



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

REGULAR MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON TUESDAY, NOVEMBER 17, 2015 at 7:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

AGENDA

- 1. Call to Order**
- 2. Approval of Agenda**
- 3. Public Participation**
- 4. Delegations**
- 5. Adoption of Minutes**
 - A. October 20, 2015 – Regular Council Meeting (Tabled) (Page 3)
 - B. November 3, 2015 – Regular Council Meeting (Page 9)
- 6. Business Arising from the Minutes**
 - A. Action Items Report (Page 13)
- 7. Unfinished Business**
 - A. Land Use Plan Report (Tabled)
- 8. Reports**
 - A. Staff
 - B. Mayor
 - C. Council
 - D. Committees
 - i. Trees, Views & Landscapes Committee – Tree Application #63 (Page 15)
 - E. Emergency Services
 - i. LBFD Monthly Report (Page 17)
 - ii. RCMP Monthly Report (Page 19)
- 9. Resolutions**
- 10. Bylaws**
 - A. Indemnification Bylaw No. 496 – Third Reading (Tabled)
 - B. Official Community Plan Amendment Bylaw No. 493 – Third Reading (Page 21)
- 11. Correspondence**
 - A. List of Correspondence to Thursday, November 12, 2015 (Page 37)

Agenda – Regular Meeting of Council – November 17, 2015

Village of Lions Bay

Page 2 of 2

12. New Business

13. Public Questions & Comments

14. Adjournment



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

REGULAR MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON TUESDAY, OCTOBER 20, 2015 at 7:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

MINUTES

In Attendance: Mayor Karl Buhr
Councillor Fred Bain
Councillor Ron McLaughlin
Councillor Helen Waterson
Interim Chief Administrative Officer Anne Yanciw
Office Coordinator Shawna Gilroy (Recorder)

Regrets: Councillor Jim Hughes

Attendees in Gallery: 4

1. Call to Order

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

2. Approval of Agenda

The following items were added on-table:

- 8Ai – Reports – Staff – Child Care Program Report
- 8Ci – Reports – Council – Request for Financial Reports

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approves the Agenda of the October 20, 2015 Regular Council meeting, as amended.

CARRIED

3. Public Participation

A. Mr. Scott Gordon and Ms. Rene Rose

Mr. Gordon and Ms. Rose spoke about a piece of municipal property which they would like to purchase and subdivide to use as their personal residence.

B. Mr. Vlad Catalin

Mr. Catalin brought forward to Council an issue which has arose from the rock retaining wall being built around his property.

4. Delegations

None

5. Adoption of Minutes

The following items were amended:

- Item 6B – replace the word “dispense of” with “dispense with” in the first sentence.
- Item 8D – replace “a written” with “a verbal”.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council adopts the Minutes of the October 6, 2015 Regular Council meeting, as amended.

CARRIED

6. Business Arising from the Minutes

A. Action Items Report

Council reviewed the action items report.

7. Unfinished Business

A. Interim CAO Organizational Report

Council stated their opinions around attending a strategic planning and a governance session.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approve staff to arrange for a facilitated strategic planning session before the end of 2015, and that Council engage in a self-evaluation.

OPPOSED

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approve staff to arrange for a facilitated governance session before the end of 2015.

OPPOSED

B. Council Priorities List

Council discussed the amended priorities list.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approve the Council Priorities List with the following changes:

Under the title “Value Volunteers”, change “staff and resources” to say “the municipality”, and change “value and support” to “values and supports”.

CARRIED

8. Reports

A. Staff

i. Child Care Program Report

Council discussed a misunderstanding on an invoice from the Child Care Program.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approve payment of the materials portion of the Ideal Property Works Inc. invoice in the amount of \$1076.66 plus GST.

CARRIED

B. Mayor

None

C. Council

Councillor McLaughlin provided a verbal update on various items.

i. Request for Financial Reports

Council discussed the need for a more frequent financial report.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council discusses the need for quarterly financial reporting.

CARRIED

D. Committees

None

E. Emergency Services

Council reviewed the emergency services reports.

ACTION: Staff to inquire what the “street name” descriptions mean on the LBFD monthly report.

9. Resolutions

None

10. Bylaws

A. Official Community Plan Amendment Bylaw No. 493 – Report

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approves the Regional Context Statement as amended to be forwarded to Metro Vancouver for review prior to third reading of OCP Amendment Bylaw No. 493, 2015.

CARRIED

B. Council Remuneration Bylaw No. 477 – Adoption

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council adopts Council Remuneration Bylaw No. 477, 2015.

CARRIED

11. Correspondence

Council reviewed the incoming correspondence.

ACTION: G-6: Mayor Buhr to contact Ruth Simons regarding the Clean Air Society.

12. New Business

None

13. Public Questions & Comments

None

14. Closed Resolution

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council does close the October 20, 2015 Regular Council Meeting to the public at 8:33 p.m. on the basis of matters to be considered under the following section 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:

- c) labour relations or other employee relations;
- g) litigation or potential litigation affecting the municipality;
- j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*.

CARRIED

15. Reporting Out

Council reported out that they resolved to approve the Terms of Reference for the Parking Plan Committee, and that Ruth Simons, Michiel Roell, Kambiz Azordegan and Leslie Nolin were the resident members selected.

16. Adjournment

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council adjourns the October 20, 2015 Regular Council meeting at 10:03 p.m.

CARRIED

Mayor

CAO

Minutes – Regular Council Meeting – October 20, 2015

Village of Lions Bay

Page 5 of 5

Date Adopted by Council:	
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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

REGULAR MEETING OF THE COUNCIL OF THE VILLAGE OF LIONS BAY HELD ON TUESDAY, NOVEMBER 3, 2015 at 7:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

MINUTES

In Attendance: Mayor Karl Buhr
Councillor Fred Bain
Councillor Ron McLaughlin
Chief Financial Officer Pamela Rooke
Office Coordinator Shawna Gilroy (Recorder)

Regrets: Councillor Jim Hughes
Councillor Helen Waterson

Attendees in Gallery: 3

1. Call to Order

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

2. Approval of Agenda

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council approves the Agenda of the November 3, 2015 Regular Council meeting, as submitted.

CARRIED

3. Public Participation

A. Mr. Scott McCulloch

Mr. McCulloch addressed his concerns regarding the stretch of highway through Lions Bay and the number of accidents.

4. Delegations

None

5. Adoption of Minutes

Council queried whether there was a resolution for item 8Ci – Request for Financial Reports.

Under item 15 – Reporting Out, change the last three words in the paragraph from “... were the successful resident members” to read “... were the resident members selected.”

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council adopts the Minutes of the October 20, 2015 Regular Council meeting, as amended.

TABLED

6. Business Arising from the Minutes

A. Action Items List

Council reviewed the action items list.

7. Unfinished Business

A. Land Use Plan Report

Council was unsure why the Land Use Plan Report was coming forward again and requested further information for the next meeting.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council receives the 2014 Village of Lions Bay Land Use Master Plan, prepared by J. Barrs and Associates, as one input into future land use strategies.

TABLED

8. Reports

Council provided a verbal update on the various committees.

ACTION: CFO Rooke to provide Council with a draft Financial Calendar and the Quarterly Financial Report at the next Council meeting.

9. Resolutions

None

10. Bylaws

A. Indemnification Bylaw No. 496 – Third Reading

Council was not clear on the changes from the original to the new Indemnification Bylaw No. 496 and requested a mocked up version showing the changes before going to third reading.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay approve third reading of Indemnification Bylaw No. 496, 2015.

TABLED

11. Correspondence

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council receives the list of Correspondence to October 29, 2015.

CARRIED

ACTION: Mayor Buhr to reply to a resident request regarding a birthday message.

ACTION: **Staff to reply to R-1 and R-2 to advise that Mayor Buhr will address their issues with the appropriate contacts.**

12. New Business

A. CAO Recruitment Update

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council selects all five members of Council for the CAO Interview Panel.

CARRIED

B. Municipal Grants

Council discussed the 2016 municipal grant processes and timelines.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council receive the 2016 Municipal Grant Processes and Timelines report for information purposes.

CARRIED

C. Encroachment Request

Council discussed the encroachment request based on the background information from Public Works staff.

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council denies the application for encroachment at 555 Upper Bayview Road.

CARRIED

D. 2016 Age Friendly Grant Application

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council endorse the municipality not pursuing any future UBCM Age-Friendly Project Grants until the Official Community Plan (OCP) is completed and Council has the information they need to determine the longer term vision for the Village.

CARRIED

13. Public Questions & Comments

Mr. Scott McCulloch

Mr. McCulloch was interested in what Council had previously discussed regarding the CN Whistle Cessation.

14. Closed Resolution

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council does close the November 3, 2015 Regular Council Meeting to the public at 8:04 p.m. on the basis of matters to be considered under the following section 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:

c) labour relations or other employee relations

15. Reporting Out

There was nothing to report out.

16. Adjournment

Moved/Seconded

BE IT RESOLVED THAT the Village of Lions Bay Council adjourns the November 3, 2015 Regular Council meeting at 9:07 p.m.

CARRIED

Mayor

CAO

Date Adopted by Council:	
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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Report to Council		
Title	Action Items Report		
Author	S. Gilroy	Reviewed By:	
Date	November 9, 2015	Version	
Issued for	November 17, 2015 Regular Council Meeting		

For Council's review, these are the action items carried over from all previous Council meetings.

#	Meeting Date	Action Item Details
1	September 1, 2015	<i>4B – Delegations – Mr. David Shore</i> (No fixed deadline) Staff to craft a report to evaluate the existing suite of bylaws to see if a loophole exists against residential zoning; Council to then look at changing bylaws to close loopholes.
2	September 1, 2015	<i>8Div – NBCF and DFA Funded Works at Magnesia</i> Ms. Hoglund to research what contractor completed the previous construction of the rock wall and if the design included anchor bolts. <i>Added on October 6, 2015: Staff to bring forward a report on when, who and what was supposed to be done.</i>
3	October 6, 2015	<i>8Ai – Reports – CAO</i> Item 9 – Emergency Planning Committee to be struck and the emergency siren to be deferred to that time.
4	October 20, 2015	<i>11 – Correspondence</i> G-6: Mayor Buhr to contact Ruth Simons regarding the Clean Air Society.
5	November 3, 2015	<i>11 – Correspondence</i> Mayor Buhr to reply to a resident request regarding a Birthday message.
6	November 3, 2015	<i>8 - Reports</i> CFO Rooke to provide Council with a draft Financial Calendar and the Quarterly Financial Report at the next Council meeting.
7	November 3, 2015	<i>11 – Correspondence</i> Staff to reply to R-1 and R-2 to advise that Mayor Buhr will address their issues with the appropriate contacts.

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To: Mayor and Council
Cc: Anne Yanciw
From: Simon Waterson
Sent: 6th November 2015
Subject: Tree Application # 63 Derek Dodds

Application Approved – subject to council agreement

The Tree committee comprised of Ron McLaughlin, Jim Cannell, Tony Clayton and Simon Waterson.

The committee is uncertain if this tree is in fact on village land and would suggest that the applicant may want to confirm it's not on their neighbors land.

If it is in fact on village land, the request to remove the Douglas Fir, as described in the application, has been approved, subject to council approval.

All debris should be removed.

A handwritten signature in black ink that reads "Simon Waterson". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Simon Waterson
Chair. Tree Committee

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LBFD Monthly Report – October 31st 2015**Oct 1st – Oct 31st call outs = 12**

Breakdown of call outs:

8 x MVA – rescue required, 1 x MVA, 1 x MESA B, 1 x Alarms Ringing, 1 x Natural Gas Leak/Smell

<u>Incident Begin Time</u>	<u>Street Name</u>	<u>Incident Type</u>
10/28/2015 18:17:51	FURRY CREEK	MVA - RESCUE REQUIRED
10/26/2015 16:40:27	LIONS BAY	MVA - RESCUE REQUIRED
10/26/2015 10:30:23	LIONS BAY	MVA - RESCUE REQUIRED
10/26/2015 06:08:50	LIONS BAY	MVA - RESCUE REQUIRED
10/21/2015 11:52:38	LIONS BAY	MVA - RESCUE REQUIRED
10/20/2015 12:16:32	LIONS BAY	MVA - RESCUE REQUIRED
10/13/2015 00:39:01	LIONS BAY	MVA - RESCUE REQUIRED
10/12/2015 11:51:38	LIONS BAY	MVA - RESCUE REQUIRED
10/10/2015 13:21:04	LIONS BAY	MVA
10/06/2015 21:51:10	LIONS BAY	NATURAL GAS LEAK/SMELL
10/05/2015 14:46:45	LIONS BAY	ALARMS RINGING – LIONS BAY SCHOOL
10/01/2015 09:55:15	LIONS BAY	MESA-B

Fundraising:

- Organizing a schedule to provide the Lions Club in Ambleside 192+ volunteer hours helping with their annual Christmas Tree sale

Miscellaneous:

- The department has currently 26 members
- PEP claimed thus far for 2015 = \$19,507
- West Coast Fire & Britannia – (Wildland) claimed thus far for 2015 = \$7,400

2015 (Y.T.D) – total claimed from sources OUTSIDE the village = \$26,907

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Royal Canadian Mounted Police
Gendarmerie royale du Canada

Security Classification/Designation
Classification/désignation sécuritaire

Unclassified

Insp. Neil CROSS
OIC Sea to Sky Regional Police Services
1000 Finch Drive
Squamish Bc
V8B 0M5

Your File Votre référence

n/a

Administrator - Village of Lions Bay
400 Centre Road
Lions Bay BC
V0N 2E0

Our File Notre référence

n/a

2015-11-09

To whom it may concern,

Lions Bay Activity Report - October 2015

The following is a list describing individual calls for service from the RCMP in and around the area of Lions Bay.

HWY 99 (within limits of Lions Bay)

Traffic - Moving x 20
Impaired Operation of Motor Vehicle x 3
Collision - Damage Over \$1000 x 5
Collision - Damage Under \$1000 x 1
Collision - Non-fatal Injury x 1
Animal Calls x 1

31 calls for service

LIONS BAY VILLAGE

False Alarms x 1
Suspicious Pers/Veh/Occurrence x 1
Animal Calls x 1
Criminal Harassment x 1
Breach of Peace x 1
Break & Enter Res x 3 (2 unfounded)
Theft from MV (assist other agency) x 1
Assist SAR/Missing Person x 1
Assist - RCMP - NOK x 1
Mental Health Act x 1

12 calls for service

Total = 43

Should you have any questions, please do not hesitate to contact the Squamish RCMP Detachment at (604)892-6100.

N.M. (Neil) Cross, Inspector
OIC Sea to Sky Regional Police Services
Royal Canadian Mounted Police
1000 Finch Drive Squamish B.C.
PH 604 932-3044

B.G. (Brian) Cumming S/Sgt
Sea to Sky Detachment-South Zone
Reg. 38558

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Royal Canadian Mounted Police
Gendarmerie royale du Canada

Security Classification/Designation
Classification/désignation sécuritaire

Unclassified

Insp. Neil Cross
OIC Sea to Sky RCMP
1000 Finch Drive
Squamish BC V8B 0M5

Your File Votre référence

N/A

Administrator - Village of Lions Bay
400 Centre Road
Lions Bay BC
V0N 2E0

Our File Notre référence

2015-11-09

To Whom it May Concern:

LIONS BAY FALSE ALARM REPORT - October 2015

The following is a list of calls for service from the RCMP in response to alarms:

DATE	FILE #	ADDRESS	POLICE ATTENDANCE	HISTORY 2014/15
2015.10.16	2015-7269	390 Bayview Place	No - cancelled	1

TOTAL = 1

Should you have any questions, please do not hesitate to contact the Squamish Detachment at (604)892-6100.

Regards

B. B. (Brian) Cumming S/Sgt.
Sea to Sky Detachment-South Zone
Reg. 38568

N.M. (Neil) Cross, Inspector
OIC Sea to Sky Regional Det.
Royal Canadian Mounted Police
1000 Finch Drive Squamish B.C.
Cell: 604-902-2925

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Report to Council		
Title	OCP Amendment Bylaw – RCS Response		
Author	S. Gilroy	Reviewed By:	A. Yanciw
Date	November 12, 2015	Version	
Issued for	November 17, 2015 Regular Council Meeting		

RECOMMENDATION

THAT the Village of Lions Bay Council accept the requested changes made by Metro Vancouver to the Regional Context Statement of the Official Community Plan Amendment Bylaw No. 493;

AND THAT Council review the proposed amendments made by TransLink;

AND THAT Council approve third reading of Official Community Plan Amendment Bylaw No. 493, as amended.

ATTACHMENTS

1. Letter from TransLink - Proposed Amendments to the Village of Lions Bay Regional Context Statement
2. Email from Heather McNell of Metro Vancouver
3. Official Community Plan Amendment Bylaw No. 493, 2015

BACKGROUND & DISCUSSION

The Regional Context Statement (RCS) was submitted to Metro Vancouver after the Public Hearing held on September 16, 2015 for proofing. Metro Vancouver subsequently forwarded a copy to TransLink for their approval. The results came back with only one minor change from Metro: to re-include “employment” into the municipal projections chart. TransLink also replied with mention of a possible “in-village” shuttle, which is considered an Independent Transit Service (ITS), and per the South Coast British Columbia Transportation Authority Act, would require TransLink approval.

For Council’s consideration.



November 5, 2015

TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

Anne Yanciw
Chief Administrative Officer
Village of Lions Bay
PO Box 141, 400 Centre Road
Lions Bay, BC V0N 2E0

Dear Ms. Yanciw,

Re: Proposed Amendments to the Village of Lions Bay Regional Context Statement

Metro Vancouver has provided TransLink a copy of the Village's proposed Regional Context Statement (RCS) amendments. We appreciate the opportunity to offer input and submit our comments based on TransLink's legislative mandate to review Official Community Plan (OCP) amendments for regional transportation system implications, as well as TransLink's Regional Transportation Strategy (RTS) mandate to work with our partner agencies in supporting regional land use objectives.

The amount of growth proposed in the revised RCS aligns with TransLink's vision for the region. We acknowledge that private vehicles will be the predominant mode of transportation, and will continue to work with Lions Bay on the provision of appropriate transit service.

A local 'in-village' shuttle would provide a transportation choice for residents. This would be considered an Independent Transit Service (ITS) and, per the South Coast British Columbia Transportation Authority Act, would require TransLink approval. We would be happy to help Lions Bay staff navigate the process for applying for such an approval.

For the upcoming OCP update, we suggest a work-towards statement to explore ways to increase walkability in the community, so as many people as possible can walk for local trips.

Moving forward, we would be pleased to provide input to the upcoming OCP update. Thank you for considering our input on the current RCS amendments, and feel free to contact me at 778-375-7636 or sarah.ross@translink.ca if you would like to discuss the above comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Sarah Ross", followed by a period.

Sarah Ross
Manager, Partner Consultation

cc: Heather McNell, Division Manager, Regional Planning, Metro Vancouver
Margaret Wittgens, Director, System Planning & Consultation, TransLink

From: [Anne Yanciw](#)
To: [Agenda](#)
Subject: FW: Municipality of Lions Bay Regional Context Statement
Date: Thursday, November 05, 2015 2:26:39 PM

Please include this attachment for the RCS and OCP amendment third reading.

Anne Yanciw

Interim Chief Administrative Officer

From: Heather McNell [mailto:Heather.McNell@metrovancover.org]
Sent: Monday, November 02, 2015 2:09 PM
To: Shawna Gilroy <office@lionsbay.ca>
Cc: Anne Yanciw <admin@lionsbay.ca>; Eric Aderneck <Eric.Aderneck@metrovancover.org>
Subject: RE: Municipality of Lions Bay Regional Context Statement

Thank you Shawna. Much appreciated. We've forwarded it to TransLink as per our usual process, and asked them for comments by this Wednesday. So, if we could get back to you on Thursday this week, it would be great. From our end, the only significant point would be that the employment projections that were in an earlier draft are gone. They are required to be included. Here's what was in an earlier draft.

Year	Population	Dwellings	Employment
2011	1,318	556	310 ^[1]
2021	1425	600	350
2031	1650	675	460
2041	1700	750	570

Heather McNell, Division Manager
 Regional Planning - Planning and Policy Analysis
 Planning, Policy and Environment
 Metro Vancouver
 604.436.6813

metrovancover

SERVICES AND SOLUTIONS FOR A LIVABLE REGION

From: Shawna Gilroy [mailto:office@lionsbay.ca]
Sent: Wednesday, October 28, 2015 11:19 AM
To: Heather McNell
Cc: Anne Yanciw
Subject: Municipality of Lions Bay Regional Context Statement

Hi Heather,

We had a public hearing on September 16th for the Regional Context Statement. Please find attached a copy of the RCS for proofing before we go to third reading.

Thank you!

Shawna Gilroy

Office Coordinator

[\[1\]](#) 2011 National Household Survey shows that 175 Lions Bay residents worked from home and 85 had no fixed place of work.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Official Community Plan Amendment Bylaw

Bylaw No. 493, 2015

Amending Official Community Plan Bylaw No. 408, 2008

Adopted:

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 No. 493, 2015**Official Community Plan Amendment Bylaw 2015****A bylaw to amend Official Community Plan Bylaw No. 408, 2008**

WHEREAS the Council of the Village of Lions Bay has adopted Official Community Plan Bylaw No. 408, 2008;

AND WHEREAS Section 877(3) of the *Local Government Act* requires local governments to incorporate within their official community plans targets, policies, and actions for the reduction of greenhouse gas emissions;

AND WHEREAS a Public Hearing has been held in accordance with Section 890 of the *Local Government Act*;

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

1. This Bylaw may be cited as “Village of Lions Bay Official Community Plan Amendment Bylaw No. 493, 2015.”
2. “Village of Lions Bay Official Community Plan Bylaw No. 408, 2008” is hereby amended by:
 - a) replacing section 6.0 Regional Context Statement with the attached Schedule A: Regional Context Statement.

READ A FIRST TIME **June 2, 2015**

READ A SECOND TIME **June 2, 2015**

PUBLIC HEARING held on **September 16, 2015**

READ A THIRD TIME

ADOPTED

Mayor

Corporate Officer

**Certified a true copy of
Bylaw No. 493, 2015 as adopted.**

Corporate Officer

Schedule "A"

Regional Context Statement

Municipality of Lions Bay Amended Regional Context Statement

Section 866 of the BC *Local Government Act* requires that every municipality's Official Community Plan (OCP) include a Regional Context Statement (RCS) to demonstrate how the OCP supports the local Regional District's Regional Growth Strategy (RGS). Lions Bay is unique in its Regional District, Metro Vancouver, in that it is located within the defined Urban Containment Boundary but outside the Greater Vancouver Sewerage and Drainage District and Greater Vancouver Water District. Lions Bay completed its current OCP in 2009. The next iteration is planned for 2016. This amended RCS therefore includes work-towards statements that will inform the next OCP.

At the 2011 federal census, Lions Bay had 1,318 people living in 556 private dwellings, a slight decline in population, and increase in age, from the censuses of 2006 and 2001. Lions Bay seeks to reverse this trend, to maintain a thriving "complete community." In mid-2015, the Village had four commercial enterprises (a marina, a boat service centre, a general store & café, and a real estate office), plus numerous home-based businesses. Due to topography and limited supply of land, there are limitations to growth. Long term (2040) potential population may be 1600-1800 residents and 700-800 residences. Village attributes include:

- Magnificent views
- Abundant trees
- Adequate clean water
- A modern highway accessing downtown Vancouver in 30 minutes (and Squamish in 40, Whistler in 70)
- School District 45's Lions Bay Elementary School with capacity for 60 K-3 students (enrollment in 2015 was 32).

Municipally-owned assets include:

- Lions Bay Village Hall
- Klatt Public Safety Building¹
- Frank Smith Works Yard
- Lions Bay Field (a joint use soccer-size playing field shared with the school)
- Sand or gravel beaches at Main Beach (up to 50 resident parking spaces, 30 potentially paid non- resident parking spaces, washroom and three separate play structures), Kelvin Grove (15 free parking spaces, washroom, off leash dogs allowed) and Brunswick (limited non-resident parking).

¹ Which houses Lions Bay Fire & Rescue's Fire Hall 1 (2 engines, 1 rescue truck and a wildfire trailer), a BC Ambulance station, and Lions Bay Search and Rescue.

- Three buildable lots, plus six in the Crystal Falls neighbourhood currently overlaid by a private road and bridge
- A single unlit tennis court (limited on-street parking, single, recently resurfaced and unlit)
- Centennial Trail, Pride Trail, Isleview Trail and numerous volunteer-maintained trails outside the Village limits.
- Wade Park
- A small secondary WWTP serving 100 of the Village's 550 homes.
- A fire-training facility on Crown leased land at the "Upper Brunswick" gravel pit.

The Greater Vancouver Regional District's RGS, *Metro Vancouver 2040: Shaping Our Future*², outlines a regional vision—unanimously endorsed by all member municipalities--of achieving "the highest quality of life embracing cultural vitality, economic prosperity, social justice and compassion, all nurtured in and by a beautiful and healthy natural environment." *Metro 2040* lays out five fundamental goals to achieve this vision. Lions Bay's current OCP and future update addresses these goals with the following approaches:

GOAL 1: Create a Compact Urban Area. Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.	The intent of this goal is to focus urban development within the "Urban Containment Boundary" in "Urban Centres" and "Frequent Transit Development Areas," with access to a range of housing choices close to employment, amenities and services. Although Lions Bay is designated "General Urban" in <i>Metro 2040</i>, it has no Urban Centres or Frequent Transit Development Areas. Lions Bay is surrounded by Electoral Area A, and is separated from its nearest Metro neighbour municipality, West Vancouver, by 12 km of highway. With its small size (2.53 sq.km) Lions Bay's impact on regional growth is low, and it is unlikely to draw significant urban development. Nevertheless, Lions Bay is open to densify, both to increase the tax base, and to produce a more complete community, and has recently formalized secondary suites. The 2016 OCP update will explore if there are suitable parts of Lions Bay for rezoning to multi-family, Crown lands to extend municipal boundaries into, and land grants and swaps to achieve. The future OCP will consider steps that are consistent with this goal, considering development applications in the Upper
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² Metro Vancouver's Regional Growth Strategy: *Metro Vancouver 2040 – Shaping our Future* was adopted in July 2011 after unanimous acceptance by the 23 local governments in the region.

	Brunswick, Crystal Falls, and Kelvin Grove neighbourhoods.
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STRATEGY 1.1: Contain urban development within the Urban Containment Boundary	While Lions Bay will attempt to densify its housing stock within the existing urban Village boundary there is very limited undeveloped land within the boundary for new development (RCS Map 1: Lions Bay Regional Land use Designations and Goods Movement Network). Therefore, Lions Bay may elect to expand its municipal boundaries through the provincially administered boundary adjustment process and possible <i>Metro 2040</i> Urban Containment Boundary amendment application. <i>Municipal Population and Dwelling Projections</i>		
	Year	Population	Dwellings
	2011	1,318	556
	2021	1425	600
	2031	1650	675
	2041	1700	750
STRATEGY 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas	Most RGS policies are not applicable in Lions Bay, which has no Urban Centres and no Frequent Transit Development Areas. However, the existing OCP does encourage secondary suites and exploration with the community of modest increases in residential density (policy 4.3 a, b).		
STRATEGY 1.3 Protect Rural areas from urban development	Not applicable in Lions Bay: no Rural areas.		
GOAL 2: Support a Sustainable Economy. The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural	Lions Bay's location, small population and limited infrastructure constrain its ability to contribute to the larger regional economy. Lions Bay has no industrial or agricultural lands. However, many people in Lions Bay work from home (185 according to the 2011 census³) and there is a policy in the current OCP (4.3d) that encourages home-based businesses. Nonetheless, recognizing that residential is the lowest property tax rate classification, the 2016 OCP update will seek to encourage opportunities for business and		

³ 2011 National Household Survey shows that 175 Lions Bay residents worked from home and 85 had no fixed place of work.

land is protected and commerce flourishes in Urban Centres throughout the region STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live STRATEGY 2.2 Protect the supply of industrial land STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production	commercial development in suitable spaces.
GOAL 3: Protect the Environment and Respond to Climate Change Impacts. Metro Vancouver's vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards. STRATEGY 3.1 Protect Conservation and Recreation lands STRATEGY 3.2 Protect and enhance natural features and their connectivity STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and	Regional strategies to achieve this goal focus on protecting Conservation and Recreation lands, which includes enhancing natural features and their connectivity. The intent is also to encourage land use and transportation patterns that reduce energy consumption and greenhouse gas emissions and enable municipalities to mitigate and adapt to climate change and withstand risk of natural hazards. As identified on RCS Map 1, there are no regionally-designated Conservation and Recreation areas within Lions Bay, but Lions Bay is surrounded by regionally-designated 'Conservation and Recreation' lands and supports the principles behind the designation, including a buffer for urban growth as stated in OCP Policy 4.2. Lions Bay plans to explore expanding its municipal boundary to provide more municipal influence over its 'green belt' in meeting environmental protection objectives, not for urban development. Policies 4.2 (a) and (b) of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries. Lions Bay's three watersheds with provincial water licenses on Magnesia, Alberta and Harvey Creeks are designated Conservation and Recreation in <i>Metro 2040</i>. Harvey and Magnesia creeks have wide riparian areas designated as Conservation/Watershed Protection on the 2008 OCP Land Use Map. None of these streams are salmon-bearing, and all three were channelized in the 1980s with large debris catchment basins built on

greenhouse gas emissions, and improve air quality	Harvey and Magnesia. The 'Watershed' zone in the Zoning Bylaw is now obsolete since the water intakes have moved higher upstream. The 2016 OCP update will further address how the streams will be protected to prevent erosion and provide a channel for potential debris flows. Since Lions Bay is not supplied with natural gas, home heating is a combination of oil furnace, electric baseboard and wood. Both wood and oil produce GHGs, so Learn to Burn, woodstove upgrade and oil furnace replacement campaigns will be undertaken as resources allow. With the advent of the BC Hydro Net Metering program, mini- and micro-hydro projects become more feasible, and Lions Bay will investigate opportunities for generating energy using its water intake piping and nine large pressure- reducing valves. Policy 4.7i of the current OCP commits the municipality to explore opportunities for small-scale renewable power generation. Policy 4.7i states a continued focus on reduction, re-use and recycling of solid waste resources, aimed at addressing GHGs from solid waste, focusing on increasing waste diversion through recycling and organics pickup, now a mandatory part of Metro Vancouver solid waste bylaw. Through protection policies and implementation tools to be implemented in a new "Trees, Views and Landscapes Bylaw," Lions Bay will address the management of its significant tree resources. Climate change impacts are hard to quantify, but Lions Bay is aware of the risks of sea-level rise, more intense flooding, erosion, subsidence, mudslides, and fire. The 2016 OCP update will work towards policies that address the management of riparian areas, ravines, steep slopes, other hazard areas, and intertidal areas through the application of Development Permit Areas. The 2016 OCP update will also consider additional non-vehicular GHG reduction targets and actions.
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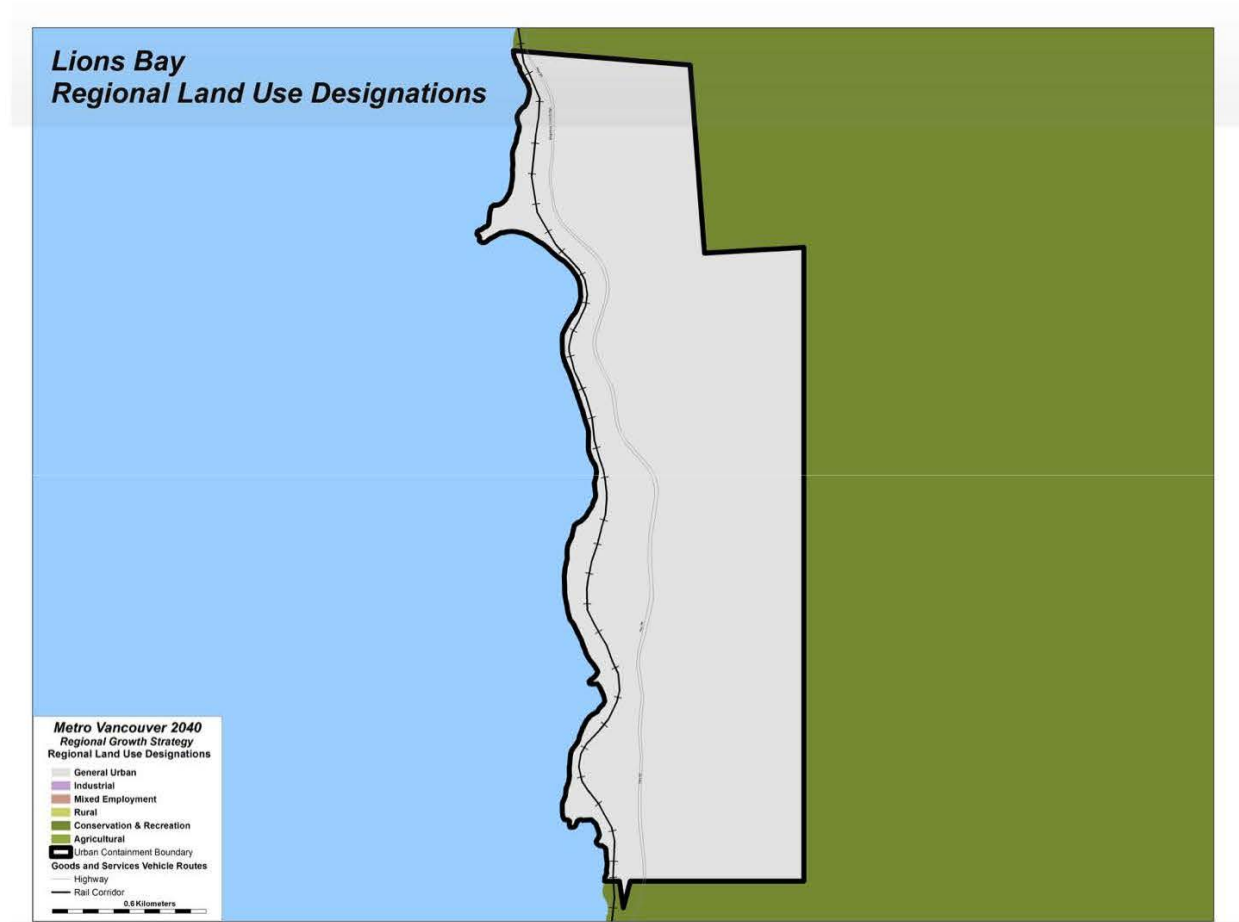
STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	Policies 4.2a and b of the current OCP encourage conservation and stewardship of the watershed areas both inside and outside the village boundaries. Policy 4.2d states the municipality should create a plan for Wildfire Interface protection. Through policy changes in the OCP update, Lions Bay will encourage modest intensification of its existing residential areas and avoid development of areas associated with landslide and wildfire risk. Update(s) will also address flood control and oceanside setback requirements to address risks of sea-level rise. As stated in policy 4.2 n, Lions Bay will continue to protect the riparian area of its creeks and the creeks themselves as channels for potential debris flows. As funding permits, Lions Bay will continue to consider improvements to road drainage to address potential increases in storm-water runoff resulting from higher rainfall intensities associated with climate change.
GOAL 4: Develop Complete Communities. Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles. STRATEGY 4. 1 Provide diverse and affordable housing choices STRATEGY 4. 2 Develop healthy and complete communities with access to a range of services and amenities	<i>Metro 2040</i> identifies a need for complete communities, with a balance of jobs, housing opportunities, and services. Lions Bay is largely residential, and most residents access employment and services outside the Village. Currently, the housing stock is largely single-detached and 86% is owner occupied with the remaining 14% rented. Only 25 of 550 units are condominium. 23% of tenant households spend 30% or more of household total income on shelter⁴. Policies 4.3a and 4.3b of the current OCP speak to providing for secondary suites and exploring limited opportunities for development to increase housing options. A draft land use strategy explores a variety of additional housing forms and will be considered as part of the 2016 OCP update. Lions Bay's 2016 OCP update may designate new development areas, consider redevelopment of the Public Works yard, and possible long term use of the Upper Brunswick, Crystal Falls and Brunswick Hill (the "gravel pit") for a range of municipal and residential alternatives. The 2016 OCP will further consider providing for secondary

⁴ 2011 National Household Survey

	suites, rezoning single family to duplex, and limited development opportunities that will enhance housing options. Policy 4.4(e) of the OCP provides for enhancing school viability and the provision of other social, recreational, and cultural activities for an increased population. Lions Bay's vision is of residents living out their whole lives here, with in-Village shuttle assisting people to get around the steep terrain, aged- and assisted living facilities, entry-priced housing, and enhanced hiking trails. The 2016 OCP update will set out a vision for Lions Bay that seeks to: • Define and foster community values • Grow tax base, and accommodate a wider cross-section of population. Possible avenues include amalgamation, encouraging selective development and densification. • Promote active lifestyles • Become financially sustainable. • Clarify land use and rezoning policy for new housing options
GOAL 5: Support Sustainable Transportation Choices. Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.	<i>Metro 2040</i> promotes land use and transportation planning that enables alternative choices to the private automobile, such as transit, cycling and walking, while ensuring the efficient movement of people and goods throughout the region. Due to Lions Bay's location, most residents depend on private vehicles, but the municipality has worked and will continue to work with TransLink to enhance transit service to the Village. The municipality will also look at an in-Village on-demand shuttle service to enhance mobility. A ride-share parking program is in place, and Lions Bay will look to add paid parking lots. Section 4.6 of the current OCP includes policies that recognize the role, jurisdiction and access to the Sea to Sky Highway 99 (4.6a), encourage multi-modal transportation solutions in the corridor (4.6b), greater transportation choice including car pooling, park & ride, shuttle buses (4.6c) and further development of linked pathways (4.6e) and hiking trails (4.6f). The 2016 OCP update will consider policies related to goods movement.

	The 2016 OCP update will consider policies related to electric vehicle charging stations and an anti-idling policy or bylaw. CN's rail line that runs through the Village provides an important corridor for goods movement and may provide a future opportunity for a passenger rail service with a station at Lions Bay.
STRATEGY 5. 1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking STRATEGY 5. 2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	The 2016 OCP update will work toward enhancing the in-Village trail network. The 2016 OCP update will work toward enhancing bus service provided by TransLink

Map 1: Lions Bay Regional Land Use Designations and Goods Movement Network



VILLAGE OF LIONS BAY

Incoming Correspondence - November 17, 2015

General Correspondence:

G-1: Adoption Awareness Month

G-2: Climate Change Warning Labels

G-3: Ripe Holdings Inc.

G-4: Auditor General for Local Government

G-5: Community, Sport and Cultural Development

Resident Correspondence:

R-1: Highway 99 MVI's

From: [Lions Bay Reception](#)
To: [Agenda](#)
Subject: FW: Adoption Awareness Month
Date: Monday, November 02, 2015 10:31:54 AM

Incoming Correspondence please

Susan Loutet

Administrative Assistant

The Municipality of the Village of Lions Bay. www.lionsbay.ca

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

Tel: (604) 921-9333 ext. 100 | Fax: (604) 921-6643

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From: MCF Correspondence Management MCF:EX
[mailto:MCF.CorrespondenceManagement@gov.bc.ca]
Sent: Friday, October 30, 2015 2:54 PM
To: Lions Bay Reception <reception@lionsbay.ca>
Subject: Adoption Awareness Month

Ref: 224850

His Worship Mayor Karl Buhr and Council
Village of Lions Bay
E-mail: reception@lionsbay.ca

Dear Mayor Buhr and Council:

November is Adoption Awareness Month in British Columbia. The month offers an opportunity to celebrate the many families in the province who have opened their hearts and homes through adoption, and to highlight the need for more families to consider adopting.

In your community and across the province, there are young people right now hoping for a family to call their own. Over the past 10 years, an annual average of approximately 270 children have been adopted in British Columbia, but there are still more than 1,000 children and youth in government care who are waiting for a forever family. Some are part of a sibling group, some have special needs, and some are teens. Regardless of personal circumstances, each and every child deserves a family to belong to, a place to grow up, help with preparing for the challenges of adulthood, and someone to rely on for support, encouragement and love.

Together with the Adoptive Families Association of British Columbia (AFABC), we are working to find those 1,000 families. The 1000familiesbc campaign is our joint effort to connect waiting children with caring families. Please help us raise awareness on Facebook and Twitter by using the hashtag #1000familiesbc or by directing members of your community to 1000familiesbc.com.

There are many other ways you can celebrate adoptive families and help raise awareness of adoption. Your council could proclaim Adoption Awareness Month in your community; you could create an adoption display in your office, using a copy of the Provincial Proclamation and Adoption poster; or you could help promote some of the many events to celebrate our adoptive families in communities across British Columbia throughout the month of November.

The AFABC's representative for your area can provide you with more information on these events, or about adoption in general. Their contact information, as well as contact information for the four licensed adoption agencies in British Columbia, can be accessed at: <http://www.mcf.gov.bc.ca/adoption/index.htm>.

The Ministry of Children and Family Development (MCFD) has created an information kit, with printable posters, fact sheets, and the Provincial Proclamation to help raise awareness of adoption in your community. To access this information and to find out more about adoption, I encourage you to visit the MCFD Web site regularly at: <http://www.mcf.gov.bc.ca/adoption/index.htm>.

On behalf of the MCFD, thank you for helping us raise awareness about adoption and find loving homes for British Columbia's children and youth.

Sincerely,

ORIGINAL SIGNED BY

Stephanie Cadieux
Minister of Children and Family Development



CITY OF BURNABY
OFFICE OF THE MAYOR
DEREK R. CORRIGAN
MAYOR

VILLAGE OF LIONS BAY
FILE TO I/C
FILE TO PROPERTY FILE
OTHER

2015 October 27

FILE: 2410-20

Mayor and Council
Village of Lions Bay
PO Box 141, 400 Centre Road
Lions Bay, BC V0N 2E0

Dear Mayor Buhr:

SUBJECT: CLIMATE CHANGE WARNING LABELS ON GAS PUMP NOZZLES

Burnaby City Council, at its Open Council meeting held on 2015 October 26, received the above noted report and adopted the recommendations contained therein:

1. THAT Council consider future opportunities for public communication about climate change in the context of the regional and municipal sustainability policy framework, including Burnaby's Environmental Sustainability Strategy and Community Energy and Emissions Plan.
2. THAT copies of this report be provided to John Nguyen representing Our Horizon, to the Metro Vancouver Climate Action Committee and to Metro Vancouver member municipalities.

As directed in recommendation #2, a copy of the report is attached for your information.

Yours truly,

A handwritten signature in black ink, appearing to read "Derek Corrigan".

Derek R. Corrigan
MAYOR



Meeting 2015 October 26

COUNCIL REPORT

ENVIRONMENT COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: CLIMATE CHANGE WARNING LABELS ON GAS PUMP NOZZLES**RECOMMENDATIONS:**

1. THAT Council consider future opportunities for public communication about climate change in the context of the regional and municipal sustainability policy framework, including Burnaby's Environmental Sustainability Strategy and Community Energy and Emissions Plan.
2. THAT copies of this report be provided to John Nguyen representing Our Horizon, to the Metro Vancouver Climate Action Committee and to Metro Vancouver member municipalities..

REPORT

The Environment Committee, at its meeting held on 2015 October 13, received and adopted the attached report responding to Council's request for a report on the issue of climate change warning labels on gas pump nozzles, based on the delegation from the non-profit group Our Horizon.

Respectfully submitted,

Councillor A. Kang
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor P. Calendino
Member

Copied to:	City Manager Director Planning & Building Director Engineering Director Finance
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Meeting 2015 Oct 13

COMMITTEE REPORT

TO: CHAIR AND MEMBERS
ENVIRONMENT COMMITTEE

DATE: 2015 October 8

FROM: DIRECTOR PLANNING AND BUILDING

FILE: 33000 01
Reference: Environmental Factors

SUBJECT: CLIMATE CHANGE WARNING LABELS ON GAS PUMP NOZZLES

PURPOSE: To respond to Council's request for a report on the issue of climate change warning labels on gas pump nozzles, based on the delegation from the non-profit group Our Horizon.

RECOMMENDATIONS:

1. **THAT** Council consider future opportunities for public communication about climate change in the context of the regional and municipal sustainability policy framework, including Burnaby's Environmental Sustainability Strategy and Community Energy and Emissions Plan.
2. **THAT** copies of this report be provided to John Nguyen representing Our Horizon, to the Metro Vancouver Climate Action Committee and to Metro Vancouver member municipalities.

REPORT

At the Regular meeting of Council on 2015 July 6, a delegation from the non-profit organization Our Horizon requested that Burnaby support affixing warning labels about climate change to gas pump nozzles. Arising from the discussion, Council requested that staff report on this matter. This report responds to that request.

1.0 BACKGROUND

Our Horizon is a national non-profit organization campaigning to raise awareness about the need for action on climate change through public education that uses warning labels on vehicle fuel ("gas") pump nozzles. The proposed warning messages are based on the model of cigarette health warnings which the proponents state have been effective in changing people's behaviour. Our Horizon has drafted example label designs which depict images, such as a caribou cow and calf, along with text, such as "Warning – use of this fuel contributes to climate change which may put up to 30% of species at a likely risk of extinction." The labels aim to connect these climate change effects to the specific personal action of filling a vehicle tank with gasoline in order to encourage people to take action. The representatives requested that Burnaby support the campaign and endorse a resolution to the Union of BC Municipalities (UBCM).

To: *Environment Committee*
 From: *Director Planning and Building*
 Re: *Climate Change Warning Labels on Gas Pump Nozzles*
 2015 October 8..... Page 2

1.1 Support to Date for Gas Pump Warning Labels

As of the end of August 2015, warning labels on gas pump nozzles have been supported by local government actions as outlined below:

- In January 2015, the City of West Vancouver supported drafting a resolution to the Union of BC Municipalities (UBCM) and Federation of Canadian Municipalities (FCM) to require all gas stations in Canada to display warning labels on pump nozzles. Subsequently, the City of Colwood advanced a slightly different draft resolution entitled "Warning Labels for all Fossil Based Liquid Fuels" (see *Appendix 1, attached*).
- Between January and July 2015, the City of Moncton NB, City of Guelph ON, District of Saanich BC, Association of Vancouver Island and Coastal Communities, City of Waterloo ON, and City of Oakville ON, voted to support the UBCM resolution.
- In June 2015, the City of North Vancouver voted to bring forward a bylaw requiring all public gas stations in the City to install climate change warning labels. This would apply to all six stations currently operating, as well as any future additional stations. At this time, North Vancouver has given first reading to a Business Licence Bylaw amendment and is proceeding with Public Hearing.

1.2 UBCM Resolution

The District of West Vancouver passed a resolution, (see *Appendix 1, attached*) requesting that all retail petroleum vendors in Canada be required to affix warning labels onto gas pump nozzles, on the basis that: a) combustion of vehicle fuel contributes to climate change, and b) that health labels are required on tobacco products.

The resolution forwarded to the UBCM at their September 15th, 2015 Convention was sponsored by the City of Colwood, and was entitled "Warning Labels for All Fossil Based Fuels," (see *Appendix 1, attached*). This resolution also noted the contribution of vehicle fuels to climate change, and added the concern of sea level rise impacts on coastal communities, but did not include the reference to tobacco labeling.

The resolution (No. B112) was endorsed with a minor amendment to read:

THEREFORE BE IT RESOLVED that UBCM support, and that member local governments will implement where possible, legislation to require retailers of petroleum products to provide plastic sleeves (nozzle toppers) with warning labels on pump handles for all fossil based liquid fuels.

To: *Environment Committee*
 From: *Director Planning and Building*
 Re: *Climate Change Warning Labels on Gas Pump Nozzles*
 2015 October 8..... Page 3

2.0 DISCUSSION

2.1 Jurisdiction

At this time, the authority of local or national governments to legislate gas pump warning labels has yet to be tested in court. Our Horizon partnered with the University of Victoria Law Society on a legal backgrounder on this issue. The backgrounder outlines a rationale in support of the issue being within local government jurisdiction, for example as the basis to enact a bylaw, but also states that legal challenge by petroleum businesses is likely and advises that local governments seek their own legal opinion. Due to the potential for a legal challenge to the City and the associated costs of a potential challenge, as well as for other reasons discussed below, it is not recommended that the City pursue a bylaw on this matter at this time.

2.2 Business Perspective

Consultation with fuel vendors is not reported to have been undertaken in jurisdictions where support or action is proposed for warning labels. Business associations representing vehicle fuel vendors in other jurisdictions have voiced opposition to legislation requiring gas pump warning labels¹ on the basis that it unfairly portrays the industry in a negative light, has associated costs and may reduce sales and/or compete with advertising revenue if they already use nozzle signage for product promotion.

2.3 Communicating About Climate Change

Climate change has been called a “wicked” problem: it is complex, with diffuse impacts that occur at a range of scales from local to global; it is difficult to clearly define (different stakeholders have different views of the nature of the problem and appropriate responses); and it crosses governance boundaries². Solutions to climate change are not simple. This means, among other implications, that it can seem overwhelming and distant to an individual person’s everyday decisions. Making the connection between a person’s actions – in this case, the action of filling up a vehicle fuel tank – and climate change impacts could help to personalize the issue so that some people feel more compelled to change their behaviour. However, this approach should be carefully considered for various reasons including those listed below³.

- Gas pump labels would not distinguish between consumers with different patterns of vehicle fuel consumption, motivations, or reasons for driving. Negative messaging that relies on fear and guilt may cause some people to feel angry and distance themselves from consideration of the issue, or may generate other unintended reactions.

¹ Huffington Post (online): “Gas Retailers Line Up Against Climate-Change Warning Labels On Pumps” 2015-05-26, accessed August 2015: http://www.huffingtonpost.ca/2015/05/26/climate-change-warnings-gas-pumps_n_7441534.html

² For example, see Chris Reidy, “Climate Change is a Super Wicked Problem”, accessed August 2014: <http://chrisriedy.me/2013/05/29/climate-change-is-a-super-wicked-problem/>

³ These points draw on literature sources including: Marshall, G. *Don't Even Think About It – Why Our Brains are Wired to Ignore Climate Change*. Bloomsbury USA, New York, 2014.

To: *Environment Committee*
 From: *Director Planning and Building*
 Re: *Climate Change Warning Labels on Gas Pump Nozzles*
 2015 October 8..... Page 4

- Research has shown that many people continue to ignore or 'disbelieve' in climate change and its impacts, not due to an absence of information, but rather for societal, culturally influenced and other reasons. Presenting information in the absence of a frame that addresses these complex issues may not support further consideration of this significant issue.
- Climate change has vast social justice, international security, economic and ecological impacts. Framing climate change as an "environmental" issue, for example using imagery of polar bears, caribou and other "charismatic megafauna" as typically employed by environmentalist groups (including Our Horizon), may not resonate well with those who do not identify with this imagery.
- Portraying climate change as something occurring in distant places, for example drought-stricken farmers in an African country (as shown in one of the Our Horizon labels) can frame the issue as having little relevance to people here, further 'distancing' the issue from a local context, and as such may detract from the intent of the ads.

Although the example label designs proposed by Our Horizon could be tailored to convey the message using different images than those described above, determining the best approach requires further consideration.

Finally, Our Horizon equates climate change warning labels with cigarette health labels. However, cigarette smoking is a different kind of issue: it is a relatively simple problem where the cause (smoking) is closely and directly tied with a very personal negative effect (disease), and the solution (quitting smoking) is obvious and can be immediately acted upon by a person, with immediate benefits. Climate change is a complex problem with diffuse impacts that requires society working together in creative ways that break down cultural and societal barriers. As such, the approach used for cigarette labels may not serve as an appropriate model for communicating about climate change.

In light of these factors, messaging and communication about climate change needs to be undertaken carefully and strategically.

2.4 Considerations for Climate Change Messaging Approaches

Climate change can be communicated in many different ways. Our Horizon is promoting gas pump labels as a low-cost, opportunistic approach, to support broader dialogue on the issue. Regardless of the medium for communication, factors to consider that may address some of the concerns outlined above include the following.

- The type of messaging approach should be carefully considered and framed, and based upon evidence for its effectiveness, in order to overcome social and cultural barriers specific to the issue of climate change. Research could be undertaken to better address these concerns, for example using stakeholder focus groups and other accepted methodologies.

To: *Environment Committee*
 From: *Director Planning and Building*
 Re: *Climate Change Warning Labels on Gas Pump Nozzles*
 2015 October 8..... Page 5

- Approaches could draw upon other successful public information campaigns undertaken in the region involving complex social and behavioural issues, such as recycling, food scraps, composting and drinking water conservation.
- Approaches may need to be adaptable and tailored to the local context, in order to communicate views on climate change that best support municipal and regional greenhouse gas (GHG) reduction objectives, and to appeal to the particular values held by people in different cities and towns, in order to span a diversity of views and opinions.
- Positive messaging approaches could be considered and provide information about specific things people can do to reduce GHG emissions. This could include encouraging walking or cycling more, facts about the benefits of using transit and fuel-efficient vehicles, and promoting programs and incentives such as for electric vehicles and car-sharing.

These considerations are just some examples of the context within which effective public communication on this complex issue could be undertaken.

2.5 Relationship to Burnaby's Community Energy and Emissions Plan (CEEP) and Environmental Sustainability Strategy (ESS)

Burnaby is developing a Community Energy and Emissions Plan (CEEP) which will outline a target for reducing community GHG emissions, with supporting goals, strategies and actions. A high level summary of the proposed approach for the CEEP, including targets, goals and strategies, is anticipated to form part of the public consultation for Burnaby's Environmental Sustainability Strategy (ESS) in 2016, pending Council approval of Phase 3 – *Draft ESS*. A draft CEEP would then be shared publicly, prior to seeking Council approval of the final CEEP in 2016.

Burnaby's ESS addresses climate change and GHG emissions reduction through several of the ten broad themes and related goals:

- **Breathe** (Climate and Air Quality) – *A community resilient to climate change, with clean air and low carbon emissions.*
- **Live** (Land Use Planning and Development) – *A network of compact and complete communities, within a fabric of healthy ecosystems.*
- **Move** (Transportation) – *A walkable, bikeable, and transit-supported city that supports a healthy community and environment.*
- **Build** (Buildings and Energy) – *Buildings and infrastructure that have a positive impact on the environment.*

The ESS framework of goals, strategies and actions has been developed based upon extensive public and stakeholder engagement, and a Draft ESS is currently being prepared for a final phase of public consultation.

To: Environment Committee
 From: Director Planning and Building
 Re: Climate Change Warning Labels on Gas Pump Nozzles
 2015 October 8..... Page 6

Once adopted by Council, implementation of both the ESS and CEEP presents an opportunity to highlight opportunities for action on the part of the City, other levels of government, and individuals. This will provide a further context for communicating about climate change in a way that addresses the City's broad goals for sustainability. Specific approaches for communicating and engaging people on this issue, which could include communication approaches as described in Section 2.4., can be considered as part of future ESS and CEEP implementation.

3.0 CONCLUSION

Climate change is a critical and complex problem with social, economic and environmental impacts occurring at many different scales. Therefore, strategies for communication about this issue need to be carefully considered to ensure they engage the community and serve the directions set by the City.

The specific approach proposed by Our Horizon presents some concerns as outlined in this report. Nevertheless, gas pump nozzle signage in general, as a medium for communicating about climate change, presents an option for future consideration.

Therefore, it is recommended that Council consider future opportunities for public communication about climate change in the context of the regional and municipal sustainability policy framework, including Burnaby's ESS and CEEP.



Lou Pelletier, Director
 PLANNING AND BUILDING

LT/sla/sa
 Attachment

cc: City Manager
 Director Engineering
 Director Finance
 City Clerk

R:\Long Range Clerical\DOCS\LT\Committee Reports\2015\Climate Change Warning Labels on Gas Pump Nozzles (2015.10.13).docx

APPENDIX 1

WEST VANCOUVER RESOLUTION AND COLWOOD-SPONSORED UBCM RESOLUTION

1. West Vancouver Resolution:

RECOMMENDED THAT:

Council support the following resolution be advanced for consideration at the September 21/25, 2015 Union of British Columbia Municipalities (UBCM) conference and the June 5/8, 2015 Federation of Canadian Municipalities (FCM) convention:

Whereas there is evidence that combustion of petroleum products such as gas and diesel in vehicle engines contributes to greenhouse gas emissions that affect natural systems in ways that are injurious to human health and the environment, and

Whereas point-of-sale warning labels have been required for other consumables, such as tobacco products, which has effectively curbed use of harmful products,

Therefore be it resolved that all vendors of retail petroleum products in Canada be legislated to provide warning labels on all pump handles (pump talkers), and that those companies who do not have this feature on their pump handle be obligated to fit them with the plastic sleeves which will allow warning labels to be displayed.

2. City of Colwood Resolution to UBCM

B112 WARNING LABELS FOR ALL FOSSIL BASED LIQUID FUELS Colwood

WHEREAS there is evidence that combustion of petroleum products such as gas and diesel used in vehicles contribute to greenhouse gas emissions that affect natural systems in ways that are injurious to human health and to the natural environment upon which we all depend for food and life;

AND WHEREAS sea level rise resulting from greenhouse gas emissions will cause significant harm to coastal communities:

THEREFORE BE IT RESOLVED that UBCM support, and will implement where possible, legislation to require retailers of petroleum products to provide plastic sleeves (nozzle toppers) with warning labels on pump handles for all fossil based liquid fuels.

Amended version of Resolution No. B112 (endorsed): THEREFORE BE IT RESOLVED that UBCM support, and *that member local governments* will implement where possible, legislation to require retailers of petroleum products to provide plastic sleeves (nozzle toppers) with warning labels on pump handles for all fossil based liquid fuels.

From: [Byron Hyttenrauch](#)
To: [Shawna Gilroy](#)
Subject: Ripe Holdings Inc.
Date: Wednesday, November 04, 2015 2:02:51 PM
Attachments: [Ripe Rides Presentation Booklet 2015.pdf](#)
[Letter from the PTB - April 27, 2015.pdf](#)
[Letter to Lions Bay.pdf](#)

Dear Mayor & Council,

Ripe Holdings Inc. (dba Ripe Rides) is a North Vancouver-based company that has successfully applied to launch a mid-level, point-to-point luxury car service in Metro Vancouver, using smartphone integration. A middle ground between existing transportation in Metro Vancouver – taxis, limousines and public transit – Ripe gives people in Metro Vancouver more options for point-to-point transportation.

Please find attached the following:

- A Letter from the President of Ripe Rides.
- A Letter from the Passenger Transportation Board and City of Vancouver approving us of our application to operate.
- Ripe's Presentation Booklet outlining our rates and services.
- A Third Party Field Test Report on the Ripe App.

If you have any questions or concerns, please do not hesitate to contact me directly.

Kind regards,

Byron Hyttenrauch
Director of Business
Ripe Rides
#108-173 Forester Street,
North Vancouver, BC V7H 0A6
604.971.6200
www.riperides.ca





Ripe Rides

#108 – 173 Forester Street
North Vancouver, BC V7H 0A6
Work: [604 971 6200](tel:6049716200)
www.riperides.ca

November 4, 2015

Village of Lions Bay
400 Centre Road
Lions Bay, BC V0N 2E0

Dear Mayor & Council,

Ripe Holdings Inc. (dba Ripe Rides) is a North Vancouver-based company that has successfully applied to launch a mid-level, point-to-point luxury car service in Metro Vancouver, using smartphone integration. A middle ground between existing transportation in Metro Vancouver – taxis, limousines and public transit – Ripe gives people in Metro Vancouver more options for point-to-point transportation.

Ripe Rides would like to extend its services by providing an alternative option when it comes to transportation in The Village of Lions Bay.

Metro Vancouver has a growing, tech savvy, educated population that is demanding more flexible transportation options. Ripe provides a new option for people in Metro Vancouver to help address challenges with current transportation choices.

- The population and average income is growing along with it, the demand for faster, more efficient forms of transportation.
- Demand for public transit and demand for taxi/limousine services go hand in hand. As ridership on public transportation increases, so does the demand for RIPE, taxis and limousines.
- Other factors that increase demand for Ripe services:
 - Aging population – seniors disproportionately more likely to use taxis
 - Auto ownership is declining
 - Higher population density and education levels in Metro Vancouver

With full smartphone integration, customers have accurate wait times and can see how much their ride will cost based on real-time GPS. After each trip, the customer can rate the driver on their service. Ripe has a rigorous screening process to become a driver; they require a clean 5-year Driver's Abstract from ICBC, a valid Class 4 license issued by ICBC, a valid Chauffeur's Permit from the City of Vancouver, a VPD criminal record check and hands on driver training. Also, Ripe has \$10 million of liability coverage per incident. Clients are always our number one priority, which is reflected in our technological innovation, feedback process, and dedication to safety.



Ripe Rides

#108 – 173 Forester Street
North Vancouver, BC V7H 0A6
Work: [604 971 6200](tel:6049716200)
www.riperides.ca

On April 27, 2015, the PTB made a groundbreaking decision to approve Ripe Rides' application for 20 special authorized licenses for a new, on-demand, point-to-point luxury sedan transportation service via smartphone in Metro Vancouver. Ripe's Passenger Transportation Ref. No. is 000072137 and our National Safety Certificate No. is 202-051-790.

With licenses now approved, Ripe has six months to activate 50% of its fleet. Ripe is committed to working in partnership with the City of Vancouver to fulfill all safety, business license, insurance and driver requirements to become fully operational as soon as possible. Ripe Rides owns 20, 2016 Cadillac XTS's and the drivers are our employees. Ripe will be launching in the December of 2015.

Ripe allows customers in Metro Vancouver a new and innovative choice to hire a mid-level luxury vehicle on-demand, using mobile technology, for a variety of trips, business or pleasure. Ripe offers a competitive transportation option, with excellent value. Mid-level luxury sedans will allow customers to ride in a clean, comfortable and stylish car, on schedules set by the customer, with courteous and knowledgeable drivers.

I would like to extend our services to you by sending our Director of Business, Byron Hyttenrauch to discuss Ripe Rides and answer any questions you might have.

Sincerely,

Otis Perrick
President
Ripe Rides
604.971.6200

To know more about Ripe Rides, please visit www.riperides.ca.

Get social with Ripe Rides:

Twitter: <https://twitter.com/riperides>

Facebook: <https://www.facebook.com/riperides>

Instagram: https://instagram.com/ripe_rides/

LinkedIn: <https://www.linkedin.com/company/ripe-rides>



202- 940 BLANSHARD STREET • PO BOX 9850 STN PROV GOVT • VICTORIA BC V8W 9T5

April 27, 2015

Michael McCubbin
(for Ripe Holdings Inc.)
601 – 510 West Hastings St
Vancouver BC V6B 1L8

By email: mike@lomm.ca

Dear Michael McCubbin:

Re: Decision on Passenger Transportation Licence Application #210-13 (Ripe Holdings Inc.)

The Passenger Transportation Board has made a decision on the above captioned application.

The Board has approved the application in whole. Attached is the Board's decision. Please read it carefully. The decision sets out the terms and conditions of licence. These must be followed when operating the vehicles. The decision also contains requirements specific to the digital payment and booking system app and activation of vehicles.

Ripe Holdings Inc. is responsible for meeting any municipal bylaws that may apply to its operations.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jan Broocke". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jan Broocke
Director

pc: Distribution list attached

Attachments

Distribution:

Otis PERRICK & Gagan GORAYA

Otis@perrick.ca

Kristin Vanderkuip

Registrar, Passenger Transportation

Kristin.Vanderkuip@gov.bc.ca

William MCLACHLAN

McLachlan Brown Anderson

wmclachlan@mbalawyers.ca

Peter GALL

Gall Legge Grant Munroe LLP

pgall@glgmlaw.com

Mohan KANG

BC Taxi Association

mohankang@shaw.ca

RIPE RIDES

Presentation 2015



ABOUT RIPE

Ripe is a Vancouver-based company applying to launch a mid-level, point-to-point luxury car service in Vancouver, using smart phone integration to bridge customers and drivers.

Full smartphone integration:

- Accurate wait times
- Customers can estimate ride cost based on real time GPS
- Customers and drivers can rate each other on service, cleanliness, and other factors



ABOUT RIPE

Ripe is the genesis of innovation between Vancouver's tech industry and transportation sectors, proposing a new business model that is aiming to fulfill both digital/tech and sustainability objectives with the launch of its transportation service.

Supports Vancouver's sustainability goal to green transportation by:

- Supporting policies that encourage residents to reduce car ownership and use
- Accelerating the shift to low- and zero- carbon emission vehicles
- Creating high quality, local green jobs in Vancouver's tech and innovation sector



WHY RIPE?



1 Vancouver has a growing, tech savvy, educated population that is demanding more flexible transportation options.

2 Ripe is a service that will meet customer demand, wherever and whenever needed, providing a solution based on value, choice and transparency.

3 Vancouver is underserved in car for hire transportation options.



LICENSE APPLICATION

Ripe has applied for 20 special authorization licenses as a new limousine service under the Passenger Transportation Board structure to operate in the Lower Mainland.

In December 2014, Ripe appeared before the board to offer evidence about the need for its type of service in Vancouver.



DIFFERENTIATING FACTORS

Ripe's limousine application for a new product in the marketplace is centered on value, choice and transparency.



New Product



Nature of
Service &
Vehicle Type



Price



Consumer Base



Availability



Engagement
&
Payment





DIFFERENTIATING FACTORS:

New Product

Research confirms Ripe is a new product that will grow the overall transportation market without taking away from existing operators.





DIFFERENTIATING FACTORS:

Nature of Service & Vehicle Type

Ripe is vertically differentiated from taxis.

Ripe vehicles will not use a top light or be readily identifiable as vehicles-for-hire.





DIFFERENTIATING FACTORS:

Price & Consumer Base

Ripe prices are between 2.5 and 6 times higher than taxi rates for a similar trip.

Price difference between Ripe and taxis is great enough to prevent competition.





DIFFERENTIATING FACTORS:

Price & Consumer Base

Ripe's pricing scheme and luxury service is aimed at a niche, higher income group.





DIFFERENTIATING FACTORS:

Price & Consumer Base

Trip Type	Aerocar (sedan)	Aerocar (stretch)	Star Limousine (sedan)	Star Limousine (stretch)	Griffin Transport (sedan)	Griffin Transport (stretch)	Ripe	Taxi
YVR to Downtown (approx 15 km, 25 min trip time)	\$48 + GST \$50 "Meet and Greet" service Total: \$98 + GST	\$56.53 + GST \$50 "Meet and Greet" service Total: \$106.53 + GST	\$130.20 (inc tax and tips)	\$136.50 (inc tax and tips)	\$138.92 (inc tax and tips)	\$171.22 (inc tax and tips)	\$66	\$31
Short in-town transfer (approx 2 km, 5 min trip time)	\$75 + GST	\$85 + GST	\$100.80 (inc tax and tips)	\$107.10 (inc tax and tips)	\$109.82 (inc tax and tips)	\$129.20 (inc tax and tips)	\$25	\$5
Average Ripe trip (approx 12.5 km, 20 min trip time)	\$75 + GST	\$85 + GST	\$100.80 (inc tax and tips)	\$107.10 (inc tax and tips)	\$129.20 (inc tax and tips)	\$148.58 (inc tax and tips)	\$60	\$27
Longer trip (approx 43 km, 1 hr trip time)	\$150 + GST	\$170 + GST	\$126 (inc tax and tips)	\$133.88 (inc tax and tips)	\$161.50 (inc tax and tips)	\$187.34 (inc tax and tips)	\$154	\$92
Misc Fees	Additional charges may be incurred for stops en route and waiting time	Additional charges may be incurred for stops en route and waiting time	Additional charges may be incurred for stops en route and waiting time	Additional charges may be incurred for stops en route and waiting time	Additional charges may be incurred for stops en route and waiting time	Additional charges may be incurred for stops en route and waiting time		
Discount?	Only available with an Aerocar Corporate Account	Only available with an Aerocar Corporate Account	If a trip is 4 hours or more, they can give discounts	If a trip is 4 hours or more, they can give discounts	N/A	N/A		



DIFFERENTIATING FACTORS:

Availability

5888

Taxis

364*

Limousines

20

RIPE

Ripe is not proposing to be available in such quantities or at such prices that it will form a cornerstone of public transportation infrastructure.

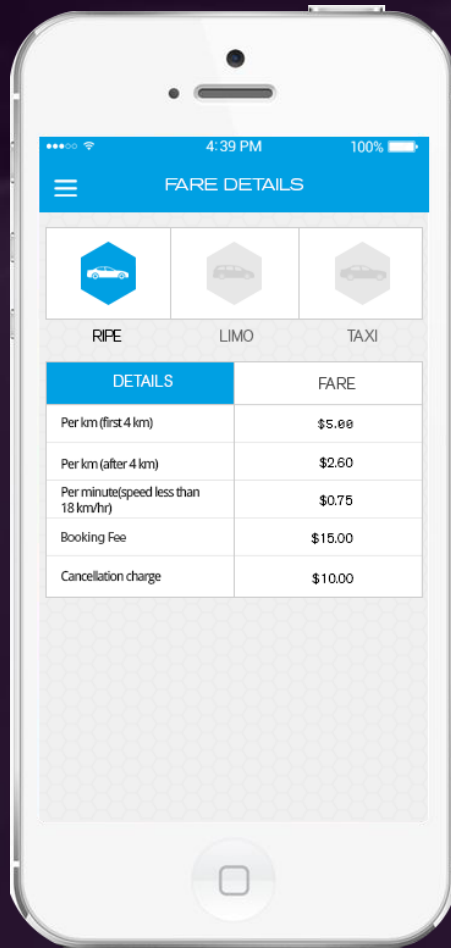


*all Metro Vancouver areas



DIFFERENTIATING FACTORS:

Engagement & Payment



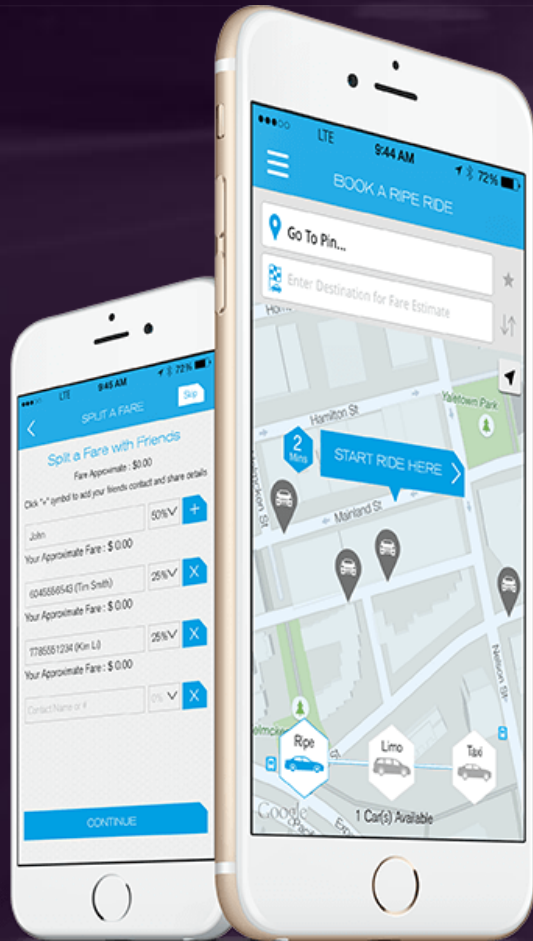
Ripe will only be available by means of digital dispatch through its app. Ripe vehicles can not be flagged or hailed, and may not be pre-booked.

All trip balances are automatically processed through the smart-phone application, providing a cashless and transparent payment system that is easily regulated and tracked for all parties including clients and regulators.



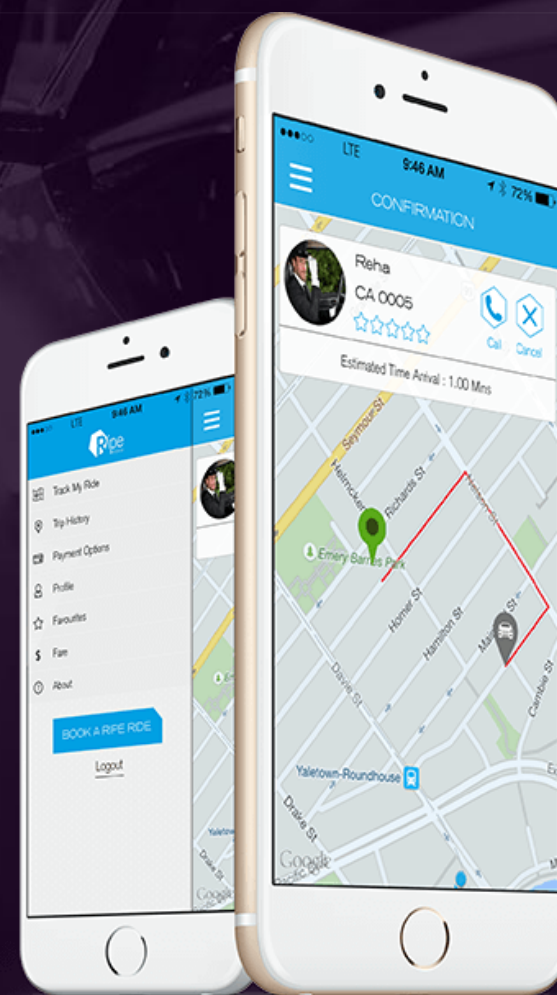
THE APP: Client Experience

1 Tap on map



Simply click anywhere on the map, and the app will automatically find the closest drivers to you and give you a rough fare estimate.

2 Reliable rides

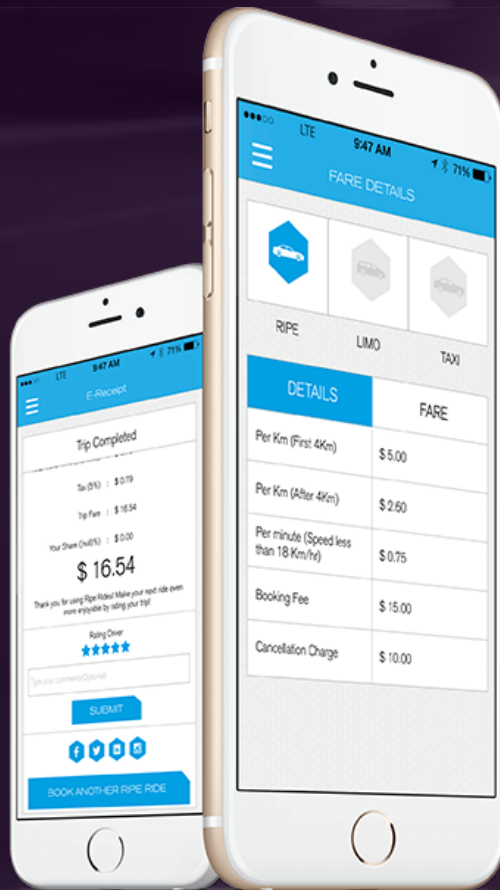


Easily track your driver before and during each trip, taking all the guess work away from booking and paying for your transportation.



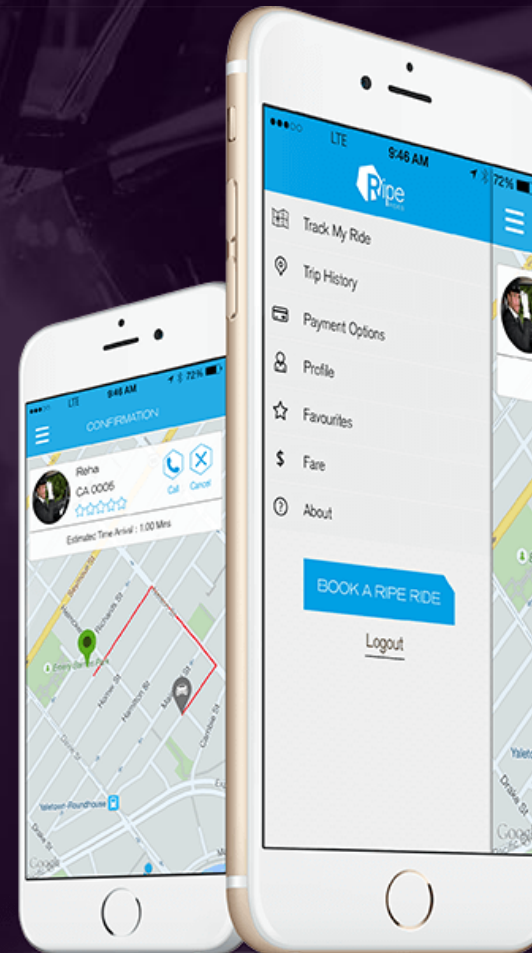
THE APP: Client Experience

3 Worthwhile rates



You always know what you're paying for with Ripe. During and after each trip you can view through the app how your fare is being calculated.

4 Pay via mobile

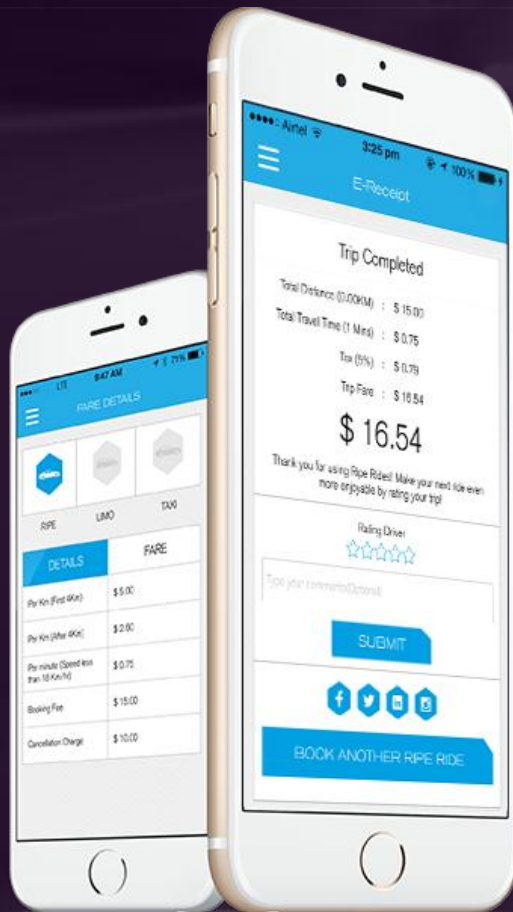


Cash is in the past - all trips are automatically billed to your registered credit card.



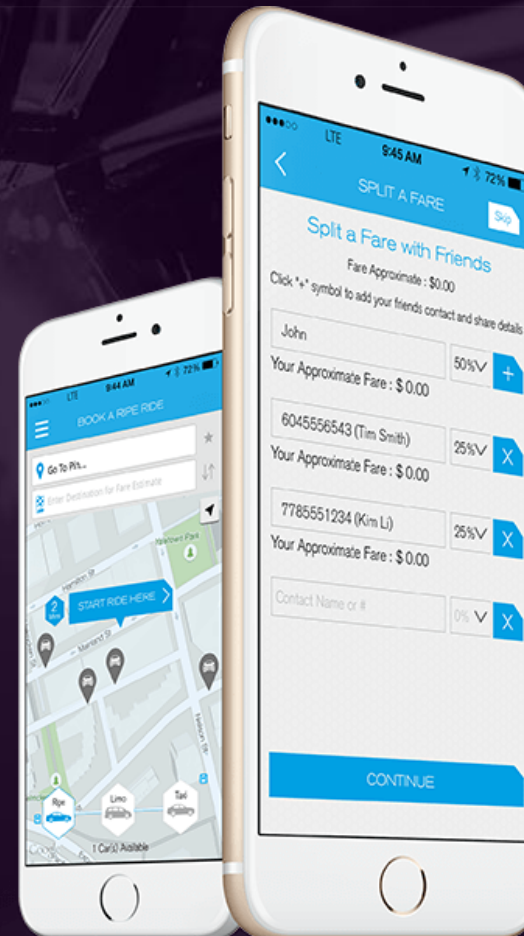
THE APP: Client Experience

5 Rate the driver



After each trip, you can rate your overall experience with Ripe. We use these ratings to continually improve on our customer service.

6 Split fares

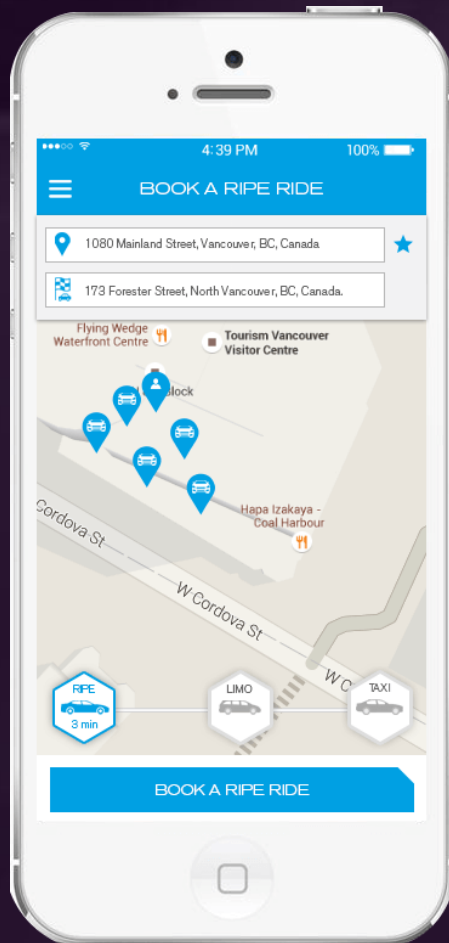


Taking a trip with multiple people? No problem! Your fare can be easily divided between you and your friends all through the Ripe app.



THE APP: Client Experience

7 Rate and review



When the Client's destination is reached, the driver will tap "End Trip" on their driver Ripe app. Once this is done, the Client will receive a notification where they can confirm that the trip is complete. The trip is then automatically charged to the Client's registered credit card.

The Client also automatically gets emailed the trip details, including distance travelled and total cost.

Clients will be able to rate and review the Ripe experience when the trip is over.



MUNICIPAL BY-LAW CONSIDERATION

Ripe vehicles under PTB application meet Vehicle for Hire Bylaw definition of 'sedan limousines' (s.2):

- "...full sized, four door sedan motor vehicle of a manufacturer's top quality line...maximum seating capacity of five passengers...unaltered wheelbase of not less than 113 inches"
- "...not equipped with a meter, and hired only by prior reservation for an extended engagement or special purpose"



MUNICIPAL BY-LAW CONSIDERATION



No current limit on number
of limousine licenses



Prescribed limit on taxi licenses
(588)

475 'regular' taxis

113 accessible/wheelchair taxis



NEXT STEPS

If PTB approved, Ripe has six months to activate 50 per cent of its fleet.

Ripe is committed to working in partnership with the City of Vancouver to fulfill all safety, business license, insurance and driver requirements to become fully operational as soon as possible.

CONTACT US

Otis Perrick

CEO

otis@riperides.ca

Ricky Goraya

ricky@riperides.ca





**AUDITOR GENERAL FOR
LOCAL GOVERNMENT**

ACCESSIBILITY • INDEPENDENCE • TRANSPARENCY • PERFORMANCE



November 5, 2015

Ref 164949

To: Mayors and Councillors
Chairs and Directors of Regional District Boards
Chairs and Directors of Greater Boards

I am pleased to introduce myself as British Columbia's new Auditor General for Local Government (AGLG). I am excited by the opportunity to lead this office, to work with local governments and to assist you in your operations through performance audits and other reports that provide advice and recommendations. I believe we share a common goal - to deliver the best possible services to taxpayers in the most cost efficient way.

By way of background, I am a professional accountant, a FCPA, FCGA with more than 25 years of experience that includes an extensive background working in local government at the regional level here in British Columbia. I strongly believe in this office's potential to add value for local governments and while I know there were challenges during the first two years of AGLG operations, there have been significant changes over recent months and we are now well positioned to deliver on that potential.

This is a year of transition for our office. We have made changes in response to a review carried out for the Audit Council (Trumpy Report) and to the recommendations in a report published by the Union of British Columbia Municipalities. These changes included re-balancing the use of internal staff resources with that of external consultants and releasing an updated 2015/16 Annual Service Plan that set reasonable expectations for the office and is consistent with our capacity and budget. I intend to work hard, with the office's capable staff, to achieve these goals.

As you know, performance audits are quite different from financial audits. They can be valuable tools for local governments by pointing out areas that could be improved while – equally importantly – also providing assurance in areas where a local government already has good practices. We can play a constructive role by highlighting such practices and recommending them to other local governments.

I believe that the best way to meet our objectives is to work together. While the office is independent, success almost always depends on collaboration. Over coming weeks and months, I intend to become better acquainted with local governments and begin actively working in collaboration with you.

I very much look forward to working with you and welcome any questions or feedback that you may have.

Sincerely,

Gordon Ruth, FCPA, FCGA
Auditor General for Local Government

cc: Chief Administrative Officers



VILLAGE OF LIONS BAY
 FILE TO I/C
 FILE TO PROPERTY FILE
 OTHER

265
file

OCT 28 2015

Ref: 159679

His Worship Mayor Karl Buhr
 and Members of Council
 Village of Lions Bay
 PO Box 141
 Lions Bay, BC V0N 2E0

Karl

Dear Mayor Buhr and Councillors:

As the new Minister of Community, Sport and Cultural Development, I appreciated meeting with your delegation at the 2015 UBCM Convention in Vancouver. It is always valuable to hear directly from local governments regarding issues and concerns in their communities.

I was interested to learn about the water supply challenges faced by Lions Bay and the need you have identified for an annual snow pack study and a desalinization plant. The progress you have been able to make in reducing water demand by fixing leaks is an encouraging example for other communities.

That being said, I understand your concern about running out of water. As you know, over the summer the province experienced severe drought conditions in many regions, with 99 percent of the population living in those regions.

The Ministry of Community, Sport and Cultural Development provides resources regarding water conservation planning including a guide and an online calculator tool. Please contact Mr. Brian Bedford, Director, Infrastructure and Engineering Unit, by telephone at: 250 356-0700, or by email at: Brian.Bedford@gov.bc.ca.

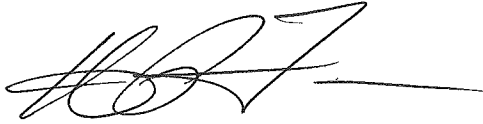
Part of our work is to help you be successful with our capital funding programs. Ministry staff are pleased to explore potential options for funding. For both the snow pack study and the desalinization plant, you are welcome to submit an application to the Infrastructure Planning Grant Program, which can be used for planning and design work and has an open intake. Further, as announced at the Convention by Honourable Christy Clark, Premier, the Small Communities Fund intake is now open and more information will be posted by October 30, 2015. Please contact Mr. Bedford for more information.

.../2

His Worship Mayor Karl Buhr
and Members of Council
Page 2

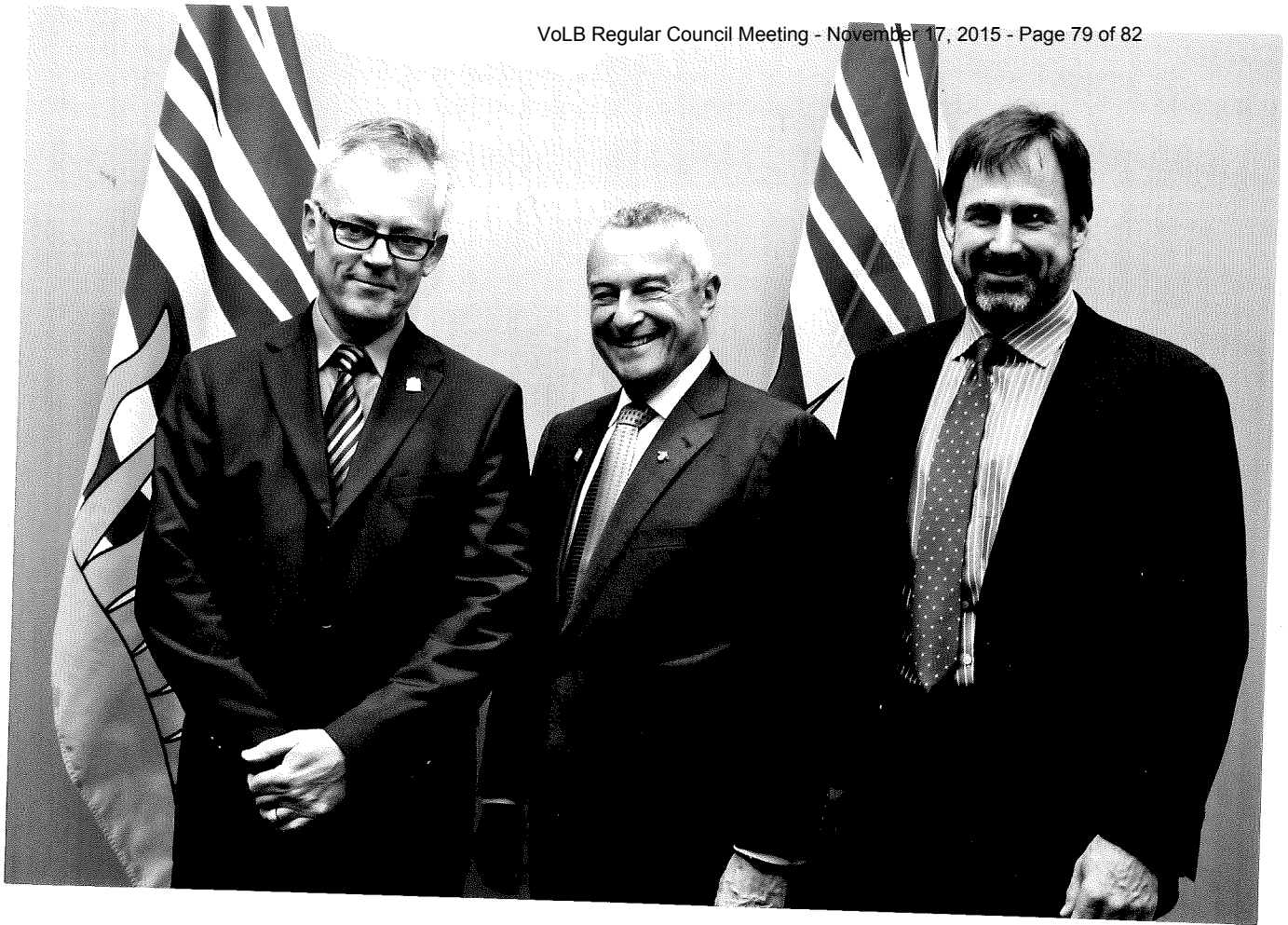
Thank you again for taking the time to meet with me at the Convention. I look forward to a continuing productive dialogue with your community.

Sincerely,

A handwritten signature in black ink, appearing to be 'P. Fassbender', with a long horizontal line extending to the right.

Peter Fassbender
Minister

pc: Mr. Brian Bedford
Director
Infrastructure and Engineering Unit
Ministry of Community, Sport and Cultural Development



From: [Tim Kravjanski](#)
To: [Council @ Lions Bay](#); [Shawna Gilroy](#)
Subject: Hwy 99 MVI's
Date: Monday, November 02, 2015 3:35:14 PM

Dear Mayor and Council,

As a long time Hwy 99 driver and current resident of Lions Bay, I have concerns with the lack of barriers on Highway 99 between Lions Bay Ave and Brunswick Beach.

As a traffic Analyst/Reconstructionist, I have dealt with several hundred serious collisions over my 23 year career as a police officer with the West Vancouver Police. During the 2010 Hwy 99 improvement project, I attended many meetings with the mayors of West Vancouver, Lions Bay and Squamish, the Ministry of Transportation and Highways and Kiewit & Sons. Part of the discussions were barriers being added after the 2010 Olympics had concluded, on portions of the highway that are winding, dangerous and showed a propensity for collisions. None of which have been installed.

During these conversations, it was clear that Lions Bay did not wish to have barrier on the portion of the highway through Lions Bay and stressed the lower speed limit and a treed raised island. The location of last night's collision has been the location of fatal collisions, serious injury collisions over and over again, *before, during and after* the highway improvement for 2010. It is a trouble spot, caused by driver error, typically involving speeds well above the 60 km/h limit.

Due to the nature of transient traffic, and locals rushing to get home, unless traffic enforcement was done 7 days a week, mornings, afternoons and night, the speeders will never be stopped. As this is fiscally impossible to achieve, the next best option is to protect driver's by separating them with a concrete barrier. In my opinion, the RCMP are doing their best with the resources and money they have and cannot be held responsible for the issues in the area.

A barrier could be installed and the trees and raised island maintained to allow the look and feel that the village needs, yet protect the driving public.

This is a short stretch of the highway, from just below the village store to almost Brunswick Beach. By installing a barrier, we would likely eliminate these head on collisions, save lives and avoid having the residence of Lions Bay waiting for hours in the traffic lineups like many of us did last night.

I urge Council to approach the Ministry of Transportation and Highways, and ICBC and discuss having barriers added to this stretch of highway, it's long overdue.

I appreciate your time, please feel free to call me if you wish,

Tim
160 Highview Place,
Lions Bay

WEST VANCOUVER POLICE

1330 MARINE DRIVE, West Vancouver, V7T1B5



Sgt. Tim Kravjanski, 133

NCO i/c Team D

www.wvpd.ca twitter.com/westvanpolice facebook.com/WestVancouverPolice

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