



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**REGULAR MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, FEBRUARY 6, 2018 at 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY**

AGENDA

1. **Call to Order**
2. **Adoption of Agenda**
3. **Public Participation (2 minutes per person totalling 10 minutes maximum)**
4. **Public Delegation Requests Accepted by Agenda Deadline (10 minutes maximum)**
 - A. Paul Kubik – Planned Work on Lions Trail by BC Mountaineering Club (Page 5)
 - B. Scott Gordon and Rene Rose – Dogs in Village (Page 13)
 - C. Kambiz Azordegan – Parking Issues (Page 15)
5. **Review & Approval of Minutes of Prior Meetings**
 - A. Regular Council Meeting – January 23, 2018 (Page 17)

THAT the Regular Council Meeting Minutes of January 23, 2018 be approved as circulated.
6. **Business Arising from the Minutes**
7. **Unfinished Business**
 - A. Follow-Up Action Items from Previous Meetings

#	Meeting Date	Description of Action Item	Person Responsible
32	n/a	n/a	n/a

- B. Strategic Plan Poster Revisited (Page 27)

8. **Reports**
 - A. Staff
 - i. CFO: 2018 Supplemental Budget Requests (Page 29)

THAT the report “2018 Supplemental Budget Requests” be reviewed by Council and staff to determine which supplemental budget requests will be considered for inclusion in the 2018 Budget.

- ii. Office Coordinator: Consent to MVRD Regional Parks Service Amendment Bylaw No. 1255. (Page 47)

THAT the Village of Lions Bay Council approve adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* by providing consent on behalf of the electors of the Village of Lions Bay.

- iii. PWM: CWWF Verbal Update

B. Mayor

- i. Information Report: Update re. Highway 99 (Page 61)
- ii. Information Report: LionsBay.ca Website Stats (Page 65)

C. Council

- i. Councillor Barmeier: Community Signage Project Update (Page 73)
 THAT the Information Report “Community Signage Project Update” be received for information.

D. Committees

- i. Lions Bay Beach Park Advisory Committee Minutes – December 21, 2017 (Page 115)

E. Emergency Services – None

9. Resolutions

10. Bylaws

- A. Utility User Rate Amendment Bylaws No. 538, 539 and 540 – 3 Readings (Page 119)

THAT the following bylaws be read a first, second and third time:

- (1) Water Rates and Regulations Bylaw No. 2, 1971, Amendment Bylaw No. 538, 2018;
- (2) Sewer User Rates Bylaw No. 122, 1984, Amendment Bylaw No. 539, 2018;
- (3) Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 540, 2018.

- B. Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018 – 3 Readings (Page 129)

THAT Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018 be introduced and read a first, second and third time.

- C. 52 Brunswick Beach Road Delegation Bylaw No. 541, 2018 – Adoption (Page 133)

THAT 52 Brunswick Beach Road Delegation Bylaw No. 541, 2018 be adopted.

11. Correspondence

A. List of Correspondence to February 1, 2018 (Page 137)

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

12. New Business

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

14. Closed Council Meeting

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:

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

15. Reporting Out From Closed Portion of Meeting

16. Adjournment

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

DELEGATION REQUEST FORM

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

Today's Date: _____ Council Meeting Date: _____

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

[Empty box for subject of delegation]

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

[Empty box for supporting material]

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

[Empty box for action]

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: _____

Signature: _____

Organization (if any): _____

Address: _____

Phone: _____ Fax: _____

Email: _____

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

Lions Trail 2018 Proposal

January 23, 2018

Prepared by: Paul Kubik, Director, Cabins and Trails, B.C. Mountaineering Club

Project Summary

This is a multi-year proposal with work planned over an approximately five year period subject to available funding. The British Columbia Mountain Foundation is a new charitable foundation that is being established. The foundation will apply for funding for the project. Until the foundation is established later in 2018, the Federation of Mountain Clubs of B.C. may apply for funding.

The Lions Trail was constructed in the late 1960s by the B.C. Mountaineering Club and has been maintained since. The trail is designated as a recreational trail under Section 56 of the Forest and Range Practices Act. The sections of the road are included in the recreational trail and are part of FRPA Section 56 Established Trail designation.

The BCMC is authorized by the Sea to Sky recreation officer to perform maintenance and improvements on the trail. The recreation officer has also reviewed this proposal and approved the planned work with the caveat that work should be done according to the appropriate standards and any major rerouting or new trail construction needs to be authorised by the Recreation Officer.

Within the last ten years, the BCMC and Lions Bay Search and Rescue have joined forces every year or two to clear the road up Harvey Creek. The clearing efforts are dwarfed by the actual work required to maintain a decent hiking trail.

For example, it can take a single human two to three hours to clear and excavate one existing cross-ditch using hand tools such as loppers, shovel, pick axe and pry bar. If a plank footbridge is put in over the ditch the effort is about half a day.

A second example, a BCMC party on one fall day, with eight volunteers equipped with hand tools and chainsaw were able to partially restore about 150 meters of trail bed that was wiped out by heavy blowdown after a severe windstorm.

The scope of the trail damage from the forces of nature and human activity has rendered the trail as virtually unmaintainable exclusively by volunteers. It would take thousands of hours of volunteer effort to restore. It is highly unlikely that any such volunteer effort could be marshaled together.

What is being proposed in this project is to utilize the services of the special purpose trail construction companies to improve the trail. The project will require the use of a narrow width, tracked, hydraulic excavator. Small, ATV-sized (All Terrain Vehicle) dumpers will be used to transport trail bed material such as gravel and sand.

Project Map

Refer to **LionsTrailOSM.kml** in Google Earth for a trail map.

Trail coordinates were extracted from Open Street Map and are approximate.

The trail is demarcated into seven sections with different color codes on the map.

Section Summary

Section 1 - Sunset Drive trail head to end of 4WD accessible

This section is 3.23 km in length. It is colored yellow on the map. The trail head is at the municipal gate at the end of Sunset Drive in Lions Bay. This section is a reasonable 4WD road although above the Magnesia Creek water intake road, water erosion of the road bed is occurring and should be mitigated. This road section ends 300 paces before the trail up Mount Harvey via its southwest ridge. At one time there was a telemetry station where this section ends.

Section 2 - Harvey Creek road, existing ATV accessible

This section is 800 meters in length. It is colored purple on the map. This section includes the crossing of Alberta Creek and a second small creek about 225 meters east. Both creeks are known avalanche paths. In 2014, remediation work was done on this section using an excavator. A section of road was repaired that was in danger of collapsing down the mountain above the village. The road is in good ATV condition.

Section 3 - Harvey Creek road to the turnoff to the footbridge

This section is 1,100 meters in length. It is colored blue on the map. The road bed has grown in and is now wide enough for hiking only. The first half of this section is in reasonable shape for hiking. The second half of trail is old road bed that has suffered severe erosion from water running down. The road was cross-ditched about 40 or more years ago but the ditches have largely filled in.

Section 4 - From turnoff to Harvey Creek footbridge

This section is 210 meters in length. It is colored cyan on the map. This section of trail is about 15 years old. It was put in at the time the footbridge was constructed by members of Lions Bay Search and Rescue. It replaces an older section of trail that led to a crossing about 30 meters downstream. It is a steep descent from the road to the footbridge and suffers erosion by water from a pre-existing cross-ditch on the main road.

Section 5 - Harvey Creek footbridge

This section is 27 meters in length. It is colored white on the map. The footbridge is a naturally fallen log of about 150 cm in diameter across Harvey Creek. About 15 years ago, Lions Bay Search and Rescue received a bequeathment to put in hand rails and steel deck on the log. The span is about 15 or 20 meters.

Section 6 - Footbridge to the subalpine shoulder at 1200 meters elevation

This section is 1.4 km in length and rises approximately 450 meters. It is colored orange on the map. The forest here was never logged. It consists of large diameter old growth trees on a steep hillside. It is bracketed on the north side by cliffs and on its south by an avalanche chute. The trail was originally constructed using switchbacks. It zigzags back and forth through the timber on the way to the ridge. Over time, shortcutting the switchbacks has led to severe erosion. Now the switchbacks are mostly gone and the trail heads up steeply, often over exposed tree roots and loose rock. The trail route obtained from Open Street Map may not show all the zigzags and in any event, the final trail alignment may be significantly longer than 1.4 km if additional switchbacks are constructed.

Section 7 - Subalpine shoulder to Howe Sound Crest trail

This section is 840 meters in length. It is colored green on the map. The trail traverses a wide, stony basin vegetated with small coniferous trees and lush, shrubby plants. The basin is an avalanche zone so trees typically do not survive to maturity. The trail is often over bedrock outcrops. This will be difficult terrain for an excavator to operate in. If trail work is undertaken it might only be possible using manual labor by a trail crew.

Proposed work

Section 1 - Sunset Drive trail head to end of 4WD accessible

Investigate with the Village of Lions Bay if ditching can be performed by the village works department to reduce erosion on the road.

Section 2 - Harvey Creek road, existing ATV accessible

Work is planned on this section in 2018 to remove an undercut and fractured rock that is dangerous for an excavator to pass. The BCMC has requested the assistance of RSTBC to remove the hazardous rock.

Section 3 - Harvey Creek road to the turnoff to the footbridge

Work is planned on this section in 2018 subject to funding. In November 2017, the BCMC together with the recreational trail construction company Rare Earth Recreational Builders conducted a site visit. Rare Earth subsequently completed an estimate for repairing the hiking trail in this section.

Work is required in the first 400 meters to remove debris such as logs and rocks to allow passage for a mini-excavator. Work is required in the last 700 meters to repair the trail tread and construct ditches and cross-ditches to prevent water damage. There is loose till on the old road embankment that could be excavated for use on the trail. Some culverts may be required, possibly at the sites of the old cross-ditches, which number about four or five.

Section 4 - From turnoff to Harvey Creek footbridge

No work is planned on this section in 2018.

The possibility exists to realign the upper section of the trail to start from lower down on the road by about 10 or 15 meters. The excavator would be working in second growth forest that is about 40 to 50 years old. The section right above the footbridge is very steep. Trail realignment would require approval from the recreation officer.

Section 5 - Harvey Creek footbridge

No bridge work is planned in 2018.

We will explore the possibility of in future funding and constructing a new cable-supported bridge. The current pedestrian crossing is good for many years but it cannot support the weight of an excavator. It is desirable that the bridge be wide enough and strong enough for a mini-excavator to pass so that equipment can cross to the south side of Harvey Creek. Alternatively, it may be cheaper to airlift the excavator over the creek. Bridge construction would require approval from the recreation officer.

Section 6 - Footbridge to the subalpine shoulder at 1200 meters elevation

Minor maintenance work is planned in 2018 such as clearing blowdown. No major work is planned until 2019 at the earliest.

The trail rises steeply from the footbridge for a height of about 15 meters. It levels briefly to cross large boulders from a long ago rock slide then rises steeply through a boulder field. Above the boulder field the trail is well switchbacked and has not seen significant shortcutting. Near 900 meters above sea level (ASL), hikers have cut indiscriminate shortcuts. It is likely the entire 300 meters vertical from here to the shoulder at 1200 meters ASL will require rebuilding. There is the opportunity for the excavator to make long switchbacks that will deter shortcutting. It is proposed to build the trail about 1.5 meters wide in this section. The work plan would require review with the recreation officer.

Section 7 - Subalpine shoulder to Howe Sound Crest trail

No construction work is planned until 2020 at the earliest.

The trail traverses difficult terrain for an excavator to work in. There are bedrock outcrops which present obstacles for an excavator to get around. The work undertaken here will utilize hand tools and no heavy machinery. There is scope here for the use of volunteer effort. The work will consist of route marking, clearing loose rocks, step building and erosion control.

Budget

Rules of Thumb:

(1) Alistair McCrone of FLNRO provided an estimate of \$30,000 to build 1.2 km of trail.

(2) Jeremy Power of Rare Earth suggests an average per meter rate for Metro Vancouver trails is \$100 to \$150, inclusive of two Bobcat mini excavators, two Canycom s100 tracked material haulers and 3 crew, all required hand tools, fuel, and transport of heavy equipment to and from site.

Section #1: Investigate with the Village of Lions Bay if ditching can be performed by the village works department to reduce erosion of the road.

Section #2: rock scaling would be funded and provided by RSTBC.

Section #3: working length approximately 700 meters. Estimate provided by Rare Earth at between \$35,000 and \$52,500.

Section #4: working length approximately 200 meters with added switchback. Cost \$20,000 to \$30,000.

Section #5: assumption is new bridge required. Cost TBD.

Section #6: working length estimated at 2.4 km due to added switchbacks. Cost TBD.

Section #7: working length 840 meters, by hand. Cost TBD.

Project administration by BCMC. Some vehicle mileage costs may be reimbursed from available funding.

Project parking

Use existing parking in Lions Bay and/or investigate using the Brunswick gravel pit.

Sanitation

It is suggested to build an outhouse at the 4WD parking area before Alberta Creek. The proposed location is in the Alberta Creek drainage which is not known to be used as a drinking water source. Estimated cost of the facility is \$10,000 to \$15,000. This is up for discussion.

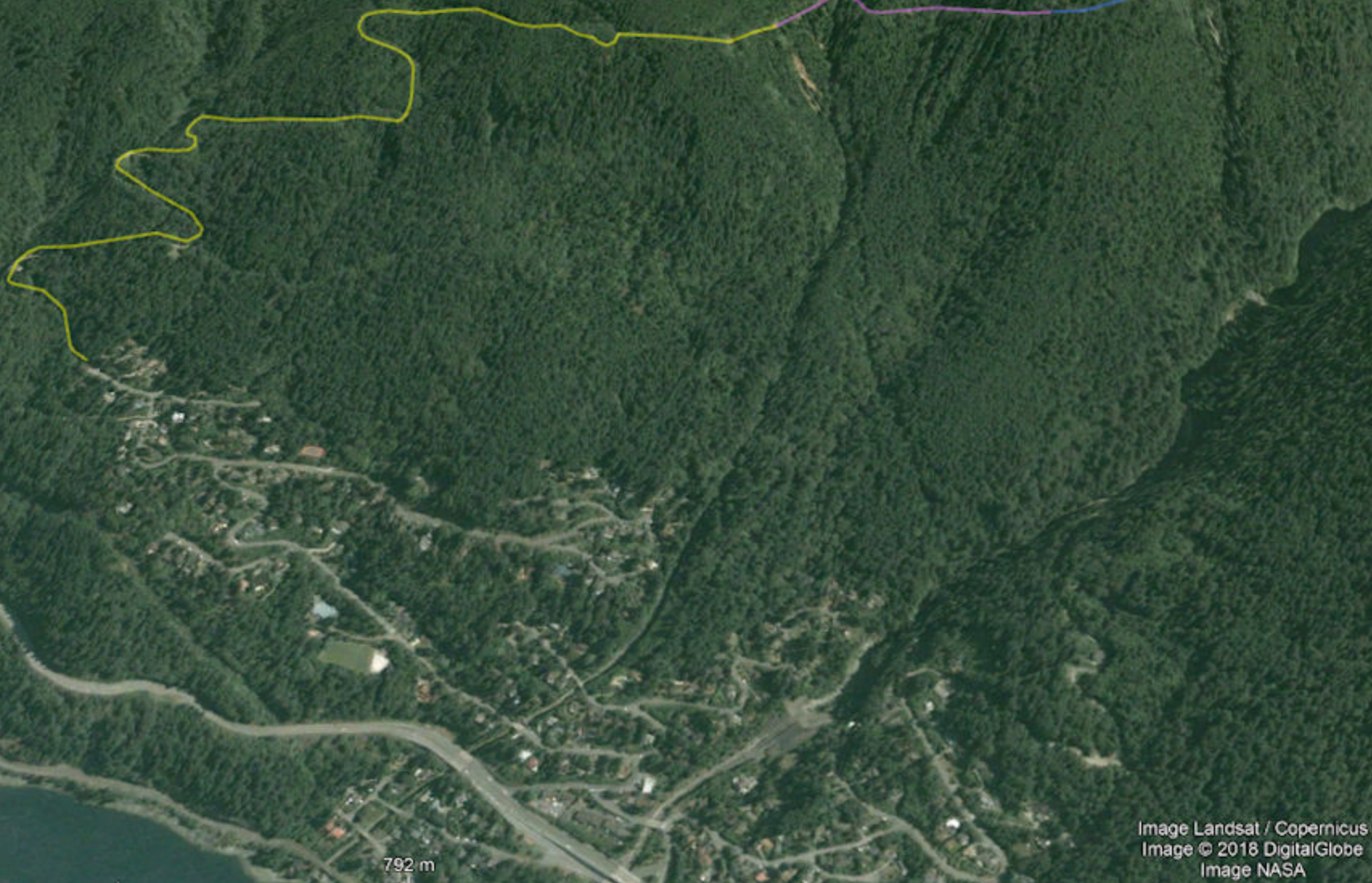
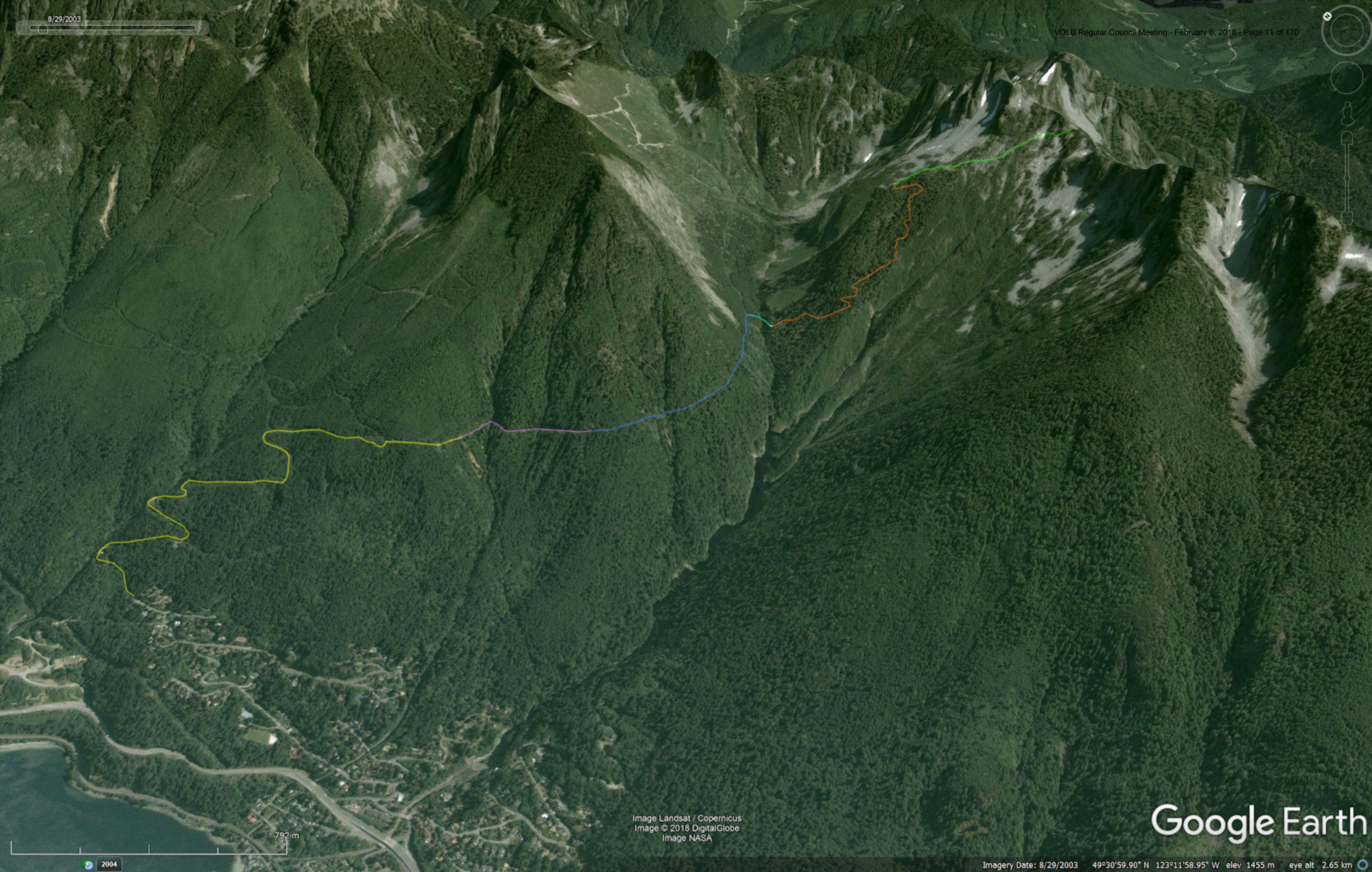
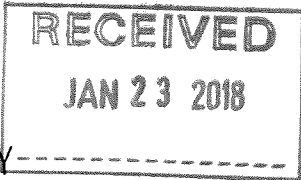


Image Landsat / Copernicus
Image © 2018 DigitalGlobe
Image NASA

Google Earth

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

DELEGATION REQUEST FORM

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

Today's Date: Jan 22 2018 Council Meeting Date: FEB 06/18 Jan 30 2018

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

Animal Control Bylaws 376 + 461

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

[Empty box for supporting material]

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

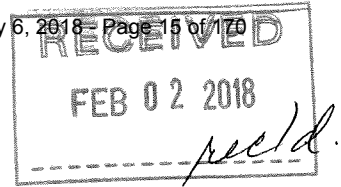
Enforce relevant sections of Animal Control Bylaws 376+461 for the owner/tenant of 100 Lions Bay Ave
Article 13/14 - Kennels - maximum number of dogs/premise
Article 14 - Bylaw 461- 6.1 No kennels in VLB
Article 19 - Bylaw 461 6.6.5 Prohibiting of barking dogs
Bylaw 461 6.6.6 no more that 3 dogs over 4 months of age in one premise
Bylaw 461 Part 12 12.1 seize and impound
Request enforcement of Bylaw 376 Article 13 by February 28 18 for the tenant of 100 Lions Bay Ave.

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: scott gordon / rene rose
Signature: [Handwritten signatures]
Organization (if any): N/A
Address: 90+ 160 Lions Bay Ave
Phone: 604.220.8272 Fax: N/A
Email: sgaarchitect@gmail.com / rene.rose@shaw.ca

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

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

DELEGATION REQUEST FORM

Please forward your Delegation Request Form to the Village Office by 4:00 pm, the Thursday prior to the regular Council meeting. Delegations may speak for a maximum of 10 minutes total.

Today's Date: Feb 1st 2018 Council Meeting Date: Feb 6/18

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

Parking issues

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

✓

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

Solve The Problems

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: Kambiz-A Zardegan

Signature: [Handwritten Signature]

Organization (if any):

Address: 100 Tide water way

Phone: 6049220869 Fax:

Email:

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

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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, JANUARY 23, 2018 at 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY**

MINUTES

In Attendance:

Council: Mayor Karl Buhr
Councillor Fred Bain
Councillor Norm Barmeier
Councillor Ron McLaughlin

Regrets: Councillor Jim Hughes

Staff: Chief Administrative Officer Peter DeJong
Chief Financial Officer Pamela Rooke
Public Works Manager Nai Jaffer
Office Coordinator Shawna Gilroy (Recorder)

Delegations: 0

Public: 10

1. Call to Order

Mayor Buhr called the meeting to order at 7:01 p.m.

2. Adoption of Agenda

Moved/Seconded

THAT item 6 – Discussion on Capital Expenses of Prior Years; and

THAT item 8Di – Core Service Level Review be added; and

THAT item 8Dii – Mayor’s Community Signage Plan be added; and

THAT the agenda be adopted, as amended.

CARRIED

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

A. 2018 Municipal Grant Applications

Moved/Seconded

THAT the usual time limits be relaxed to allow the Municipal Grant Presentations up to five minutes per presentation, not including questions from Council.

CARRIED

The following groups made a presentation to Council providing a brief summary of their 2017 Municipal Grant Applications and answered Council's questions:

- Kate Pratt – Lions Bay Events Committee
- Louis Peterson – Seniors Social Circle
- Mike Leger – Lions Bay House Concerts

Ute Philips from the Lions Bay Arts Council was absent due to illness and could not present her grant application.

Moved/Seconded

THAT the report "2018 Municipal Grant Applications" be received for information purposes.

CARRIED

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

None

Audio: 00:42

5. Review & Approval of Minutes of Prior Meetings

A. Regular Council Meeting – January 9, 2018

The following item was amended:

- Item 5A – Review and Approval of the December 19, 2017 minutes – in item 8Aiii, change the word "strike" to "change".
- Item 8Aii – 2018 Preliminary Budget – after the first sentence, add: "Councillor McLaughlin requested a schedule of prior years' taxed capital and operating expenditures back to 2010. CFO Rooke expressed concern regarding the purpose and time period of the information requested."
- Item 15 – Reporting Out – strike "in the minutes of the open meeting" and replace with "to the website".

Moved/Seconded

THAT the Regular Council Meeting Minutes of January 9, 2018 be approved as amended.

CARRIED

B. Special Council Meeting – January 18, 2018

Moved/Seconded

THAT the Special Council Meeting Minutes of January 18, 2018 be approved as circulated.

CARRIED

It was later noted that the day and time of the Special Council Meeting was incorrect, therefore approval of the minutes were rescinded and re-approved with the changes.

Moved/Seconded

THAT approval of the Special Council Meeting Minutes of January 18, 2018 be rescinded to reflect an amendment.

CARRIED

Moved/Seconded

THAT the Special Council Meeting Minutes of January 18, 2018 be approved, as amended by correcting the day of the meeting from Tuesday to Thursday and by correcting the time of meeting to 8:30 p.m.

CARRIED

6. Business Arising from the Minutes

A. January 9, 2018

11A Correspondence G3: Managing Residential Wood Smoke in Metro Vancouver – Mayor Buhr wanted to ensure that it was acknowledged that Lions Bay is in the containment boundary re: Residential Wood Smoke, as his last Mayor’s Message was incorrect and therefore noted that the appropriate information needs to be put into the tax bill brochure.

B. Discussion of Capital Expenses of Prior Years

Councillor McLaughlin was concerned that Capital Expenditure projects that Council previously taxed for in prior years and Council terms are not tracked and that it is unknown whether those items are re-budgeted items or whether they went to reserves. He requested that CFO Rooke provide previous years Capital Expenditure projects. Staff noted there are differences in our systems and methodologies that are in place now such that these matters are not in issue. CFO Rooke and Councillor McLaughlin to discuss ideas off the record and bring back to Council.

Moved/Seconded

THAT discussion of Capital Expenses of Prior Years be tabled until the next Regular Council Meeting.

CARRIED

7. Unfinished Business

None

Audio: 01:08

8. Reports

A. Staff

i. CFO: 2018 Municipal Grants

Council discussed the 2018 Municipal Grant Applications and approved all as presented, with the exception of the Lions Bay House Concerts with the actual cash portion to be dropped to \$3,700 with a \$1,300 in-kind payment, under the proviso that the cash portion be returned should the enterprise show any profit, and that the cash from the grant is given to performance fees only. The Arts Council did not present and CFO Rooke is to query with Ute Philips how much the banners will cost and update Council at the next meeting with a view to adding that amount to the Arts Council grant.

Moved/Seconded

THAT Council approve the 2018 Municipal Grants as presented, with the exception of the Lions Bay House Concerts actual cash portion to be dropped to \$3,700 with a \$1,300 in-kind payment, under the proviso that the cash portion be returned should the enterprise show any profit, and that the cash from the grant is given to performance fees only; and

THAT the Arts Council grant be considered at the next Regular Council Meeting after CFO Rooke receives a final cost estimate on banner production.

CARRIED

Audio: 01:42

ii. CFO: 2018 Draft Water, Sewer and Solid Waste Budgets

CFO Rooke discussed the 2018 Draft Water, Sewer and Solid Waste Budgets.

Moved/Seconded

THAT the report “2018 Draft Water, Sewer and Solid Waste Budgets” be received for information purposes; and

THAT Council direct staff to proceed with the preparation of the 2018 Water, Sewer and Solid Waste Bylaws with a 0% fee increase.

CARRIED

Audio: 01:50

iii. CFO: 2018 Preliminary Budget

CFO Rooke outlined the changes to the 2018 Preliminary Budget.

Moved/Seconded

THAT the report “2018 Preliminary Budget” be received for information purposes.

CARRIED

Audio: 02:10

iv. PWM: Encroachment Application – 249 Bayview

Public Works Manager Nai Jaffer advised Council that the encroachment will be on title and the cantilever portion will be on municipal land. Council reviewed the encroachment application.

Moved/Seconded

THAT the application for encroachments at 249 Bayview Road be approved subject to and in accordance with the following terms:

- a) the applicant shall sign a standard licence of occupation agreement with respect to the encroachment in substantially the form of Attachment (a) as prepared by the Village of Lions Bay, providing for insurance of the works and indemnification of the Municipality from any and all liability and costs related to the driveway encroachment;
- b) the applicant shall pay the sum of \$800 in accordance with Schedule 2 of Fees Bylaw No. 497, 2016, in respect of the encroachment agreement to be registered in the Land Title Office.

CARRIED

Audio: 02:16

v. PWM: CWWF Verbal Update

PWM Jaffer notified Council that the revised CWWF tender is scheduled to be posted on February 13, 2018 with a pre- tender meeting to take place on February 22, 2018 and a closing date of March 21, 2018. He noted that the five week tendering period is designed to entice the larger companies who did not bid at the original tender.

Moved/Seconded

THAT the CWWF verbal update be received for information.

CARRIED

B. Mayor

None

C. Council

None

D. Committees

i. Core Services Level Review

The Core Service Level Review report was discussed at the earlier Council Strategy Committee Meeting and the following recommendation was brought forward from the Committee:

Moved/Seconded

THAT the Council Strategy Committee recommend that Council direct the Public Works Manager to post for and hire a full-time Public Works Operator; and

THAT the Council Strategy Committee recommend that Council direct the Chief Financial Officer to secure an additional lease vehicle when we renew our current lease agreement.

CARRIED

ii. Community Signage Plan

The Community Signage Plan was discussed at the earlier Council Strategy Committee Meeting and the following recommendation was brought forward from the Committee:

Moved/Seconded

THAT the Council Strategy Committee recommend to Council to proceed with the Community Signage Project, to be refined for colour and format themes and wording with budget to come from the remainder of the parking signage budget, presently estimated at \$15,000.

CARRIED

Audio: 02:23

E. Emergency Services

i. RCMP Monthly Report

Council was concerned with the high number of “other” items, in which their titles are not disclosed.

Moved/Seconded

THAT Council receive the RCMP Monthly Report for information.

CARRIED

9. Resolutions

None

Audio: 02:25

10. Bylaws

A. CAO: Secondary Suite Surcharge Bylaw No. 536, 2018 and Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 537, 2018

Council discussed the options laid out in the Secondary Suite Surcharge Bylaw report. CAO DeJong expressed the idea of enforcing a declaration stating whether property owners have a secondary suite or not in order to increase compliance with safety inspections. Council discussed their opinions and a motion was put forward to give both bylaws 2 readings, including an amendment to make the mandatory Secondary Suite Declaration due July 14th instead of March 31st.

Moved/Seconded

THAT Secondary Suite Surcharge Bylaw No. 536, 2018 be introduced and read a first and second time, as amended to change the due date of the declaration from March 31st to July 14th; and

THAT Bylaw Notice Enforcement Bylaw No. 385, 2006, Amendment Bylaw No. 537, 2018 be introduced and read a first and second time.

**MAYOR BUHR AND COUNCILLOR BAIN OPPOSED
VOTE FAILED**

At 9:57 p.m., the meeting was extended until 11:00 p.m.

Moved/Seconded

THAT Council extend the meeting to 11:00 p.m.

CARRIED

Audio: 03:08

11. Correspondence

Moved/Seconded

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

- G1: Municipal Workshop MPIC – no response
- G2: Sea to Sky Crime Stoppers – complete
- G3: District of Squamish Official Community Plan Bylaw – no response
- G4: Emergency Response Trailers – no response
- G5: Mobility Pricing Independent Commission – Phase One Report – no response
- G6: Howe Sound Community Forum – Office Coordinator to add to calendar
- R1: Distribution of the Resource Directory – previously responded
- R2: Response to Nicola Cadwell – previously responded
- R3: Pat Craig – Road and Drainage Re. Master Plan – previously responded
- R4: Leslie Nolin – Secondary Suites – previously responded

CARRIED

12. New Business

None

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

None

14. Closed Council Meeting

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.

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

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

CARRIED

The meeting was closed to the public at 10:14 p.m.

The meeting was re-opened to the public at 11:09 p.m.

15. Reporting Out From Closed Portion of Meeting

Council reported out the following items:

- The Strategic Planning Priorities Poster, as amended, was approved and will now be published publicly;
- That Wendy Conway-Mair and Ruth Simons of the Memorial Committee have both decided to resign from the Memorial Committee for personal reasons;
- That matters pertaining to the sale of 52 Brunswick Beach Road were considered including instructions to the CAO. A delegation bylaw was brought forward to open meeting for consideration.

•

Moved/Seconded

THAT Delegation Bylaw No. 541, 2018 be introduced and read a first and second time.

CARRIED

16. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

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

Mayor

Corporate Officer

Date Approved by Council:	
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VILLAGE OF LIONS BAY

STRATEGIC GOALS- 2018 PRIORITIES

COMMUNICATIONS GOALS

Facilitate an informed and engaged public by proactive and transparent communication.

2018 priorities (beyond core work):

- ✓ Utilise outside consultants for select community consultations
- ✓ Develop a manual or guide for internal and external communications including standard formatting, usage and style.
- ✓ Undertake a community signage makeover of directional, advisory and naming signage.
- ✓ Plan and execute a wood heat campaign in light of Metro Vancouver's upcoming wood smoke reduction measures.
- ✓ Plan and execute a Secondary Suite registration campaign.

PLANNING GOALS

Continue to enhance and implement the Official Community Plan (OCP) in order to produce a prosperous, diverse and vibrant complete community, accessible to residents and welcoming to visitors.

2018 priorities (beyond core work):

- ✓ Adopt a new local Building Bylaw complying with new provincial Building Act and commence consultation on measures for energy conservation, future greenhouse gas target enforcement, water conservation, fire hazard mitigation, etc.
- ✓ Apply for provincial License of Occupation for W2 Water Zones.
- ✓ Build relationships with local First Nations.
- ✓ Consider natural hazards Development Permits and associated OCP amendment; complete Community Amenity Contribution policy.
- ✓ Develop and implement initiatives to keep Lions Bay School open.
- ✓ Establish a Trail Management Policy.
- ✓ Further develop the Emergency Management plan.
- ✓ Implement a Boulevard Bylaw to address encroachment and vegetation.
- ✓ Implement a long-term strategic parking plan by mid-May, 2018.
- ✓ Negotiate long-term provincial lease at Upper Brunswick, plan move of Public Works Yard there, complete community consultation for redevelopment of the existing site.
- ✓ Support initiatives protecting glass sponge reefs in Howe Sound, establishing Howe Sound as a UNESCO Biosphere Region, promoting a Howe Sound National Park.
- ✓ Through advocacy and representation, address high noise and excessive accident risk on the Sea-to-Sky Highway.
- ✓ Work with Sea-to-Sky communities toward intra-region transit.
- ✓ Work with TransLink on the Lions Bay micro-shuttle pilot project.

FINANCIAL GOALS

Ensure the municipality has adequate long-term financial resources to sustain core work and strategic priorities.

Pursue a capital reserve policy to meet the requirements of a comprehensive Asset Management Plan

Utilise grant and debt funding for spending on new and replacement assets for future generations, and eligible funding for operating costs and addressing the infrastructure gap.

2018 priorities (beyond core work):

- ✓ Apply for Infrastructure Planning, FCM, Clean Water Wastewater Fund (CWWF), rail crossing and asset management grants for potential projects.
- ✓ Accelerate budget timeline by 4 weeks over 2017
- ✓ Advocate for small community concessions on gas tax and rural allowance.
- ✓ If CWWF2 grant is awarded, prepare borrowing bylaw for next available issue of Municipal Finance Authority funding.
- ✓ Commence work on a comprehensive Asset Management Plan
- ✓ Complete sale of municipally-owned lot at 52 Brunswick.
- ✓ Proceed with sale of municipally-owned lot in Upper Kelvin Grove

INFRASTRUCTURE GOALS

Adequately resource maintenance of existing Lions Bay infrastructure and infrastructure spending based on the long-range priorities of the Infrastructure Master Plan (combo of original and Mayor's)

Identify and meet service standards and best practices appropriate to the needs of Lions Bay.

Meet critical standards and industry best practices as they continue to evolve.

2018 priorities (beyond core work):

- ✓ Manage CWWF1-funded Water Network Project to completion.
- ✓ **Plan and apply for CWWF2 grant priority** Mid-Bayview Road/Drainage/Watermain, which includes two PRV Replacements.
- ✓ Progress cell tower project
- ✓ Complete **review of** SCADA technical communications study.
- ✓ Implement Phase 1 of Lions Bay Beach Park improvement project, using Water-Access Capital Reserve funds where possible.
- ✓ Complete funded Public Landscaping Plan
- ✓ Support the UBC long-range watershed hydrology study; complete feasibility study for pipeline supply from Metro
- ✓ Review service levels.

ORGANIZATION GOALS

Support a motivated, fulfilled, high-functioning and stable staff organization capable of innovatively meeting the core work and statutory requirements of the organization and Council's strategic priorities.

2018 priorities (beyond core work):

- ✓ Build staff skills in customer service, communication, administration, planning, finance, IT, records management & emergency mgnt.
- ✓ Expand relationships with other local, regional, provincial and federal government entities.
- ✓ Hire one more Public Works member, a part-time planner and a part-time emergency planning coordinator.
- ✓ Issue temporary use permits for all operating short-term rental units, and register and inspect all secondary suites, in use or not.
- ✓ Commence strategic planning for LBFR service levels.
- ✓ Continue records management and digitization initiative.
- ✓ Promote mutual respect between staff, Council and community.
- ✓ Complete collective agreement negotiations with CUPE.



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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Report to Council		
Title	2018 Supplemental Budget Requests		
Author	Pamela Rooke	Reviewed By:	Peter DeJong
Date	February 2, 2018	Version	
Issued for	February 6, 2018 Regular Council Meeting		

RECOMMENDATION

THAT the report “2018 Supplemental Budget Requests” be reviewed by Council and staff to determine which supplemental budget requests will be considered for inclusion in the 2018 Budget.

ATTACHMENTS

1. 2018 Supplemental Budget Requests

KEY INFORMATION

The attached report summarizes the updated supplemental capital and operating budget requests received from staff and Council. The report was updated to reflect the changes discussed at the January 23, 2018 Council meeting and includes additional information about the supplemental requests.

FOLLOW UP ACTION

Council and staff will continue to review the supplemental requests at the February 20, 2018 Council meeting with the objective of making a recommendation regarding the 2018 supplementals and tax rate.

The Village of Lions Bay
Consolidated Operating Budget 2018
(Draft)

DRAFT

	2017 Budget	2018 Budget	Change	%
Revenues				
Taxation	1,453,628	1,462,882	9,254	0.6%
Utility Fees and Rates	1,087,239	1,089,217	1,978	0.2%
Fees, Licenses and Permits	152,253	192,406	40,153	26.4%
Grants	2,897,116	2,376,245	(520,871)	-18.0%
Loan Proceeds	460,870	456,291	(4,579)	n/a
Land Sales	3,219,250	-	(3,219,250)	n/a
Other Revenue	110,832	112,216	1,384	1.2%
	9,381,188	5,689,257	(3,691,931)	-39.4%
Expenditures				
Administrative Services	992,275	974,734	(17,542)	-1.8%
Council	70,853	57,002	(13,851)	-19.5%
EOC	40,285	19,240	(21,045)	-52.2%
Fire	310,016	322,806	12,790	4.1%
Bylaw	34,233	34,177	(56)	-0.2%
Parks, Recreation and Culture	207,307	219,625	12,318	5.9%
Planning and Development	120,925	73,124	(47,801)	-39.5%
Public Works	475,086	410,402	(64,684)	-13.6%
Water Fund	818,654	849,692	31,038	3.8%
Sewer Fund	71,677	87,843	16,166	22.6%
Solid Waste	184,784	185,919	1,135	0.6%
	3,326,096	3,234,565	(91,532)	-2.8%
Surplus / (Deficit)	6,055,092	2,454,692		
Non-cash items included in Surplus/(Deficit)				
Add back amortization	507,494	507,494		
MFA Actuarial Gain on Debt	(20,422)	(23,456)		
	6,542,164	2,938,730		
Cash items NOT included in Surplus/(Deficit)				
Repayment of Debt Principal	(109,521)	(136,677)		
	6,432,643	2,802,053		
CWWF Grant Capital		(2,473,815)		
Capital Expenditures		TBD		
Supplemental Expenditures		TBD		
Transfer from (to) Reserves:				
Gas Tax Funding		(56,450)		
Solid Waste Surplus - based on draft budget		(1,543)		
Water Surplus - based on draft budget		(118,694)		
Sewer Deficit - based on draft budget		3,260		
Cash Surplus		154,811		

**Village of Lions Bay
2018 Budget
Proposed Capital and Supplemental Requests**

General Fund

Description		Amount	Notes	
Lions Bay Avenue Stairs to Bus Stop	80,000 <u>(40,000)</u>	40,000	Capital expenditure TransLink grant revenue	attached
Emergency Generator(s)	30,000 <u>(15,000)</u>	15,000	Capital expenditure (1 or 2 units) 2017 re-budget	attached
Burn Building	36,000 <u>(30,000)</u>	6,000	Capital expenditure 2017 re-budget	attached
Asset Management	30,000 (20,000) (15,000) <u>5,000</u>		Asset Management Plan 2017 re-budget UBCM Grant - 2018 expenditures	
Community Signage (per strategic plan)	15,000 <u>(13,460)</u>	1,540	2017 re-budget of signage	
Lions Bay Beach Park	50,000 <u>(29,814)</u>	20,186	2017 re-budget	
Desktop computer for Office (replacement)		2,000	to replace existing computer	
Desktop computer for Fire (replacement)		2,000	to replace existing computer	
Computer server for Office (replacement)		8,000	to replace existing server	
Laptop for Public Works (new)		2,000		
Internet connection (Wifi) for Klatt Emergency Building		3,100		attached
Internet service for Brunswick Hill Training Compound		3,100		attached
Sea to Sky Invasive Species Council - Specific Eradications		7,200		attached
PW Shop Tools and Cabinet		4,100		attached
PW Small Equipment Replacement		5,100		attached
Outdoor Event Seating		2,500		attached

Village of Lions Bay
2018 Budget
Proposed Capital and Supplemental Requests

General Fund

Description	Amount	Notes
PW Salt Spreaders	15,400	attached
PW Metal Fabrication Equipment	4,200	attached
PW Backhoe Mounted Compaction Equipment	10,000	attached
EOC supplies - based on emergency consultant report	7,500	
PT Emergency Planning Co-ordinator (1 day per week from June 1)	9,700	
Office Renovation:		
Council Chambers	11,300	attached
Office	12,500	attached
Fire Proof Safe	5,200	attached
New windows for Village Office / new Council Chambers	12,000	
Alarm and monitoring system for Village Office	TBD	waiting for quotes
Fire Truck Reserve	20,000	
Communication consultant for selective initiatives (per strategic plan)	7,500	
Lions Bay Memorial	10,000	
Brunswick Hill Training Compound Replacement (after fire) :		
Cost to complete over and above insurance proceeds	10,000	
Parking Meters - revenue and costs (CN lot paving, line painting, fencing, rent)	TBD	
	<u>257,126</u>	



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year: 2018
 Asset Category: RDS Type: Replacement

PROJECT DESCRIPTION

Lions Bay Avenue Concrete Stair Replacement

JUSTIFICATION DETAIL

The existing stairs are not to code and the rise/run makes it awkward for elderly residents to use. The concrete is rapidly deteriorating. Spalling continuously leaves rubble strewn along the steps making it a trip and fall hazard that requires sweeping up the debris. Many of the steps are also exhibiting large cracks which also pose trip hazards. The proposed project is a complete replacement of the stairs with new reinforced concrete stairs with handrail all of which will be built to code. The replacement of these stairs will have a positive impact on our elderly residents who frequently use this amenity.

CONSEQUENCES OF NOT FUNDING

Increased inspection and maintenance costs will result. Increased liability risk as the stairs continue to deteriorate.

FUTURE BUDGET IMPACT

Grant application from TransLink has been submitted for 50% of the costs.

BACKGROUND

Specifications Provided By:	Staff	Date of Estimate:	Dec 2017
Source of Cost Estimate:	Koba Construction Estimate		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:		Total:	\$80,000
Materials:		Grant/Donation:	-\$40,000
Labour:		Trade-In:	
Other:	\$80,000	Other:	
Total	\$80,000	Net Cost	\$40,000
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: Aug 2018
Materials:		Describe risk or potential for re-budget: Minimal – contractor availability is assured.	
Labour:			
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Facilities Budget Year 2018
 Asset Category: EQU Type: New

PROJECT DESCRIPTION

Emergency Generator for Office and Broughton Hall

JUSTIFICATION DETAIL

The Village Office and Broughton Hall are key facilities that will be impacted in the event of a power outage or catastrophic event. Servers, radios, computers, and other equipment in the Office to enable effective communications and to facilitate recovery or normal operations are unavailable without backup power. Broughton Hall is the emergency shelter and assembly location in the event of an emergency and without backup power, lighting, heat, and cooking facilities will not be available. Thus, it is necessary for these critical facilities to have reliable sources of sustained electrical power.

CONSEQUENCES OF NOT FUNDING

In the event of an emergency, LB Alert, office computers, emergency radio equipment will not be powered. Village residents will have to use Broughton Hall without lights, heat, or kitchen facilities.

FUTURE BUDGET IMPACT

Monthly checks and annual servicing will be required. Previous year budget of \$15,000 will be combined to make up budget total.

BACKGROUND

Specifications Provided By:	Public Works	Date of Estimate:	2016
Source of Cost Estimate:	Several generator suppliers		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$30,000	Total:	\$30,000
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		2017 Re-Budget	-\$15,000
Total	\$30,000	Net Cost	\$15,000
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: Aug 2018
Materials:		Describe risk or potential for re-budget:	
Labour:			
Other:	\$1,400		
Total	\$1,400		



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Fire Rescue Budget Year 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Network Connection and Improved Wi-Fi for Klatt Emergency Building (KEB)

JUSTIFICATION DETAIL

Internet service to the KEB is through a residential internet connection. Wi-Fi connectivity throughout the facility is intermittent and weak. This budget proposal is for the connection of the KEB to the Village's Wi-Fi in the Office's via the main server and access point which is fed by a 50 Mb service connection. This will be facilitated by installation of a Cat5 or better cable between the Office servers and the KEB and includes the installation of a wireless access point which will greatly improve connectivity and signal strength.

CONSEQUENCES OF NOT FUNDING

The KEB will continue to be serviced via the existing marginal internet service. Fire and Emergency Operations Centre computers will not be connected to the network nor will they be backed up.

FUTURE BUDGET IMPACT

Monthly server and bandwidth costs will increase but this will be offset by a reduction in internet service payments for the KEB's residential internet service.

BACKGROUND

Specifications Provided By:	Sea-to-Sky Network Solutions	Date of Estimate:	January 2018
Source of Cost Estimate:	Sea-to-Sky Network Solutions		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:		Total:	\$3,100
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:	\$3,100	Other:	
Total	\$3,100	Net Cost	\$3,100
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: August 2018
Materials:		Describe risk or potential for re-budget: None – works can be facilitated by Sea-to-Sky Network Solutions and their contractors.	
Labour:			
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Fire Rescue Budget Year 2018
 Asset Category: EQU Type: New

PROJECT DESCRIPTION

Internet Service to Brunswick Hill Fire Training Compound (BHFTC)

JUSTIFICATION DETAIL

The provision of a TELUS internet service to the BHFTC will enable Fire Rescue to implement remote monitoring security cameras and provide the ability to use online training modules for specialized fire rescue training and WorkSafe BC video modules.

CONSEQUENCES OF NOT FUNDING

Fire Rescue staff will continue to use limited bandwidth wireless signals. Security cameras will be on a 'record only' mode.

FUTURE BUDGET IMPACT

Monthly server and bandwidth costs will increase.

BACKGROUND

Specifications Provided By:	Sea-to-Sky Network Solutions	Date of Estimate:	January 2018
Source of Cost Estimate:	Sea-to-Sky Network Solutions		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:		Total:	\$3,100
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:	\$3,100	Other:	
Total	\$3,100	Net Cost	\$3,100
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: August 2018
Materials:		Describe risk or potential for re-budget: None – works can be facilitated by Sea-to-Sky Network Solutions and their contractors.	
Labour:			
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year 2018
 Asset Category: RDS Type: Expanded

PROJECT DESCRIPTION

Sea to Sky Invasive Species Council - Specific Eradications

JUSTIFICATION DETAIL

In accordance with the *Weed Control Act* of BC the municipality is required to control invasive species upon our lands. The Sea to Sky Invasive Species Council (SSISC) has identified in excess of 60 sites containing invasive species spread out across numerous sites throughout the municipality. Some species can only be controlled using specialized process such as stem injection and precise pesticide application. These methods require trained and licensed personnel and are beyond the current capabilities of Public Works Staff. The SSISC can manage these removals efficiently and effectively.

CONSEQUENCES OF NOT FUNDING

The spread of invasive species will continue unchecked thereby impacting and changing the natural flora and fauna of Lions Bay.

FUTURE BUDGET IMPACT

Additional capital budget requests will be requested for additional removals.

BACKGROUND

Specifications Provided By:	SSISC	Date of Estimate:	Jan 2018
Source of Cost Estimate:	Sea to Sky Invasive Species Council		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:		Total:	\$7,200
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:	\$7,200	Other:	
Total	\$7,200	Net Cost	\$7,200
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: August 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None – external contractors and SSISC staff to manage this project.	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Public Works Shop Tools and Rolling Cabinet

JUSTIFICATION DETAIL

Public Works uses hand tools such as sockets and wrenches on a daily basis for a variety of tasks such as fleet & equipment maintenance, air valve maintenance, putting together benches, playground equipment repair and so on. The shop tools being used are a farrago consisting of rusted, aged, and broken pieces. This request is for the purchase of new shop tools and a rolling cabinet / tool chest to store them in.

CONSEQUENCES OF NOT FUNDING

Staff will continue to use the existing tools and replace them on an as needed and farrago basis.

FUTURE BUDGET IMPACT

None

BACKGROUND

Specifications Provided By:	Public Works Staff	Date of Estimate:	January 2018
Source of Cost Estimate:	Public Works Staff		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$4,100	Total:	\$4,100
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$4,100	Net Cost	\$4,100
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: July 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Small Equipment Replacement

JUSTIFICATION DETAIL

Public Works uses a variety of small equipment such as chain saws, hedge trimmers, weed trimmers, blowers, etc. in carrying out their routine maintenance tasks. These pieces of equipment experience heavy use in all types of inclement weather and have become worn. Many of these pieces of equipment have a finite life expectancy and require periodic replacement in order to increase staff efficiency by not continually repairing or coaxing 'one more season' out of this equipment.

CONSEQUENCES OF NOT FUNDING

Staff will continue to use existing equipment to the point of failure.

FUTURE BUDGET IMPACT

This will be a periodic budget request in the future as different pieces of equipment fail.

BACKGROUND

Specifications Provided By:	Public Works Staff	Date of Estimate:	January 2018
Source of Cost Estimate:	Public Works Staff		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$5,100	Total:	\$5,100
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$5,100	Net Cost	\$5,100
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: July 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Replace outdoor event seating

JUSTIFICATION DETAIL

Public Works provides outdoor seating for community events such as Canada Day, Firefighters Day, etc. The existing wood and steel chairs are reaching the end of their life and as chairs fail and are disposed of, the overall total diminishes. This budget request is for the purchase of up to 70 chairs suitable for use outdoors and in inclement weather.

CONSEQUENCES OF NOT FUNDING

Staff will continue to use the existing chairs and disposing of those that show signs of failure until we are no longer able to supply them for event use.

FUTURE BUDGET IMPACT

None

BACKGROUND

Specifications Provided By:	Public Works Staff	Date of Estimate:	January 2018
Source of Cost Estimate:	Public Works Staff		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$2,500	Total:	\$2,500
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$2,500	Net Cost	\$2,500
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: June 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year: 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Replace two salt spreaders

JUSTIFICATION DETAIL

Public Works owns two small gas powered salt spreader units that fit into the back of our pickup trucks. These spreaders experience heavy use during winter months and due to the exposure to salt, experience heavy corrosion. This past winter, one of the units failed completely, its auger motor seized and the belt drive and chain broke from the excessive corrosion. Both these units are 20 years old and have reached the end of their expected life. This budget request is for the replacement of both units with new rust-proof polycarbonate hoppers with dual motors for the auger and spreader.

CONSEQUENCES OF NOT FUNDING

Given that one unit has failed and the second is in very poor condition, service levels will be negatively impacted should these not be approved.

FUTURE BUDGET IMPACT

None

BACKGROUND

Specifications Provided By:	Public Works Staff	Date of Estimate:	January 2018
Source of Cost Estimate:	Public Works Staff		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$15,400	Total:	\$15,400
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$15,400	Net Cost	\$15,400
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: August 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Purchase and replace metal fabrication equipment

JUSTIFICATION DETAIL

Public Works fabricates and repairs equipment and infrastructure in house using a variety of metal fabrication equipment. This budget request is for the purchase of a new spool gun, a drill mill, and a chop saw. This equipment will replace existing aged equipment and in the case of the spool gun, enable staff to weld aluminum. Several of our PRV hatches and pipe stands are made of aluminum and require repairs and additional bracing. The purchase of these tools will eliminate the need to outsource the repair of these items.

CONSEQUENCES OF NOT FUNDING

Staff will outsource this work which will increase the time and effort required to complete these tasks.

FUTURE BUDGET IMPACT

None

BACKGROUND

Specifications Provided By:	Public Works Staff	Date of Estimate:	January 2018
Source of Cost Estimate:	Public Works Staff		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$4,200	Total:	\$4,200
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$4,200	Net Cost	\$4,200
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: June 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

BUDGET SUPPLEMENTAL DETAIL

Department: Public Works Budget Year: 2018
 Asset Category: EQU Type: Replacement

PROJECT DESCRIPTION

Purchase of CAT 420 backhoe mounted hoe-pack

JUSTIFICATION DETAIL

Improper compaction of excavations leads to the eventual settlement of road surfaces resulting in dips and undulations in a roadway and further premature failure of asphalt. Improper compaction occurs due to the use of improper and inadequate compaction equipment during projects. This can be caused by an inability to rent the proper size compaction equipment and urgency to complete the excavation and limit inconvenience to the driving public. The purchase of this unit will ensure Public Works has the appropriate equipment 'on hand' to properly compact excavations.

CONSEQUENCES OF NOT FUNDING

Staff will continue to try and rent compaction equipment or be faced with using undersized compaction equipment on excavations.

FUTURE BUDGET IMPACT

None

BACKGROUND

Specifications Provided By:	Finning Canada	Date of Estimate:	December 2017
Source of Cost Estimate:	Finning Canada		

FINANCIAL DATA

COST BREAKDOWN		OFFSETS	
Equipment:	\$10,000	Total:	\$10,000
Materials:		Grant/Donation:	
Labour:		Trade-In:	
Other:		Other:	
Total	\$10,000	Net Cost	\$10,000
ANNUAL OPERATING COST IMPACT		TIMING OF PROJECT	
Equipment:		Start :	May 2018 End: August 2018
Materials:		Describe risk or potential for re-budget:	
Labour:		None	
Other:			
Total			

Office Renovation

Moving Council Chambers to old Library Space

Fill in Window	5,000	
New Council table and chairs	3,000	
Locking Cabinet	300	
Wheelchair accessibility	<u>3,000</u>	11,300

Village Office

Constructing office in former chambers	10,000	
Desk, Filing Cabinets, Storage Units	<u>2,500</u>	12,500

Fire Proof Safe

Purchase of fire proof safe	1,200	
Reinforcing office floor	<u>4,000</u>	5,200

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Consent to MVRD Regional Parks Service Bylaw No. 1255, 2017		
Author	Shawna Gilroy	Reviewed By:	Peter DeJong
Date	January 31, 2018	Version	
Issued for	February 6, 2018 Regular Council Meeting		

Recommendation:

THAT the Village of Lions Bay Council approve adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* by providing consent on behalf of the electors of the Village of Lions Bay.

Attachments:

Bylaw and supporting materials from Metro Vancouver Regional District

Key Information:

The MVRD is requesting consent from the participants in the MVRD Regional Parks Service for the withdrawal of the City of Abbotsford from the service. Details of the historical background related to the participation of the District of Matsqui and the District of Abbotsford (now amalgamated as the City of Abbotsford) are found in the attached materials.

Options:

- (1) Pass the resolution consenting to the withdrawal as requested;
- (2) Seek further information from the MVRD - however, time constraints make this option untenable as the MVRD requires an answer by February 9th.

Preferred Option: Pass the resolution.

JAN 31 2018

Board and Information Services, Legal and Legislative Services
Tel. 604.432.6250 Fax 604.451.6686

File: CR-12-01
Ref: RDP 2018 Jan 26

Peter DeJong, Chief Administrative Officer
Village of Lions Bay
400 Centre Road, P.O. Box 141
Lions Bay, BC V0N 2E0

Dear Mr. DeJong:

Re: Consent to Metro Vancouver Regional Parks Service Amendment Bylaw No. 1255

At its January 26, 2018 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) gave three readings to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*; directed staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function; and following that, forward the Bylaw to the Inspector of Municipalities for approval.

Section 346 of the *Local Government Act* applies to municipal participating area approval and therefore a council may give participating area approval by consenting on behalf of the electors to the adoption of the Bylaw.

I respectfully ask that this matter be included on Council agenda. A sample resolution is set out below for your convenience:

"The Council of _____ approves adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* by providing consent on behalf of the electors."

A response, including Council resolution, to my attention by February 9, 2018 is appreciated. Should you have questions or need clarification, I can be reached at 604.432.6338 or by email at chris.plagnol@metrovancover.org.

Yours truly,



Chris Plagnol
Corporate Officer

CP/kh

Encl: Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017
Regional Parks Service Amendment Bylaw No 1255, dated January 11, 2018

24364741

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1255, 2017**

A Bylaw to Amend Greater Vancouver Regional District
Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005

BACKGROUND:

- A. By Division V of Letters Patent issued January 13, 1972, as amended by further Supplementary Letters Patent, Metro Vancouver Regional District was granted the function of regional parks (the “**Regional Parks Service**”), and the participating areas for the Regional Parks Service were deemed to include not only Metro Vancouver Regional District member municipalities, but also member municipalities of the former Vancouver-Fraser Park District;
- B. One of the member municipalities of the former Vancouver-Fraser Park District was the former District of Matsqui, which was not within the boundaries of the MVRD;
- C. On January 1, 1995, the former District of Matsqui and the former District of Abbotsford were incorporated as the City of Abbotsford;
- D. On July 25, 2005, the Board of Directors of the Metro Vancouver Regional District adopted “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”, a bylaw to convert the Regional Parks Service and to amend the participating areas to include the area within the boundaries of the former District of Abbotsford, such that the whole of the City of Abbotsford became a municipal participating area for the Regional Parks Service;
- E. The City of Abbotsford has consented to an amendment to the “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”, to remove the City of Abbotsford as a participating area from the Regional Parks Service;
- F. The Board of Directors of the Metro Vancouver Regional District wishes to amend “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”;
- G. The Metro Vancouver Regional District has obtained the approval of the Lieutenant Governor in Council to the continued operation of the Regional Parks Service outside the boundaries of the MVRD; and
- H. Two-thirds of the participants in the Regional Parks Service have consented to the adoption of this Bylaw to amend the “Greater Vancouver Regional District Parks Service Conversion and Amendment Bylaw No. 1024, 2005”.

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District, in open meeting assembled, enacts as follows:

1. The Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005 (the "Bylaw") is hereby amended as follows:
 - a) By deleting section 2 of the Bylaw; and
 - b) In section 3 of the Bylaw, by striking the phrase "City of Abbotsford" in its entirety.
2. This bylaw may be cited as "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017".

READ A FIRST TIME THIS 24th day of November, 2017.

READ A SECOND TIME THIS 26 day of January, 2018.

READ A THIRD TIME THIS 26 day of January, 2018.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS _____ day of _____, 2018.

PASSED AND FINALLY ADOPTED THIS _____ day of _____, 2018.

Greg Moore, Chair

Chris Plagnol, Corporate Officer



To: MVRD Board

From: Chris Plagnol, Corporate Officer

Date: January 11, 2018 Meeting Date: January 26, 2018

Subject: **Regional Parks Service Amendment Bylaw No. 1255**

RECOMMENDATION

That the MVRD Board:

- a) give second and third reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*; and
 - b) direct staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function, and following that, forward the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* to the Inspector of Municipalities for approval.
-

PURPOSE

To consider second and third reading of the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* and to direct staff to seek consent of at least 2/3 of the participants in the regional parks function in relation to the withdrawal of the City of Abbotsford as a participant.

BACKGROUND

On November 24, 2017, the MVRD Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the MVRD Regional Parks Service, and gave first reading to the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*. Even though this Amending Bylaw had only received first reading, it was subsequently forwarded to the Ministry of Municipal Affairs and Housing for its preliminary consideration in concert with the other elements associated with the multi-pronged process of the service withdrawal.

As indicated above, consideration of this proposed Bylaw is one of several requirements associated with the withdrawal of the City of Abbotsford from the MVRD Regional Parks Service. The attached report, considered by the Board at its meeting of November 24, 2017, provides background on various elements of Abbotsford's withdrawal from the service (Attachment 2).

MVRD REGIONAL PARKS AMENDING BYLAW

The adoption of a bylaw to amend the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005* is required to facilitate the withdrawal of the City of Abbotsford from the Metro Vancouver Regional Parks function. If approved, the Amending Bylaw will amend the participants in the service area by removing the City of Abbotsford as a participant under section 2 and section 3 of Conversion Bylaw 1024.

The Amending Bylaw is before the Board for second and third reading. Once third reading is given, the Amending Bylaw will be circulated to all service area participants (which includes the City of Abbotsford) to obtain their consent to the adoption of the Bylaw. Two-thirds consent of participants is required before the Amending Bylaw can be considered for adoption. Once consent is obtained, the Amending Bylaw will be forwarded to the Inspector of Municipalities for approval with the

expectation that the Amending Bylaw can be considered for adoption at the March 23, 2018 Board meeting.

ALTERNATIVES

1. That the MVRD Board:
 - a) give second and third reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*; and
 - b) direct staff to seek consent of at least 2/3 of the participants to amend the service area to remove Abbotsford as a participant in the regional park function, and following that, forward the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* to the Inspector of Municipalities for approval.

2. That the MVRD Board receive for information the report dated January 11, 2018, titled "Regional Parks Service Amendment Bylaw No. 1255" and provide alternate direction.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, and as outlined in Attachment 2, the financial implications include a reduction the Annual Budget and Financial Plan, a reimbursement from the Fraser Valley Regional District for the City of Abbotsford's allocated costs of participating in the MVRD regional parks function for 2018, and a one-time payment by Metro Vancouver to the City of Abbotsford representing the proportional return of Park Reserve Fund contributions.

If the Board does not approve the Amending Bylaw, the City of Abbotsford will remain as a participant in the MVRD Regional Parks function which will include the associated financial implications.

SUMMARY / CONCLUSION

The MVRD Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the MVRD Regional Parks Service. This change to the service area requires an amendment to the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005* to amend service area participants. This report brings forward the associated Amending Bylaw to facilitate this service withdrawal for consideration by the Board. Staff recommend Alternative One.

Attachments:

1. Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017
2. Report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255"

24157931

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1255, 2017**

A Bylaw to Amend Greater Vancouver Regional District
Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005

BACKGROUND:

- A. By Division V of Letters Patent issued January 13, 1972, as amended by further Supplementary Letters Patent, Metro Vancouver Regional District was granted the function of regional parks (the “**Regional Parks Service**”), and the participating areas for the Regional Parks Service were deemed to include not only Metro Vancouver Regional District member municipalities, but also member municipalities of the former Vancouver-Fraser Park District;
- B. One of the member municipalities of the former Vancouver-Fraser Park District was the former District of Matsqui, which was not within the boundaries of the MVRD;
- C. On January 1, 1995, the former District of Matsqui and the former District of Abbotsford were incorporated as the City of Abbotsford;
- D. On July 25, 2005, the Board of Directors of the Metro Vancouver Regional District adopted “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”, a bylaw to convert the Regional Parks Service and to amend the participating areas to include the area within the boundaries of the former District of Abbotsford, such that the whole of the City of Abbotsford became a municipal participating area for the Regional Parks Service;
- E. The City of Abbotsford has consented to an amendment to the “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”, to remove the City of Abbotsford as a participating area from the Regional Parks Service;
- F. The Board of Directors of the Metro Vancouver Regional District wishes to amend “Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005”;
- G. The Metro Vancouver Regional District has obtained the approval of the Lieutenant Governor in Council to the continued operation of the Regional Parks Service outside the boundaries of the MVRD; and
- H. Two-thirds of the participants in the Regional Parks Service have consented to the adoption of this Bylaw to amend the “Greater Vancouver Regional District Parks Service Conversion and Amendment Bylaw No. 1024, 2005”.

NOW THEREFORE the Board of Directors of the Metro Vancouver Regional District, in open meeting assembled, enacts as follows:

1. The Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005 (the **"Bylaw"**) is hereby amended as follows:
 - a) By deleting section 2 of the Bylaw; and
 - b) In section 3 of the Bylaw, by striking the phrase "City of Abbotsford" in its entirety.
2. This bylaw may be cited as "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017".

READ A FIRST TIME THIS 24th day of November, 2017.

READ A SECOND TIME THIS _____ day of _____, 2018.

READ A THIRD TIME THIS _____ day of _____, 2018.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES THIS _____ day of _____, 2018.

PASSED AND FINALLY ADOPTED THIS _____ day of _____, 2018.

Greg Moore, Chair

Chris Plagnol, Corporate Officer

To: MVRD Board

From: Carol Mason, Commissioner/Chief Administrative Officer

Date: November 21, 2017 Meeting Date: November 24, 2017

Subject: **Regional Parks Service Amendment Bylaw No. 1255**

RECOMMENDATION

That the MVRD Board:

- a) approve the terms and conditions for the withdrawal of the City of Abbotsford as a participant in the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005*, as presented in the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255", and including a one-time financial payment of \$1,050,000 to the City of Abbotsford from MVRD Regional Park Reserve Funds to be paid upon adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*;
 - b) give first reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*; and
 - c) forward the draft Order in Council included in Attachment 2 of the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" for consideration by the Province of British Columbia to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries despite the provisions of s.333(4) of the *Local Government Act*.
-

PURPOSE

To consider first reading of the *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* that will initiate the withdrawal of the City of Abbotsford as a participant in the regional parks function and to seek an Order in Council from the Province of British Columbia to permit Metro Vancouver to own and operate parkland outside of its service area boundaries.

BACKGROUND

On November 28, 2014 the MVRD Board received the report titled "Regional Parks Service Review" and approved 23 recommendations contained in the report addressing the purpose of regional parks, the service area, parkland acquisition, park development and service operations. Outcomes of the service review guided updates to the 2011 *Regional Park Plan* including goals and strategies, framework for park interpretation and stewardship program, land acquisition and park classification.

Following Board adoption of the report recommendations, discussions were initiated between Metro Vancouver and the City of Abbotsford that examined the boundaries of the service area and explored consideration of the potential withdrawal of the City of Abbotsford from the MVRD regional parks function. These discussions also opened up opportunities for the City of Abbotsford to enter into discussions with the Fraser Valley Regional District (FVRD) and explore potential regional park partnerships within the FVRD.

An agreement has now been reached between Metro Vancouver and the City of Abbotsford that will facilitate its withdrawal from the MVRD park function and transition into a regional parks function within the FVRD. This report brings forward the associated Amending Bylaw and Order in Council request to facilitate this service withdrawal for consideration by the Board.

CITY OF ABBOTSFORD PARTICIPATION IN REGIONAL PARKS

The District of Matsqui was an early participant in the regional parks function which was formed in 1967 as the "Vancouver Fraser Parks District". The regional parks function was transferred to the MVRD (previously 'GVRD') through Supplementary Letters Patent in 1972. The District of Matsqui amalgamated with the City of Abbotsford in 1995 and in 2005 the City of Abbotsford became a full participant in the regional parks function through Conversion Bylaw No. 1024.

The City of Abbotsford is currently a participant in the MVRD Regional Parks function as authorized under the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005*. The participation of the City of Abbotsford in the Metro Vancouver regional parks function is unique in this region as the municipality is physically located within the boundaries of the Fraser Valley Regional District, and is not within the Metro Vancouver Regional District boundaries. As such, the City of Abbotsford is not a member of the Metro Vancouver Regional District Board, except for the purposes of regional parks. For all other regional services, the City of Abbotsford is a member of the Fraser Valley Regional District and has political representation on the FVRD Board of Directors.

The City of Abbotsford is represented on the Metro Vancouver Regional Parks Standing Committee which meets monthly and attends MVRD Board meetings once per month to vote on regional parks items being considered by the Board.

MVRD REGIONAL PARKS AMENDING BYLAW

The adoption of a bylaw to amend the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 1024, 2005* is required to facilitate the withdrawal of the City of Abbotsford from the Metro Vancouver Regional Parks function. Once approved, the Amending Bylaw will amend the participants in the service area by removing the City of Abbotsford as a participant under section 2 and section 3 of Conversion Bylaw 1024.

The Amending Bylaw is being introduced for first reading and will be forwarded to the Ministry of Municipal Affairs and Housing for consideration and comment (Attachment 1). The Amending Bylaw will then come back to the MVRD Board with any changes required by the Ministry, on January 26, 2018, for second and third reading. Once third reading is given, the Amending Bylaw will be circulated to all service area participants (which includes the City of Abbotsford) to obtain their consent to the adoption of the amendment bylaw. The Amending Bylaw requires two thirds consent of participants before it can be considered for adoption. Once consent is obtained, the Amending Bylaw will be forwarded to the Inspector of Municipalities for approval with the expectation that the bylaw can be considered for adoption at the March 23, 2018 Board meeting.

ORDER IN COUNCIL REQUEST

Section 333(4) of the *Local Government Act* requires that if a regional district provides a service outside of its regional district (and consent has been obtained by the affected local government that

it may operate a service in that jurisdiction), the area outside the regional district must be identified as a separate participating area for the service “as if it were located in the regional district”.

As part of the agreement for the City of Abbotsford to withdraw from the MVRD regional parks service, it has been agreed that Metro Vancouver will transfer all interests in parkland within the boundaries of the City of Abbotsford to the City of Abbotsford, with the exception of Aldergrove Regional Park. Located within both the Township of Langley and the City of Abbotsford, it has been agreed that it makes sense for a single local government to operate Aldergrove Regional Park and that given the majority of visitors to the Aldergrove Regional Park originate from Metro Vancouver, Metro Vancouver is best suited to continue to own and operate this park.

In order to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries, it will require an Order in Council (OIC) to authorize this permission without requiring the City of Abbotsford to be a participant in the MVRD regional parks function. A draft OIC has been prepared for submission to the Province of British Columbia to request this authority despite the provisions of s.333(4) of the *Local Government Act* (Attachment 2).

SERVICE WITHDRAWAL – LAND TRANSFER AGREEMENT

Under the proposed terms for the City of Abbotsford’s withdrawal from the MVRD regional parks function, Metro Vancouver will transfer to the City of Abbotsford the following regional parkland and built assets: Matsqui Trail and Sumas Mountain Regional Parks and the eastern portion of Glen Valley Regional Park referred to as Poplar Bar and Duncan Bar and including Crescent Island. Some of this property is owned by the MVRD in fee simple and other portions of land are secured through long term provincial leases, statutory rights of way, licence agreements and highway use permits. A map of the lands proposed to be transferred is shown in Attachment 3. Metro Vancouver will bring forward a Land Disposition Bylaw in January to initiate an Alternative Approval Process (AAP) to facilitate the transfer of these lands.

As previously noted, the exception to the transfer of regional parkland under consideration is the Aldergrove Regional Park which is proposed to be retained by Metro Vancouver. Aldergrove Regional Park is 280 ha in size and overlaps the border between the Township of Langley and the City of Abbotsford. Half of the regional park is situated within the MVRD and the other half within the FVRD. This regional park receives over 428,000 visits annually and approximately 75% of the parks visits originate from residents within MVRD boundaries.

SERVICE WITHDRAWAL – FINANCIAL CONSIDERATIONS

The proposed terms for the City of Abbotsford’s withdrawal from the MVRD regional parks function also include financial considerations. As part of the implementation of the service amendment, an amount of \$650,000 will be paid to the City of Abbotsford representing its 3.2% proportional share of the Regional Parks Reserves based on reserve balances at the end of 2016. In addition, transitional funding in the amount of \$400,000, representing approximately one year of operating costs for the Sumas Mountain Regional Park, Matsqui Trail Regional Park and Glen Valley (Abbotsford portion) Regional Park, will be transferred to the City to assist in the first year of operations of the transferred parkland.

ALTERNATIVES

1. That the MVRD Board:
 - a) approve the terms and conditions for the withdrawal of the City of Abbotsford as a participant in the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005*, as presented in the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255", and including a one-time financial payment of \$1,050,000 to the City of Abbotsford from MVRD Regional Park Reserve Funds to be paid upon adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*;
 - b) give first reading to *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017*; and
 - c) forward the draft Order in Council included in Attachment 2 of the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" for consideration by the Province of British Columbia to permit Metro Vancouver to own and operate a park that is partially outside its geographic boundaries despite the provisions of s.333(4) of the *Local Government Act*.

2. That the MVRD Board receive for information the report dated November 21, 2017, titled "Regional Parks Service Amendment Bylaw No. 1255" and provide alternate direction.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, the Amending Bylaw will be forwarded to the Province for consideration and comment. Once the Amending Bylaw is adopted (anticipated March 23, 2018), the 2018 Annual Budget and 2018 – 2022 Financial Plan will be amended to reduce the operating budget by removing costs for operating and maintaining the Matsqui Trail and Sumas Mountain Regional Parks and the eastern portion of Glen Valley Regional Park (referred to as Poplar Bar and Duncan Bar) and including Crescent Island, for the remainder of 2018 (approximately \$300,000) and by reapportioning the City of Abbotsford's allocation to the remaining regional park participants. The Fraser Valley Regional District, on behalf of the City of Abbotsford, will reimburse MVRD for the City's allocated costs for participating in the MVRD regional parks function for the beginning of 2018 until the date that the bylaw has been amended (January 1, 2018 to March 23, 2018). The one-time payment to the City of Abbotsford of \$1,050,000 representing the proportional return of Park Reserve Fund contributions (\$650,000) and transitional funding (\$400,000) will be paid from existing MVRD Regional Park Reserve Funds. The proposed budget amendments and the one-time payment are subject to the adoption of *Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017* being completed on March 23, 2018.

If the Board does not approve the amending bylaw, the City of Abbotsford will remain as a participant in the MVRD Regional Parks function.

SUMMARY / CONCLUSION

As part of the implementation of *Regional Parks Service Review*, approved by the Board in 2014, discussions have been underway between Metro Vancouver and the City of Abbotsford examining potential options to amend the boundaries of the service area and facilitate the withdrawal of the City of Abbotsford from the MVRD regional parks function.

The City of Abbotsford is currently a participant in the MVRD Regional Parks function, as authorized under the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005*. The participation of the City of Abbotsford in the Metro Vancouver regional parks function is unique in this region as the municipality is physically located within the boundaries of the Fraser Valley Regional District. As such, the City of Abbotsford is not a member of the Metro Vancouver Regional District Board, except for the purposes of regional parks. For all other regional services, the City of Abbotsford is a member of the Fraser Valley Regional District and has political representation on the FVRD Board of Directors.

Discussions between the two jurisdictions have led to a proposed agreement that has now been reached between Metro Vancouver and the City of Abbotsford that will facilitate the municipality's withdrawal from the MVRD park function and its transition into a regional parks function within the FVRD. The changes to the service area will require an amendment to the *Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005* to amend service area participants, a Provincial Order in Council to permit Metro Vancouver to own and operate parkland outside of its geographic boundaries, approval of a Parkland Disposition Bylaw approving of the disposition of lands, and the one-time payment of \$1,050,000 to the City of Abbotsford representing its proportional share of the MVRD Regional Park Reserve Funds of \$650,000 and \$400,000 in transitional operating funds.

This report brings forward the associated Amending Bylaw and Order in Council request to facilitate this service withdrawal for consideration by the Board and Alternative One is recommended.

Attachments:

1. ~~Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1255, 2017~~
(Doc #23751340)
2. Draft Order in Council
3. ~~Map of Properties to be Transferred to Abbotsford through the Service Area Bylaw Amendment~~
(Doc #23755629)

23748206

Type	Information report		
Title	UPDATE HIGHWAY 99		
Author	Mayor Karl Buhr	Reviewed By:	CAO
Date	Feb. 1, 2018	Version	1
Issued for	Feb. 6, 2018 Regular Council Meeting		

INTRODUCTION

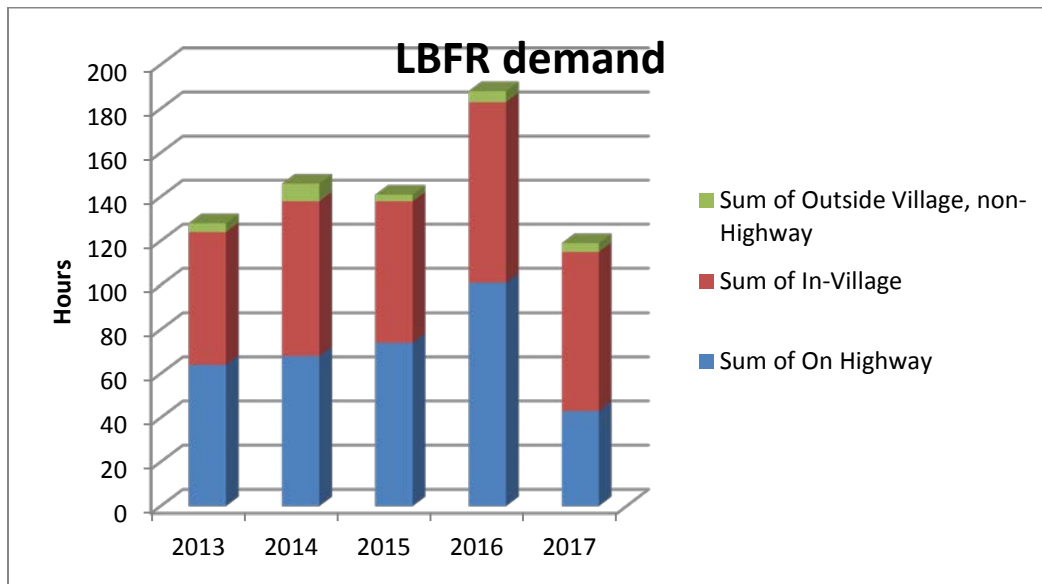
Highway initiatives are managed by the Mayor per Council resolution October 17 2017. Updates follow.

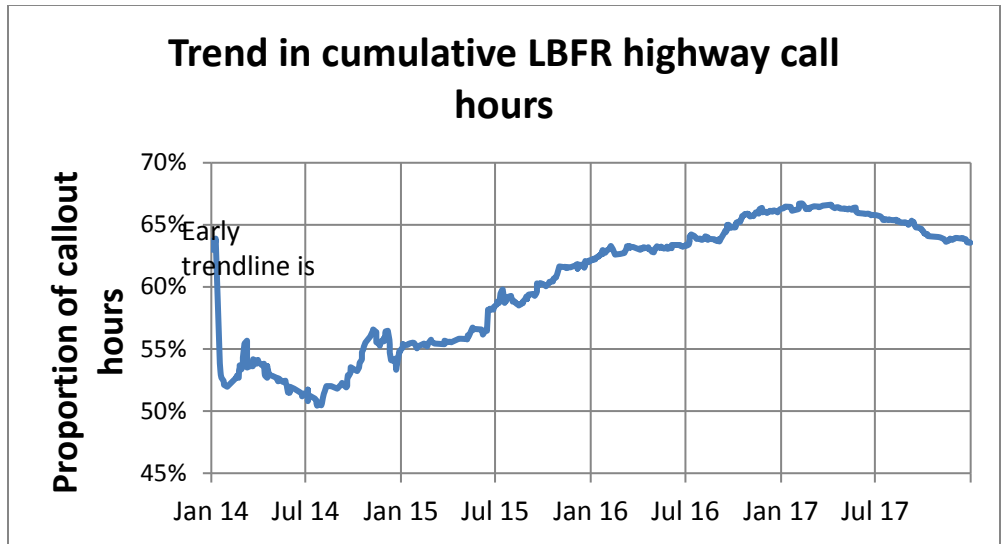
MEDIA INTEREST

CTV on-camera interview Jan. 25 and Global Jan 29: coincidence, I believe, and generally sympathetic, recognising the need to slow down despite recent improvements. We need publicity around the need to slow down: 85th percentile speeds through Lions Bay are 85-110 km/h, which accident stats around two times the highway average indicate are too fast.

LBFR/ACCIDENTS

MOTI/ICBC/RCMP accident stats for 2017 won't be available until mid-year, so we cannot yet say quantitatively what the effect of the new 1.4 km barrier has been. But Lions Bay Fire Rescue reports anecdotally that speeds appear to have dropped in the section. They refer to about a dozen collisions with the new barrier and one crossover. LBFR call stats have shown hours spent on the highway steadily increasing since 2013 (since when adequate data has been produced). In 2017, however, our highway call hours were half of 2016's. I anticipate Council will receive further input on this, but it MAY be something we're doing right:



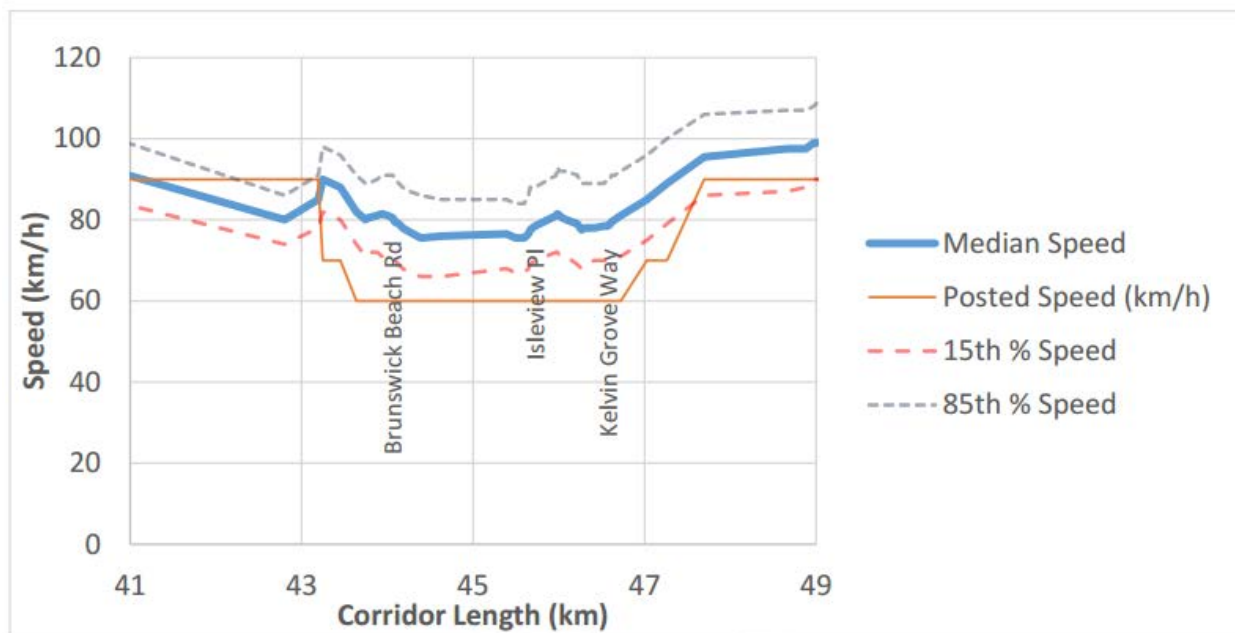


RECENT ACTIONS BY MOTI

- Jumbo signage, better staggering
- Dynamic SLOW DOWN sign
- Coordinating GPS data with posted limits.

MOTI INPUT ON SPEED LIMITS THROUGH LIONS BAY

The June 2017 Performance Review indicated that the 60 speed limit at Lions Bay is meaningless: no drivers comply:



At our request, MOTI's Traffic Engineering department reviewed the 60 km/h limit and has now prepared a recommendation to increase it to 70, which requires approval of the Manager of Traffic Standards and the Chief Engineer. If approved, Traffic Engineering will need to confirm the curve warning signs, so any new speed limit will be this spring. The idea here is to provide a more believable speed limit in the hope that a few more drivers than today might actually do it. The problem is that the 85th people chose to go at at Lions Bay is too fast, as borne out by accident stats:

MOTI data for Sea-to-Sky Highway, 2007 - 2016	Distance	Fatalities	Injuries	PDO
Stretch immediately through Lions Bay (from "Lions Bay rock sign" to Loggers Creek bridge)	6.8 km	8	97	124
LBFR service area (from Eagleridge Dr. to Furry Creek Hill)	27.8 km	11	227	293
Proportions	22% of distance	73% of fatalities	43% of injury accidents	42% of Property Damage Only accidents

MOTI INPUT ON NOISE LEVELS THROUGH LIONS BAY

A noise assessment was done as part of the 2007-9 project and resulted in quiet pavement and soundwall mitigation. That's fine for tire noise, and even general car/truck engine noise. But as previously reported to Council (Oct 17), *highway noise, particularly from platoons of motorbikes every fine day, is increasingly debilitating to desperate residents. A recent informal experiment with the cooperation of Squamish RCMP, the Lower Mainland Integrated Road Safety Unit and West Van Police to have a visible presence in Lions Bay two hours before sunset on two fine weather days the week of Oct. 2 had a noticeable qualitative effect on motorcycle behaviour: riders were observed sitting up on their bikes and pattering through at 60, 70 or 80, and certainly not the 120, 130 and 140 we can guess at; comparatively, the proverbial pin could be heard to drop. This result augers well for... ASOD having a dramatic effect on noise.* To better determine the extent of motorcycle traffic on the corridor, MOTI suggests a vehicle classification count this spring, when the number of motorcycles will be higher, to determine the time of day and frequency for when they are in the area. I believe this will include noise measurement. I will be pushing this one hard....

MOTI is also exploring signage to indicate a non-freeway environment, and the mutual-respect benefit to motorcyclists of keeping engine revs down. Messaging and layout will need to go through traffic policy for approval. Should have design by "end of the year [2017]."

SEA-TO-SKY COMMUNITIES

A mid-Jan meeting with mayors of Squamish, Whistler and Pemberton and Chair of SLRD discussed Transit/Public Transportation, Safety/Problem Areas, Tires, Speed Zones and Average Speed Over Distance, Pinch points/traffic, Closures, Solutions/Strategy on moving issues forward. Action items:

1. Lions Bay promoting SLRD being an observer on Translink's Mayors' Council (so far a lack of enthusiasm from Chair)
2. Letter to MOTI on designating the Sea-to-Sky a "class AAA destination highway" being drafted by Mayor of Whistler. My input was:
 - a. *To aid night driving, install reflective plowing poles/outside edge indicators everywhere there aren't no-posts, at a defined consistent distance from the fog line.*
 - b. *Institute consistent shy distances to inside/centre barriers, with raised reflectors so not obscured by snow (or move to face of barrier)*
 - c. *Change plow blades to allow cats eyes*
 - d. *More lighting in problem areas*
 - e. *Heavy vehicle exclusion hours*
 - f. *In the vein of the new "Passing Lane for 4 km" signage, add "Viewpoint 3 km" signage (and 2 and 1 km). The idea is to educate unfamiliar drivers on what to expect--unless I'm missing them, there are no indications the excellent current viewpoints/interpretive centres are coming up, until you're on them. Plus "Pullout 1 km" and "Stop of Interest 1 km" opportunities: people ARE going to stop to take pictures of the view, and the highway should enable that, safely.*
 - g. *Reststops/washrooms*
 - h. *Average Speed Over Distance technology in defined safety corridors.*
 - i. *Standardised messaging specification for dynamic signboards as to what's presented and when.*
3. Making the current ASOD presentation to Squamish Council (the 8-10 minute Powerpoint presentation can be given on table if Council so desires).

Type	Information Report		
Title	lionsbay.ca 2017 utilisation report		
Author	Mayor Karl Buhr	Reviewed By:	
Date	January 30, 2018	Version	
Issued for	February 6, 2018 Regular Council Meeting		

Recommendation:

THAT this Information Report be received.

Key Information:

Free Google Analytics (GA) tracking of www.lionsbay.ca commenced on May 31, 2017. Analysis of the period commencing June 1 and ending Dec. 31 2017 follows.

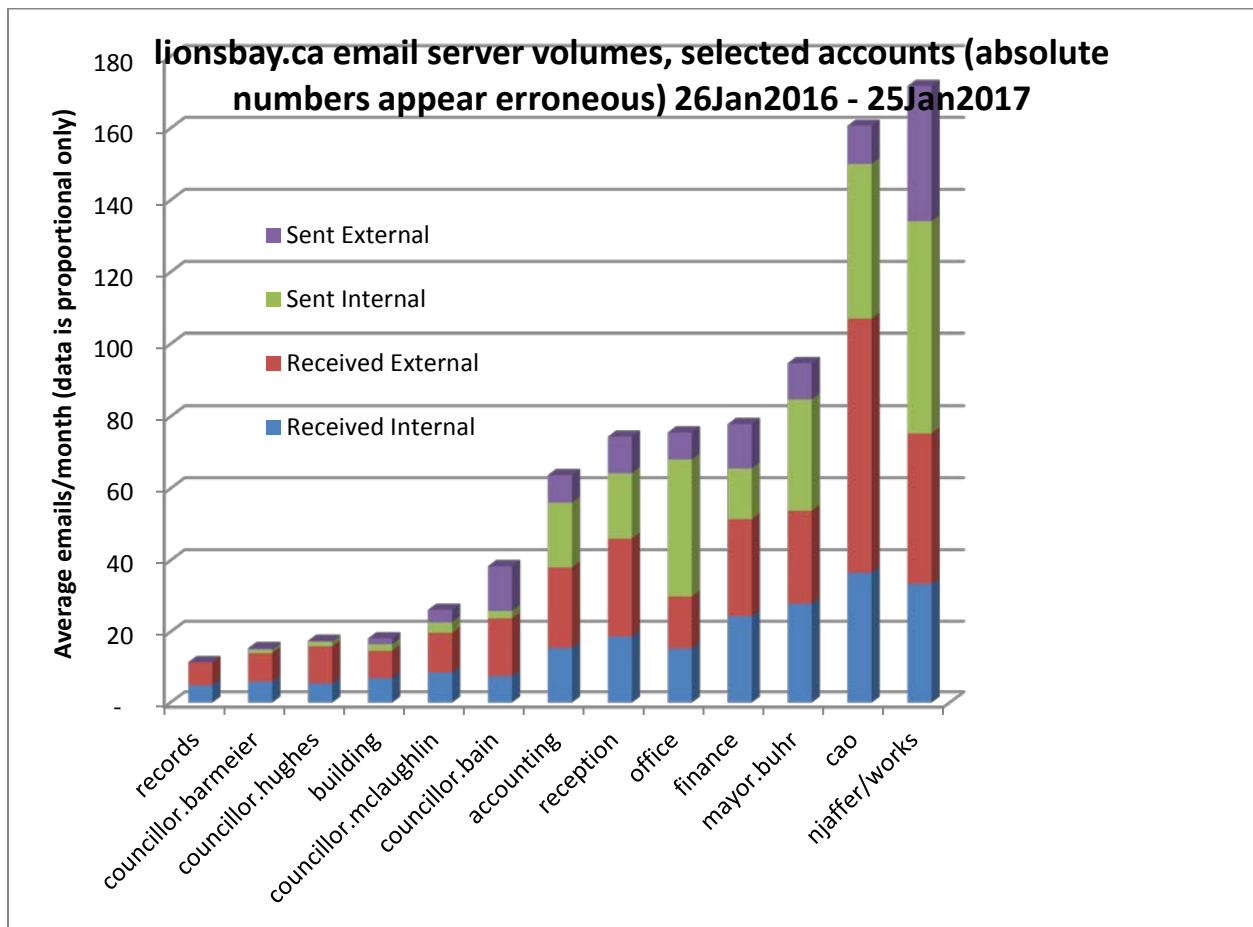
No significant trends over the period are observed, other than sessions per day: when the site was newly launched, sessions averaged 100 per day, and have declined to today's 50 per day. Quantitatively this makes for a very small website, and it would be interesting to compare our traffic to the sites of similar municipalities.

Bounce rate, traffic leaving the site after only one page view, is around 40-50 percent a month, traditionally considered high for a service website with regular users, where rates of 10-30 percent are more usual. OTOH, these days with the advent of dual destination bars in most browsers (where either an address or a search term can be entered), more and more users tend to type an approximation of a web address and search for it, rather than typing the address itself. This behaviour is called organic search and is the origin of a high 68 percent of visits to our site overall. When users do this, or use a bookmark or referring link (in an email, for example) to go to a single page and then leave, it all counts as a bounce (see below for visit behaviour flow, including where visitors enter the site). Another view of bounce rate is provided anonymously by the site's ten most prolific users, most likely staff, who averaged 202 sessions each in the 8-month analysis period, 13 percent of all visits, with a weighted average bounce rate of 48 percent, very high for almost certainly real users. The weighted average session duration was 7 minutes, about right for real users, incorporating slack time. A high bounce rate is also due to a high 57 percent of all visits being first-time user in the period, with no particular trend over time and particularly no decline as regular users would be expected to predominate. Typically this traffic would be expected to be robots and arrival countries and websites would be watched to ensure that a site is not being used nefariously. But in our case Canada accounts for 89 percent of visits (with Vancouver and West Vancouver 63 percent of that) and remaining countries are not notorious hacking origins. Just to be sure, we should have the web developer audit the site for unexpected navigation or behaviour.

Average session duration is two-and-a-half to three minutes, which is moderate “stickiness,” with around three pages per session, low not only because the high bounce rate, but because legitimate users are presumably finding what they want and leaving.

Most users arrive from a Windows desktop (47%), followed by iOS mobile/tablet (28%), Mac desktop (15%) and Android mobile/tablet (9%). Presentation in a mobile-friendly format is worthwhile.

Sea-to-Sky Networks, our IT provider, also pulled email stats from the onsite Exchange server (I was surprised to learn that we utilise a local managed solution rather than a hosted Exchange cloud solution. We may want to reconsider this approach, for both cost and security reasons). Auditing the numbers provided by Sea-to-Sky against my own email client shows a large disparity between their email traffic numbers and my known real numbers, which are about double; Sea-to-Sky was unable to explain or fix it. Nevertheless, the relative internal and external sent and received proportions appear to be correct, and are presented here for what they’re worth:



Selected reports follow.

m-m report, standard performance parameters

Jun 1, 2017 - Dec 31, 2017

 **All Users**
100.00% % New Sessions

Report Tab

Month of the year	% New Sessions	Sessions	Avg. Session Duration	Pages / Session	Bounce Rate
1. 06	58.44%	2,654 (17.24%)	00:03:01	3.32	44.01%
2. 07	63.71%	3,028 (19.68%)	00:02:25	2.81	48.05%
3. 08	61.77%	2,490 (16.18%)	00:02:42	2.75	47.95%
4. 09	56.19%	2,326 (15.11%)	00:02:31	3.04	42.22%
5. 10	49.43%	2,090 (13.58%)	00:02:41	2.91	41.63%
6. 11	51.14%	1,584 (10.29%)	00:03:00	3.25	42.30%
7. 12	54.93%	1,218 (7.91%)	00:02:43	3.00	44.42%

Rows 1 - 7 of 7

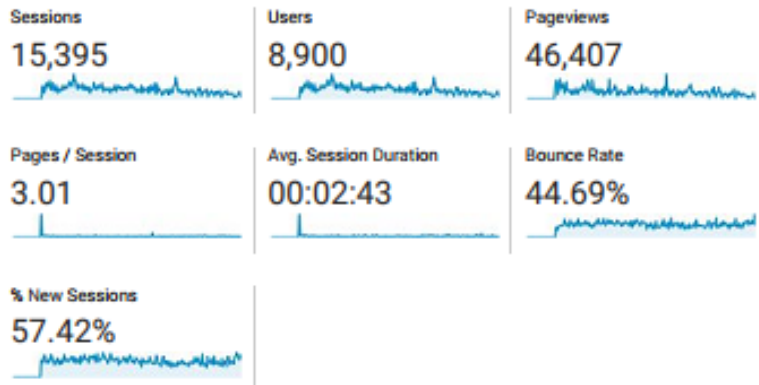
Audience Overview

All Users
100.00% Sessions

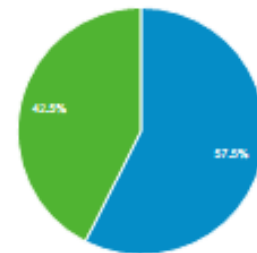
May 1, 2017 - Dec 31, 2017

Overview

Sessions



■ New Visitor ■ Returning Visitor



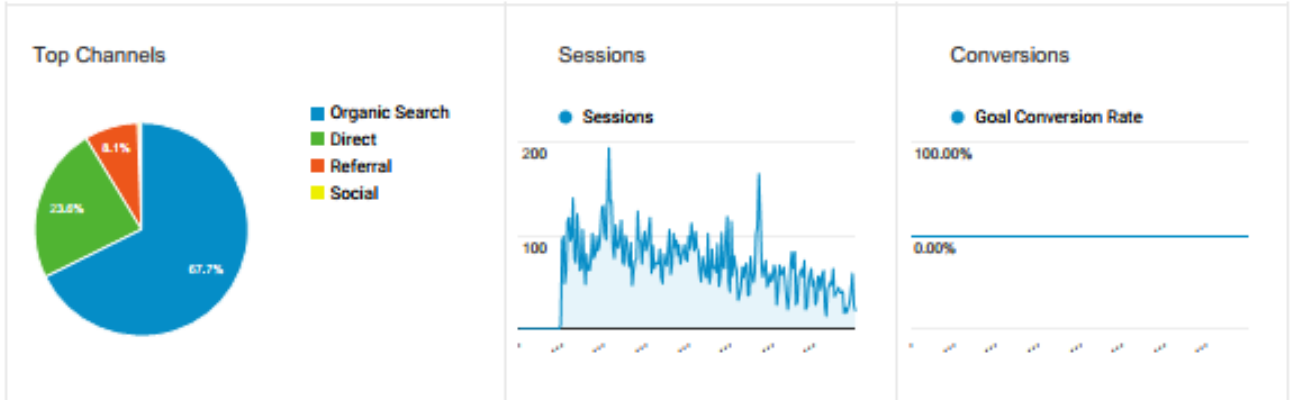
Operating System	Sessions	% Sessions
1. Windows	7,309	47.48%
2. iOS	4,339	28.18%
3. Macintosh	2,248	14.60%
4. Android	1,313	8.53%
5. Linux	88	0.57%
6. BlackBerry	34	0.22%
7. (not set)	28	0.18%
8. Chrome OS	26	0.17%
9. Windows Phone	8	0.05%
10. SymbianOS	1	0.01%

Acquisition Overview

May 1, 2017 - Dec 31, 2017

All Users
100.00% Sessions

Primary Dimension: **Top Channels** Conversion: **All Goals**



	Acquisition			Behavior		
	Sessions	% New Sessions	New Users	Bounce Rate	Pages / Session	Avg. Session Duration
	15,395	57.42%	8,840	44.69%	3.01	00:02:43
1 Organic Search	10,419			44.91%		
2 Direct	3,637			47.43%		
3 Referral	1,253			32.16%		
4 Social	86			84.88%		

Conversions

Set up a goal.
To see outcome metrics, define one or more goals.

[GET STARTED](#)

To see all 4 Channels click [here](#).

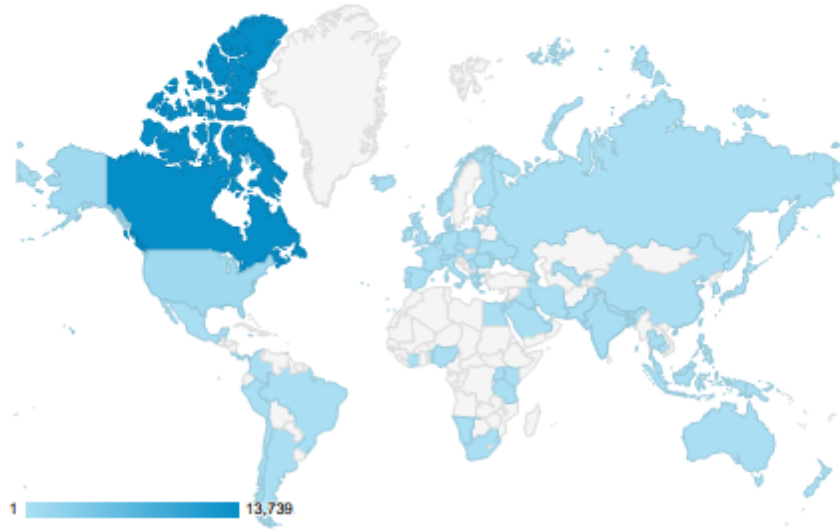
Location

All Users
100.00% Sessions

May 1, 2017 - Dec 31, 2017

Map Overlay

Summary

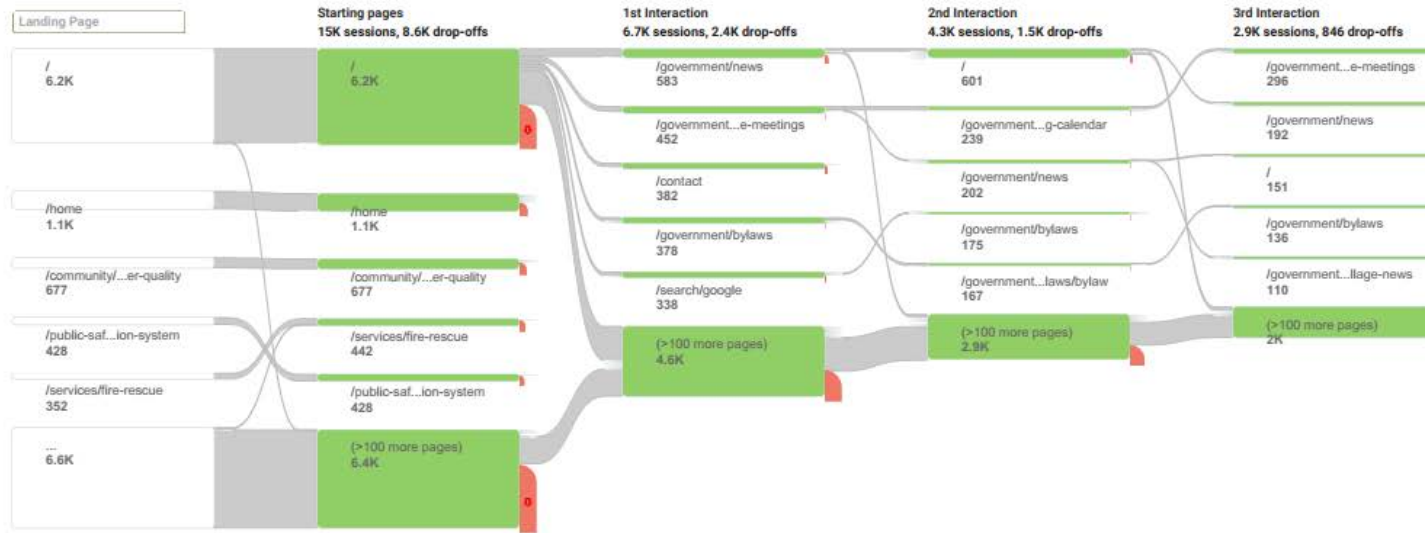


Country	Acquisition			Behavior			Conversions		
	Sessions	% New Sessions	New Users	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	15,395 % of Total: 100.00% (15,395)	57.46% Avg for View: 57.42% (0.07%)	8,846 % of Total: 100.00% (8,840)	44.69% Avg for View: 44.69% (0.00%)	3.01 Avg for View: 3.01 (0.00%)	00:02:43 Avg for View: 00:02:43 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	\$0.00 % of Total: \$0.00 (0)
1. Canada	13,739 (89.24%)	54.39%	7,473 (84.48%)	42.21%	3.10	00:02:55	0.00%	0 (0.00%)	\$0.00 (0.00%)
2. United States	866 (5.63%)	78.52%	680 (7.69%)	61.43%	2.69	00:01:14	0.00%	0 (0.00%)	\$0.00 (0.00%)
3. India	150 (0.97%)	88.00%	132 (1.49%)	72.67%	1.57	00:00:39	0.00%	0 (0.00%)	\$0.00 (0.00%)
4. United Kingdom	95 (0.62%)	81.05%	77 (0.87%)	54.74%	2.43	00:01:12	0.00%	0 (0.00%)	\$0.00 (0.00%)
5. Brazil	69 (0.45%)	100.00%	69 (0.78%)	94.20%	1.06	00:00:10	0.00%	0 (0.00%)	\$0.00 (0.00%)
6. (not set)	60 (0.39%)	88.33%	53 (0.60%)	81.67%	1.47	00:00:24	0.00%	0 (0.00%)	\$0.00 (0.00%)
7. Germany	42 (0.27%)	88.10%	37 (0.42%)	73.81%	2.10	00:00:50	0.00%	0 (0.00%)	\$0.00 (0.00%)
8. Philippines	28 (0.18%)	100.00%	28 (0.32%)	78.57%	1.43	00:02:42	0.00%	0 (0.00%)	\$0.00 (0.00%)
9. Australia	23 (0.15%)	60.87%	14 (0.16%)	60.87%	1.91	00:02:57	0.00%	0 (0.00%)	\$0.00 (0.00%)
10. France	22 (0.14%)	72.73%	16 (0.18%)	68.18%	3.05	00:01:41	0.00%	0 (0.00%)	\$0.00 (0.00%)

Behavior Flow

May 1, 2017 - Dec 31, 2017

All Users
100.00% Sessions



Intentionally Blank



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Information Report		
Title	Community Signage Project Update		
Author	Norm Barmeier	Reviewed By:	CAO
Date	February 1, 2018	Version	
Issued for	February 6, 2018 Regular Council Meeting		

Recommendation:

THAT the Information Report, "Community Signage Project Update" be received for information.

Attachments:

- (1) Draft Signage Themes
- (2) Mayor Buhr's Community Signage Plan

Key Information:

After presentation of Mayor Buhr's Community Signage Plan at the January 23, 2018 Council Strategy Committee Meeting, Councillor Barmeier offered to work on potential signage themes.

Please see the attached Draft Signage Themes for discussion, as an appendix to Mayor Buhr's report.

Follow Up Action: For Council discussion and direction.

Communication Plan: For Council discussion and direction.

VILLAGE OF LIONS BAY

POPULATION 1500, ALTITUDE: SEA LEVEL TO 240 M

CENTRAL NEIGHBORHOOD, 1955.



VILLAGE OF LIONS BAY



ALBERTA CREEK



VILLAGE OF LIONS BAY

ENTERING OFF-LEASH AREA



DOGS TO BE LEASHED ON FIRST 50 M OF TRAIL, AND TO BE UNDER CONTROL AT ALL TIMES. REMOVE WASTE BAGS.



VILLAGE OF LIONS BAY

LIFE SAVING EQUIPMENT FOR EMERGENCY USE ONLY



VILLAGE OF LIONS BAY

WASTEWATER TREATMENT FACILITY

THIS SECONDARY TREATMENT PLANT HANDLES UP TO ___ LITERS PER DAY OF DOMESTIC WASTE WATER GENERATED BY KELVIN GROVE NEIGHBOURHOOD TO MEET THE TERMS OF LIONS BAY OCEAN DISCHARGE PERMIT.

DANGER: CONFINED WORK SPACE SAFETY PROTOCOLS AND BREATHING APPARATUS REQUIRED.

AUTHORIZED PERSONNEL ONLY.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

OPEN 8:00 TO 22:00

NO LIFEGUARDS: USE AT OWN RISK

OFFICIAL ROCKFISH CONSERVATION AREA: NO FISHING

BBQ IN DESIGNATED SPOTS; LIMIT TABLE USE TO 1 HOUR IF OTHERS ARE WAITING

UNAMPLIFIED MUSIC OK (NO OPEN FIRES, ALCOHOL, SMOKING, VAPING, DOGS, SCUBA)

MAINTENANCE BY PARKING FEES AND LOCAL TAXES.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

NO SMOKING
NO VAPING



VILLAGE OF LIONS BAY


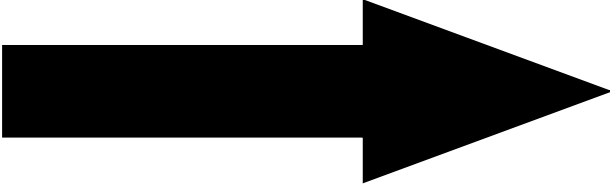
THE FRANK SMITH PUBLIC WORKS YARD 5 TIDEWATER WAY, LIONS BAY

DANGER: MOVING EQUIPMENT


ENTER ONLY ON OFFICIAL BUSINESS
AREA UNDER VIDEO SURVEILLANCE



VILLAGE OF LIONS BAY



1.3 KM TO CENTRAL LIONS BAY
FOR MUNICIPAL OFFICES,
GENERAL STORE, CAFÉ,
CENTENIAL TRAIL, BACKCOUNTRY
TRAILHEADS.




VILLAGE OF LIONS BAY



50 M TO KELVIN GROVE BEACH &
MARINE PARK, DOG BEACH,
TOILETS, CHANGE ROOMS,
OUTDOOR SHOWER, EQUIPMENT
WASH.




VILLAGE OF LIONS BAY




BACKCOUNTRY TRAILHEAD

50 SUNSET DRIVE, LIONS BAY





TRAILS NOT MAINTAINED BY MUNICIPALITY: USE AT OWN RISK

EXPECT WILD ANIMALS AND OFF-LEASH DOGS.



CONDITIONS CHANGE FAST: HAVE PROPER GEAR AND CARRY THE TEN ESSENTIALS (VISIT LBSAR.COM).

BEWARE CORNICE COLLAPSE DANGER. IN A REAL EMERGENCY CALL 911 BEFORE DARK.



VILLAGE OF LIONS BAY

VILLAGE OF LIONS BAY

POPULATION 1500, ALTITUDE: SEA LEVEL TO 240 M

CENTRAL NEIGHBORHOOD, 1955.



VILLAGE OF LIONS BAY



ALBERTA CREEK



VILLAGE OF LIONS BAY

ENTERING OFF-LEASH AREA



DOGS TO BE LEASHED ON FIRST 50 M OF TRAIL, AND TO BE UNDER CONTROL AT ALL TIMES. REMOVE WASTE BAGS.



VILLAGE OF LIONS BAY

LIFE SAVING EQUIPMENT FOR EMERGENCY USE ONLY



VILLAGE OF LIONS BAY

WASTEWATER TREATMENT FACILITY

THIS SECONDARY TREATMENT PLANT HANDLES UP TO ___ LITERS PER DAY OF DOMESTIC WASTE WATER GENERATED BY KELVIN GROVE NEIGHBOURHOOD TO MEET THE TERMS OF LIONS BAY OCEAN DISCHARGE PERMIT.

DANGER: CONFINED WORK SPACE SAFETY PROTOCOLS AND BREATHING APPARATUS REQUIRED.

AUTHORIZED PERSONNEL ONLY.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

OPEN 8:00 TO 22:00

NO LIFEGUARDS: USE AT OWN RISK

OFFICIAL ROCKFISH CONSERVATION AREA: NO FISHING

BBQ IN DESIGNATED SPOTS; LIMIT TABLE USE TO 1 HOUR IF OTHERS ARE WAITING

UNAMPLIFIED MUSIC OK (NO OPEN FIRES, ALCOHOL, SMOKING, VAPING, DOGS, SCUBA)

MAINTENANCE BY PARKING FEES AND LOCAL TAXES.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

NO SMOKING
NO VAPING



VILLAGE OF LIONS BAY

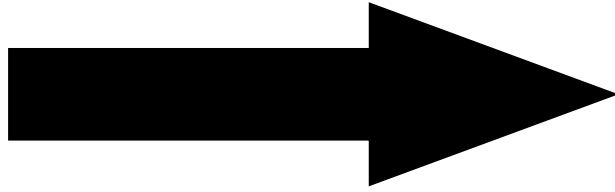
THE FRANK SMITH PUBLIC WORKS YARD 5 TIDEWATER WAY, LIONS BAY

DANGER: MOVING EQUIPMENT

ENTER ONLY ON OFFICIAL BUSINESS
AREA UNDER VIDEO SURVEILLANCE



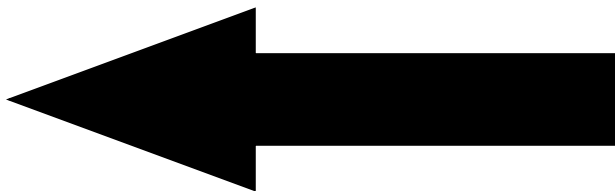
VILLAGE OF LIONS BAY



1.3 KM TO CENTRAL LIONS BAY
FOR MUNICIPAL OFFICES,
GENERAL STORE, CAFÉ,
CENTENIAL TRAIL, BACKCOUNTRY
TRAILHEADS.



VILLAGE OF LIONS BAY



50 M TO KELVIN GROVE BEACH &
MARINE PARK, DOG BEACH,
TOILETS, CHANGE ROOMS,
OUTDOOR SHOWER, EQUIPMENT
WASH.



VILLAGE OF LIONS BAY



BACKCOUNTRY TRAILHEAD

50 SUNSET DRIVE, LIONS BAY



TRAILS NOT MAINTAINED BY MUNICIPALITY: USE AT OWN RISK

EXPECT WILD ANIMALS AND OFF-LEASH DOGS.

CONDITIONS CHANGE FAST: HAVE PROPER GEAR AND CARRY THE TEN ESSENTIALS (VISIT LBSAR.COM).

BEWARE CORNICE COLLAPSE DANGER. IN A REAL EMERGENCY CALL 911 BEFORE DARK.



VILLAGE OF LIONS BAY

VILLAGE OF LIONS BAY

POPULATION 1500, ALTITUDE: SEA LEVEL TO 240 M

CENTRAL NEIGHBORHOOD, 1955.



VILLAGE OF LIONS BAY



ALBERTA CREEK



VILLAGE OF LIONS BAY

ENTERING OFF-LEASH AREA



DOGS TO BE LEASHED ON FIRST 50 M OF TRAIL, AND TO BE UNDER CONTROL AT ALL TIMES. REMOVE WASTE BAGS.



VILLAGE OF LIONS BAY

LIFE SAVING EQUIPMENT FOR EMERGENCY USE ONLY



VILLAGE OF LIONS BAY

WASTEWATER TREATMENT FACILITY

THIS SECONDARY TREATMENT PLANT HANDLES UP TO ___ LITERS PER DAY OF DOMESTIC WASTE WATER GENERATED BY KELVIN GROVE NEIGHBOURHOOD TO MEET THE TERMS OF LIONS BAY OCEAN DISCHARGE PERMIT.

DANGER: CONFINED WORK SPACE SAFETY PROTOCOLS AND BREATHING APPARATUS REQUIRED.

AUTHORIZED PERSONNEL ONLY.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

OPEN 8:00 TO 22:00

NO LIFEGUARDS: USE AT OWN RISK

OFFICIAL ROCKFISH CONSERVATION AREA: NO FISHING

BBQ IN DESIGNATED SPOTS; LIMIT TABLE USE TO 1 HOUR IF OTHERS ARE WAITING

UNAMPLIFIED MUSIC OK (NO OPEN FIRES, ALCOHOL, SMOKING, VAPING, DOGS, SCUBA)

MAINTENANCE BY PARKING FEES AND LOCAL TAXES.



VILLAGE OF LIONS BAY

WELCOME TO CENTRAL BEACH PARK

NO SMOKING
NO VAPING



VILLAGE OF LIONS BAY



THE FRANK SMITH PUBLIC WORKS YARD
5 TIDEWATER WAY, LIONS BAY

DANGER: MOVING EQUIPMENT

ENTER ONLY ON OFFICIAL BUSINESS
AREA UNDER VIDEO SURVEILLANCE

VILLAGE OF LIONS BAY







BACKCOUNTRY TRAILHEAD
50 SUNSET DRIVE, LIONS BAY

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EXPECT WILD ANIMALS AND OFF-LEASH DOGS.

CONDITIONS CHANGE FAST: HAVE PROPER GEAR AND CARRY THE TEN ESSENTIALS (VISIT LBSAR.COM).

BEWARE CORNICE COLLAPSE DANGER. IN A REAL EMERGENCY CALL 911 BEFORE DARK.

VILLAGE OF LIONS BAY





**MAYOR'S
COMMUNITY SIGNAGE MAKEOVER
RECOMMENDATIONS**

**VERSION 2.0
17 DECEMBER 2017**

INTRODUCTION

As directed by Council under Community Charter 116 (2)(a)¹, the Mayor has produced these community signage makeover recommendations. The general principle followed is that **community signage should produce understanding, interest, compliance and a sense of ownership.**




These recommendations are intended to position the community as prosperous, welcoming, vibrant, active and diverse. They increase user-friendly language, reduce word count, and seek to avoid counterproductive “orders” and negative words like “rules,” “no,” and “prohibited.” Although in many cases the rationale is self-evident, justifications for all recommendations include:

- Addressing Council’s communication strategic goal (example herein, water treatment plant signage)
- Achieving political goals (example herein, securing water quality)
- Correcting misinformation (example herein, off-leash areas)
- Taking pride (example herein, our Public Service Building)
- Managing risk and demand (example herein, trail signage).

The intention is to present agreed recommendations to the community for comment, including some full size mock-ups, in the Upper Chambers room left open during business hours during the month of February, and that selected elements are in place by late Spring 2018. Future planned Communications Guidelines will view signage going forward through the lens of the needs of the community, rather than the needs of the municipality.

THE DETAILS:

- Word choice and punctuation is paramount. In general, voice should be active, not passive (“Stay on trails to protect watercourses” instead of “Protect watercourses by staying on trails”), and should be as people speak, not official.
- Enabling bylaws are generally not cited: no one cares, and it’s not needed to be able to enforce, which we generally don’t actually do. We **seek compliance.**
- Syntax: all caps for ORDERS. Sentence case for names and information. Design elements (sign size, shape, colour, centering) are only 25% there. Logo is used in preference to coat-of-arms. Mounting hole locations must be shown in the camera-ready layout so that screws/bolts do not overlay text. Calibri actually works quite well for signs. Justification, sizing and layout should be **standardised**:

<p>This is body text, left justified. It should be systematised where logos are placed.</p>  Text here	<p>This is body text, center justified. It should be systematised where logos are placed.</p> <p style="text-align: center;">Text here </p>	 <p>This is body text, full-justified. It should be systematised where logos are placed.</p>
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Commented [CA01]: Karl, with respect to font, perhaps we should be reconsidering the use of calibri for everything, especially signage, which will pretty much establish the font forever. Was that something you were going to review in your draft Communications Plan?

Commented [CA02]: you are missing options for left and centre justified with logo on top instead of bottom.

¹ Community Charter 116 (2) (a) states “In addition to the mayor’s responsibilities as a member of council, the mayor has the following responsibilities: (a) to...[recommend] bylaws, resolutions and other measures that, in the mayor’s opinion, may assist the peace, order and good government of the municipality...;

COMMUNITY SIGNAGE

Entrance logs or panels

Replace existing:



One each at Kelvin Grove north and south:



In underpass (thus includes residences above the highway). Spotlit?



10, approx. 8X8", mounted on ¼" spacers on right-hand abutments of road bridges at Lions Bay Ave, Isleview X 2, Bayview, Bayview Pl. Use of coat-of-arms is deliberate (ensure transparent):



6, approx. 8X8", mounted on ¼" spacers on right-hand abutments of road bridges at Lions Bay Ave, 99S Offramp (left abutment northbound), Crosscreek:



In front of municipal notice board on sand-blasted cedar ("Two Sisters" is placeholder name pending community consultation):

Commented [CA03]: Etched? Vs. raised lettering to match current. It'll probably be forever, so I'd rather see raised silver lettering to match current cedar log out front of office.

Formatted: Font: 14 pt



Top of steps:



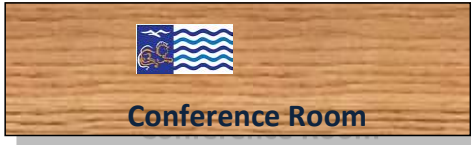
On door (NO "closed meeting" nameplate), logo background transparent:



On door:



On ~~east~~ West side door (which is seen by everyone entering the Hall):



On front door:

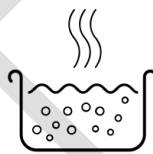


Commented [CA04]: What about hours?

New water sandwich boards to freshen the beat-up ones we have now, to remove the word "restrictions," to reduce bureaucratic language, to make period end explicit by simple expedient of removal of sign (since we seldom cancel any other way). We need 6 (entrance t-o Brunswick Beach, S end of Crosscreek bridge, LB Ave downhill, Isleview entrance, Kelvin Grove uphill, Kelvin Grove downhill):

Commented [CA05]: We actually use sign holder tripods to hold the signs

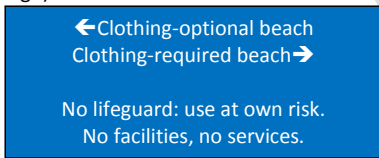




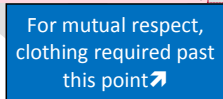
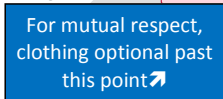
Or do we want this type of logo: ? To be

approved by Coastal Health. Will they pay for these? Is there a distinction between an advisory, a notice and an order? "Turbidity" is deliberately not used, because no one knows what it means.

At sand line opposite 7 Brunswick Beach Road + at exit to trail off CN line facing inland (note no logo):



At high-water on nominal nude beach boundary, 90° to waterline:



Commented [CA06]: Many other reasons why BWA may be issued – not just sediment.

Commented [CA07]: Nai advises there are many other causes of requirements for BWA, so cannot stipulate reason on sign.

Commented [CA08]: We already ordered a sign after you approved it last summer – we just didn't get it up. Actually, 2 signs.

This location would be awkward as the nude beach does not start at this point; sign needs to provide additional direction as to how far in that direction I think.

Commented [CA09]: Arrow on first sign should point northwest

MOVES/REMOVES/CHANGES

Commented [CAO10]: Please meet with Norma Rodgers directly on this one please.



THIS IS BLACK BEAR TERRITORY.



Black bears can be light brown to jet black. Adults weigh up to 110 kg and can run at 60 km/h. BLACK BEARS ARE NOT AGGRESSIVE: huffing, jaw snapping and growling are defensive behaviours; rearing on hind legs is to see and smell. NEVER APPROACH CUBS: the mother *is* nearby and will defend them without preliminaries. A FED BEAR IS A DEAD BEAR: bears that become habituated to human contact will end up euthanized.

Coyotes & aggressive owls are also common. Cougars are seen occasionally; wolf and grizzly bear ranges are expanding south toward Lions Bay.

While in the forest keep dogs and children in sight. Make plenty of noise, especially near loud water. If you encounter a wild animal DO NOT RUN, which may trigger a predator chase response. BACK AWAY and speak calmly to avoid posing a threat. In the unlikely event of an attack, do not play dead: fight back with any weapon.

VILLAGE OF LIONS BAY 

Some typos and syntax errors, plus insufficient information to enhance visitor experience (and management). THIS is one we want people to stop and read at their leisure.

Place at select trail entrances, using a more representative graphic of a black bear in a coastal rainforest environment:



In this particular sign, a poop bag in the mouth is not right and Sunset Trailhead is NOT an on-leash area.

A slightly more official sign at all in-Village trail entrances subject to Bylaw 461's permitted off-leash areas*: Centennial, Crystal Falls, Harrison Upper & Lower, Loggers Lane, Marjorie's Meadows, Soundview (off Mountain), Sunset, Tidewater** and Kelvin*** Trails, plus at Sunset and Oceanview trailheads (the access points the permitted Lions, Totally Unnecessary and Trudi's Trails):



*Note that the Erin Moore, Missing Link & Sleepless Nights trails are new since the bylaw, but lead from off-leash trails. Presumably we don't expect dogs to be put back on leash up there—do we update the bylaw? Turpin and Pride trails are NOT off-leash designated.

**Tidewater Trail is impassable so a sign is probably unneeded here.

***No dog walker would allow their animal off leash this close to the Highway so a sign is probably unneeded here.

Commented [CAO11]: Image may have to be vectorized (but not by Nai) so would have to be sent out at cost.

Commented [CAO12]: I suppose so.

Commented [CAO13]: Should they be?


Commented [CAO14]: Impassable from Sweetwater? Or in southern portion of park?

Commented [CAO15]: Other than the SB on-ramp portion, this trail is below hwy grade and completely separated from hwy.



Remove these incorrect and uninformative signs.

Install on the Mag and Harvey water plant gates to a) inform passers by what the building is, b) subtly reduce the number of hikers defecating in our watershed:



**VILLAGE OF LIONS BAY
DRINKING WATER TREATMENT FACILITY**


This plant is one of two in the community that utilise ultraviolet irradiation and chlorine injection to disinfect raw water drawn from the creek high above. Treated water quality exceeds Canadian Drinking Water Standards and achieves Vancouver Coastal Health permit requirements without use of filtration.

Constructed in 2009, \$1.26 mil. of the project cost was provided by the Province of British Columbia Community Water Improvement program and \$0.63 mil. by Lions Bay taxpayers with 30-year loan financing.

Different numbers to the existing sign are found at http://www.cscd.gov.bc.ca/lgd/infra/library/BCCWIP_2012_Annual_Program_Progress_Report.pdf, but must be confirmed against claim that plants were \$2 mil. EACH.

Commented [CA016]: Not advisable to advertise critical infrastructure = poor risk management. Nai has lots of information on this topic and has attended conferences where law enforcement advises on best practices, especially where your CI is remote.

On Harvey intake gate



**VILLAGE OF LIONS BAY
HARVEY CREEK WATER INTAKE**

A weir on Harvey Creek beyond delivers raw water under provincial water -license to the municipal treatment plant __ m below.

DANGER: ROCKFALL AND ROADWAY COLLAPSE HAZARD. CONFINED WORKSPACE, HIGH RAINFALL LANDSLIDE PROTOCOLS IN PLACE. ENTER ONLY WITH TRAINED AUTHORISED ESCORT.

<p>On intake Mag gate</p>	<div style="text-align: center;">  <p>VILLAGE OF LIONS BAY MAGNESIA CREEK WATER INTAKE</p> <p>A weir on Magnesia Creek beyond delivers raw water under provincial water license to the municipal treatment plant ___ m below.</p> <p>DANGER: ROCKFALL AND ROADWAY COLLAPSE HAZARD. CONFINED WORKSPACE, LAHAR (MUDFLOW) & HIGH RAINFALL PROTOCOLS IN PLACE. ENTER ONLY WITH TRAINED AUTHORISED ESCORT.</p> </div>
	<p>Kelvin Grove BP: remove unused poles</p>
	<p>Kelvin Grove BP: what safety equipment? Remove, or if there IS equipment, go with:</p> <div style="text-align: center; border: 1px solid black; padding: 5px; margin-top: 10px;">  <p>VILLAGE OF LIONS BAY</p> <p>Lifesaving equipment for emergency use only.</p> </div>

Commented [CAO17]: On PW CSR list

Commented [CAO18]: Ditto

	<p>On the Centennial/Crystal Falls road across Brunswick Hill, remove the "Private Road [it's not], "No Trespassing" [people go there all the time as exemplified by the trail name sign 20 m away].</p>
	<p>Replace these signs with the one below, typically at intake contour levels and above. The current sign is rather wordy and may not have the effect desired.</p> <div data-bbox="673 758 954 961" style="border: 1px solid black; padding: 10px; text-align: center;">  <p>VILLAGE OF LIONS BAY DRINKING WATER CATCHMENT AREA. Please protect the watershed. Leave no waste.</p> </div>
	<p>Even though it's WVSD property, can we reduce the number of "Dumping of Garbage or Other Refuse is Prohibited" signs at the Lower School Lot?</p>
	<p>Remove. Justifications if needed (the Mayor will absorb any political flak): no sign is going to induce someone to remove garbage or not "change in public." Let's not be people's mommy. Let's welcome people in the hope that they respond.</p>

Commented [CAO19]: The gated road to go up to the Pit is MOTI property which we use through explicit and limited permission. It is not open to the public and we do not want people wandering around up there, especially with fire department facilities and future PW Yard, for which security will be an issue. If necessary, we will need to ensure that Soundview Trail (which is frankly just an access road to the Pit) to Crystal Falls Rd via Crystal Falls Trail is separated from areas of the Pit used by ourselves and MOTI.

Commented [CAO20]: Brand new (after Nai researched wording from other jurisdictions) to try and tackle issue of people crapping and tossing garbage in watershed, which there was clear evidence they were doing. I believe we should keep these signs and if you want to add more in the substantively the design you have provided, then okay.

Commented [CAO21]: Would have to ask them for permission or simply request that they do it.


Commented [CAO22]: Perhaps the signage needs to adopt your tack of kinder, gentler, positive message etc. Eg: Kindly use Kelvin Grove Beach Park Washrooms for Changing In/Out of Scuba Gear.

	<p>Remove. Justifications if needed (the Mayor will absorb any political flak): Bylaw 376 has long been repealed, people are going to do what they're going to do sign or not, and this sign is frankly ridiculous.</p> <p>Install a Dogs Off Leash sign at the beach.</p>
	<p>Remove. By saying the same thing on 2 contiguous signs, can the intention be anything other than to annoy? This sign is ridiculous. Mothers can say this to people (or "persons" if we use the sign's syntax), but not municipalities. It's surprising this sign hasn't been <i>more</i> vandalised.</p>

Commented [CAO23]: Then why have any signs at all? And I don't just mean this one.



Hardly a community lens, is it? Replace with:

VILLAGE OF

LIONS BAY
WASTEWATER TREATMENT FACILITY

This secondary treatment plant handles up to ___ liters per day of domestic wastewater generated in the Kelvin Grove neighbourhood to meet the terms of Lions Bay's ocean-discharge permit.

DANGER: CONFINED WORKSPACE
SAFETY PROTOCOLS AND
BREATHING APPARATUS REQUIRED.
AUTHORISED PERSONNEL ONLY.

Formatted: Font: Bold, Font color: Red

Beside informing people, why is this important? It's subtle. Staff enter all the time so the first line contradicts the rest of the sign. Let's not use words that are exclusionary: you can enter if authorised, and there's nothing wrong with you if you can't. Let's explain why: it's dangerous. Trespassers likely won't be caught OR prosecuted so let's rather say believable things that keep them out in the first place.

Commented [CAO24]: I notice that you put "Village of" on top of the logo and "Lions Bay" under it. This is different than other renderings. Do you have a preference?



Replace

Note: "Central" is a placeholder name pending proposals by LBBPC. There's no "RULES" on top, nor "please act responsibly" or "please use garbage cans:" people either will or they won't regardless of a sign.

Commented [CA025]: Committee turned down the suggestion.

Disagree with using 2200 hours for 10 pm. Not sure what status of vaping is vs. smoking. Not sure we can say no vaping?

VILLAGE OF
LIONS BAY

Welcome to Central Beach Park.
Open 8:00 to 22:00.
NO LIFEGUARDS: USE AT OWN RISK.

- Official Rockfish Conservation Area: no fishing.
- BBQ only in designated spots; limit table use to 1 hour if others are waiting.
- Unamplified music OK (no open fires, alcohol, smoking, vaping, dogs, scuba).

Maintenance by parking fees and local property taxes.

VILLAGE OF
LIONS BAY

Welcome to Kelvin Grove Beach and Marine Park.
Open 8:00 to 22:00.
NO LIFEGUARDS: USE AT OWN RISK.

- Official Marine Park. Mooring and motorised vessels beyond buoys only.
- Official Rockfish Conservation Area: no fishing.
- BBQ only in designated spots; limit table use to 1 hour if others are waiting.
- Dogs & divers welcome, unamplified music OK (no open fires, alcohol, smoking, vaping).

Maintenance by parking fees and local property taxes.

	 <p>VILLAGE OF LIONS BAY</p> <p>Welcome to Brunswick Beach. Open 8:00 to 22:00. NO LIFEGUARDS: USE AT OWN RISK.</p> <ul style="list-style-type: none">• Official Rockfish Conservation Area: no fishing.• Unamplified music OK (no open fires, BBQs, alcohol, smoking, vaping, dogs, scuba). <p><i>Maintenance by parking fees and local property taxes.</i></p>
<p>At beaches and elsewhere</p>	 <p>NO SMOKING NO VAPING</p> <p>(scale devices within icon?)</p>
	<p>Remove: hasn't been an RCMP sub-station for years</p>

Commented [CAO26]: I think you've been back and forth on remove vs. leave up a couple of times now.



Remove this 2" X 10" little sign (we're proud of the building). Redo gable in text sizes that can be seen from the street by civilians in a panic and professionals in a hurry:

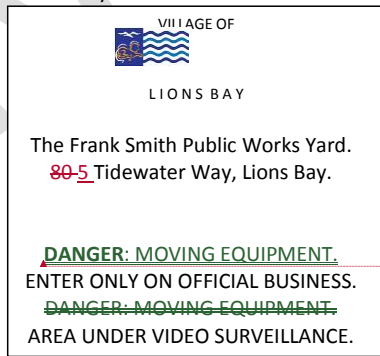
Commented [CAO27]: Whose proud? Why? Proud of the activities that are conducted there definitely, but it's not a great building.



Is "Lions Bay Fire/Rescue" the official name syntax? I've also seen "Lions Bay Fire Rescue" and "Lions Bay Fire & Rescue." If not, replace (does it actually require "NO. 1 HALL"?). Does LBSAR want their new logo or the retro logo?



"Public Works" is preferred to "Works" and it's the physical yard, not the conceptual dept. Again, community lens:



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Can we have haz mat signage on the gate too?


WAYFINDING SIGNAGE

- Drivers: feature of a complete community, get residents out hiking and discovering their village, accommodate and spread visitor load (they're coming anyway), distribute parking demand, produce sense of prosperity and diversity.
- Decide syntax between "100 m: Centennial Trail.", "100 m to Centennial Trail.", "Centennial Trail (100 m)." All distance figures must be confirmed to the nearest 100 meters (or 0.1 km for numbers > 1000) on Google Maps.
- Colours and layout TBC, but these examples attempt to match the green of existing trail name signs (even though they use a coat-of-arms, and not well at that). Use of hiking terms like "spur" and "cut-off" is deliberate.


Commented [CA028]: What "backcountry trailheads"? General store is a good 200 m from Office, so perhaps they should not be paired together? Or drop the distances altogether?

➡ At N side of Tidewater Way opposite exit from Kelvin Grove BP parking lot:

1.3 km to central Lions Bay for municipal offices, general store, café, Centennial Trail, backcountry trailheads




50 m to Kelvin Grove Beach & Marine Park, dog beach, toilets, change rooms, outdoor shower, equipment wash




➡ Midway along south side of Kelvin Grove parking lot (note that wash table would need to be added; hose bib exists):

40 m to toilets, change rooms, outdoor shower, equipment wash




➡ At bus stop on west side of Tidewater Way. Note "park" is dropped from beach names since that designation is more a municipal consideration than a user one:

0.9 km to central Lions Bay for municipal offices, general store, café, Centennial Trail, backcountry trailheads



➡ On SW corner of Lions Bay Ave. at 99 S onramp, pointing E (uphill):

270 m to municipal offices, general store, café,
Centennial Trail
1.7 km to Sunset Dr. trailheads


Oceanview trailhead (2.2 km).


➔ Pointing S:

 80 m to Kelvin Grove Trail for Kelvin Grove Beach, visitor parking and dog beach


➔ Pointing W (downhill):


300 m to visitor parking
350 m to Lions Bay Beach Park
500 m to Lions Bay Marina


➔ On west side of Lions Bay Ave. directly opposite CN crossing:


30 m to Lions Bay Beach Park


➔ On east side of Crosscreek at south end of bridge:

 200 m to general store, café, Centennial Trail
10 m to Marjorie's Meadow dog park
1.6 km to Sunset Dr. trailheads

1.2 km to Oceanview Dr. trailhead for
Unnecessary Mountain Trail, Erin Moore Trail


➔ Halfway up Oceanview:


 600 m to Oceanview Dr. trailhead for
Unnecessary Mountain Trail, Erin Moore Trail

➡ On east side of Centre Road at T opposite centreline of Crosscreek (same pole as street name signs):



100 m to Centennial Trail for Harrison Trail, Crystal Falls Trail
100 m to Post Office, general store, café


1.6 km to Sunset Dr. trailheads for The Lions Trail, Tunnel Bluffs Trail, Upper Harrison Trail, Trudi's Trail, Sleepless Nights Trail




Note: the Lions Trail is called "Magnesia Creek Trail" on Google Maps.

➡ On west side on Bayview at school driveway (in conjunction with overflow parking signage):

1.1 km to Sunset Dr. trailheads for The Lions Trail, Tunnel Bluffs Trail, Upper Harrison Trail, Trudi's Trail, Sleepless Nights Trail




➡ On east side of Mountain opposite Bayview T:




800 m to Sunset Dr. trailheads for The Lions Trail, Tunnel Bluffs Trail, Upper Harrison Trail, Trudi's Trail, Sleepless Nights Trail

➡ On east side of Sunset at Mountain T:



150 m to Sunset Dr. trailhead for The Lions Trail, Tunnel Bluffs Trail, Upper Harrison spur to Centennial Trail

200 m to Sunset Dr. trailhead for Trudi's Trail, Sleepless Nights Trail and cut-off to The Lions Trail



Other possible icons...2 people is a safety hint, but backpack indicates a more backcountry route:



Under all in-municipality trail name and Bear Aware signs (same width on same pole). We don't mention cyclists; no logo is intentional:

- ✓ Trails not maintained by municipality: use at own risk.
- ✓ Expect off-leash dogs.
- ✓ Bears, coyotes and cougars may be present.
- ✓ No fires.

At trailheads (confirm wording with LBSAR). We don't mention cyclists; no logo and no explicit trailhead name is intentional:

BACKCOUNTRY TRAILHEAD
50 SUNSET DR., LIONS BAY.

- ✓ Trails not maintained by municipality: use at own risk.
- ✓ Expect wild animals and off-leash dogs.
- ✓ Conditions change fast: have proper gear and carry the Ten Essentials (visit lbsar.com). Beware cornice collapse danger. In a real emergency call 911 before dark.



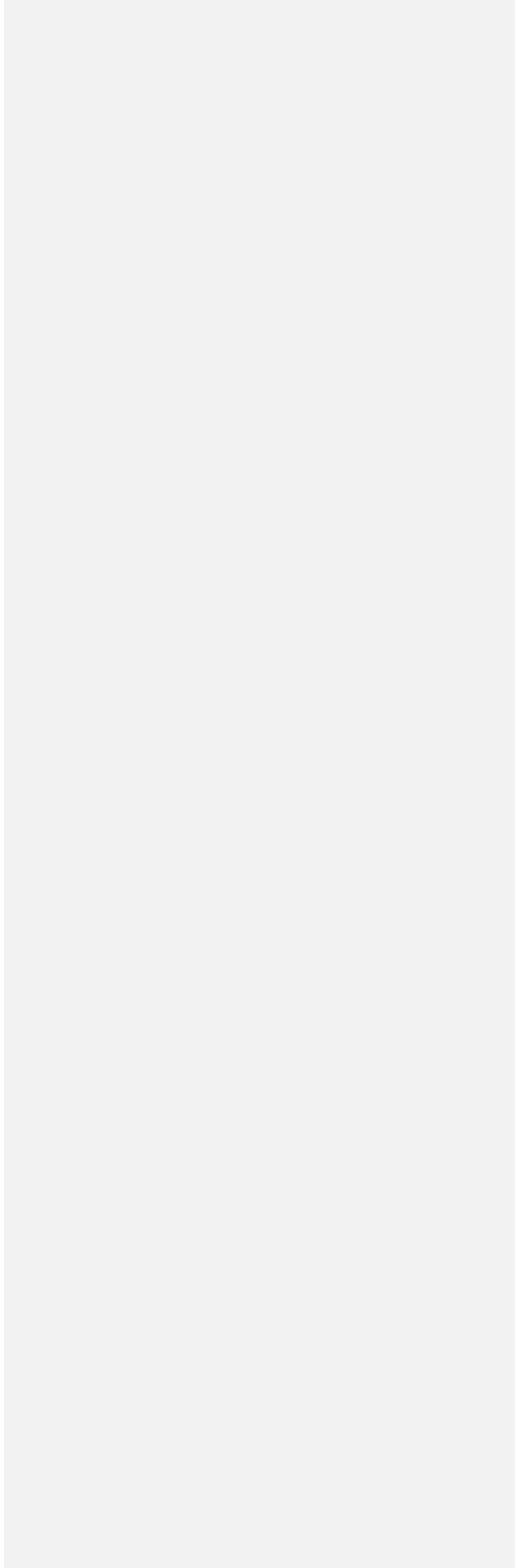
GPS CHECK: 123.4 M ABOVE MSL/DATUM: Ø

**BACKCOUNTRY TRAILHEAD
165 SUNSET DR., LIONS BAY.**

✓

**BACKCOUNTRY TRAILHEAD
375 OCEANVIEW RD, LIONS BAY.**

✓



PUBLIC CONSULTATION (NOT YET COMPLETE)

Age group(tick one)

0-9 10-17 17-29 30-50 50-70 70-99 100+

Resident of Lions Bay?

Drivers of -prosperity, getting people out

Do you support wayfinding signage, at an estimated budget of \$___?

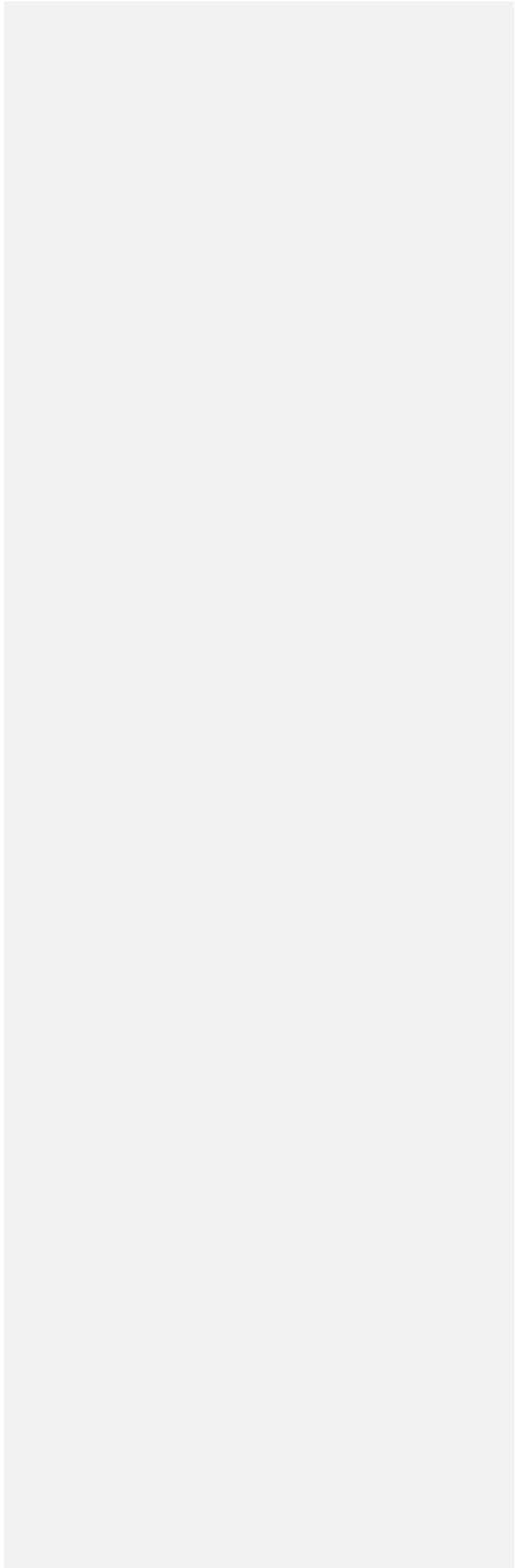
Which bg colour, green, blue, brown

Which syntax

Wording suggestions

Which icons? Different for hiking and walking?

DRAFT



Intentionally Blank



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**MEETING OF THE LIONS BAY BEACH PARK ADVISORY COMMITTEE
HELD ON THURSDAY, DECEMBER 21, 2017 at 7:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY**

MINUTES

In Attendance:

Council: Councillor Ron McLaughlin (Chair)
 Mayor Karl Buhr (Ex Officio)

Advisory Committee Members:

 Oliver Brunke
 Robin Spano
 Heather Hood
 Mattie Gildenhuis

Staff: Chief Administrative Officer Peter DeJong
 Administrative Assistant Susan Loutet

Regrets: Russ Meiklejohn
 Public Works Manager Nai Jaffer

1. Call to Order

Councillor McLaughlin called the meeting to order at 7:02 p.m.

2. Approval of Agenda

Moved/Seconded

 THAT the agenda be adopted with the addition of item 5. C - Budget

CARRIED

3. Public Participation

None

4. Approval of Minutes

Moved/Seconded

THAT the minutes of the Lions Bay Beach Park Advisory Committee meeting of November 23, 2017 be approved as circulated.

CARRIED

5. Unfinished Business arising from the minutes

A. Public Works costing estimates and updates:

- The cedar tree at the centre of the park was to be assessed by Burley Brothers Tree Service the week of November 27, 2017. Nai Jaffer to report on this at next meeting.
- Quotes for washroom cleaning and garbage collection for the weekends during the summer months-: Options research in progress. The cleaners for the LB Marina is a possibility. Public Works will check with the Marina. In progress.
- Costs for tubular galvanized boat/paddle board storage unit, in progress.
- Hoist for deep garbage well. Nai Jaffer to explore and cost out.

B. Landscape Plan:

- Russ is working on a landscape design / plan for the park that will consider the removal of the large cedar which has been topped and is showing signs of deterioration, landscape terraces, a larger washroom with outside shower, cleaning facilities and a water bottle refilling station, a new larger boat/paddle board storage facility, and an expanded covered public area, as well as other features. Russ has been provided with a topographical survey of the park to facilitate the work. Public Works has provided documentation to Russ. In progress.

C. Budget – Washroom building approximately 20'x20' Nai Jaffer to provide best estimate to Council, for lead time of after January 1, 2019. RFP required.

6. New Business

A. Survey – 128 total responses. Top take-aways from responses included:

- the top 3 uses of the Lions Bay Beach Park were beach related: swimming, playing on the sand and sunbathing.

- the top 3 events attended were the Canada Day celebration, the Firefighters Day event and the Halloween Fireworks; discussion ensued on whether the park can be configured to better accommodate these events - eg: larger, more useful gazebo structure, location for such a structure, etc.- members agreed that a new gazebo structure should be installed at the lower portion of the park as opposed to the upper portion of park; other ideas were also discussed such as including a basketball/multi-use court at the south end of the flat upper grassy area.
- in response to the question re. what changes are needed, most replied that items listed were “Just Right”, other than requests for more benches and picnic tables, more toilets and change room facilities.
- in response to the question re. capital investments, the following was noted:
 - people were generally not in favour of terracing, but the committee noted that some terracing may be required, especially if a gazebo is to be built in the lower portion of the park;
 - outdoor, cold, freshwater showers was the top request;
 - replacement of plumbing fixtures was heavily favoured;
 - responses and committee feedback indicated the toddler and youth play areas needed to be kept separate, but could be relocated if kayak racks are moved to the Marina side of the park – this would be logical as it’s closer to the beach and kids could be better observed by parents, etc.;
 - responses favoured a new kayak rack and the committee agreed it should be on the Marina side of the park – staff looking into designs and costs;
 - stone steps were noted to be in need of repair/replacement;
 - responses favoured replacing the Lori Beck gazebo and providing a new gazebo or pavilion/shelter – the committee agreed with this and consensus was that it would make sense to have it within the lower portion of the park (discussion and tentative agreement to move Lori Beck plaque to new structure).
 - additional ideas discussed included basketball/multi-use court up top, concrete ping pong tables and shuffleboards, etc.
- a concern was raised about the concrete jetty to the north side of the park – will be on the next meeting’s agenda.
- communication of key themes from the survey was deferred to next meeting
- Cllr. McLaughlin suggested a field trip to the beach, but no date was set.

B. Suggestion for Renaming of Lions Bay Beach Park –

The members were in agreement that the name of Lions Bay Beach Park should stay the same and not change.

7. Correspondence

A. Letter from Doug Pollock

- Cllr. McLaughlin to respond to the letter from Mr. Pollock.

8. Public Participation

None

9. Next Meeting

- A. It was agreed that the next meeting would be January 18, 2018 at 7:00 PM in Council Chambers.

10. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 8:24 p.m.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Utility User Rate Amendment Bylaws No. 538, 539 and 540		
Author	Pamela Rooke	Reviewed By:	Peter DeJong
Date	February 1, 2018	Version	
Issued for	February 6, 2018 Regular Council Meeting		

RECOMMENDATION

THAT the following bylaws be read a first, second and third time:

1. Water Rates and Regulations Bylaw No. 2, 1971, Amendment Bylaw No. 538, 2018
2. Sewer User Rates Bylaw No. 122, 1984, Amendment Bylaw No. 539, 2018
3. Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 540, 2018

ATTACHMENTS

1. Bylaws No. 538, 539 and 540 as set out above.

KEY INFORMATION

At the January 23, 2018 Regular Council Meeting, staff were directed to prepare the water, sewer and solid waste utility user rate bylaws in accordance with the draft budgets presented to Council indicating the revenue required for each service.

OPTIONS

1. Approve the recommendations above and give the bylaws three readings;
2. Amend the bylaws and then give them three readings;
3. Refer one or more of the bylaws back to staff for revisions.

FOLLOW UP ACTION

Assuming three readings are given, the bylaws will be brought back to the February 20, 2018 Council meeting for adoption.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Water Rates and Regulations Bylaw No. 2, 1971, Amendment Bylaw No. 538, 2018

Adopted: xxx

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

Water Rates and Regulations Amendment Bylaw No. 538, 2018

A bylaw to amend Water Rates and Regulations Bylaw No. 2, 1971

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 “Water Rates and Regulations Bylaw No. 2, 1971, Amendment Bylaw No. 538, 2018”.
2. Schedule “A” attached to Bylaw No. 2, 1971, as amended, is hereby deleted and the attached Schedule “A” is substituted therefore.
3. This bylaw shall take effect upon adoption.

READ A FIRST TIME	xx
READ A SECOND TIME	xx
READ A THIRD TIME	xx
ADOPTED	xx

Mayor

Corporate Officer

**Certified a true copy of Water
Rates and Regulations Bylaw No. 2, 1971
Amendment Bylaw No. 538, 2018
as adopted.**

Corporate Officer

SCHEDULE "A"**Attached to and forming
part of Bylaw No. 2, 1971, as amended****WATER USER RATES****Prompt Payment Discount**

1. Single Family Residence	\$1,504.00 per year	2.0%
2. Condominiums, Apartments	\$1,504.00 per year	2.0%
3. Businesses – Store/Café	\$3,940.00 per year	2.0%
4. Businesses – Marina	\$3,940.00 per year	2.0%
5. Businesses – Other	\$1,035.00 per year	2.0%
6. Schools	\$3,940.00 per year	2.0%



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Sewer User Rates Bylaw No. 122, 1984, Amendment Bylaw No. 539, 2018

Adopted: xxx

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

Sewer User Rates Amendment Bylaw No. 539, 2018

A bylaw to amend Sewer User Rates By-law No. 122, 1984

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

1. This Bylaw is cited for all purposes as "Sewer User Rates Bylaw No. 122, 1984, Amendment Bylaw No. 539, 2018.
2. Schedule "A" attached to Bylaw No. 122, 1984, as amended, is hereby deleted and the attached Schedule "A" is substituted therefore.
3. This bylaw shall take effect upon adoption.

READ A FIRST TIME	xxx
READ A SECOND TIME	xxx
READ A THIRD TIME	xxx
ADOPTED	xxx

Mayor

Corporate Officer

**Certified a true copy of
Sewer User Rates Bylaw No. 122, 1984,
Amendment Bylaw No. 539, 2018 as adopted.**

Corporate Officer

SCHEDULE "A"

**Attached to and forming
part of Bylaw No. 122, 1984, as amended**

SEWER USER RATES

Prompt Payment Discount

- | | | |
|----------------------------|-------------------|------|
| 1. Single Family Residence | \$800.40 per year | 2.5% |
|----------------------------|-------------------|------|



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Garbage and Recycling Collection Bylaw No. 455, 2013, Amendment Bylaw No. 540, 2018

Adopted: xxx

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. 540, 2018

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. 540, 2018”.
2. Schedule “A” attached to Garbage and Recycling Collection Bylaw No. 455, 2013, as amended, is hereby deleted and the attached Schedule “A” is substituted therefore.
3. This bylaw shall take effect upon adoption.

READ A FIRST TIME	xxx
READ A SECOND TIME	xxx
READ A THIRD TIME	xxx
ADOPTED	xxx

Mayor

Corporate Officer

**Certified a true copy of
Garbage and Recycling Collection
Bylaw No. 455, 2013, Amendment
Bylaw No. 540, 2018, 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	\$335.00	3.5%
2	Strata Condominiums (Crosscreek Road)	Garbage, Recycling and Organics	\$335.00	3.5%
3	Strata Apartments (350 Centre Road)	Recycling Only	\$150.00	3.5%
4	Businesses – Store/Café	Recycling Only	\$1,320.00	3.5%
4	Businesses - Other	Recycling Only	\$150.00	3.5%



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018		
Author	Peter DeJong	Reviewed By:	
Date	February 2, 2018	Version	1
Issued for	February 6, 2018 Council Meeting		

Recommendation:

(1) THAT Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018 be introduced and read a first, second and third time.

Attachments:

(1) Draft Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018.

Key Information:

At the January 23, 2018 meeting, Council did not pass the bylaws intended to more directly force property owners to declare whether they had a secondary suite and to institute additional penalties for failing to do so. As a result, Bylaw 513 remains but has some shortcomings with respect to definitions, so staff presents the amendment bylaw attached to address these definition deficiencies.

Options:

- (1) Give the bylaw 3 readings without amendment;
- (2) Amend the bylaw and then give it 3 readings;
- (3) Give the bylaw 2 readings; or
- (4) Refer the bylaw back to staff with alternative directions.

Preferred Option: Option 1



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Follow Up Action: Bring the bylaw back for consideration of adoption at the February 20, 2018 meeting of Council.

Communication Plan: Prepare secondary suite education campaign for mailing with utility bills.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



**Secondary Suite Surcharge Bylaw No. 513, 2017,
Amendment Bylaw No. 536**

Adopted: xxx

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. 536, 2018

Secondary Suite Surcharge Bylaw Amendments

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

Citation

1. This bylaw may be cited for all purposes as "Secondary Suite Surcharge Bylaw No. 513, 2017, Amendment Bylaw No. 536, 2018."
2. Secondary Suite Surcharge Bylaw No. 513, 2017 is hereby amended as follows:

(a) The definition of occupied is deleted and the following definition is hereby substituted:

"occupied" means inhabited for periods of one month or longer within a calendar year and includes advertising of a *secondary suite* for habitation or residency for periods of one month or longer within a calendar year;

(b) The following definition is added as section 3 (c):

"secondary suite" means a secondary suite as defined in Zoning and Development Bylaw No. 520, 2017.

(a) *"Municipality"* means the Village of Lions Bay.

READ A FIRST TIME	February 6 2018
READ A SECOND TIME	February 6 2018
READ A THIRD TIME	February 6 2018
 ADOPTED	 February __, 2018

Mayor

Corporate Officer

Certified a true copy of Secondary Suite Surcharge Bylaw No. 536, 2018

Corporate Officer



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	52 Brunswick Beach Road Delegation Bylaw No. 541, 2018		
Author	Peter DeJong	Reviewed By:	
Date	February 1, 2018	Version	1
Issued for	February 6, 2018 Council Meeting		

Recommendation:

THAT 52 Brunswick Beach Road Delegation Bylaw No. 541, 2018 be adopted.

Attachments:

52 Brunswick Beach Road Delegation Bylaw No. 541, 2018, as at 3rd reading.

Key Information:

At the January 23, 2018 meeting, Council gave three readings to 52 Brunswick Beach Road Delegation Bylaw No. 541, 2018. The purpose of the bylaw is to provide the CAO with delegated authority to negotiate and enter into a binding contract with a potential purchaser of the subject lands.

Options:

- (1) Adopt the bylaw;
- (2) Rescind 3rd reading and amend the bylaw before re-reading a third time, and delay adoption;
- (3) Refer the bylaw back to staff with alternate directions.

Preferred Option: Option 1.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



52 Brunswick Beach Road Delegation Bylaw No. 541, 2018

Adopted: xxx

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

52 Brunswick Beach Road Delegation Bylaw No. 541, 2018

A bylaw to delegate authority to the CAO to negotiate and enter into a binding contract with respect to the sale of 52 Brunswick Beach Road

WHEREAS the Village of Lions Bay (the “Municipality”) has stopped up and closed a portion of highway for which title has been raised over lands known as 52 Brunswick Beach Road, and has entered into a listing contract to sell the said lands;

NOW THEREFORE 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 “52 Brunswick Beach Road Delegation Bylaw No. 541, 2018”.
2. The Council of the Village of Lions Bay delegates to the CAO the power to, on behalf of the Municipality, enter into a contract for the sale of lands at 52 Brunswick Beach Road, more particularly known and described as:

PID: 030-190-011

THAT PART OF DISTRICT LOT 1815 GROUP 1 NEW WESTMINSTER DISTRICT
SHOWN ON PLAN EPP69335

(the “Lands”)

3. For certainty, the authority of the CAO in section 2 of this bylaw includes the authority to negotiate and execute any agreement, on behalf of the Municipality, on any terms or conditions considered appropriate, including terms for settlement of:
 - (a) sale price;
 - (b) completion and adjustment dates;
 - (c) conditions precedent;
 - (d) any other terms or conditions deemed to be acceptable to the CAO;subject only to any limiting conditions imposed by resolution of Council.
4. For further certainty, any agreement between the CAO and a purchaser of the Lands, or any other matter in issue between the parties related thereto, shall be binding upon the Municipality.

-
5. Where this bylaw delegates a power, duty or function to a named position or to a committee, the delegation of the power, duty or function is to the person who from time to time holds the position or to the committee as it may be from time to time constituted.
 6. For clarity, a person or committee to whom a power, duty or function is delegated under this bylaw has no authority to further delegate to another person any power, duty or function that has been delegated by this bylaw.
 7. If a portion of this bylaw is found invalid by a court, it will be severed and the remainder of the bylaw will remain in effect.
 8. This bylaw shall take effect upon adoption.

READ A FIRST TIME	January 23, 2018
READ A SECOND TIME	January 23, 2018
READ A THIRD TIME	January 23, 2018
ADOPTED	xxx

Mayor

Corporate Officer

**Certified a true copy of
Delegation Bylaw No. 541, 2018, as adopted.**

Corporate Officer

VILLAGE OF LIONS BAY

Incoming Correspondence - February 6, 2018

General Correspondence:

- G-1: Invitation - MPIC February 2018 Municipal Workshop (Page 1)
- G-2: CTV News Inquiry (Page 2)
- G-3: Recycling Council of BC - Annual Zero Waste Conference (Page 4)
- G-4: MPIC Engagement Background (Page 5)
- G-5: Transit Oriented Affordable Housing Study (Page 17)
- G-6: Amending List of Species under the Species at Risk Act (Page 31)

Resident Correspondence:

- R-1: Wendy Morton (Page 33)

Dear Mayor and Council Members,

As a key element in our next phase of engagement to explore decongestion charging approaches to reduce congestion, promote fairness, and support investments in the region's transportation system, the Mobility Pricing Independent Commission would like to invite the mayors and councils of Metro Vancouver municipalities to participate in a project workshop.

Two workshops will be held, details are as follows:

<p>Workshop 1 Date: Wednesday, February 28, 2018 Time: 2:00PM – 4:00PM Location: Executive Suites Hotel 4201 Lougheed Highway</p>	<p>Workshop 2 Date: Wednesday, February 28, 2018 Time: 6:00PM – 8:00PM Location: Executive Suites Hotel 4201 Lougheed Highway</p>
---	---

The workshops will once again be hosted by Daniel Firth, Executive Director of the Mobility Pricing Independent Commission, and will provide information on the four broad approaches to decongestion charging outlined in our [Phase One Report](#). Mayors and councillors will participate in a facilitated Q&A session, and interactive discussions in a breakout format to provide feedback on challenges, opportunities and key considerations in relation to each approach. This feedback will be used to help inform the Commission's report and recommendations in April 2018.

BACKGROUND:

During the first phase of engagement, the Mobility Pricing Independent Commission engaged with Metro Vancouver residents, stakeholders, First Nations, and municipal and provincial elected officials. Throughout that engagement, we received feedback on several overarching themes including reducing congestion, fairness, transportation investment, and decongestion charging. All this has been included in our Phase One Report that was released on January 16th. This has already been shared with all of you, but the full report can also be found [here](#).

More information about the Commission and the It's Time project is available online at www.itstimemv.ca.

Please confirm whether you will be attending the 2-4pm or 6-8pm workshop by **February 5th** to cynthia.stevens@fhhighroad.com.

Thank you.

From: [Karl Buhr](#)
To: [MacDonald, Sarah](#)
Cc: [Council @ Lions Bay; Agenda](#)
Subject: Re: CTV News Inquiry
Date: Thursday, January 25, 2018 11:21:30 AM

Hello Sarah,

I'm in a Translink Mayors' Council meeting all morning, but can step out for a quick call if needed. In the meantime I can advise that accident stats for 2017 are not yet available, so we cannot say what the effect of the new 1.4 km barrier has been. That said, our fire department, which services the Sea-to-Sky from Horseshoe Bay to Furry Creek, reports anecdotally that speeds appear to have dropped in the section. They also indicate about a round dozen collisions with the barrier since its installation last summer, and one crossing over the top. Lions Bay Fire Rescue call stats have shown hours spent on the highway were steadily increasing, perhaps commensurate with the 15% a year increase in traffic. In 2017, however, our highway call hours were half of 2016's. It's too early to say why, but other than the barrier, other steps taken MAY be having any effect in reducing traffic speeds, and hence accidents. Those steps include:

- Better signage, including a dynamic SLOW DOWN sign
- Coordinating GPS data with posted limits
- Publicity around the need to slow down: 85th percentile speeds through Lions Bay are 85-110 km/h, which accident stats around two times the highway average indicate are too fast.

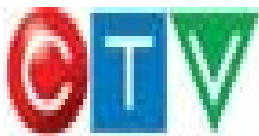
More....

I'd value an opportunity to talk to you about Lions Bay's advocacy of Average Speed Over Distance in BC, which has a goal of slowing all traffic, all the time, in known, posted safety corridors.

I trust you're also speaking to Mayor Heintzman in Squamish?

Regards,
Karl Buhr

Karl Buhr
Mayor of Lions Bay



The Municipality of the Village of Lions Bay. www.lionsbay.ca
[PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0 CANADA](#)
Mobile [+1\(604\) 562-8997](tel:+1(604)562-8997), Village offices [+1\(604\) 921-9333](tel:+1(604)921-9333), Municipal fax [+1\(604\) 921-6643](tel:+1(604)921-6643)

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On Jan 25, 2018, at 10:23, MacDonald, Sarah <Sarah.MacDonald@bellmedia.ca> wrote:

Hi there,

We're working on a series on safety along the Sea to Sky corridor for CTV News. I'm hoping to speak with Karl Buhr on the highway initiatives that have been put in place on the highway through Lions Bay (particularly the drop in mortality and head-on collisions with the installation of the concrete barriers). Would he be available for an interview today? We can come to him in Lions Bay.

Thanks a lot,

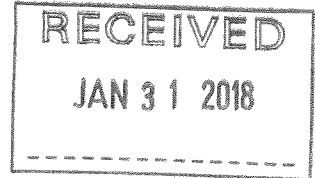
Sarah

Sarah MacDonald | Reporter

CTV Vancouver | m 604-358-9294 | t 604-609-5848 | sarah.macdonald@bellmedia.ca
969 Robson Street
Vancouver, BC V6Z 1X5
Canada

[<image001.jpg>](#)

January 26, 2018



Mayor Karl Buhr and Council
 Village of Lions Bay
 400 Centre Road
 Lions Bay, BC V0N 2E0
 Canada

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

Dear Mayor Karl Buhr and Council:

Re: Recycling Council of British Columbia Annual Zero Waste Conference 2018

Suite 10
 119 West Pender St
 Vancouver, BC
 V6B 1S5
 Canada

Established in 1974, the Recycling Council of British Columbia (RCBC) is Canada's first non-profit waste prevention organization. Since that time, the Council has worked side-by-side with local governments to eliminate waste in B.C. and develop a sustainable circular economy.

We invite you to attend **RCBC 2018 "Rethink: A World Without Waste" from May 30 to June 1, 2018 in Whistler, B.C.**, featuring a variety of topics relevant to local governments in B.C. Programming for RCBC 2018 (www.rcbcconference.ca) will include:

phone:
 (604) 683-6009

- extended producer responsibility
- illegal dumping
- reuse and repair
- waste prevention
- communications and engagement

fax:
 (604) 683-7255

email:
rcbc@rcbc.ca

web:
www.rcbc.ca

As well, we plan to address a variety of waste, recycling, and diversion-related issues your council may be facing now or in the near future. We provide a three-day experience of workshops, presentations, and opportunities to network with professionals and area experts to become better informed. B.C.'s industry stewardship agencies, such as RecycleBC, Regeneration, and Encorp Pacific will be in attendance, as well as the BC Ministry of Environment.

RCBC provides comprehensive public education to support recycling and waste-related programs and services through the BC Recycling Hotline, the online Recyclepedia and the free BC Recyclepedia phone app. Last year alone, we answered more than 280,000 questions from people in communities just like yours.

In our public policy work, we engage a variety of stakeholders to collaboratively develop and recommend progressive waste prevention initiatives and legislation. RCBC also facilitates the sharing of knowledge, good practices, and professional development. All of those elements are included as part of Canada's longest running waste prevention event, the annual RCBC Zero Waste Conference, now in its 44th year.

Thank you for your continued support. Let us keep working together to make a waste-free province through the application of sustainable circular economy principles. If you have any questions, you can reach me at 604-683-6009 ext. 307 or at brock@rcbc.ca.

Sincerely,

Brock Macdonald
 Chief Executive Officer

From: [Stevens, Cynthia](#)
To: [Karl Buhr: Council @ Lions Bay](#)
Cc: [Agenda](#)
Subject: MPIC - It's Time Feb-March 2018 Engagement Background
Date: Thursday, February 01, 2018 9:24:38 AM
Attachments: [It's Time Feb-March 2018 engagement background.pdf](#)

The *It's Time* Project is pleased to share an update as we launch our next phase of public and stakeholder engagement. The attached overview provides details on a number of decongestion charging examples and how they could work in Metro Vancouver. We'll be gathering feedback from stakeholders and the public over coming weeks, through workshops and an online engagement.

Also, please find a [blog post](#) below authored by the Chair of the Mobility Pricing Commission, Allan Seckel, who shares this thoughts on affordability and puts the Commission's project in perspective.

MPIC is looking forward to a discussion regarding the information in the attached engagement update during the workshop you have been invited to attend on February 28th. If you have not yet RSVP'd, kindly reach out to Cynthia Stevens (Cynthia.stevens@fhhighroad.com) advising as to your preference:

<p>Workshop 1 Date: Wednesday, February 28, 2018 Time: 2:00PM – 4:00PM Location: Executive Suites Hotel 4201 Lougheed Highway</p>	<p>Workshop 2 Date: Wednesday, February 28, 2018 Time: 6:00PM – 8:00PM Location: Executive Suites Hotel 4201 Lougheed Highway</p>
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Please let me know if you have any questions.

Many thanks.

##

Reality check: Putting mobility pricing in perspective

If you have to travel around Metro Vancouver on a regular basis you've probably noticed that traffic congestion has become a major headache. It's affecting our quality of life, our environment, our health and our economy.

What if we could help reduce the congestion that frustrates us so much, by changing the way we pay for transportation? Currently we pay fuel tax at the pump, and a portion of our property tax and Hydro bills for transportation.

What if we could combat traffic, not necessarily by paying more, but by paying differently?

These are the important questions we're tackling as the Mobility Pricing Independent Commission. We've been at it for several months now, researching local traffic conditions and what other cities around the world are doing. We've also heard from thousands of people across Metro Vancouver during our first round of engagement in the fall.

We've been getting lots of questions, and there's still some confusion out there about the purpose of our study (Read our [FAQ](#) to get the facts). Among all the feedback we've received, there are two comments that come up most frequently:

- “Traffic is bad, and it's getting worse.”
- “It already costs a lot to live here, and I don't want to pay more.”

Nobody enjoys paying fees or taxes. So it's understandable that people are concerned that mobility pricing looks like “just another tax grab.” At a time when affordability has emerged as the most critical issue for residents and policy makers in this region, it's fair to ask governments to find the most affordable ways to deliver the benefits all of us want – like less congestion or more transit.

But raising money to build roads or buy more buses isn't the main point of mobility pricing. If we introduce a small fee in the right place at the right time -- potentially while reducing an existing tax -- we can encourage just enough drivers to change the way they travel so that everyone can get where they need to go a bit faster. That's how it has worked in other cities, so it's worth studying whether it could work here in Metro Vancouver. So how are we going about doing that?

The Commission's *It's Time* project is the first step in a process that will take several years before our region is ready to implement any new 'decongestion charge.' And more research will be needed after the Commission issues its report to the Mayors' Council in April 2018, and before local and provincial governments can make an informed decision as to whether or how to proceed with mobility pricing.

The public has a vital role to play in all of this. The Commission will launch the next round of our public engagement on February 22. Visit our website www.ItsTimeMV.ca later this month to have your say.

Your input can help shape where the mobility pricing conversation will go over the coming years.

Allan Seckel is Chair of the Mobility Pricing Independent Commission. He is a Vancouver resident and Chief Executive Officer for Doctors of BC. He has served as Deputy Attorney General in the provincial government, and later as a Deputy Minister and Head of the BC Public Service. He currently serves on a number of boards, including Covenant House Vancouver and the TELUS Vancouver Community Board.

Best Regards,

Cynthia Stevens

On behalf of the Mobility Pricing Independent Commission

FleishmanHillard HighRoad | 777 Hornby St. | 16th Floor | Vancouver, British Columbia | V6Z 2T3

📞 604-688-2505 | 📠 604-719-2249 | ✉ cynthia.stevens@FHhighroad.com

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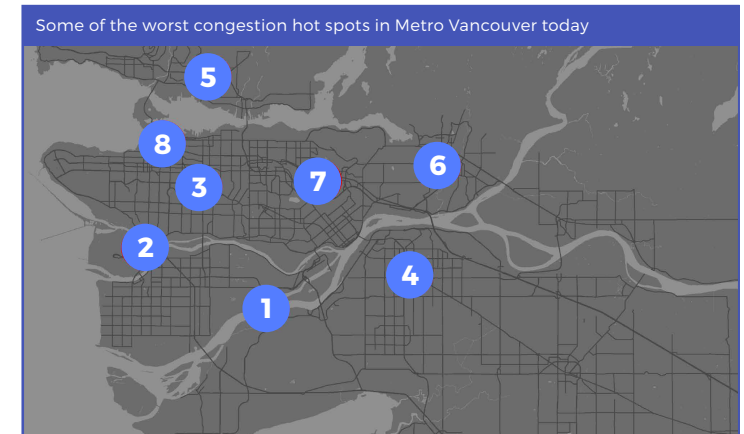
WHY STUDY MOBILITY PRICING?

Traffic congestion in Metro Vancouver is affecting our quality of life, our environment and our economy. Eighty-nine percent of the region's residents say it's a problem, according to a recent Ipsos survey, and it could get worse as our region welcomes one million new residents over the next 30 years.

What if we could help reduce the congestion that frustrates us so much, by changing the way we pay for transportation? Currently Metro Vancouverites pay fuel tax at the pump, and a portion of our property tax and Hydro bills for transportation. What if we could combat traffic, not necessarily by paying more, but by paying differently?

These questions are the focus of the **Mobility Pricing Independent Commission**, and in February and March 2018, we're asking Metro Vancouverites to give us their feedback on different approaches to 'decongestion charging' that could potentially be introduced in the future, as a strategy for reducing congestion on our roads and bridges. The Commission's ***It's Time* project** is the first step in a multi-year process to research mobility pricing and how it could work in our region.

When the Commission launched *It's Time* in October 2017, we released a report detailing the current state of congestion in the region, and we began to explore some of the important considerations – like affordability and fairness – that we need to address as we study approaches to decongestion charging. The map below from our first report *'Moving Around Metro Vancouver: Exploring New Approaches to Reducing Congestion'* shows some of the worst congestion hot spots in the region today.



- 1 Bridges and tunnels crossing the Fraser River
- 2 Bridges between Richmond, YVR and Vancouver
- 3 Major arterials in the City of Vancouver and western parts of Burnaby
- 4 Urban centres – for example New Westminister, Metrotown, Surrey City Centre and Richmond City Centre
- 5 Various points across the North Shore
- 6 The northeast part of the region – for example Coquitlam, Port Coquitlam and Port Moody
- 7 Regional highways – for example Highway 1 and Highway 91
- 8 Metropolitan core of downtown Vancouver

It is estimated that while only about 5-6% of the total road network was congested during peak times as of 2016, this is expected to rise to 8-11% by 2045. Over 30% of our travel time during peak hours is spent in congestion today, and this is expected to increase to 40% by 2045.

PUBLIC ENGAGEMENT PHASE TWO

January-March 2018

DECONGESTION CHARGING EXAMPLES

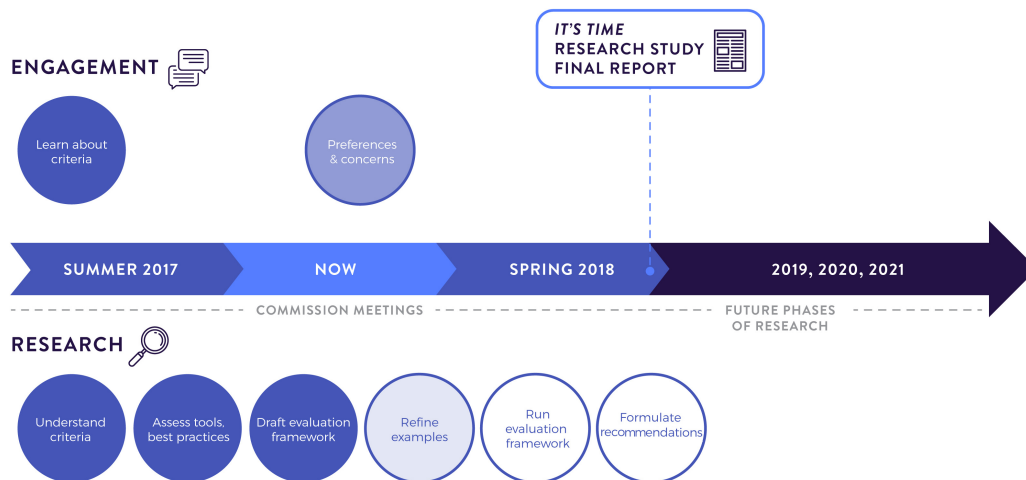
The information on the following pages is intended for discussion purposes, and to demonstrate how decongestion charging could work in Metro Vancouver. In this next phase of engagement, the *It's Time* project is looking for feedback from the public and stakeholders to understand what might happen if we were to use these different policy tools in different ways in Metro Vancouver. In our workshops and in our online engagement, we will also ask for input on the current fuel tax, and whether it should be maintained or reduced if decongestion charging were introduced.

The maps and descriptions on the following pages illustrate several different variations, based on some of the ideas we have heard so far during the project. It's important to keep in mind that these are not

final proposals recommended by the Mobility Pricing Independent Commission. We have more work ahead of us to fully explore and analyze the options, and your feedback will play an important role in shaping the Commission's recommendations, which will be contained in a report to the Mayors' Council and TransLink Board of Directors in late April.

Information about the proposed decongestion charging has been gathered into two approaches; **Congestion Point Charges** and **Distance-based Charges**.

Learn more about the decongestion charging approaches we're studying, on the following pages. Our online public engagement begins February 22. Check back at www.ItsTimeMV.ca to participate and share your views!

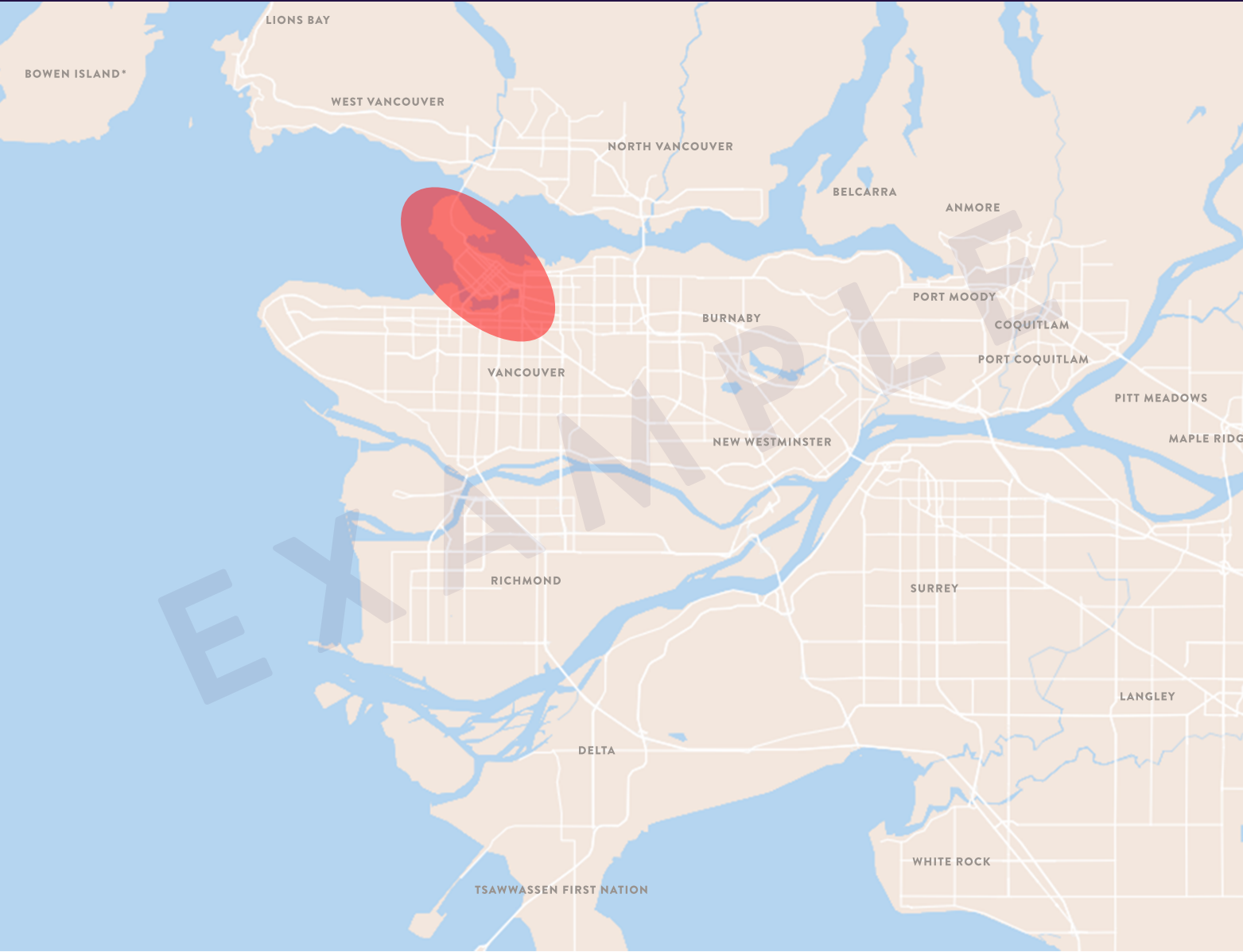


It's Time is a multi-phased research and public engagement project exploring how decongestion charging could work in Metro Vancouver. In Phase One, we introduced mobility pricing and decongestion charging to residents and stakeholders, and established parameters for the project by exploring objectives and principles through an extensive stakeholder, advisory group and public engagement conducted in fall 2017. In addition, our research team studied current road congestion conditions and expected future trends in this region, as well as other cities' experiences with decongestion charging, to identify possible approaches to decongestion charging that we will study in Phase Two of the project. From January through March 2018, we will be conducting further research, analysis, and engagement with stakeholders, advisory groups and the public as we prepare our final report.

CONGESTION POINT CHARGES - DOWNTOWN VANCOUVER EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

- Getting to, from and around downtown Vancouver was identified as one of the top congestion areas
- Good availability of alternative modes of transportation already exist in the area
- Downtown decongestion charging has been effective in many other cities

Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

Drivers may avoid travelling in and out of downtown Vancouver during peak hours which would reduce congestion. Congestion would be reduced in and around downtown Vancouver, major arteries and hot-spots that connect the rest of the region to downtown.

How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

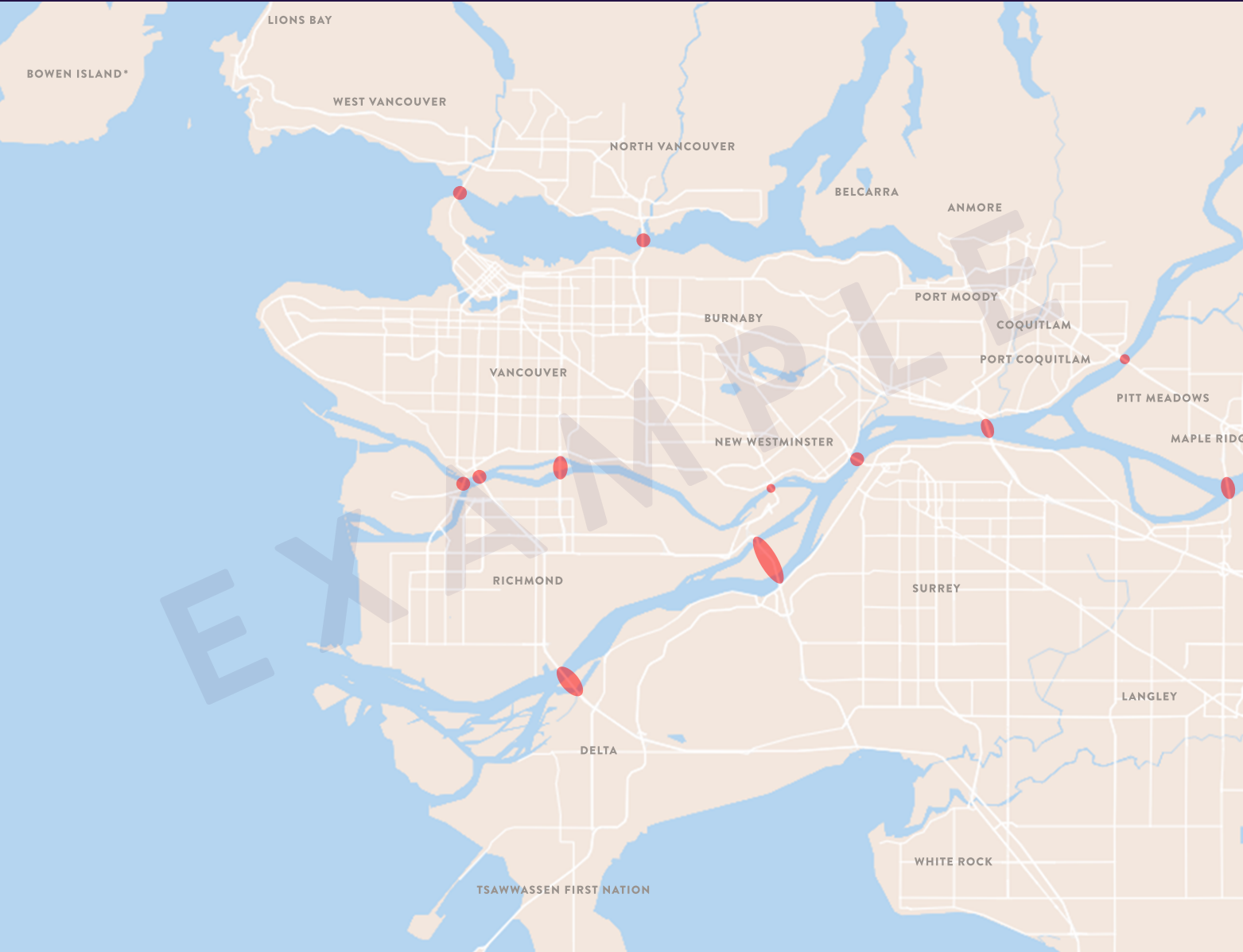
*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

CONGESTION POINT CHARGES - METRO VANCOUVER CROSSINGS EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

- Metro Vancouver crossings were identified as congestion hot spots
- Bridges and tunnels make good natural boundaries which help to reduce the risk of traffic diversion into neighborhoods
- Stakeholders suggested charging small amounts for crossing bridges

Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hotspots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

If possible, some vehicle users may wish to avoid the charge by not driving. This would reduce congestion on highways, bridges, hot-spots and connecting roads leading to and from bridges.

How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

ONE ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

This is a basic example of distance-based charging. It addresses the region's congestion by applying a charge during peak hours across Metro Vancouver. This example would cover all congestion hot spots identified by stakeholders and the public in Phase 1.

Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

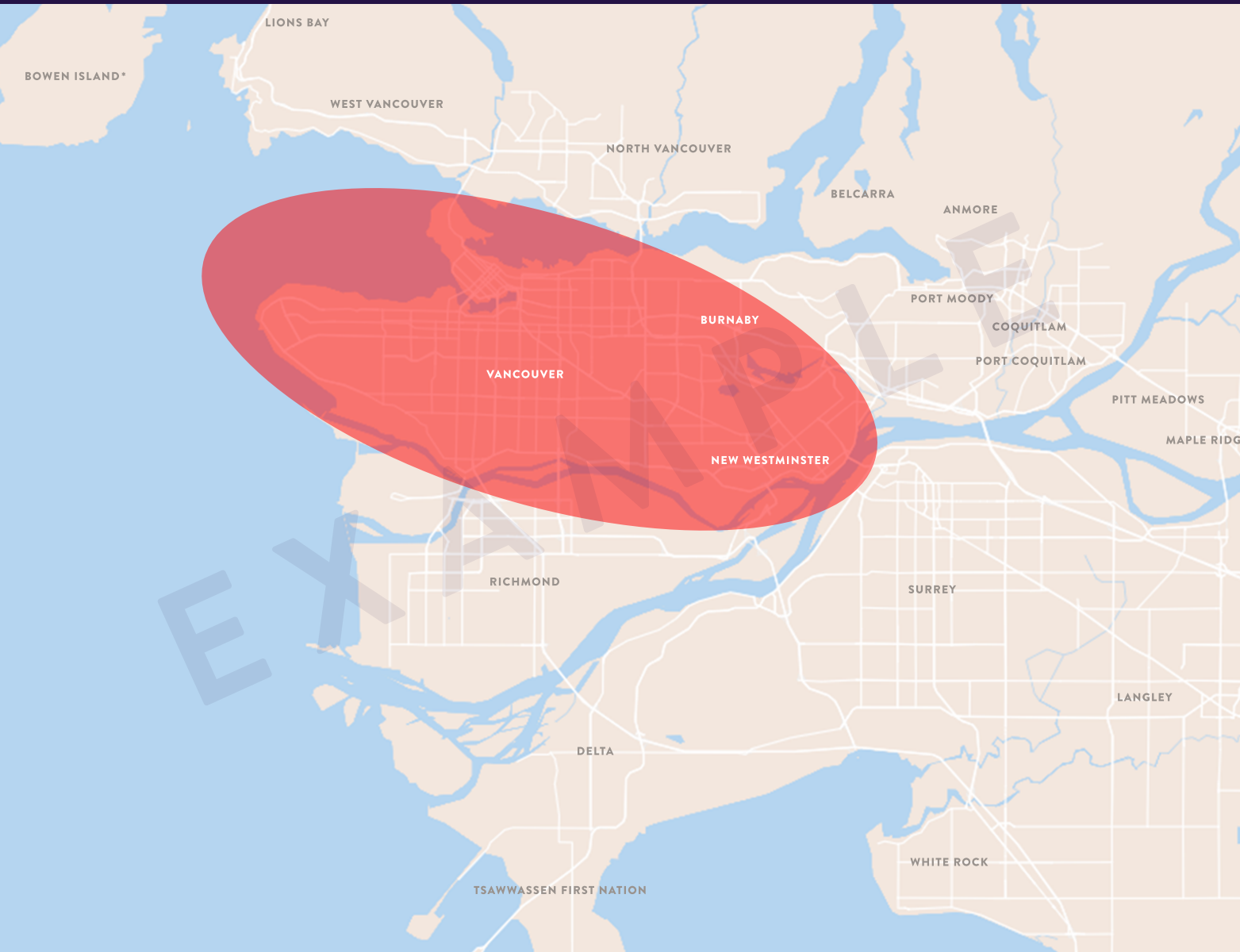
*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

CONGESTION POINT CHARGES - BURRARD PENINSULA EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

- A number of congested areas in and around the Burrard Peninsula were identified as congestion hot spots
- Congestion points such as bridges and tunnels make good natural boundaries which helps to reduce the impacts of traffic diversion and boundaries would not run through neighbourhoods

Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

Where possible, some vehicle users may avoid the charge by using alternative modes of transportation. This would result in fewer vehicles being on the road inside the Burrard Peninsula. Overall, this example could reduce congestion at hot-spots and along some major regional arteries, highways, and bridges.

How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

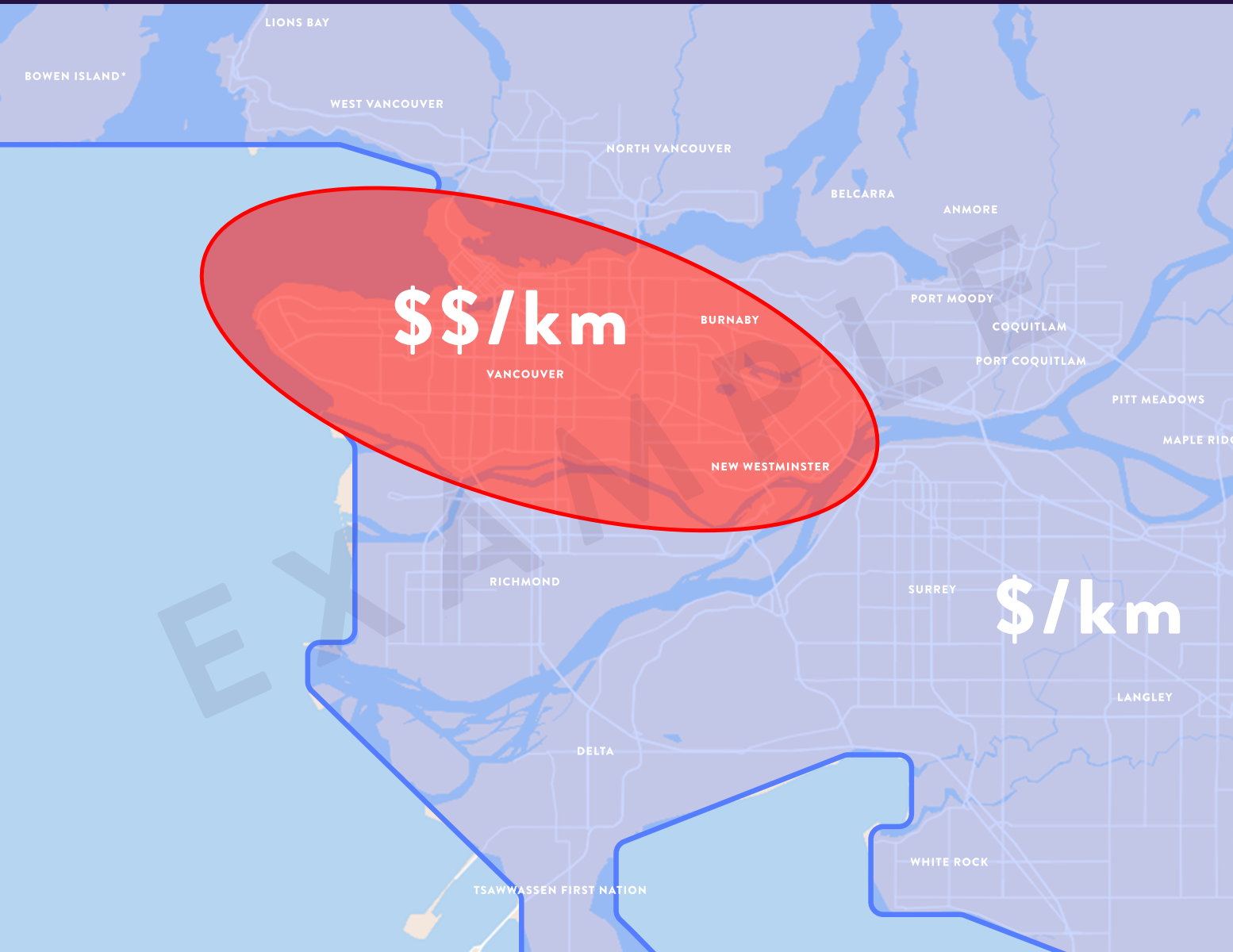
*What about Bowen Island?

We know that Bowen Island residents already pay to ride the ferry. The project team will conduct further research for Bowen Island residents.

TWO ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

This is a more targeted example of distance-based charging. In this example, travelling through the region's worst congestion area (inside the Burrard Peninsula) during peak hours would have a higher charge.

Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

Drivers may avoid the charge by using alternative modes of transportation (if available), which would result in fewer vehicles on the road.

How much would I pay?

As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

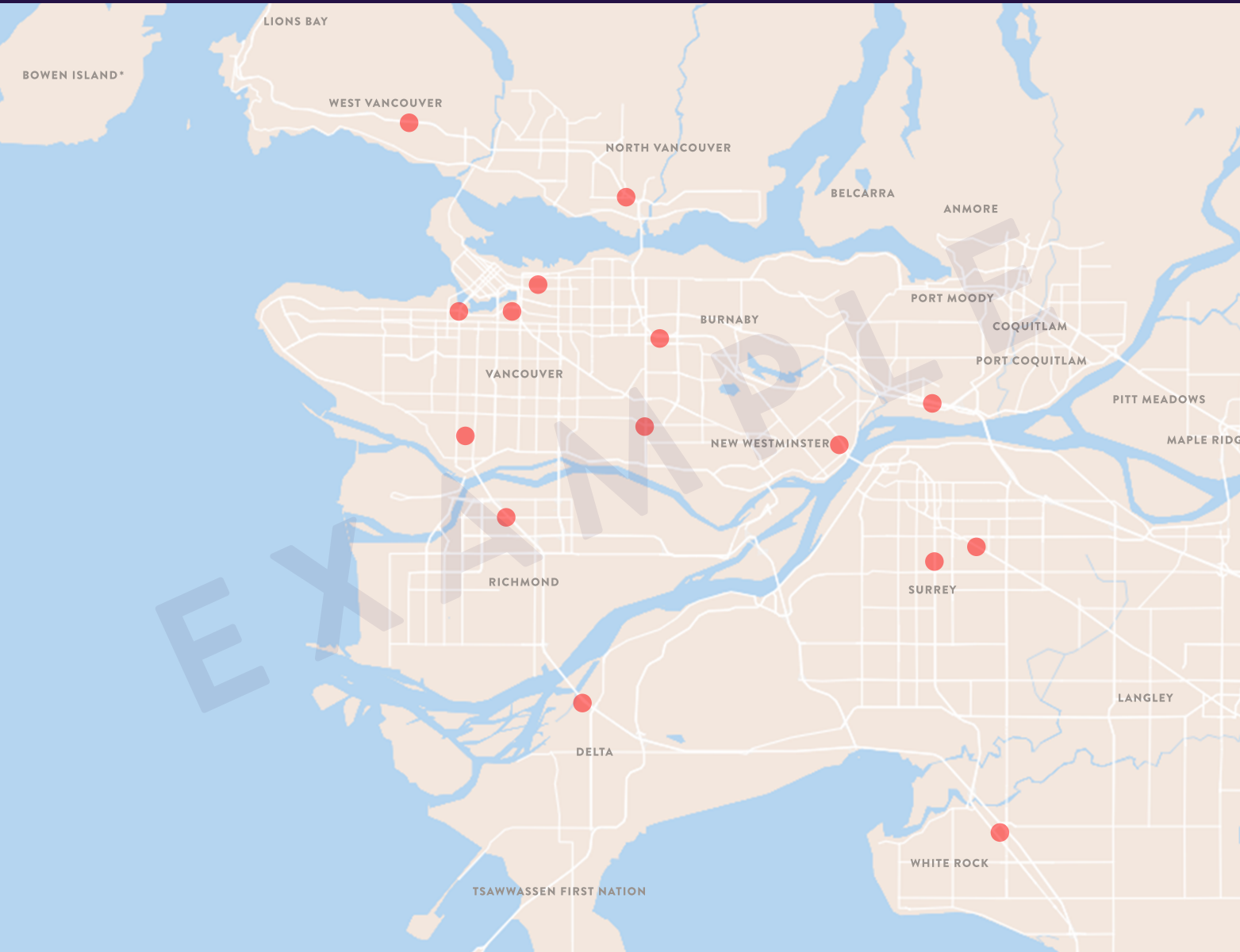
*What about Bowen Island?

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CONGESTION POINT CHARGES - METRO VANCOUVER HOT SPOTS EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

This example tries to directly target congested areas, but we still need to explore how to avoid creating undesirable diversionary effects and ensure that boundaries do not run through neighbourhoods.

Who would pay?

People who drive past the congestion point charges would pay. However, this charge could be higher in very specific congested hot spots, and lower in less congested areas and/or with less access to transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

If possible, some drivers may wish to avoid the charge by not driving and use other alternative modes of transportation (if available). Other drivers may choose to drive at non-peak travel times or choose other routes. This would reduce congestion on highways, bridges, hot spots and connecting roads leading to and from bridges.

How much would I pay?

This charge may be just enough to prompt behaviour changes from some vehicle users with access to alternative modes of transportation. As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- Consider the availability and improvement of transit and transportation modes to provide accessible and attractive choices for vehicle users
- Consider impacts on businesses downtown, particularly small businesses
- Consider equity implications, including discounts or exemptions for those who have fewer choices or lower income
- Consider impacts from traffic diversion

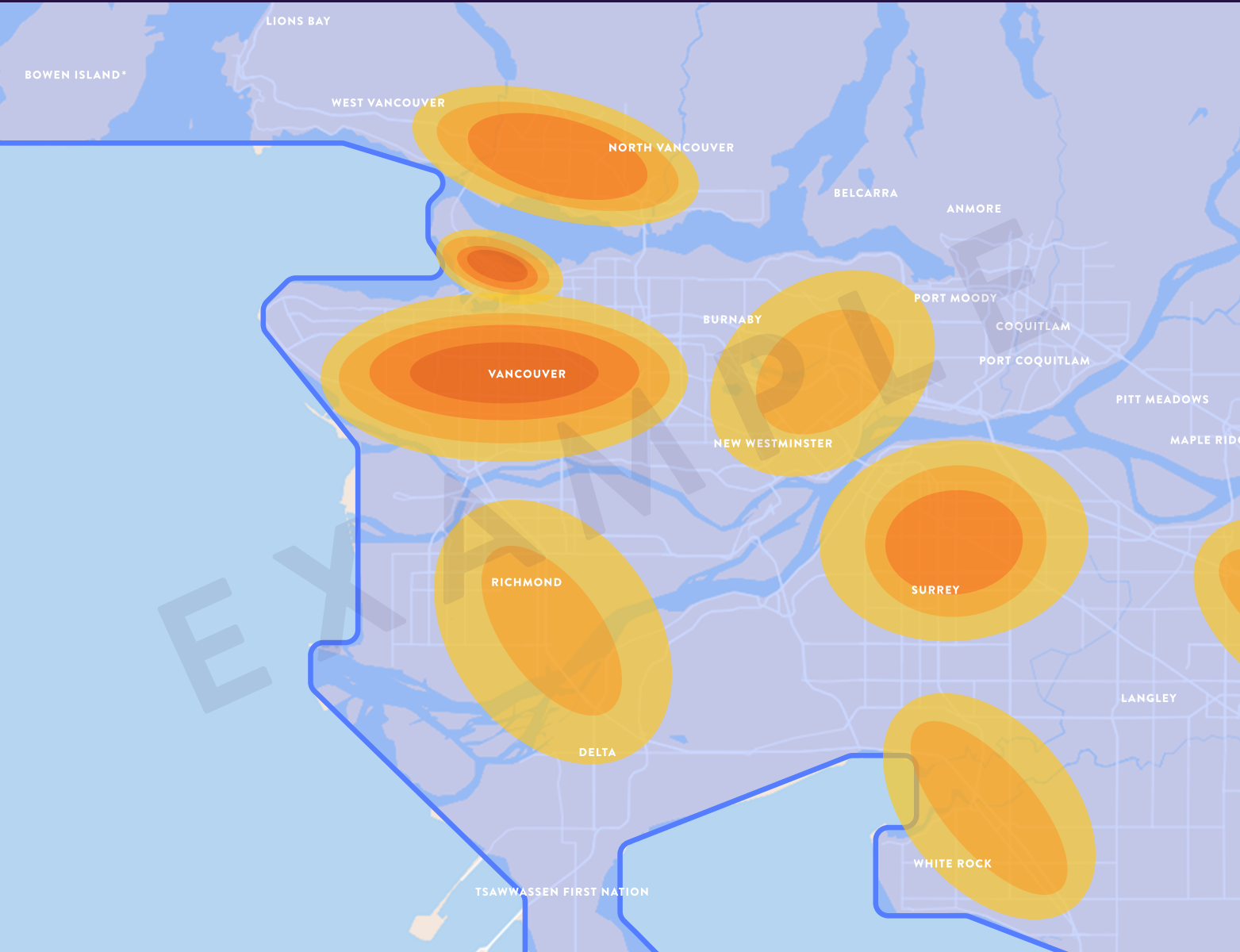
*What about Bowen Island?

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MULTI ZONE DISTANCE-BASED CHARGE EXAMPLE



This is one of a set of examples being used for engagement purposes - these are not final proposals recommended by the Mobility Pricing Independent Commission



Why did we choose this example?

This example is a more effective way to target congestion at hot spots and during peak hours without charging trips that do not contribute to congestion.

Who would pay?

People who drive would pay this distance-based charge regardless of where they are in the region. However, this charge could vary based on the location, time and direction of travel. Charges could be lower in less congested spots and in areas with fewer options for transit. As social equity is a key consideration, we are still exploring discounts and exemptions for certain individuals.

Where and how would congestion improve?

Some drivers may decide to avoid the charge by choosing other routes, travel times, or modes of transport. This could help to reduce congestion in areas where it is particularly bad. If the charge is higher at congested times of day then it could further reduce congestion at many hot spots throughout the region.

How much would I pay?

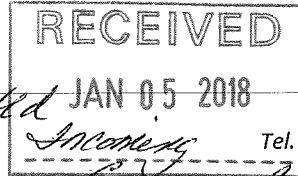
As affordability is a key consideration, we are still exploring what a price structure, discounts, and maximum charges (caps) could look like.

What are related considerations we heard in Phase 1?

- How the availability and improvement of transit and transportation modes could be more attractive and accessible to vehicle users
- Equity implications, including discounts or exemptions for those who have fewer alternative transportation modes or lower income
- Options for people who rely on driving for work, childcare, or medical appointments
- Privacy and security of data
- Fairness for those who have fewer transit choices in areas with more affordable housing

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Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

DEC 22 2017

File: CR-12-01

Ref: RD 2017 Nov 24

Mayor Karl Buhr and Council
Village of Lions Bay
400 Centre Road
Lions Bay, BC V0N 2E0

Dear Mayor Buhr and Council:

Re: Transit-Oriented Affordable Housing Study

In 2017, Metro Vancouver, together with BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity, completed the *Transit-Oriented Affordable Housing Study* (TOAH), undertaken to explore the constraints and opportunities of building new rental housing, particularly affordable housing to lower income households earning less than \$50,000 per year, in transit-oriented locations across Metro Vancouver. We are pleased to provide you with a copy of this study for your reference which can be accessed at the following link: <http://www.metrovancouver.org/services/regional-planning/housing-affordability/transit-oriented/Pages/default.aspx>.

At its November 24, 2017 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution to share the TOAH Study findings with key decision-makers:

That the MVRD Board:

- a) *communicate the key findings from the Transit-Oriented Affordable Housing Study to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:*
 - *the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;*
 - *the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;*
 - *Mayors' Council on Regional Transportation;*
 - *member local governments; and,*
 - *the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association;*
- b) *send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the Transit-Oriented Affordable Housing Study; and*

23788408

- c) *direct staff to explore Key Finding 5 as outlined in the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study", and report back to the Regional Planning Committee.*

The TOAH study findings are intended to be a resource about increasing the supply of affordable rental housing in transit-oriented locations to advance dialogue and evidence-based decision making. Five key findings emerged from the study (Attachment). The crux of the regional challenge is the mismatch between supply and demand for rental housing affordable to families making less than \$50,000 per year. The study estimates this shortfall will be in the order of 24,000 units over the next 10 years. The TOAH study also quantifies the fact that not all density is equal when it comes to maximizing transit ridership – renters, and particularly lower income renters, have higher transit usage rates. The study presents the evidence to build a strong case for accommodating renters to optimize transit investments and build complete communities.

The primary reason for the undersupply of new affordable housing is the inability of the rents generated to cover the costs of development (construction and land costs), and this challenge is amplified in transit-oriented locations. To alleviate this issue, local governments and housing developers are being creative in using various tools such as varying on-site parking requirements and development charges, finding access to sources of equity and cheaper financing, and pursuing shoulder areas more suitable for lower-cost wood frame construction. On the land side, projects are seeking lands at zero or discounted costs, and utilizing density bonusing to leverage market housing to achieve more affordable rental units.

There are a number of tools identified in the TOAH study that warrant further exploration to either be implemented or scaled up in the region. The certainty is that most of these efforts will require partnerships, and the convergence of resources, expertise and knowledge proportional to the size of the regional challenge. We welcome the opportunity to engage in dialogue with you on the findings of this report to explore new ways that will encourage equitable transit-oriented communities across Metro Vancouver.

Yours truly,



Greg Moore
Chair, Metro Vancouver Board

GM/CM/RQ/rk

Encl: Report dated October 20, 2017 titled, "Transit-Oriented Affordable Housing Study" (Doc 23664819)

23788408



To: MVRD Board of Directors

From: Regional Planning Committee

Date: November 3, 2017 Meeting Date: November 24, 2017

Subject: **Transit-Oriented Affordable Housing Study**

REGIONAL PLANNING COMMITTEE RECOMMENDATION

That the MVRD Board:

- a) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
 - the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association;
 - b) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*; and
 - c) direct staff to explore Key Finding 5 as outlined in the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study", and report back to the Regional Planning Committee.
-

At its November 3, 2017 meeting, the Regional Planning Committee considered the attached report titled "Transit-Oriented Affordable Housing Study", dated October 20, 2017. The Committee subsequently amended the recommendation as presented above in underline style.

Attachment:

"Transit-Oriented Affordable Housing Study", dated October 20, 2017

To: Regional Planning Committee

From: Raymond Kan, Senior Regional Planner, Parks, Planning and Environment

Date: October 20, 2017 Meeting Date: November 3, 2017

Subject: Transit-Oriented Affordable Housing Study

RECOMMENDATION

That the MVRD Board:

- d) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
- the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association.
- e) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*.
-

PURPOSE

To present the key findings from the *Transit-Oriented Affordable Housing Study* and request that they be forwarded to relevant decision makers as information to support the provision of rental housing in transit-oriented locations, including housing that is affordable to lower income households.

BACKGROUND

At its meeting on September 23, 2016, the MVRD Board adopted a resolution to communicate the emerging results of the *Transit-Oriented Affordable Housing Study* to federal provincial, and regional stakeholders. Since that time, the Study has reached substantive completion.

TRANSIT-ORIENTED AFFORDABLE HOUSING STUDY¹

The purpose of the *Transit-Oriented Affordable Housing Study* is to incrementally advance information about the context and tools that could assist in making affordable rental housing projects financially viable in transit-oriented locations. Affordable housing is often defined as housing that

¹ The original project title, *Mixed Income Transit-Oriented Rental Housing Study*, was updated for ease of communication.

doesn't exceed 30% of a household's pre-tax income. This study focused on rental housing affordable to lower income renter households who earn less than 80% of the regional median household income, or equivalent to approximately \$50,000 based on the 2011 National Household Survey data for the region².

Developing complete and inclusive communities is a goal of *Metro 2040*, the regional growth strategy and an essential principle of the *Regional Affordable Housing Strategy*. The Transit-Oriented Affordable Housing Study is part of a portfolio of research and policy that cuts through several Metro Vancouver work programs. The research and policy products include the following:

Metro Vancouver Research/Policy	Key Findings/Actions
2016 <i>Regional Affordable Housing Strategy</i> (Reference 1)	Goal 4 Increase the Rental Housing Supply along the Frequent Transit Network. Associated actions include advancing research with housing and transportation partners on ways to promote equitable transit-oriented communities.
2015 <i>Metro Vancouver Housing and Transportation Cost Burden Study</i> (Reference 2)	Addressing housing and transportation costs concurrently is a strategic approach to confronting the region's affordability challenges.
2012 <i>Metro Vancouver Apartment Parking Study</i> (Reference 3)	Opportunities to reduce apartment parking requirements near the Frequent Transit Network. Reduced construction cost could potentially support housing affordability and sustainable transportation choices.

Further, TransLink is committed to equitable transit-oriented communities through its *Regional Transportation Strategy* (Reference 4). The RTS includes an action for the regional transportation authority to work with partner agencies to encourage more affordable rental housing near the Frequent Transit Network. TransLink recognizes that improved access to frequent transit will help support transit ridership growth and modal shift, and thereby help reduce greenhouse gas emissions from the transportation sector.

STUDY PARTNERSHIP AND ACTIVITIES

To undertake the Study, Metro Vancouver established a partnership comprising BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity. The partners provided in-kind contributions. Staff also consulted with the Regional Planning Advisory Committee in the development of the scope of work, and engaged municipal staff in the various regional staff advisory committees throughout the study period.

The study comprises five major activities as follows:

² According to the 2011 National Household Survey, the regional median household income was \$63,000 in 2010. The corresponding income cut-offs for low income households is \$50,000 and for very low income households is \$30,000. With the release of the 2016 National Household Survey data, the income cut-offs for low and very low incomes will be updated for future research and policy initiatives.

Activity	Product	Status
Activity 1 – Rental housing supply gap projections; review of current and innovative practices in Canada and United States; interviews in and outside region	Technical report was completed by the BC Non-Profit Housing Association with funding support from Real Estate Foundation of BC and Metro Vancouver. Key findings are referenced in this committee report.	Completed
Activity 2 – Quantifying the relationship between household income, tenure (rent or own), and transit use	Findings presented to Regional Planning Committee in September 2016. The MVRD Board approved a resolution to communicate the findings to federal, provincial, and regional stakeholders.	Completed
Activity 3 – Mapping inventory of public and non-profit lands in transit-oriented locations	Maps and analysis (to be determined).	Deferred to 2018
Activity 4 – Financial viability gap analysis of purpose-built rental housing	Technical report completed by Coriolis Consulting Corp. for Metro Vancouver. Key findings are referenced in this committee report.	Completed
Activity 5 – Communications strategy to encourage knowledge transfer	Communications strategy shared with study partners.	Completed

KEY FINDINGS

The Study provides incremental information about the context and tools that could assist in improving the financial viability of affordable rental housing projects in transit-oriented locations. The study is not intended to capture all of the causal factors and solutions for the housing affordability crisis in the region. In fact, many of the study findings will be already familiar to policy makers and practitioners. Many efforts are underway to increase the supply of rental housing. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource. The key findings are presented below. Supporting information is presented in the Appendix.

Key Finding 1: Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region.

Key Finding 2: Renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Key Finding 3: The primary reason new affordable rental housing is undersupplied is because the rents generated do not cover the costs of development (land and construction costs). The challenges are amplified in transit-oriented locations.

Key Finding 4: There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable rental housing financially viable.

Key Finding 5: There are initiatives in other jurisdictions that may be worth exploring in the Metro Vancouver region, as well as existing initiatives that could potentially be scaled up, to generate new affordable rental housing near frequent transit. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be key.

KNOWLEDGE TRANSFER AND NEXT STEPS

With the substantive completion of the Study, the next steps are to communicate the key findings to a broad range of stakeholders who have established, or have the potential to establish, direct or indirect roles in policy, funding, or advocacy for the integration of affordable rental housing in transit-oriented locations. To aid in this knowledge transfer, a number of tools have been prepared in collaboration with the study partners.

- **Communications Strategy** – the strategy sets out the roles and responsibilities amongst the study partners for communicating the study findings in a clear and consistent way to different audiences using different techniques, including social media.
- **Key Messages Document** – the document sets out the key messages and supporting information drawn from the research. The study partners may adapt the content when preparing briefing notes, reports, and, presentations. The study partners will be positioned to communicate the key findings within their respective organizations and with their organizational networks, and to respond to inquiries about the study as appropriate.
- **Webpage** – a dedicated webpage has been created on the Metro Vancouver website to allow study partners and regional stakeholders to link directly to the study documents.

The study partners look forward to future opportunities to share the study findings at relevant conferences, workshops, and webinars, and through publications. Metro Vancouver's Regional Planning and Regional Housing Policy and Planning Divisions will continue to undertake policy research to support the work of member local governments and partner agencies (e.g. parking studies, corridor planning and monitoring). Staff will undertake the mapping of lands under public and non-profit ownership and present findings in early 2018.

ALTERNATIVES

1. That the MVRD Board:
 - a) communicate the key findings from the *Transit-Oriented Affordable Housing Study* to the following parties in an effort to encourage the integration of rental housing in transit-oriented locations, including housing that is affordable to lower income households, as essential elements of equitable and resilient transit-oriented communities and funding decisions:
 - the Federal Minister of Infrastructure and Minister of Communities and Families, Children and Social Development;
 - the Provincial Minister of Municipal Affairs and Housing, Minister of Transportation and Infrastructure, Parliamentary Secretary for TransLink, and Minister of Environment & Climate Change Strategy;
 - Mayors' Council on Regional Transportation;
 - member local governments; and,
 - the Urban Development Institute, Landlord BC, Co-operative Housing Federation of BC, and Greater Vancouver Home Builders' Association.

- b) send a letter expressing its appreciation to BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity for their participation and substantive contribution to the *Transit-Oriented Affordable Housing Study*.
2. That the MVRD Board receive for information the report dated October 20, 2017, titled "Transit-Oriented Affordable Housing Study".

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

SUMMARY / CONCLUSION

The *Transit-Oriented Affordable Housing Study* was led by Metro Vancouver in partnership with BC Housing, BC Non-Profit Housing Association, TransLink, and Vancity. The Study incrementally advances information about the context and tools that could assist in making affordable rental housing projects financially viable in transit-oriented locations. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource by policy makers and practitioners.

The case for fostering equitable transit-oriented communities is compelling – renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Through the Study, the BC Non-Profit Housing Association estimates that the projected rental housing supply gap for lower income households in the Metro Vancouver over the next 10 years could range from 24,000 to 27,000 units. The scale of the supply gap requires a clear understanding of some of the factors affecting the financial viability of rental projects and the coordinated actions by many actors on par with the scale of problem. The rent levels affordable to lower income households making less than \$50,000 per year do not cover the cost of construction, whether in concrete or wood. The challenges are amplified near frequent transit where in many locations there is an expectation for higher density which can generally be accommodated through concrete construction only. Even if construction costs could be lowered, there is insufficient capital to compete against strata development for land. Alternatively, encouraging rental projects in neighbourhoods designated for medium density would allow for lower-cost wood frame construction to be supportable. The potential trade-off is decreased access to frequent transit for lower income households.

Local governments have creatively applied different combinations of tools to improve the financial viability of market and affordable rental housing projects, such as reductions in parking requirements and development charges, and density bonusing. Additional tools may be worth exploring – tools that could help scale up what many local governments in the region are already doing today by targeting construction costs and/or land costs. These tools include transit-oriented structured loan funds, transit-oriented inclusionary housing policies, zoning for rental housing, integration of funding programs from other levels of government, land trusts, and property tax incentives. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be crucial.

The next steps are to communicate the key findings to a broad range of stakeholders who have established, or have the potential to establish, direct or indirect roles in policy, funding, or advocacy for the integration of affordable rental housing in transit-oriented locations. To aid in this knowledge transfer, a number of tools have been prepared in collaboration with the study partners, including a communications strategy, key findings document, and a dedicated project webpage on the Metro Vancouver website. Staff recommends alternative one.

Attachments (*Orbit #23563763*)

1. Transit-Oriented Affordable Housing Study - Activity 1: Supply Gap Analysis, Environmental Scan, and Literature Review – BC Non-Profit Housing Association
2. Analysis of the Financial Viability of New Purpose-Built Rental Housing at Transit-Oriented Locations in Metro Vancouver – Coriolis Consulting Corp.

References

1. [Regional Affordable Housing Strategy](#)
2. [Housing and Transportation Cost Burden Study](#)
3. [Apartment Parking Study Summary Booklet](#)
4. [TransLink Regional Transportation Strategy \(p. 25\)](#)
5. Transit-Oriented Affordable Housing Study
Webpage <http://www.metrovancouver.org/services/regional-planning/housing-affordability/transit-oriented/Pages/default.aspx>

APPENDIX – KEY FINDINGS AND SUPPORTING INFORMATION

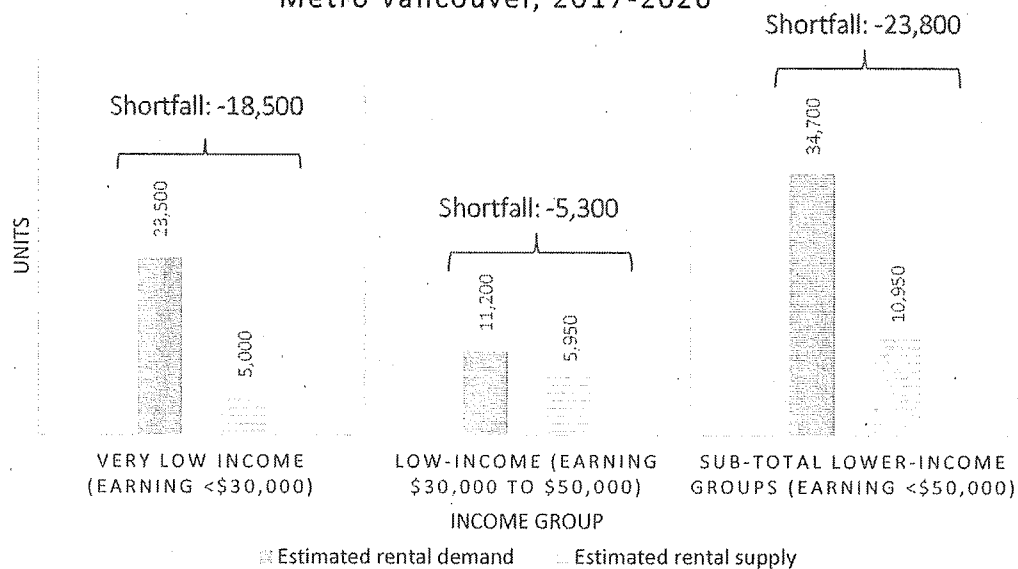
KEY FINDINGS

The Transit-Oriented Affordable Housing Study provides incremental information about the context and tools that could assist in improving the financial viability of affordable rental housing projects in transit-oriented locations. The study is not intended to capture all of the causal factors and solutions for the housing affordability crisis in the region. In fact, many of the study findings will be already familiar to policy makers and practitioners. Many efforts are underway to increase the supply of rental housing. The value of the study is in collating the familiar as well as lesser known information in one package which can be used as a resource. The key findings, and supporting information, are presented below.

Key Finding 1: Demand for rental housing, particularly housing affordable to households earning less than \$50,000 per year, is not being met across the region.

Metro Vancouver analysis of rental housing data from 2011 to 2014 shows that new rental housing supply fell short of total rental demand by about 6,800 units. The new rental housing supply met only two-thirds of the demand for affordable housing for lower income households earning less than \$50,000 per year. Taking into account past trends and recent development activity through 2016, the BCNPHA estimates that over the next 10years (2017-2026) the total regional housing shortfall for lower income households could reach between 24,000 to 27,000 units.

Estimated rental demand and supply by low-income groups, Metro Vancouver, 2017-2026

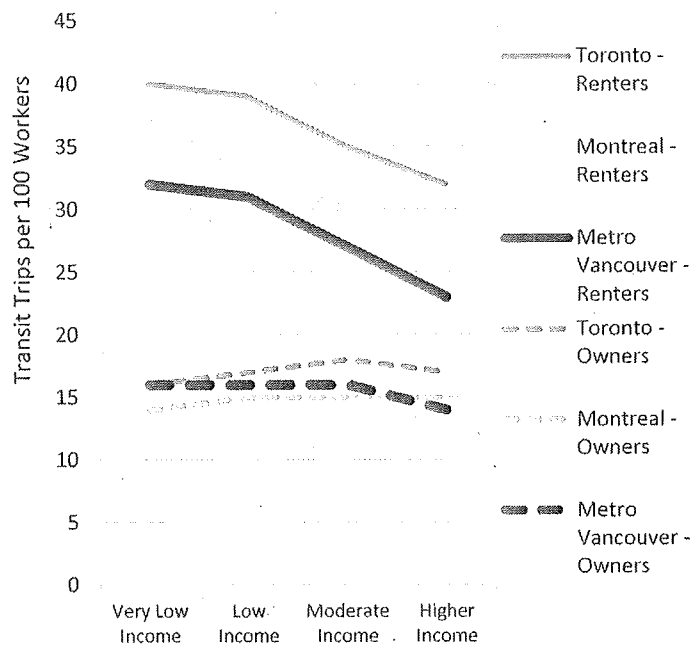


Key Finding 2: Renter households, especially those earning less than \$50,000, are more likely to use transit. Increased ridership means a higher return on investment in transportation. Access to frequent transit reduces transportation costs and improves access to services and employment.

Transit usage rates for renters consistently exceed that for owners, even after controlling for density, household income, and location. Transit usage rates for renters generally rise as income declines, but transit usage rates remain generally flat for owners. Lower income households have the highest transit usage rates. These patterns are consistent amongst the big regions in Canada, and within select rapid transit, B-Line, and frequent bus corridors in Metro Vancouver.

Having access to frequent transit may make it easier to absorb high housing costs. In general, renter households have a higher combined housing and transportation cost burden than do owner households (49% to 40%). Lower income renter households can have a cost burden close to two-thirds of their pre-tax income.

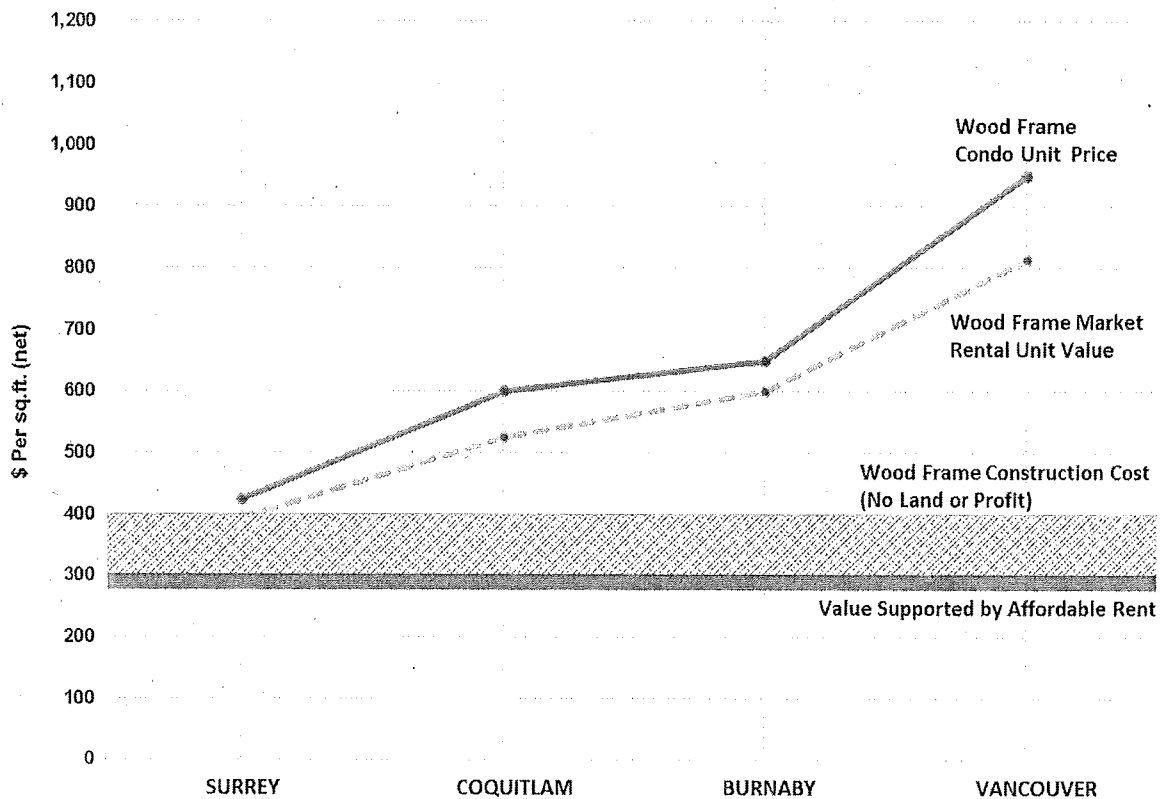
Renter and Owner Transit Journey to Work, Metro Areas, 2011



Key Finding 3: The primary reason new affordable rental housing is undersupplied is because the rents generated do not cover the costs of development (land and construction costs). The challenges are amplified in transit-oriented locations.

The challenges for purpose-built rental housing were quantified based on an analysis of 13 sites in four housing submarkets in the region. To make a rental housing project financially viable, the expected rental income must be able to cover the construction cost, cost of land, and developer's profit (except in a non-profit project). Rents that are affordable to lower income households cannot even cover the cost of construction for wood frame construction (\$300-400/sqft), which is lower than concrete construction (\$400-500/sqft). For affordable rental housing³, even if construction costs could be reduced, the rental income still would not be able enough to pay for land. All in else being equal; a developable parcel will be sold to the highest bidder for either a strata or market rental housing development.

³ In the analysis, an annual household income of \$50,000 was assumed to support a rent of approximately \$1,300 per month for a 2+ bedroom; and, an annual household income of \$30,000 was assumed to support a rent of \$800 per month for a studio or 1 bedroom.



Market rental housing in wood frame stands a better chance of being financially viable. In three of the housing submarkets examined, full market rent is capable of paying for construction and having remaining capital for land. Even though the competing strata development can outbid for land, the variance is much narrower, meaning it will take less adjustment to construction costs and/or land costs to make these market rental projects financially viable. One trade-off is that the density supportable by wood frame given current regulations is less than that for concrete construction.

These challenges are amplified in transit-oriented locations. Regional and local policies encourage higher density development in locations within walking distance to frequent transit to support modal shift and compact communities. The expectation for higher density generally necessitates concrete construction, which is not a viable option for affordable rental housing and very challenging for market rental housing in many submarkets. In the absence of public intervention, it may be easier financially to orient medium density development in wood frame further away from frequent transit and towards neighbourhoods designated for medium levels of density. The potential drawback to this option is whether access to transit would be reduced. Even then, this scenario is not a silver bullet – medium strata development may still be bidding for the same parcels.

Key Finding 4: There are creative ways to tackle land and construction costs, but it remains very challenging to make new affordable rental housing financially viable.

Even within the current funding and regulatory context, many local governments have been able to catalyze new purpose-built rental housing through creative means by targeting construction costs and/or land costs, and by working in partnership with other levels of government and non-profit partners. The following is neither an exhaustive or prioritized list of tools, but rather a representation of the menu of actions that may be selected and combined in different ways to help, depending on a project's context, improve a project's financial viability.

Targeting construction costs:

- *reduce on-site parking requirements*
- *reduce development charges*
- *reduce construction financing costs*
- *encourage wood frame construction in medium density areas*

Targeting land costs:

- *provision of lands under public or non-profit ownership for a discounted price or at zero costs*
- *use density bonus on a strata development project to achieve market rental and/or affordable rental units*

Key Finding 5: There are initiatives in other jurisdictions that may be worth exploring in the Metro Vancouver region, as well as existing initiatives that could potentially be scaled up, to generate new affordable rental housing near frequent transit. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be key.

Through Activity 1, BCNPHA reviewed policies and programs in other jurisdictions that could be potentially applicable in the region, as well as existing initiatives that could potentially be scaled up. Their potential acceptability and effectiveness in addressing either construction or land costs will require further research. Several sample initiatives are described below. Partnerships with other levels of government, non-profit housing providers, and other regional stakeholders will be required in most instances.

Transit-oriented affordable housing loan funds: *a dedicated regional pool of funding is made available in the form of loans at below-market rates to affordable housing developers to pay for land acquisition, predevelopment activities, or construction expenses for projects in eligible transit-oriented locations. Once these loans are paid back into the fund, new loans can be issued. In the United States, these funds are capitalized with public, philanthropic, and private monies. Transit-oriented affordable housing loan funds have been established in the Puget Sound region (\$21 million), Denver region (\$24 million), and the San Francisco Bay Area (\$50 million fund).*

Transit-oriented inclusionary housing policies, including zoning for rental housing: *This action sets the expectation for the development community to include affordable rental housing as part of a project application. The certainty provided in policy may work to recalibrate land prices and expectations near*

frequent transit. Zoning lands for rental housing may have a similar effect (municipalities have the authority to zone for affordable housing, provided the affected property owner consents to the zone).⁴

Integration of other government transportation and housing funding: Current provincial and federal funding commitments for transportation do not allow for funds to be spent on land acquisition. These funding programs do not set out expectations or conditions for integrating affordable rental housing in transit-oriented locations either. Conversely, current provincial and federal affordable housing programs use a point-based system to evaluate projects for funding. Even though proximity to transit is typically one criterion, it is weighted lower relative to other attributes such as affordability, sustainability, and building accessibility.

Federal tax incentives: In the United States, the Low Income Housing Tax Credit, created in 1986, has influenced a large proportion of affordable rental housing. Tax credits are issued to state housing agencies, who then allocate the credits to housing providers in a competitive process. The housing providers then sell the tax credits to investors in return for equity contributions toward eligible housing projects. Private investors who contribute equity to the development of new or rehabilitated affordable rental housing receive a dollar-to-dollar reduction in their federal income taxes. The Canadian federal government is not currently contemplating the development of such a program, but rather is focused on the provision of low-cost financing and grants.

Federal grants to facilitate coordination among local stakeholders: From 2011-2015, the US federal government provided \$250 million in Sustainable Communities Initiative grants to local communities to integrate planning processes around housing, transportation, economic development, and other objectives. These grants were used to develop multi-stakeholder planning processes and research that led to defined plans for the preservation and promotion of affordable housing in transit corridors. One example is the Growing Transit Communities Partnership in the Puget Sound area, which brought together over 100 public, private, and non-profit partners to develop individualized plans for 74 transit stations on three transit corridors. No comparable federal programs exist in Canada.

Land trusts: The Vancouver Community Land Trust Foundation of BC was established in 2015 and has a mission to acquire, create, and preserve affordable housing through a land trust structure. This model could potentially be adapted and scaled up to support affordable rental housing near frequent transit.

Property tax incentives: The Community Charter (Section 226) provides municipalities with the ability to reduce property taxes for certain land uses. A reduced property tax burden can allow rents to be lowered, or more of the rental income can be put towards debt servicing. The drawback is that local governments would have to make up the foregone property tax revenue through other means.

⁴ In 2007, the UBCM convention endorsed a resolution from the City of Burnaby requesting that the provincial government amend Section 903 of the *Local Government Act* to authorize local governments, if they should so choose, to enact land use regulations that would regulate residential rental tenure through zoning and other measures.

From: [Peter DeJong](#)
To: [Shawna Gilroy](#)
Subject: FW: Consultation on Amending the List of Species under the Species at Risk Act: Terrestrial Species
Date: Thursday, February 01, 2018 5:19:06 PM

Correspondence for this agenda if possible. Thanks.

Peter DeJong, BA, LLB, CRM
Chief Administrative Officer

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From: EP.RPY / SAR.PYR (EC) [mailto:ec.ep.rpy-sar.pyr.ec@canada.ca]
Sent: Thursday, February 1, 2018 3:57 PM
Subject: Consultation on Amending the List of Species under the Species at Risk Act: Terrestrial Species

Hello,

The Government of Canada has launched consultations regarding the potential to amend Schedule 1 of the *Species at Risk Act* (SARA). These consultations seek the public's input into the federal Minister of the Environment's response to assessments of species at risk submitted by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC).

In British Columbia there are 7 terrestrial species for which COSEWIC's assessments could lead to amendments to SARA Schedule 1 (the List of Wildlife Species at Risk):

- [Evening Grosbeak](#) (*Coccothraustes vespertinus*) – a bird found broadly across Canada
 - Potential new addition to Schedule 1, listed as Special Concern
- [Monarch](#) (*Danaus plexippus*) – a butterfly found primarily in central and eastern Canada, with occasional occurrences in southern British Columbia
 - Potential change in status from Special Concern to Endangered
- [Pink-footed Shearwater](#) (*Puffinus creatopus*) – a bird found off British Columbia's coast
 - Potential change in status from Threatened to Endangered
- [Rusty Cord-moss](#) (*Entosthodon rubiginosus*) – a moss found in British Columbia's central and southern interior
 - Potential change in status from Endangered to Special Concern
- [Sonora Skipper](#) (*Polites sonora*) – a butterfly found in south-central British Columbia
 - Potential removal from Schedule 1 (currently listed as Special Concern)

- [Transverse Lady Beetle](#) (*Coccinella transversoguttata*) – an insect found broadly across Canada
 - Potential new addition to Schedule 1, Special Concern
- [Western Painted Turtle, Pacific Coast pop.](#) (*Chrysemys picta bellii*) – a turtle found on Vancouver Island, some Gulf Islands, the Sunshine Coast, Metro Vancouver, and the lower Fraser Valley
 - Potential change in status from Endangered to Threatened

An additional 5 terrestrial species at risk found in British Columbia had their current status under SARA confirmed by COSEWIC. These are not included in this consultation process, as no regulatory amendment is required. Please note that Fisheries and Oceans Canada is also conducting related consultations for aquatic species. The full list of Ministerial Response Statements outlining how the Minister of Environment intends to respond to COSEWIC's assessments is available at https://www.registrelp-sararegistry.gc.ca/document/default_e.cfm?documentID=3200.

You are invited to submit comments on the potential impacts of amending SARA Schedule 1 according to COSEWIC's assessments. Comments can be submitted via email to ec.LEPreglementations-SARAreulations.ec@canada.ca. The comment period ends on **May 22, 2018** for most species found in BC, and on **October 22, 2018** for Monarch.

Further information regarding the listing and consultation processes for terrestrial species can be found in "Consultation on Amending the List of Species under the *Species at Risk Act* -Terrestrial Species: January 2018" (posted here http://registrelp-sararegistry.gc.ca/document/default_e.cfm?documentID=3200). This document also includes a questionnaire that provides guidance on the types of information and comments Environment and Climate Change Canada is seeking.

Thank you for taking the time to consider this information. You are welcome to contact our regional office in British Columbia with any questions at ec.ep.rpy-sar.pyr.ec@canada.ca.

Respectfully,

Conservation Planning Unit

Canadian Wildlife Service – Pacific Region
Environment and Climate Change Canada
5421 Robertson Road, Delta, BC, V4K 3N2

From: [REDACTED]
To: [Council @ Lions Bay: Agenda](#)
Subject: I saw you on BCTV last night, Mr. Buhr
Date: Tuesday, January 30, 2018 1:18:07 PM

And want you to know that your complaints about speeding and noise are my own complaints and those of many others.

I live on the West Coast Road, west of Sooke, and we have, mainly in the summer, people going over 100 in 60 klm zones, motorcycles without mufflers and a general disregard of those who drive the speed limit and those who live on the road.

I've lived in the same house for 45 years. When I first came here, you could take a nap on the road.

We've spent thousands on fieldstone fences, which do block the noise.

When I'm outside, I wear expensive earplugs that block all noise(no bird songs for me).

John Horgan is our MLA, and he has been made aware of this . He says he won't widen this road because " the pinheads"(that's a kinder term that I would use) would just use it for a racetrack.

Our RCMP detachment is aware of the problem but are "understaffed". Does this sound familiar?

What about photo radar everywhere?

What do you think?

If you want to give me a call, here's my number, [REDACTED]

With warmest wishes,

Wendy

Sent from [Mail](#) for Windows 10