. Would you please consider this in your next council meeting

Thank you for your support.

With lots of care

Farrah

----- Forwarded message -----

From: **Farrah Azordegan** [REDACTED]

Date: Mon, Feb 22, 2021 at 9:42 PM

Subject:

To: [REDACTED]

From: [Neville Abbott](#)
To: [REDACTED]
Cc: [Agenda](#)
Subject: RE: Fenced in dog run
Date: Saturday, March 13, 2021 2:09:14 PM

Hi Frances, I was due to discuss this idea with you as well as a few other residents that had similar aligned suggestions. I am aware you were speaking to Penny, my wife, a little earlier. If you are planning to go to the tennis court I could meet you there.

Thanks,

Neville Abbott
Councillor
The Village of Lions Bay
Cell: (604) 363-2667

From: Fred Bain <councillor.bain@lionsbay.ca>
Sent: March 6, 2021 10:46 AM
To: Frances Potgieter [REDACTED]; Council <council@lionsbay.ca>
Cc: Agenda <agenda@lionsbay.ca>
Subject: Re: Fenced in dog run

Frances Potgieter,

Thank you for your email.

You address an issue that we had not, to my knowledge, considered.

Being a dog owner myself, I recognise the value of what you are suggesting.

I cannot offer any promises at this time as there would be some investigation required before we undertook such a project. Also money is really tight right now.

May I ask that, if you know other dog owners, maybe they and you could look into options and possibilities that would be doable and affordable?

We value our volunteers and would be volunteers so we look for as much help in the community as possible to keep costs down. If you and others have the time, could you make any suggestions pertaining to Marjorie Meadows that could prevent dogs from escaping?

Fred Bain,
Councillor, Lions Bay
council@lionsbay.ca

From: Frances Potgieter [REDACTED]
Sent: February 25, 2021 16:51
To: Council <council@lionsbay.ca>
Subject: Fenced in dog run

Dear Mayor and Council,

As one of the many dog owners living in Lions Bay, I am writing to Council to request your consideration for a fenced in dog run. Although we have off-leash areas, they are not fenced in allowing the dogs to escape and get injured. Specifically, I have noticed several dogs escaping from the Marjorie's Meadows area and running around in a high traffic area.

Maintaining physical distancing while socializing puppies has also been a problem and resulted in the puppies not being properly socialized.

Perhaps to reduce costs, Council could consider an area next to an existing fence, such as the tennis courts, etc.

Looking forward to hearing from you.

Best regards,
Frances Potgieter

[REDACTED]
[REDACTED]

Intentionally Blank