



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

**REGULAR MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, JULY 2, 2019 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. Glen Dennison – Howe Sound Sponge Reef Discoveries and Rockfish Protection (Page 5)
 - B. Kambiz Azordegan
 - i. Parking in Lower Kelvin Grove Neighbourhood (Page 43)
 - ii. Filming Policy Review (Page 44)
 - C. Emma Shaw – Amplified Music at the General Store Café (Page 45)
- 5. Review & Approval of Minutes of Prior Meetings**
 - A. Regular Council Meeting – June 18, 2019 (Page 47)
 THAT the Regular Council Meeting Minutes of June 18, 2019 be approved as circulated.
 - B. Special Council Meeting – June 25, 2019 (Page 57)
 THAT the Special Council Meeting Minutes of June 25, 2019 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
76	March 19, 2019	Staff to consider the creation of a policy for the Infrastructure Committee and report back to Council.	CAO DeJong
83	April 2, 2019	Item 8Aiii: Investigate option of falling outside the UCB to avoid future bylaws	CAO DeJong

		intended for larger municipalities	
94	June 4, 2019	R1: Ivo Mencke – Highway Noise – Mayor McLaughlin to respond	Mayor McLaughlin
95	March 19, 2019	EV Charging Station – staff to find a location in the Village for the station	CAO DeJong
96	June 18, 2019	Correspondence R1: Karl Buhr – New Parking Measures – Mayor McLaughlin to respond	Mayor McLaughlin
97	June 18, 2019	Correspondence R3: Craig Doherty – Utilities Hardship – for follow up during the next budget process – Mayor McLaughlin to respond	Mayor McLaughlin

8. Reports

- A. Staff – None
- B. Mayor – None
- C. Council – None
- D. Committees
 - i. CAO & Councillor Bain: Verbal Update re. Evacuation Route Planning Select Committee
- E. Emergency Services – None

9. Resolutions

- A. Relaxation of Bylaws – 39 Brunswick Beach Road (Page 61)
 - i. Request from Resident: THAT Council relax the Noise Bylaw and the Traffic and Parking Bylaw to allow live music until 8:30 pm at 39 Brunswick Beach Rd on August 5th, 2019, to allow angle parking at the North Bound Hwy Exit to Brunswick Rd (excluding cul-de-sacs, no parking areas, and fire hydrants), and waive Day Parking Passes for visitors on Brunswick Rd during this time for BC Day Brunswick Beach Block Party.
 - ii. Staff Recommendation: THAT Council relax the Noise Bylaw to allow live music from 5 pm until 8:30 pm at 39 Brunswick Beach Road on August 5th, 2019.

10. Bylaws

- A. Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 – Adoption (Page 67)
 THAT Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 be adopted.

11. Correspondence

- A. List of Correspondence to June 27, 2019 (Page 83)

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

Proposed topics for discussion in the absence of the public:

- A. Adoption of Minutes

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;

Council does not anticipate reconvening the open meeting for any purpose other than to adjourn the meeting generally.

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: June 21, 2019 Council Meeting Date: July 2, 2019

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

Howe Sound Sponge Reef Discoveries and Rockfish Protection

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.)

PowerPoint presentation attached and to be presented at the meeting.

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

An informational presentation to update Council on working with the DFO to Protect Howe Sound - an annual task as the representative for Lions Bay.

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: Glen Dennison

Signature: _____

Organization (if any): DFO Stakeholder Representative of the Village of Lions Bay

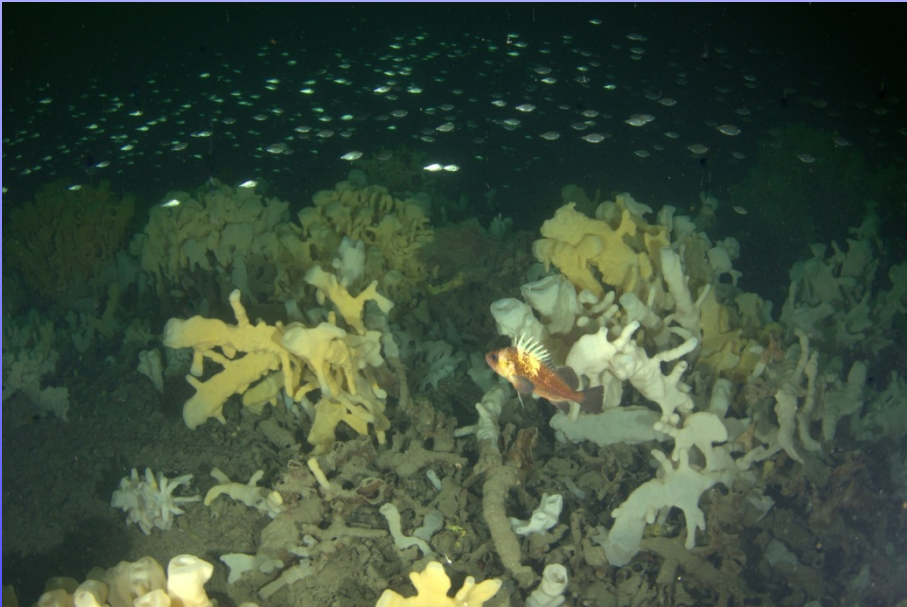
Address: _____

Phone: [REDACTED] Fax: _____

Email: [REDACTED]

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

Howe Sound Sponge Reef Discoveries And Rockfish Protection

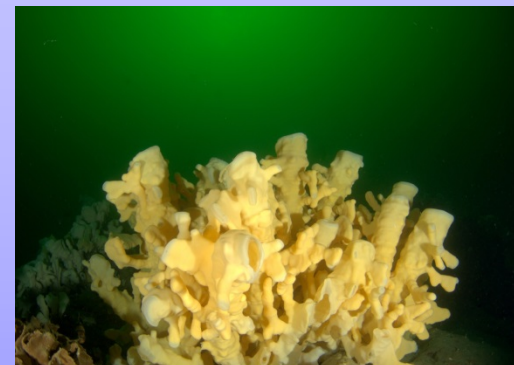
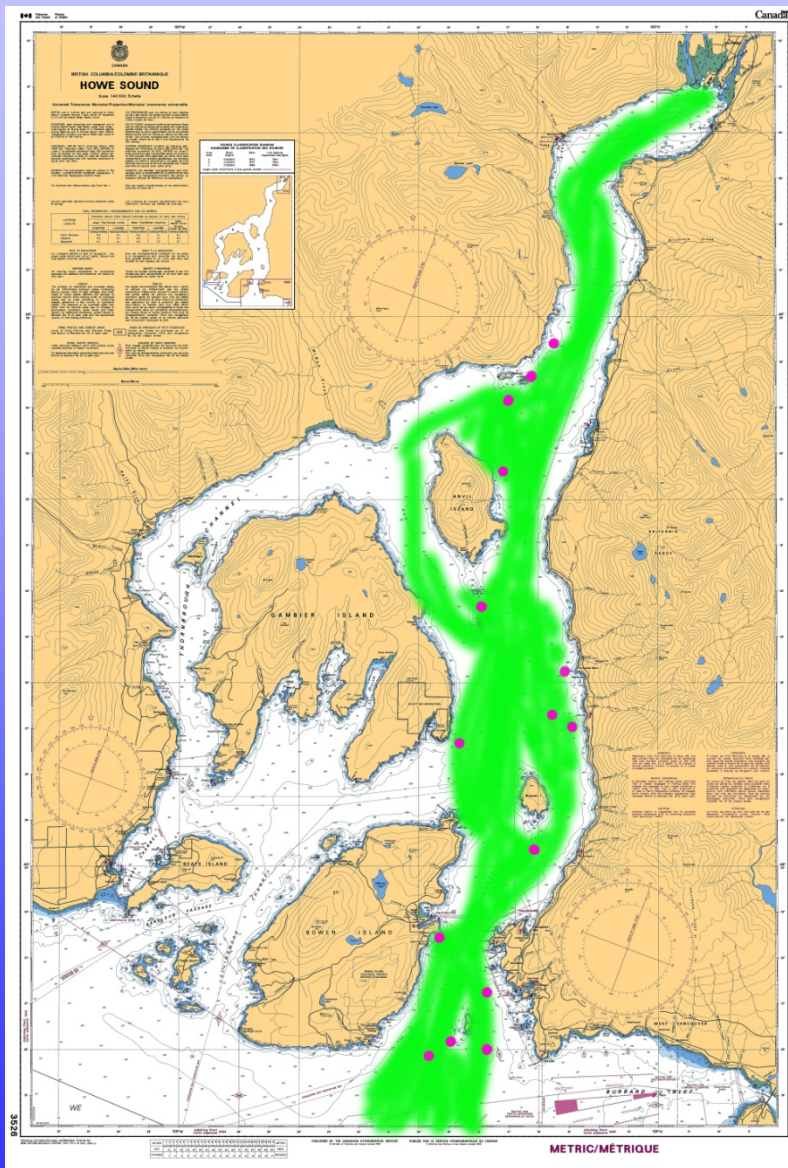


Sponge Reefs

© Adam Taylor 2016



Howe Sound Bioherms Locations



DFO has now just identified new sponge reefs on the west side of the Sound!



Picture credit
Adam Taylor

How Far Back Do They Go?

A Brief History of Life on Earth

MYA*	Eon	Era	Period	Epoch	Events		
0.045		Cenozoic	Quaternary	Recent	Modern humans worldwide distribution; sixth mass extinction event		
1.8				Pleistocene	First hominines appear		
5				Pliocene	Origin of human family		
24				Miocene	Many grazing mammals; primate radiation		
37				Oligocene	First anthropoid primates; abundant birds		
58				Eocene	Modern mammals and angiosperms		
65				Paleocene	Placental mammals diversify		
144				Mesozoic	Cretaceous		Early mammals; first modern birds; first modern fishes; angiosperms appear and become dominant; climax of dinosaurs followed by their extinction at end of period; fifth mass extinction event
213						Jurassic	First mammals; first birds; dinosaurs dominant; therapsids extinct; abundant bony fishes; gymnosperm forests
248						Triassic	Reptiles diversify; first dinosaurs; many insect types; bony fishes diversify; abundant cycads and conifers; fourth mass extinction event
286	Permian	Insects diversify; reptiles diversify; first therapsids; cycads and conifers expand; third mass extinction event					
320	Carboniferous	Pennsylvanian	First reptiles appear; amphibians diversify; first conifers; abundant seed ferns; major coal deposits				
360		Mississippian					
408	Phanerozoic	Paleozoic	Devonian	First amphibians appear; terrestrial life diversifies; fishes diversify; first true bony fishes; first sharks; second mass extinction event			
438			Silurian	Jawless fishes diversify; first jawed fishes appear; first terrestrial plants and animals			
505			Ordovician	All lifeforms still aquatic only; armored ostracoderm fishes diversify; invertebrates diverse and dominant; first mass extinction event			
543			Cambrian	Aquatic life only; all modern animal phyla present; first vertebrates appear; trilobites common			
2500			Proterozoic	The Proterozoic and Archean Eons are sometimes referred to collectively as the Precambrian.			
3800	Archaean		Marked by the beginning of geological history; first lifeforms evolved; oldest prokaryotic fossils				
~4500	Hadean		Solar System forms; molten Earth forms and begins to cool; no geological history during Hadean (because there was no solid rock); when solid rock formed, geological history began and the Hadean ended				

* Millions of Years Ago. The dates shown next to each time unit (eon, era, period, epoch) marks the beginning of that time unit. The end date of the time unit is marked by the next cell above the time unit of interest. For example, the Mesozoic dates from 248 MYA to 65 MYA.

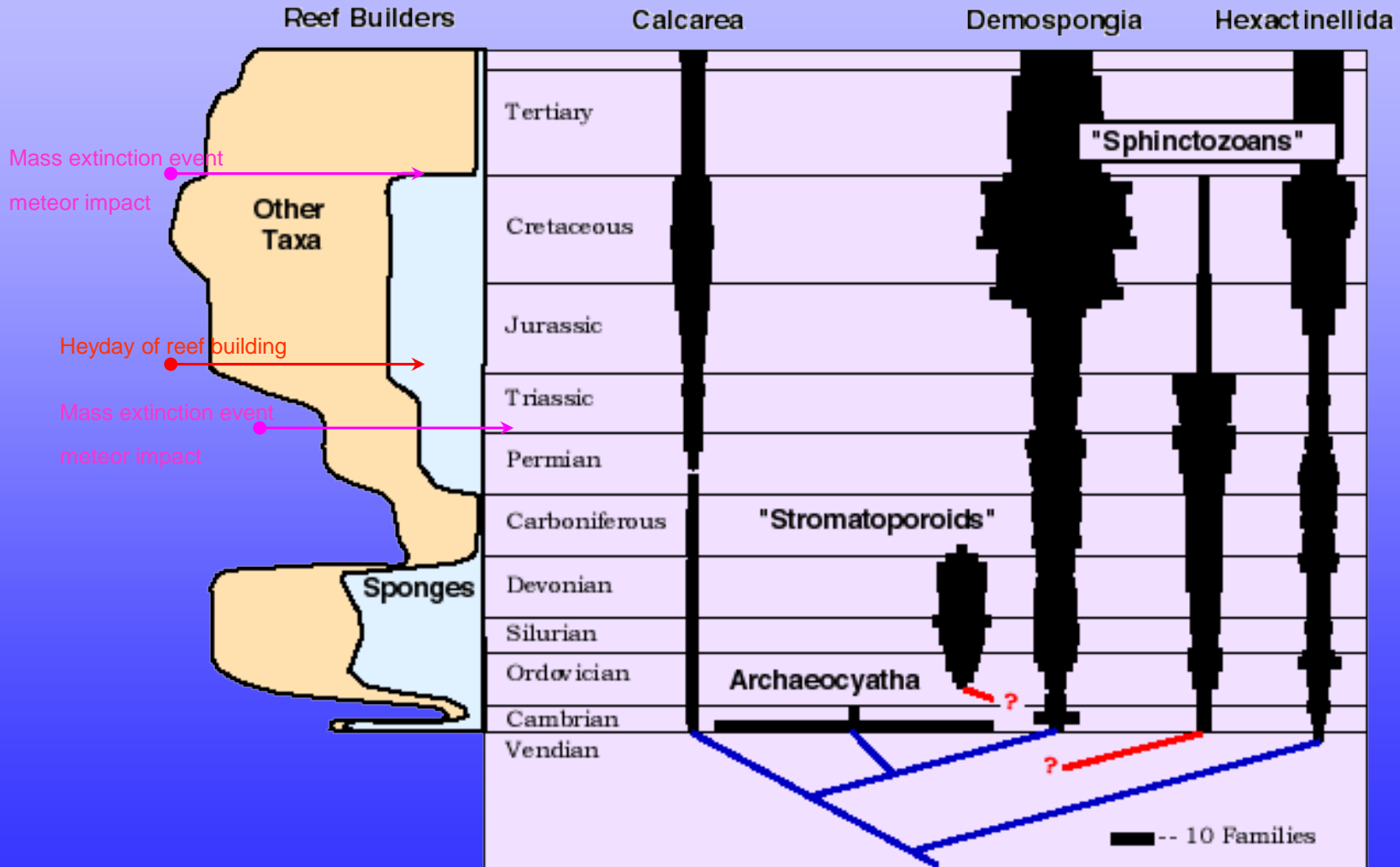
Refs:

1. Avers CJ. 1989. Process and Pattern in Evolution. Oxford: Oxford University Press. 590p.
2. Gee H. 1999. In Search of Deep Time. New York: The Free Press. 267p.

This timeline was downloaded from the About.com Animals/Wildlife website at www.animals.about.com.

Reef Builders From Long Ago

Sponges... numerous in the seas since the Pre-Cambrian period?

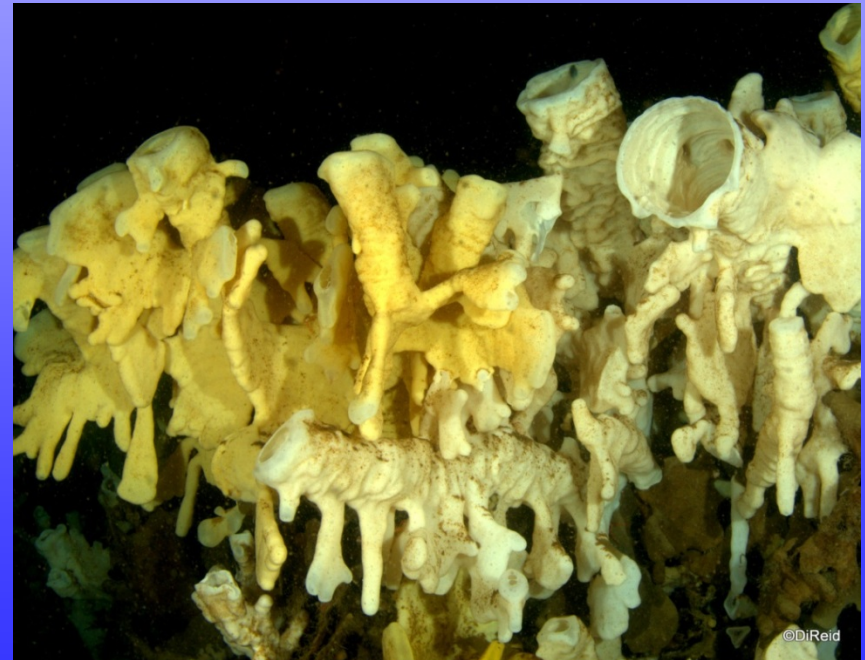


Prof. Dr. Manfred Krautter

- See the appearance of glass sponges at 570 Million years before today and the formation of the BC glass sponge reefs in BC after 14,000 years before today.
- How Long in Howe Sound?
- 6,000 to 7,000 years...?

Aphrocallistes vastus

“Cloud Sponge”



Heterochone calyx

“Chalice Sponge”



© Adam Taylor



©DiReid

Protecting the Sponge Bioherms

- The Department of Oceans and Fisheries

(DFO)

1st Nations



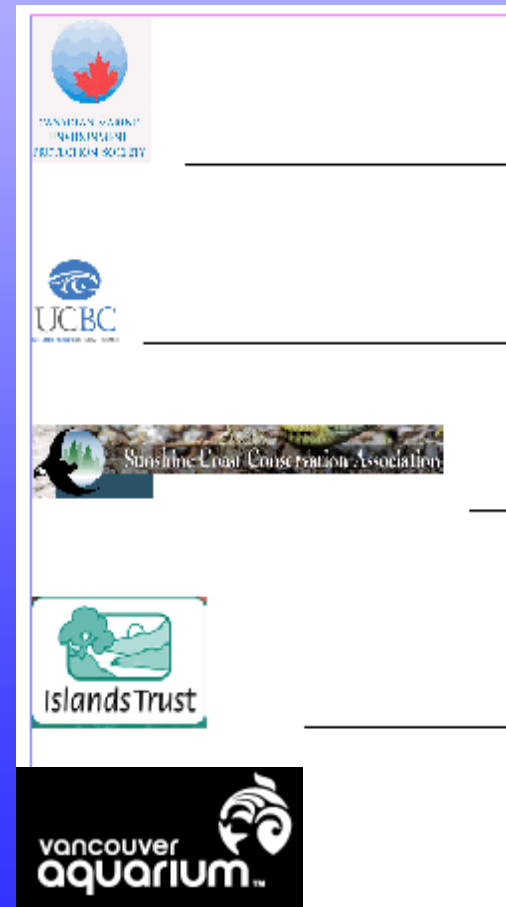
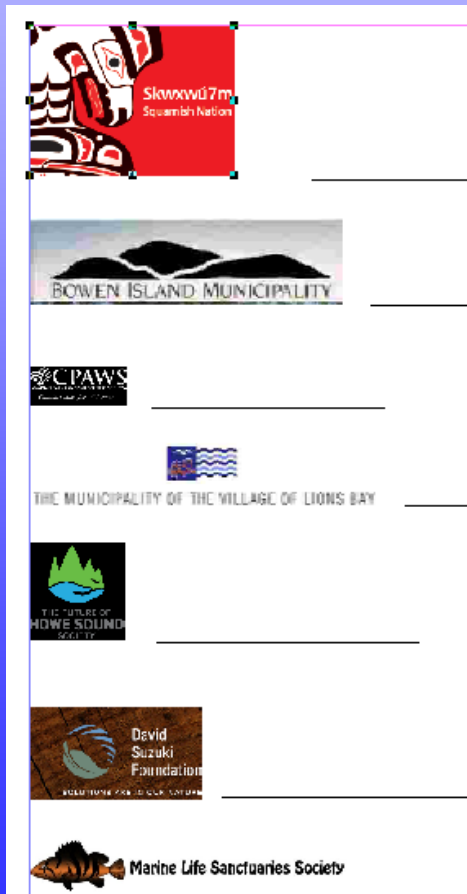
- BC Parks



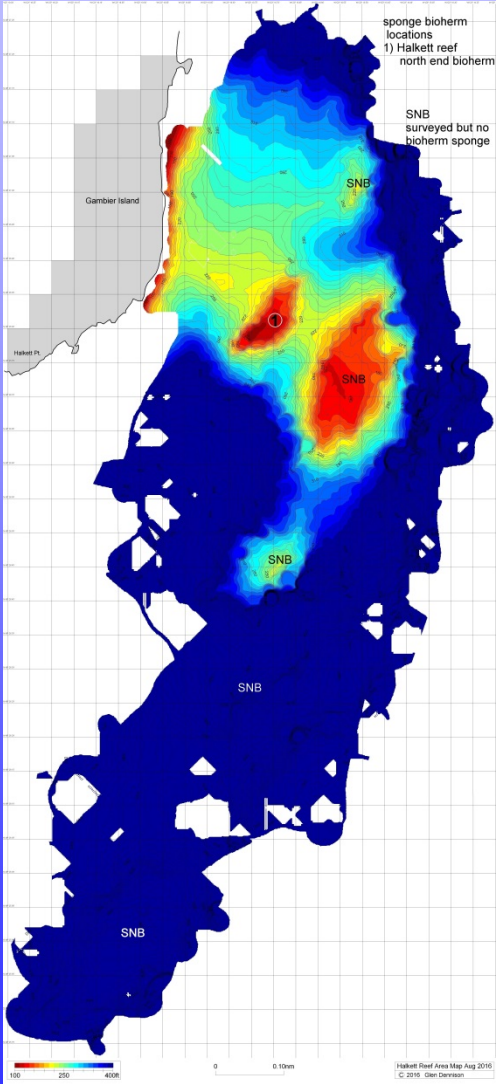
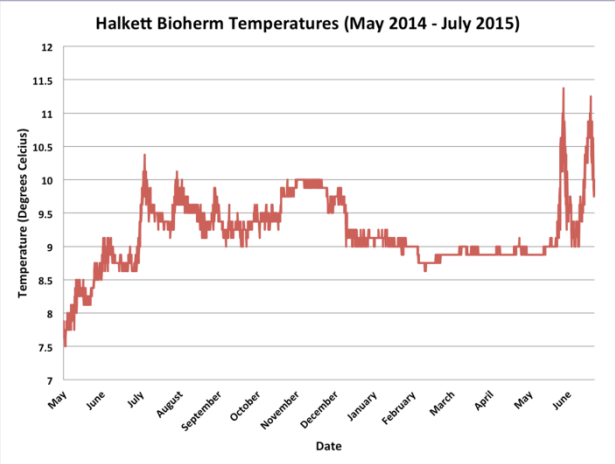
- Local Societies

2nd DFO Initiative Partners

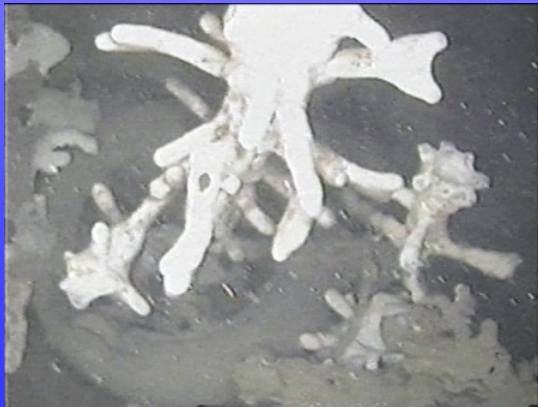
- Protection coalition partners from the first sponge protection initiative



Starts With Gathering Data



On the Sponge!



Years of data collection were written up into a report and submitted to the DFO

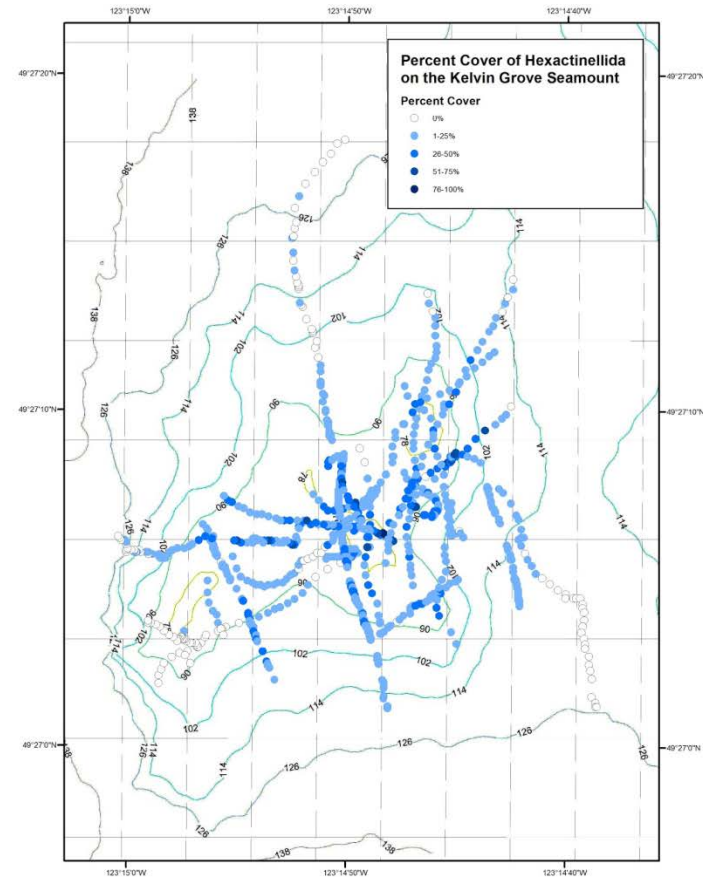


Figure 2. The distribution of glass sponge densities on the Kelvin Grove Seamount. Points

DFO Ground Truth the Data Using ROV's and the **CCGS NEOCALIGUS**



DFO Science generated a report on the Howe Sound Sponge Reefs

Kelvin Grove page 10

Pacific Region Science Response: Howe Sound reefs

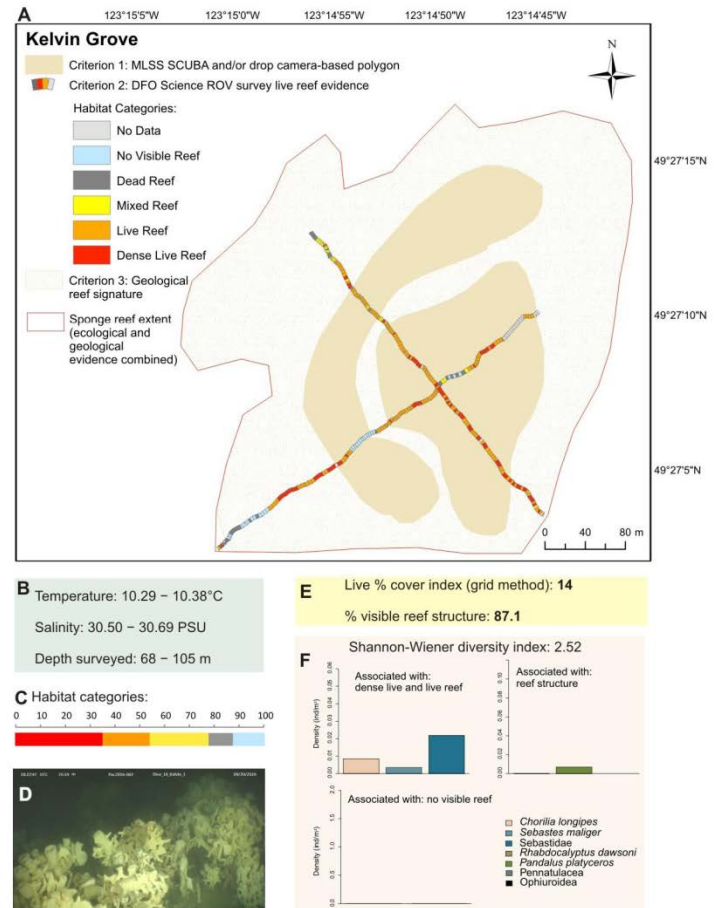


Figure 5. Kelvin Grove: (A) map showing available geological and ecological evidence and reef extent (red line); (B) Environmental ranges recorded in September 2016; (C) Frequency of occurrence of habitat categories; (D) Representative image of dense live reef habitat; (E) Sponge-based indices of reef status; and (F) Diversity index and densities of indicator taxa. For methods see Dunham et al. (2017).

The Start of Federal Government Protection for Howe Sound Sponge Reefs

Regular Council Meeting - July 2, 2019 - Page 22 of 168



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Pacific Region
Suite 200 - 401 Burnard Street
Vancouver, British Columbia
V6C 3S4

Région du Pacifique
Pièce 200 - 401 rue Burnard
Vancouver (C.-B.)
V6C 3S4

September 21, 2017

Dear stakeholder,

In 2014, the Department of Fisheries and Oceans embarked on a consultation process to protect nine glass sponge reefs in the Strait of Georgia and Howe Sound through a process called the *Strait of Georgia and Howe Sound Glass Sponge Reef Conservation Initiative*. In 2015, fishery closures were put in place to protect these nine glass sponge reefs from all bottom contact fishing activities including aboriginal fisheries for Food, Social and Ceremonial purposes.

During the 2014 consultation process, 13 additional sponge reefs were brought to the Department's attention by the Marine Life Sanctuaries Society (MLSS) (Attachment 1.) At the time, it was decided that consultations would proceed on the original nine reefs while the new reefs would be set aside for further research and consideration. Since that time, DFO has initiated work in partnership with MLSS and other groups to gain a better understanding of the location of the new reefs (Attachment 2) and their biological composition.

Although a final report from DFO Science is pending, DFO has concluded that these additional 13 reefs are biologically significant enough to warrant a precautionary management approach and are asking the public to voluntarily avoid fishing in these areas with bottom contact fishing gear until further research and consultation with First Nations and stakeholders can occur. Bottom contact fishing gear includes crab by trap; shrimp by trap; prawn by trap; shrimp by trawl; scallop by trawl; and groundfish by trawl, hook & line, and trap.

Further research will be completed over the coming months with consultations anticipated in Winter 2017. For your information, I have also provided a *Management Update Report* on the management activities DFO has taken since the establishment of the original nine reefs (Attachment 3).

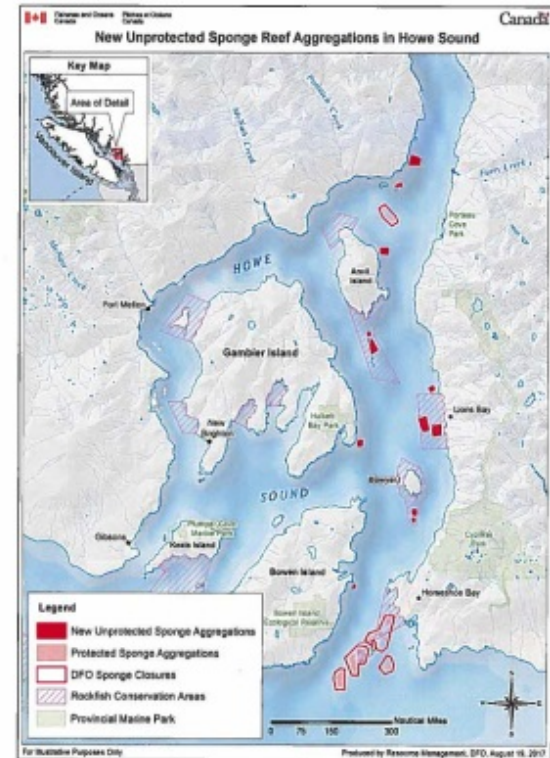
If you have any questions or would like further information on the Strait of Georgia and How Sound Glass Sponge Reef Conservation Initiative, please visit Canada.ca/glass-sponge-closure or contact Aleria Ladwig at Aleria.Ladwig@dfo-mpo.gc.ca.

Sincerely,

Aleria Ladwig
Ecosystems Approach Officer
Fisheries and Oceans Canada

Map 1

Map showing newly identified sponge reefs in relation to existing Sponge Reef Conservation Areas and Rockfish Conservation Areas in Howe Sound.



As of March 6th 2019

The Government of Canada

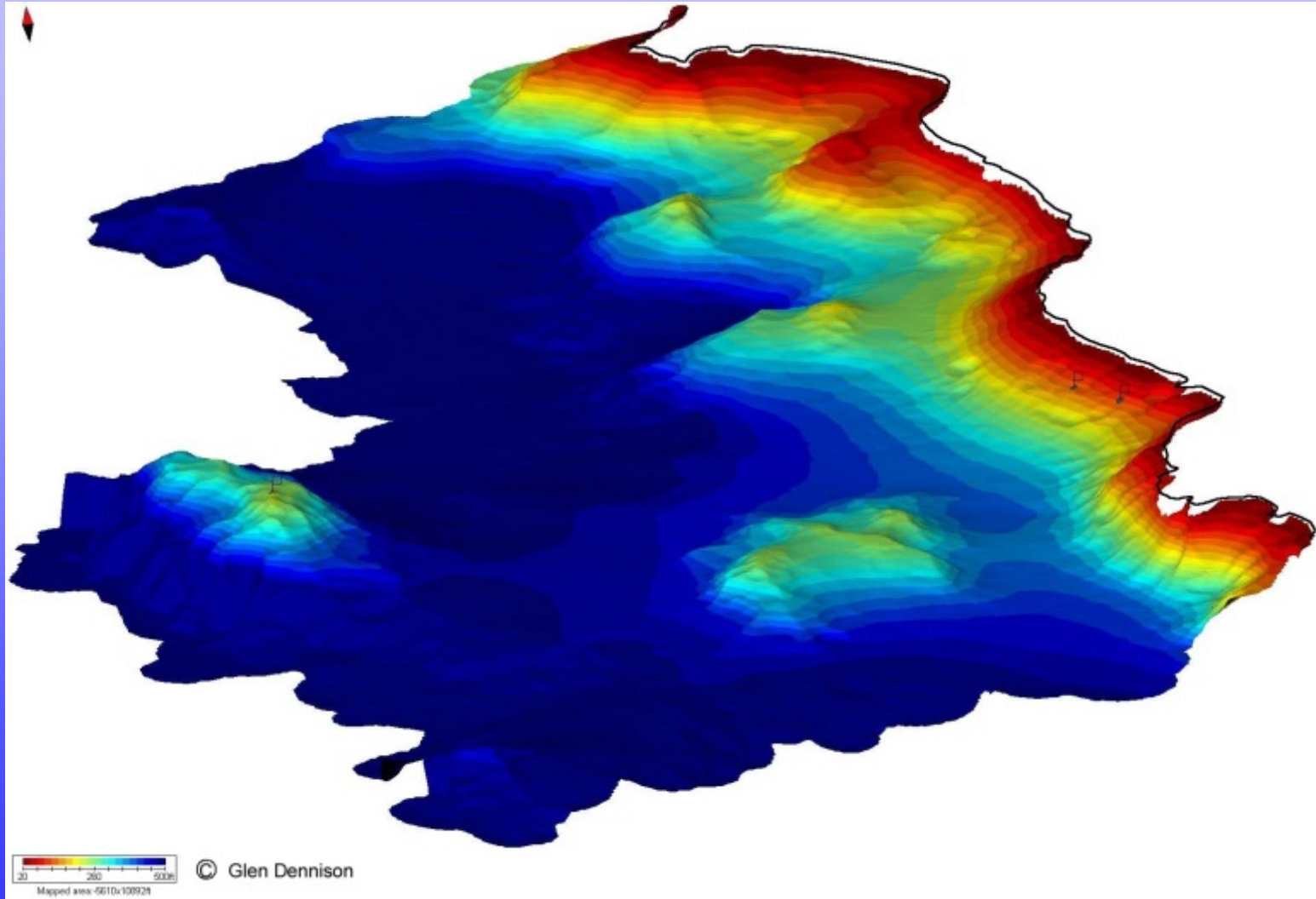
Announced Full Protection of the Howe Sound Sponge Reefs



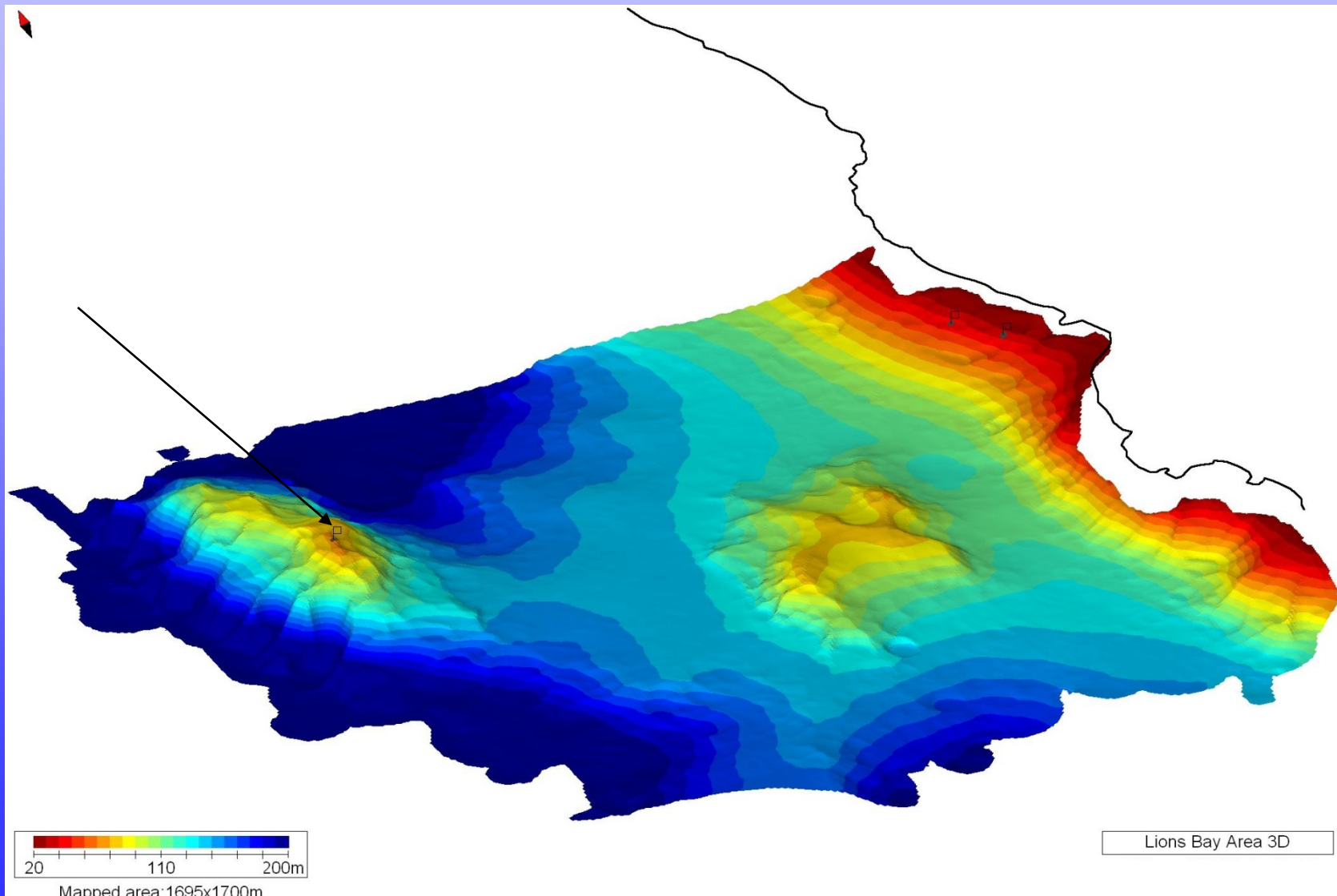
The Path To Protection

- Data Gathering
- Primary Journal Paper to CNFJ
- MLSS biologist writes up the data in a report form
- Report to the DFO scientists
- DFO ground truths the data and generates a report
- DFO resource dept is contacted with a request to protect the reefs
- Stakeholders meeting result in recommendation to close the reefs
- Fisheries Minister closes reefs

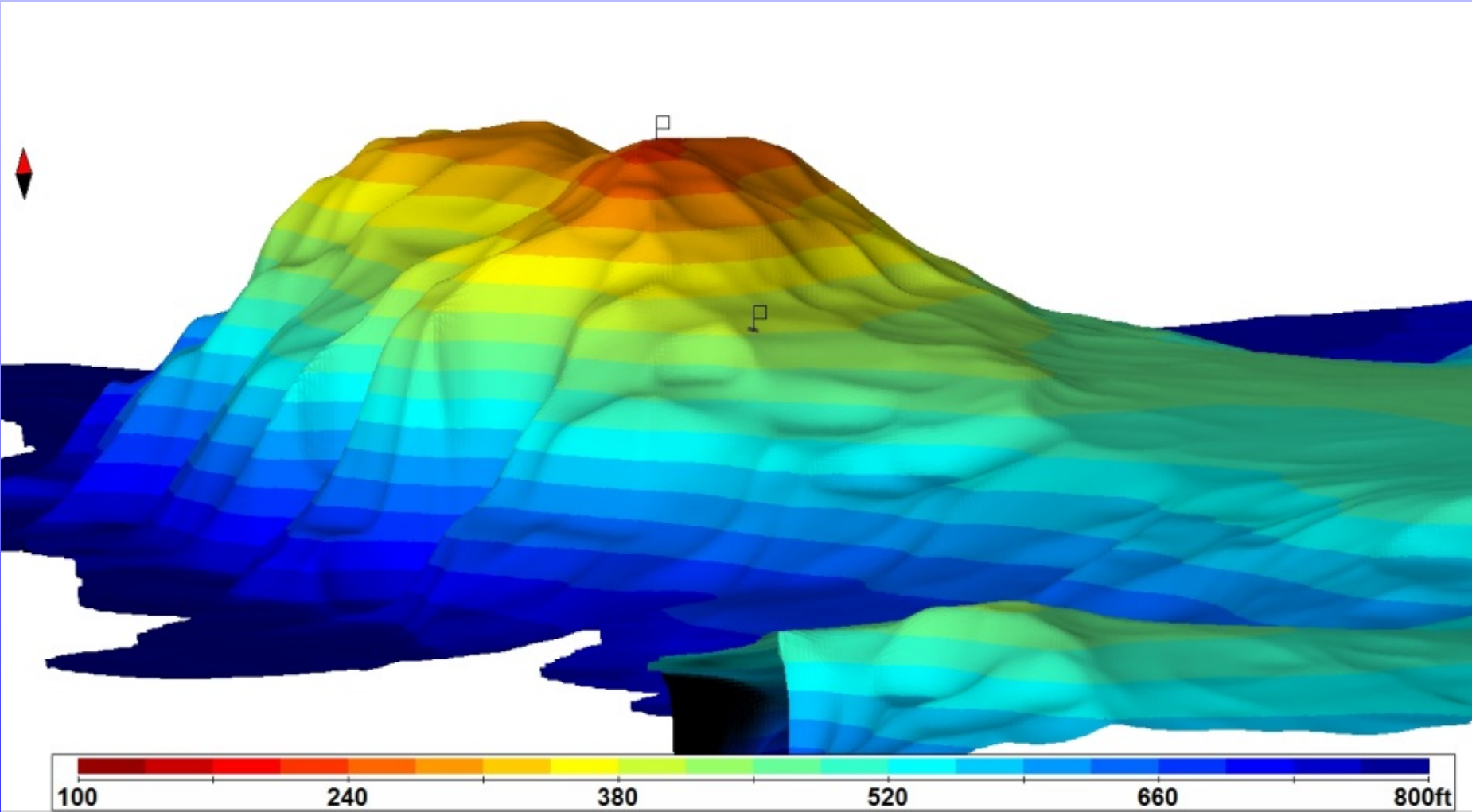
Lions Bay Sponge Reefs



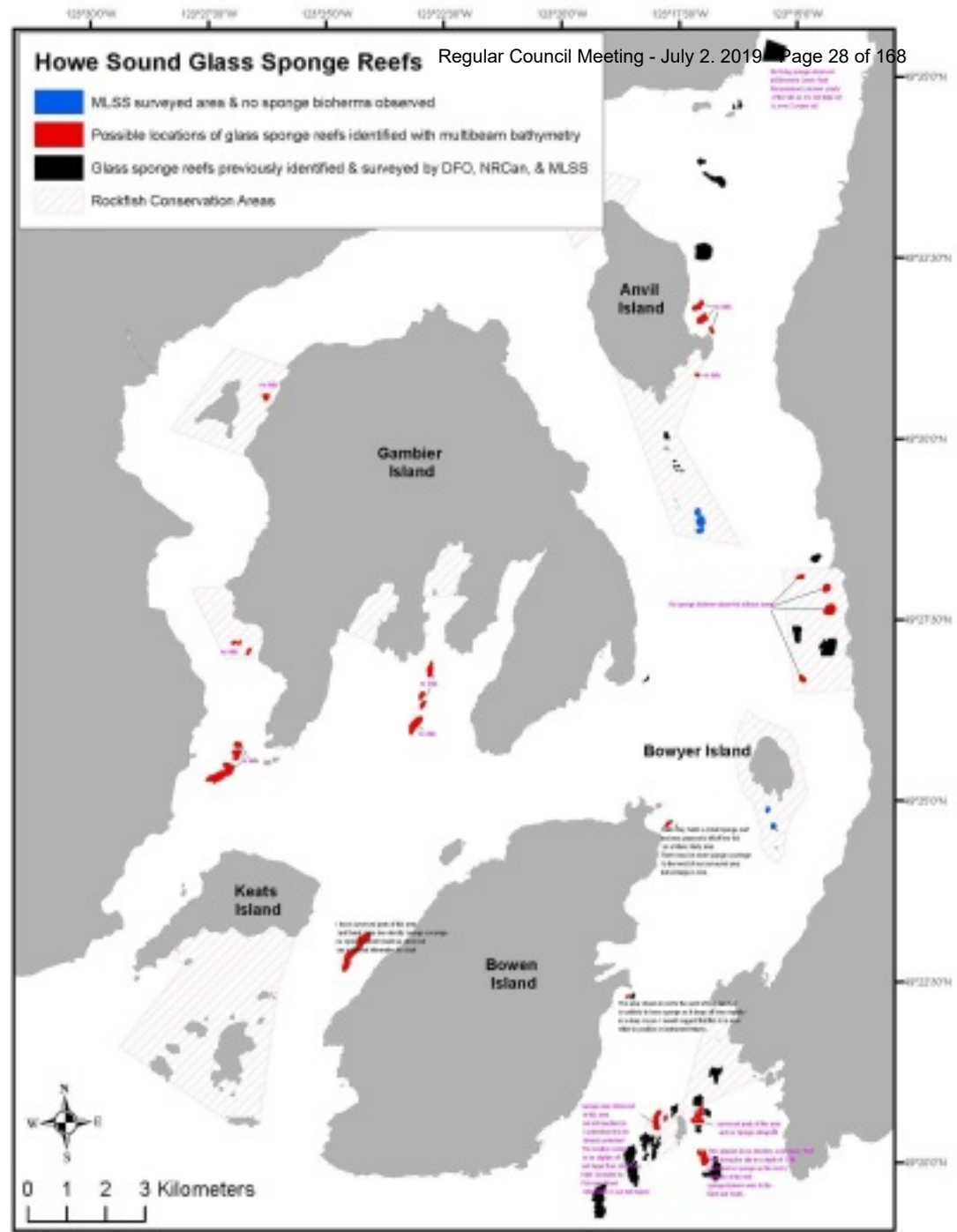
Sea Mount 0.75 NM West of Lions Bay



Lions Bay Sea mount



Continued Identification of sponge beds



Sponge Explorations with a Submarine

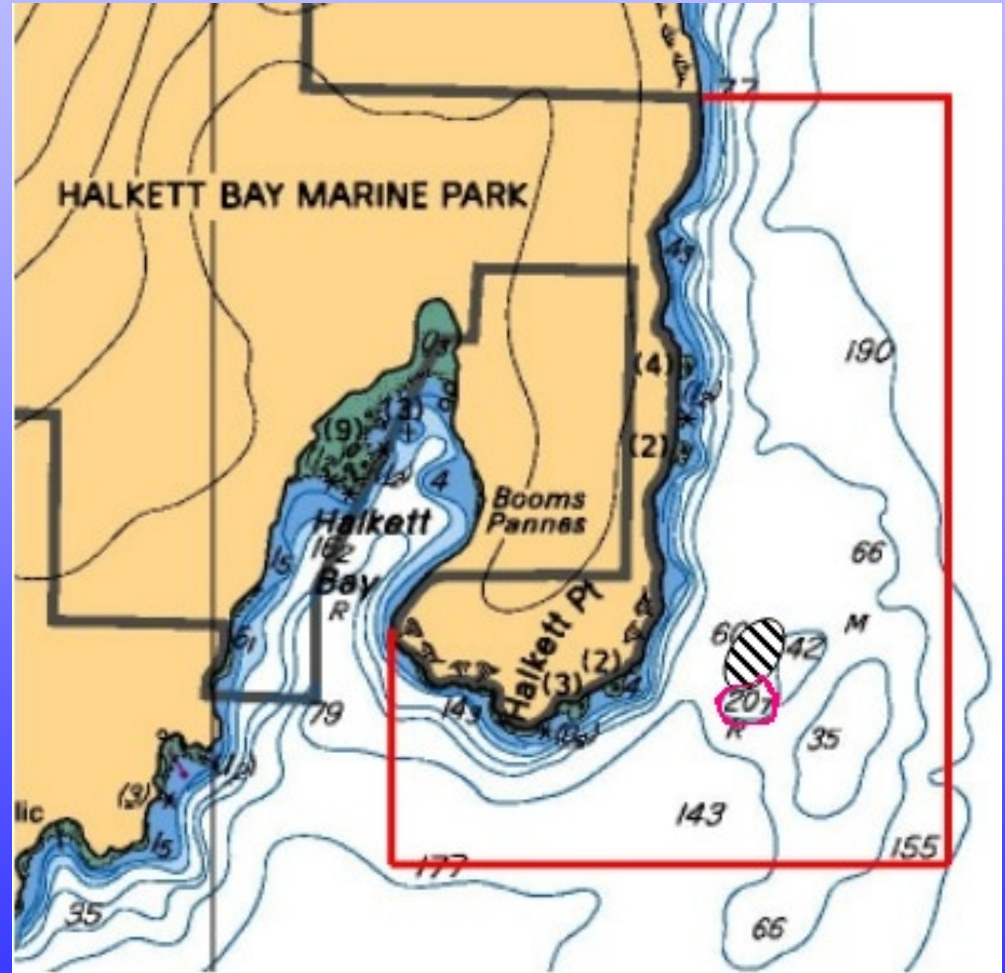




© Adam Taylor 2017

Halkett Marine Park Expansion

Several months away from a new UCBC mooring buoy on the reef peak!



Brigade Reef

Rockfish Survey Report 2018



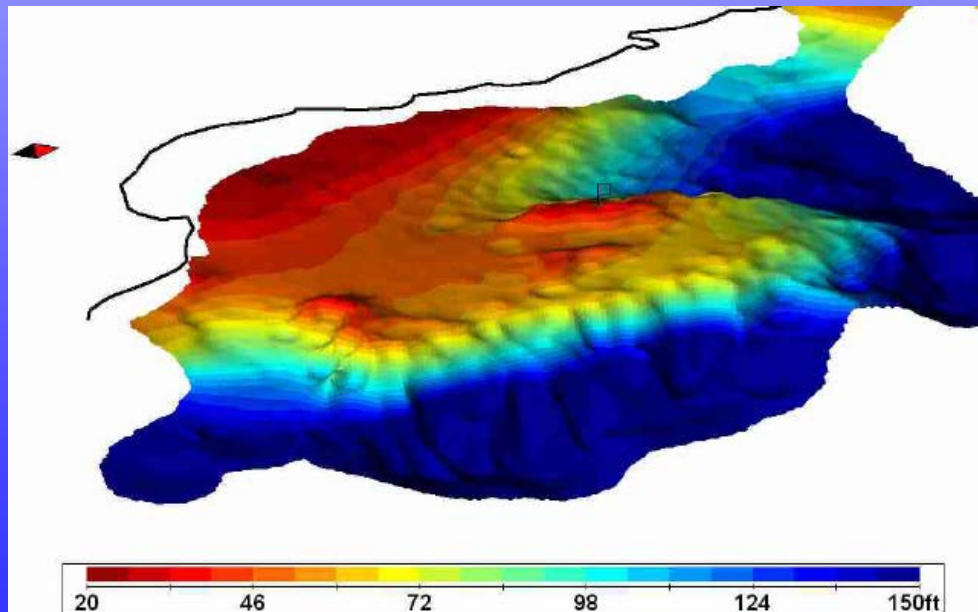
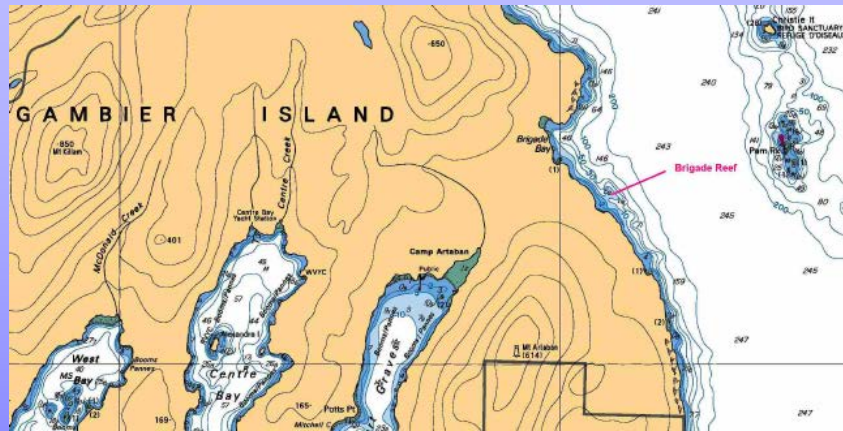
Underwater Council of BC



Marine Life Sanctuaries of BC

Brigade Reef Howe Sound Location

Center point of Survey N49 29.06 W123 15.879



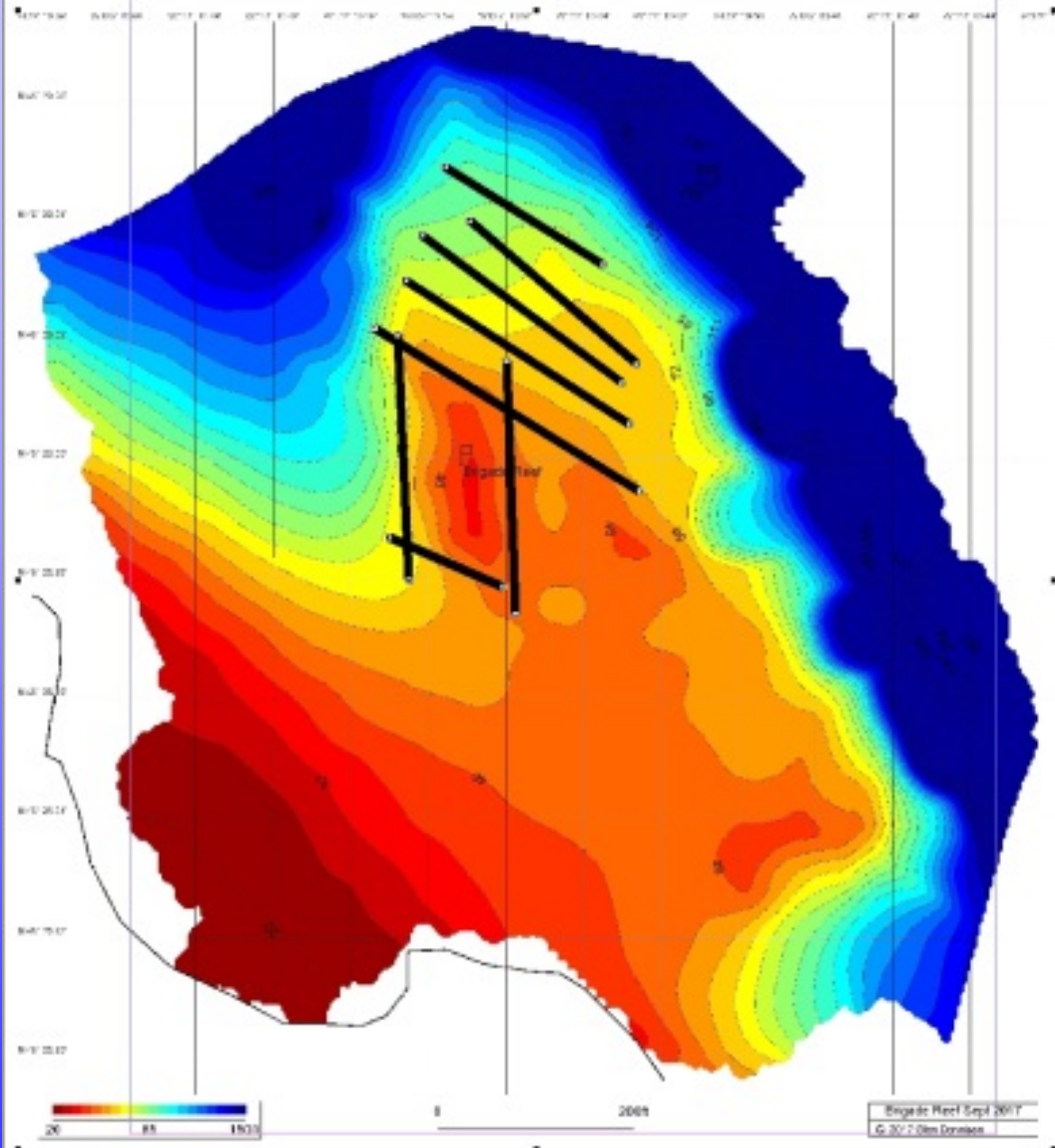
Counting Rockfish With Scuba Divers

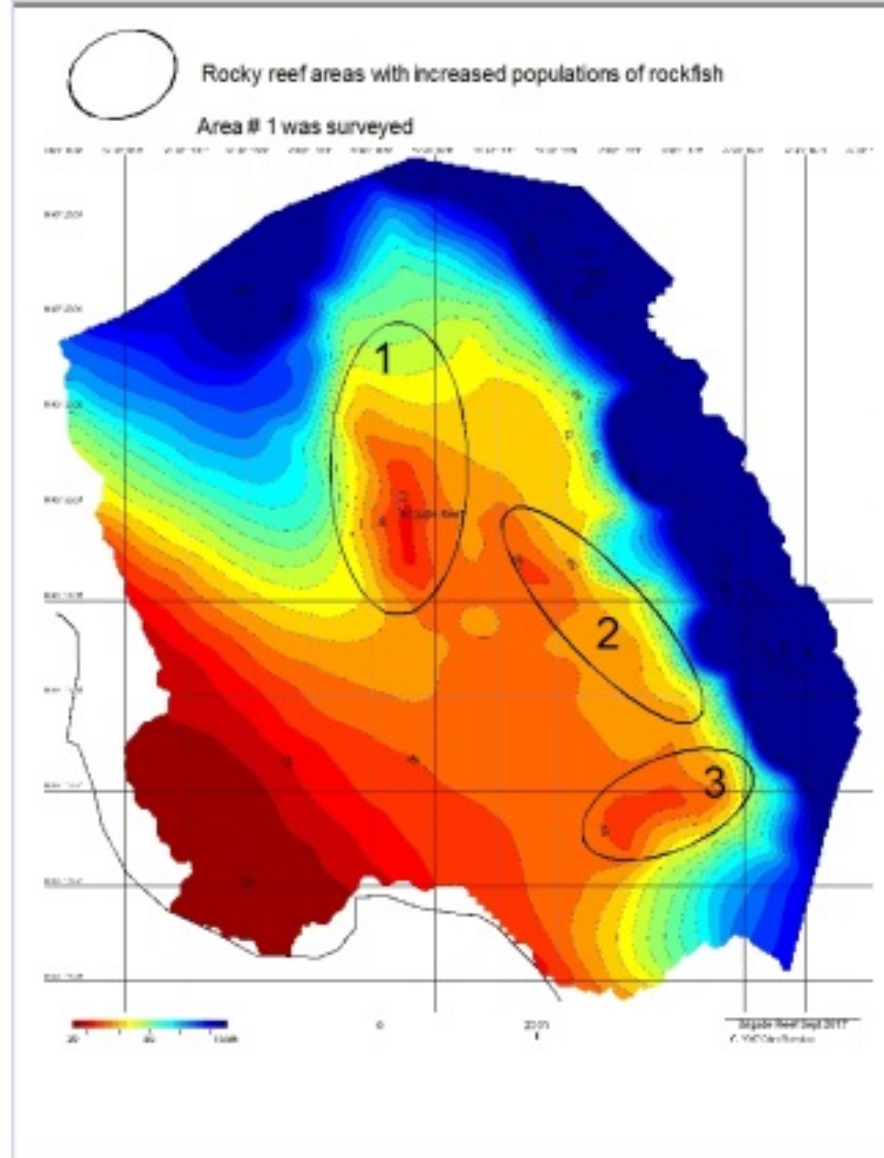


- One of our dive teams



- Slate with water proof paper used to record fish counts on a dive

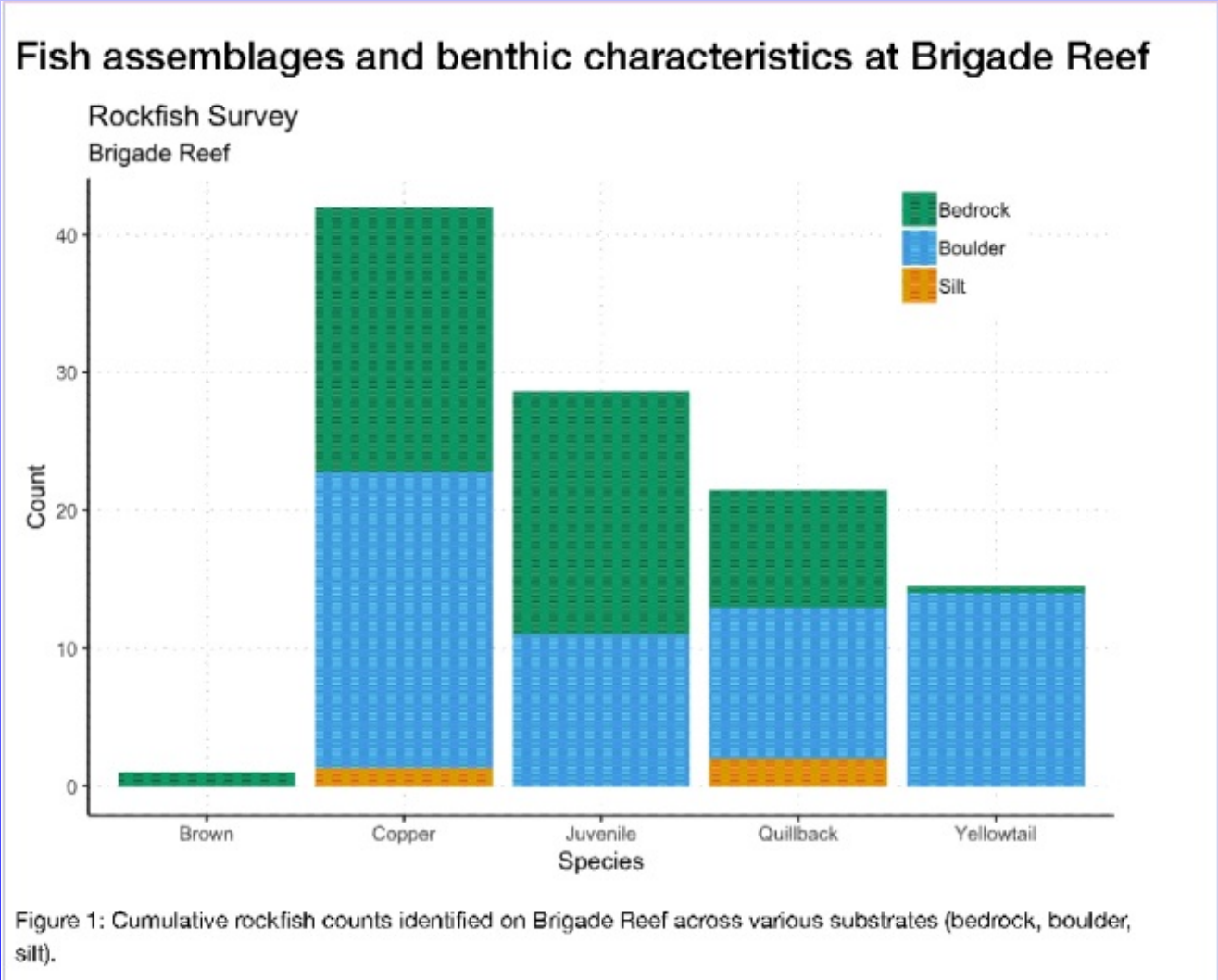




Brigade Reef Diver Count Effort

- 2018
- April 29 survey dive on the reef, not covered by project grants (studying the reefs for fish counts)
- May 5th survey dive on the reef, not covered by project grants photo team
- May 20th rockfish count team AquaSoc
- June 5th rockfish count team Ocean Quest
- July 2nd survey dive on the reef photo team
- July 3rd rockfish count team AquaSoc
- July 25th survey dive on the reef, not covered by project grants
- Aug 29 rockfish count team UBC survey dives
- Sept 9 rockfish count team Ocean Quest survey dives

Results of the Count



The Need for Increased Protection!



Future of Brigade Reef

- It's the request of the MLSS and UCBC to have the reef and areas around the UCBC mooring buoy move into a RCA status. This site is the only location of a UCBC buoy that is not protected by RCA status.
- * Need for increased protection
- * Need for increased monitoring
- * Need to move into an RCA status

Thank you!

Questions?

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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: June 25, 2019 Council Meeting Date: July 2, 2019

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

Parking in Lower Kelvin Grove Neighbourhood

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.)

The points I would like to speak about to Council are the following:
* parking should be reserved for Lions Bay residents - not outsiders
* signage should not be used to attract non-residents to parking, especially RVs and trucks
* parking lot is a source of disturbances to residents, with loud music, parties, alcohol & drugs, sexual activities, changing clothing, and camping with cooking of food and picnics from their vehicles
* newly installed parking signage

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

1. Increase resident spaces near entry to 7 spots so non-residents are further away from line of sight;
2. Install more, bigger, clearer parking restriction signs;
3. Install a gate or chain so lot can be closed at 10 pm and opened at 8 am;
4. Get towing company to tow aggressively from the lot, before and after closing and let residents call for towing;
5. Increase penalty for parking tickets and double it for repeat offenders;
6. Install signage for littering and charge \$2000 like Vancouver;
7. Remove highway signage directing non-residents to parking lot in lower Kelvin Grove;
8. Have a bylaw officer on weekdays and later on weekends.

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: Kambiz Azordegan

Signature: _____

Organization (if any): _____

Address: 100 Tidewater Way

Phone: _____ Fax: _____

Email: [REDACTED]

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



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: June 25, 2019, Council Meeting Date: July 2, 2019

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

Filming Policy Review

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.)

I wish to speak to Council about the following points re. the filming policy review:
* Existing filming policy "values peace and quiet. Filming must respect the residential character of the Village and minimize disruption to daily life."
* Filming in residential neighbourhoods causes too much disruption and no benefit for neighbours.
* Filming should not be allowed in residential neighbourhoods unless all persons affected agree to it.

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

1. Enforce the existing filming policy which requires that all persons directly affected must agree to the filming or it cannot take place.
2. Do not change the existing filming policy every time a company applies for filming.

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: Kambiz Azordegan

Signature: _____

Organization (if any): _____

Address: 100 Tidewater Way

Phone: _____ Fax: _____

Email: [REDACTED]

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



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: June 26, 2019 Council Meeting Date: July 2, 2019

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

The recent decision by the Village Council to allow amplified music at the General Store Cafe.

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.)

Council's decision to relax Lions Bay's noise bylaw to allow amplified music at the General Store and Cafe on Friday, Saturdays, Sundays and Holiday Mondays at the owners discretion. This decision was made after our noise complaint on June 10th, 2019 regarding amplified music being played on the General Store and Cafe patio, which is directly below residential units at 350 Centre Road. We live in an older building and our quality of life and reasonable enjoyment of our individual suites and decks are compromised when live music is amplified right beneath our units. Video attached to email.

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

To rescind councils decision to relax the Village of Lions Bay's noise bylaw and which allows amplified music to be played on the patio of the Lions Bay General Store and Cafe Fridays, Saturdays, Sundays and Holiday Mondays at the owners discretion.

NAME AND ADDRESS OF SPEAKER FOR THE DELEGATION:

Name: Emma Shaw

Signature: [Redacted]

Organization (if any): Residents of 350 Centre Road, Unit 2, Unit 4, Unit 5, and Unit 6

Address: Unit 2 - 350 Centre Road

Phone: [Redacted] Fax: [Redacted]

[Redacted]

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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, JUNE 18, 2019 at 7:00 PM COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY

MINUTES

In Attendance:

Council: Mayor Ron McLaughlin
Councillor Neville Abbott
Councillor Fred Bain
Councillor Norm Barmeier

Regrets: Councillor Jaime Cunliffe

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

Delegations: 0

Public: 3

1. Call to Order

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

2. Adoption of Agenda

Moved/Seconded

THAT item 8Av – Request for Waiving of Filming Fees for Student Film be added; and
THAT item 9C – Relaxation of Noise Bylaw – General Store & Café be added; and
THAT item 11A R3: Craig Doherty – Utilities Hardship be added; and
THAT EV Charging Station be added as item 95 of the FUAL; and
THAT item 12A – CN Lot be added; and
THAT item 12B – Community Transit Survey be added; and
THAT the agenda be adopted, as amended.

CARRIED

Moved/Seconded

THAT Mr. Azordegan be approved to speak for two minutes during public participation.

CARRIED

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

A. Mr. Craig Doherty – Owner of General Store & Cafe

Mr. Doherty, owner of the General Store & Café, requested a blanket exemption under section 6 of the Noise Bylaw for live amplified music outside of the café on Friday's, Saturday's or Sunday's between 12 pm and 7 pm up until August 31.

B. Mr. Kambiz Azordegan

Mr. Azordegan queried why he was unable to present a 10-minute delegation that he understood was approved for this meeting. Mayor McLaughlin explained that the email correspondence sent to Mr. Azordegan advised that the delegation paperwork required detailed information with respect to the topic for discussion and requested he attend the July 2nd meeting instead whereby staff would have more information to provide to him regarding parking and filming, therefore his request for June 18 was denied by the CAO.

CAO DeJong excused himself from the meeting at 7:14 pm and returned at 7:17 pm.

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

None

Audio: 00:18

5. Review & Approval of Minutes of Prior Meetings

A. Regular Council Meeting – June 4, 2019

The following item was amended:

- Item 3A: add the word “have” between “Sound” and “been” in the first sentence.

Moved/Seconded

THAT the Regular Council Meeting Minutes of June 4, 2019 be approved as amended.

CARRIED

6. Business Arising from the Minutes

The following was discussed from the June 4, 2019 minutes:

- Item 6A – 1 Brunswick Beach Road Encroachment Application: Councillor Abbot queried the criteria for registering an encroachment on title, CAO DeJong explained the process as relating to the nature and impact of the request for the Municipality and any future purchasers of the subject lands.

- Item 8Av – Personnel Complement: Councillor Abbott queried where the Executive Assistant job was posted and whether it should have been in the Village Update, and noted it took some time to find on the Village website. He also queried how many applications were received. CAO DeJong explained that municipal jobs are posted on the Civic Info website, which is the ‘go-to’ resource for all local government positions. Larger job posting aggregators like “Indeed” also pick up postings from Civic Info.

7. Unfinished Business

A. Follow-Up Action Items from Previous Meetings

#	Meeting Date	Description of Action Item	Action
76	March 19, 2019	Staff to consider the creation of a policy for the Infrastructure Committee and report back to Council.	[pending]
83	April 2, 2019	Item 8Aiii: Investigate option of falling outside the UCB to avoid future bylaws intended for larger municipalities	[in progress]
88	April 16, 2019	Councillor Abbott to follow up with former Mayor Douglas Miller re. BC Hydro Tiers – CAO DeJong to check on potential for making this a UBCM resolution and bring back to Council	[completed]
90	April 16, 2019	R4: Jennifer Monroe – Tree Cutting or Deforestation on School District property – PWM to respond	[completed]
92	April 16, 2019	R6: Penny Nelson – Public Consultation – Councillor Cunliffe to respond	[completed]
93	June 4, 2019	G3: Preventing Child Sex Trafficking – staff to include their information on the municipal website under both the Community and Emergency pages	[completed]
94	June 4, 2019	R1: Ivo Mencke – Highway Noise – Mayor McLaughlin to respond	[in progress]
95	March 19, 2019	EV Charging Station – staff to find a location in the Village for the station	[in progress]

Item 9 – Resolutions were discussed ahead of item 8. At 7:51 pm, the agenda returned to item 8A.

Audio: 00:51

8. Reports

A. Staff

i. CFO: 2018 Statement of Financial Information

CFO Rooke advised Council that all municipalities are required to send in the SOFI by June 30. The SOFI was reviewed and approved.

Moved/Seconded

THAT Council approve the 2018 Statement of Financial Information for submission to the Ministry of Municipal Affairs and Housing; and

THAT the 2018 Statement of Financial Information be made available for public inspection.

CARRIED

ii. PWM: 110 Sunset Drive Encroachment Agreement

PWM Jaffer advised Council that the applicant of 110 Sunset Drive requested an encroachment of 5 feet onto municipal property for a small portion of retaining wall. He noted there would be plenty of space to add drainage in the future if needed.

Moved/Seconded

(1) THAT the Municipality enter into an Encroachment Agreement with the Owners of 110 Sunset Drive in substantially the same form as the draft Agreement attached to this report; and

(2) THAT the CAO and Mayor be authorized to execute the Agreement.

CARRIED

Audio: 00:58

iii. PWM: Drinking Water Quality Report

Council reviewed and discussed the Drinking Water Quality Report, which was noted did not exceed any maximum limits recommended by Health Canada or the US Environmental Protection Agency. Staff advised they will be continuing their communication campaign with respect to the construction situation this summer with less water in reserve.

Moved/Seconded

THAT the 2018 Annual Drinking Water Quality Report be received, and

THAT the 2018 Annual Drinking Water Quality Report be made available on the Municipal website.

CARRIED

Audio: 01:12

iv. CAO: Insurance Coverage for Community Facility User Groups

CAO DeJong explained that the way the Municipality obtains their facility user group insurance was changed in 2018 on the advice of the Municipal Insurance Association of BC. He explained that prior to 2018, the Municipality purchased blanket coverage for the Community Hall and its regular users. Since then, an insurance portal was developed for local governments ensuring that users have the appropriate and adequate coverage in place directly to help protect the municipality as well as the residents/taxpayers. The Municipality lowered the fees of the facility rentals to accommodate the cost for community user groups having to purchase their own insurance so that the total cost was around the same as it was before. Many users have had no issues, aside from a learning curve at the beginning and a glitch when the MIA's provider changed. The portal is easy to use and generally costs anywhere from \$7-\$13 for a non-alcoholic event.

Moved/Seconded

THAT the Information Report, "Insurance Coverage for Community Facility User Groups" be received.

CARRIED

Audio: 01:31

v. Request for Waiving of Filming Fees for Student Film

It was explained that a student group from Langara College have submitted a filming permit application for a film called "Flying in the Wind" with a request to waive the fees due to their very small budget. The filming would take place for one day in July from 10 am to 10 pm at Lions Bay Beach Park. Council discussed waiving the \$1,200 fee amount but with the stipulations as set out in the Council resolution.

Moved/Seconded

THAT Council approve the request for filming with waiving of all fees [\$1,200 benefit] for "Flying in the Wind", as amended to include the following stipulations:

1. The use of the Lions Bay Beach Park is explicitly a non-exclusive use to film in accordance with their "filming activity" description;
2. The times for the one day of filming in July [or sooner] shall not exceed the 10 am to 10 pm and are to be on a Monday or Tuesday (but not a statutory holiday);
3. Filming parking permits to be issued for their truck and vehicles [with truck and other vehicles to park on Lions Bay Avenue];
4. Insurance required [with Village of Lions Bay as an additional insured];
5. Spill containment/safety plan re. fuel for generator.

CARRIED

B. Mayor

i. House Boat

Mayor McLaughlin provided an update on the Kelvin Grove house boat, noting that it was previously parked in Britannia however they are looking to lease it out as a crew cabin to someone in Gibsons. It is now listed for sale but if it is successfully leased for the time being, it will be taken to Gambier next weekend.

ii. TransLink

Mayor McLaughlin notified Council and staff that TransLink would like to attend the Canada Day celebration to promote the Transport 2050 survey.

iii. Newcomers Event

Mayor McLaughlin noted he had spoken with Councillor Cunliffe about taking on the Newcomers Event to be hosted by a resident in September.

C. Council

i. Councillor Bain: Evacuation Plan Select Committee

Mayor McLaughlin suggested tabling this item until July 16 due to the CAO's current focus on job interviews for the two new positions. Councillor Bain was concerned that the Municipality is far behind with an Evacuation Plan although he understood that CAO DeJong will be tied up for the next couple of weeks. CAO DeJong noted that he would prefer to sit down with Councillor Bain to ensure they are clear in the direction they want to go and that it may be useful to have the new Deputy Emergency Program Coordinator before they begin. Councillor Bain noted that he has canvassed a few people who were keen to assist on a committee and will discuss with CAO DeJong before canvassing further. Councillor Abbott supported Councillor Bain commencing work immediately rather than waiting until July. It was agreed that Councillor Bain should begin compiling information to bring forward.

Moved/Seconded

THAT Council approve the formation of a Select Committee to begin compiling information that will inform the creation of optional evacuation routes for each neighbourhood, to be added as appendices to the current Evacuation Plan; and

THAT Councillor Bain and CAO DeJong work on a Terms of Reference and put together a list of potential committee candidates for Council's consideration at the next Council meeting.

CARRIED

D. Committees

None

E. Emergency Services

None

Audio: 00:33

Item 9A-C was discussed ahead of item 8.

9. Resolutions

A. Crown Lease Renewal

CAO DeJong explained that this Crown Lease is for a piece of land that sits on the point from the other side of Magnesia Creek in front of the municipally-owned lands located at the end of Brunswick Beach Road. The lease was taken out in 1989 and has come up for renewal and the application has been submitted but requires Council resolution to extend. He further explained that he explored the possibility of letting this lapse on the premise that the land constitutes accreted land from the creek and therefore has become part of the esplanade and a lapse would result in it becoming part of our municipal highway; however, there is a difficult process to go through in respect of accreted land so it was not embarked upon at this time.

Moved/Seconded

THAT Crown Lease No. 234162 be renewed and that staff submit the Replacement Application for Community/Institutional Use to the Province.

CARRIED

B. Relaxation of Noise Bylaw – 140 Lions Bay Avenue

CAO DeJong noted that a section of the request with respect to angle parking along Lions Bay Avenue was left out of the resolution due to safety in this high traffic/pedestrian area. Council also discussed the reason for the daily parking permits and why it should be a requirement, so not to set a precedent for visitors to think they are able to park any time without using one.

AMENDED MOTION:

Moved/Seconded

THAT Council relax the Noise Bylaw and the Traffic and Parking Bylaw to allow live music until 10:30pm at 140 Lions Bay Avenue on Thursday July 18th for a House Concert; and

THAT guests are required to use free daily parking permits when parking in resident zones.

CARRIED

C. Relaxation of Noise Bylaw – General Store & Café

Council discussed the 1998 Noise Bylaw and the restrictions with respect to amplified music. Mayor McLaughlin queried whether the other complex owners should be notified

before allowing amplified music outside. Council agreed to allow the amplified music and monitor its impacts going forward.

Moved/Seconded

THAT Council relax the noise bylaw to allow for live amplified music on the patio at the General Store & Cafe on Fridays, Saturdays, Sundays and holiday Mondays through to the end of summer, between the hours of noon and 8 pm, weather permitting, at the discretion of the Store/Cafe owner.

CARRIED

Audio: 02:07

10. Bylaws

A. Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019

Councillor Abbott queried whether the revisions to the Traffic and Parking Bylaw created legislation that was too restrictive in terms of having parties at a residence, i.e. a block party. CAO DeJong explained that regardless, a block party would require Council approval to relax the various bylaws. Council opted to rescind first, second and third reading and amend the bylaw to make the change less restrictive.

Moved/Seconded

THAT third reading of the Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 be rescinded.

CARRIED

Moved/Seconded

THAT first and second reading of the Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 be rescinded.

CARRIED

The following was amended:

- Add section 21(l): “camp, loiter, or imbibe alcohol either by day or night, in or on any parking lot.”

Moved/Seconded

THAT Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 be re-read three times.

CARRIED

B. Lions Bay Parks and Regulations Bylaw No. 448, 2012, Amendment Bylaw No. 565, 2019

Moved/Seconded

THAT Lions Bay Parks and Regulations Bylaw No. 448, 2012, Amendment Bylaw No. 565, 2019 be adopted.

CARRIED*Audio: 02:21***11. Correspondence****A. List of Correspondence to June 13, 2019**

Moved/Seconded

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

- G1: Sensitive Ecosystem Inventory – no response
- G2: Sea to Sky Community Based Seniors Services – Community Consultation – previously responded to, no further response
- G3: Council Motion – Provincial Support for Libraries – no response
- G4: Metro Vancouver Regional Greenway Plan Update – no response
- G5: 2019 UBCM Convention – Meeting Requests – no response
- G6: 2019 UBCM Convention – Provincial Appointment Book and Meeting Request Process – no response
- G7: Metro 2040 Land Use – no response
- R1: Karl Buhr – New Parking Measures – Mayor McLaughlin to respond
- R2: Penny Nelson – Insurance to use the Hall – no further response
- R3: Craig Doherty – Utilities Hardship – for follow up during the next budget process - Mayor McLaughlin to respond

CARRIED**12. New Business****A. CN Lot**

Councillor Abbott queried the intent on changing the parking limits at the CN lot, restricting to daily parking only and no overnight. CAO DeJong explained the reason for the change to ensure sufficient space for daily users of the beach park and advised that he'll be monitoring occupancy levels over the next few weeks.

B. Community Transit Survey

Councillor Abbott was pleased to see the survey in the Village Update and thought it would have been another opportunity to use the "Have Your Say" banner so that residents begin to recognize the banner. He noted that in future we should not comment on the use of IP address as in this instance, more than one family member should be able to use the same computer at home to fill out their survey if they each use the bus.

C. Resident Conflict

Council discussed the confrontation with Mr. Azordegan earlier in the meeting and the procedural remedies going forward.

Moved/Seconded
THAT the meeting be extended until 11:00 pm.

CARRIED

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;

CARRIED

The meeting was closed to the public at 10:02 p.m.

The meeting was re-opened to the public at 11:36 p.m.

15. Reporting Out From Closed Portion of Meeting

Council reported that the Infrastructure Committee’s (IC) draft Terms of Reference was reviewed and will be delivered to the IC before it is released to the public at their next meeting, date to be announced.

16. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

CARRIED

The meeting was adjourned at 11:36 p.m.

Mayor

Corporate Officer

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

**SPECIAL MEETING OF THE COUNCIL
OF THE VILLAGE OF LIONS BAY
HELD ON TUESDAY, JUNE 25, 2019 at 5:00 PM
COUNCIL CHAMBERS, 400 CENTRE ROAD, LIONS BAY**

MINUTES

In Attendance:

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

Regrets: Councillor Norm Barmeier

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

Delegations: 0

Public: 1

1. Call to Order

Mayor McLaughlin called the meeting to order at 5:05 p.m.

2. Adoption of Agenda

Moved/Seconded

THAT the agenda be adopted as submitted.

CARRIED

3. Public Participation

A. Presentation of the Curly Stewart Memorial Trust Fund Award

Mayor McLaughlin presented the Curly Stewart Memorial Trust Fund Award to Kai Toku-Contreras.

4. Reports

A. Staff

i. 2018 Annual Report

CFO Rooke advised Council that the draft 2018 Annual Report was presented to the public and has been on display at the Village Office and on the website for the past two weeks. She noted that resident (and former Mayor) Karl Buhr and Councillor Abbott were the only two submissions from the public and/or Council, and some of the suggested changes were already made in the version presented. The feedback was reviewed and discussed, and the following items were further amended:

- The Mayor’s message was amended on page 3 regarding ASOD;
- Item “d” under Communications Objectives on page 10 “A community survey was” was amended to say “A community survey to be”;
- Item “b” under Planning Objectives, added in italics “Research commenced)” to the end;
- Item “e” under Planning Objectives on page 10, the words in italics “Entered into” was amended to say “Explore”
- In item “j” under Planning Objectives on page 10, the word “complete” was struck and changed to “initiate” community consultation;
- Item “n” under Planning Objectives on page 11, the sentence in italics “(Delayed pending Bowen Island pilot project)” was added to the end;
- Item “e” under Financial Objectives on page 11, the words “to be” was added in between “was” and “received”;
- Item “f” under Financial Objectives on page 11 “Completed in the first quarter of 2019” was removed;
- Item “a” under Infrastructure Objectives on page 12, added “to be” in between “work” and “commenced” and changed the sentence in brackets to italics;
- Item “e” under Infrastructure Objectives on page 11, added “to be” in between “application” and “made”;
- Item “h” under Public Works – added “The position was filled November 2018”;
- The sentence beginning with “Council and the community had difficulty...” in the 4th box on page 18 to be amended by the CAO;
- The final sentence in the same box as above to be amended by the CAO;

The edits and amendments will be made and posted by Friday, June 28.

Moved/Seconded

THAT pursuant to section 99 of the Community Charter, Council has considered the Annual Report prepared under section 98 of the Community Charter, and any oral and written submissions and questions from the public.

CARRIED

5. Public Questions & Comments

None

6. Adjournment

Moved/Seconded

THAT the meeting be adjourned.

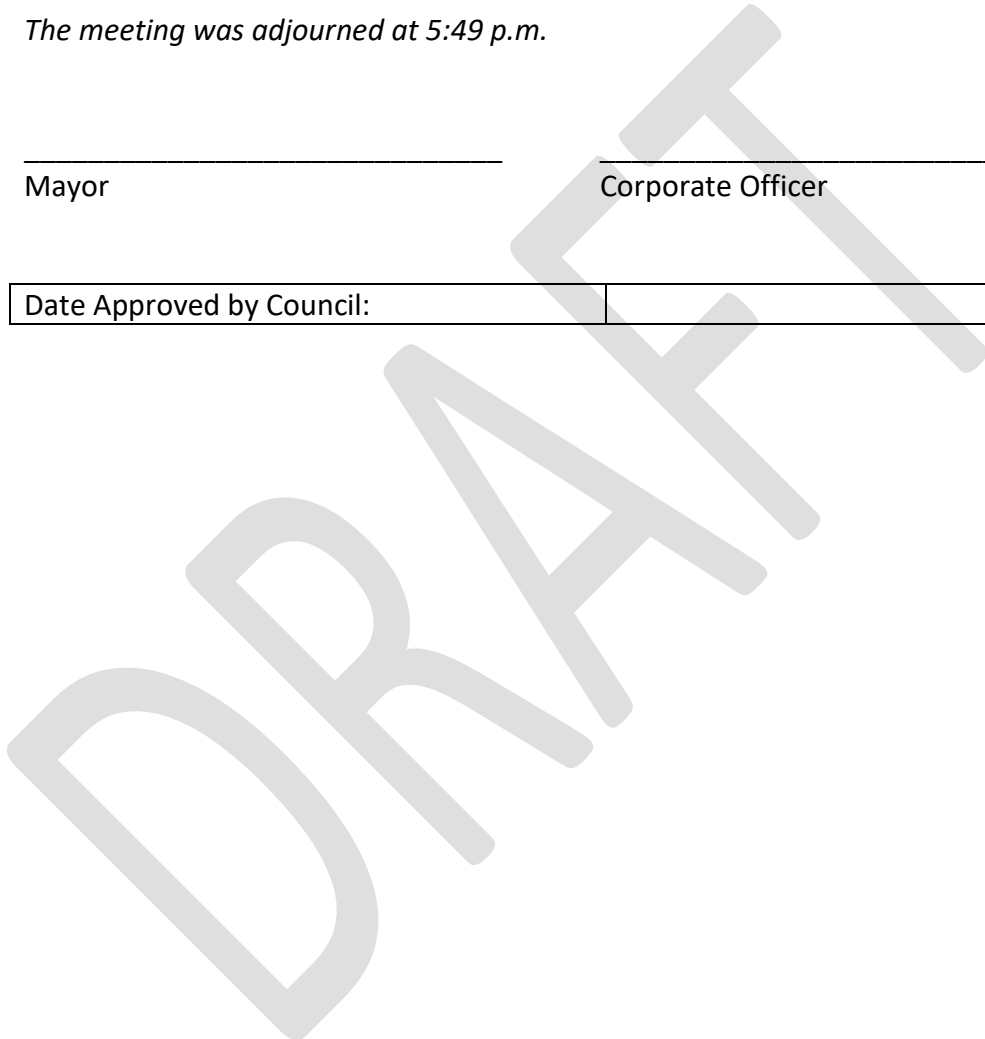
CARRIED

The meeting was adjourned at 5:49 p.m.

Mayor

Corporate Officer

Date Approved by Council:	
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From: [REDACTED]
To: [Ron McLaughlin](#)
Cc: [Shawna Gilroy](#)
Subject: Relaxation of ByLaws Request for August 5, 2019 BC DAY Brunswick Beach Block Party
Date: Tuesday, June 18, 2019 2:14:18 PM
Attachments: [BC Day Brunswick Beach Block Party.pdf](#)

To Mr Mayor and Council,

I am writing to officially request some assistance with the ByLaws on August 5, 2019, at 39 Brunswick Beach Rd, as I am hosting a garden party for friends and neighbours at my home, with a 10 piece brass band "My Son The Hurricane".

The event will begin at 5pm and live music will run until 8:30pm.

Guests will be encouraged to park on the Northbound Hwy exit into Brunswick Rd at an angle along the exit (making sure there is access for a fire truck). Some of the Guests will have Lions Bay Parking passes and will take up the minimal parking available on Brunswick Rd

As some of our guests will not be from Lions Bay, they will not have Resident Parking Passes and we hope that this can be waived for the evening, along with the noise ByLaw.

Obviously we will try our best to keep the music and noise to a reasonable level and have informed all neighbors beforehand about the event.

Here is the proposed RESOLUTION

ByLaw Relaxation Request: THAT Council relax the Noise Bylaw and the Traffic and Parking Bylaw to allow live music until 8:30 pm at 39 Brunswick Beach Rd on August 5th, 2019, to allow angle parking at the North Bound Hwy Exit to Brunswick Rd (excluding cup-de-sacs, no parking areas, and fire hydrants), and waive Guest Parking Passes for visitors on Brunswick Rd during this time for **BC Day Brunswick Beach Block Party**.

Thanks you in advance for your assistance.

Sincerely,

Pat Taylor
39 Brunswick Rd

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

2019 Neighbourhood Small Grants Application Form

WV-NSG-19-1-033

West Vancouver and Lions Bay

BC Day Block Party

PART1: Applicant Information

Main Applicant

Name: Pat Taylor

Address: 39 Brunswick Beach Road [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Co-Applicant

Name: Tamara Leger

Address: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Name of partner organization staff, if cheque is to be issued on behalf of the applicant(s)

Organization: _____

Staff: _____

Phone: _____

PART2: General Information

Have you applied to the Neighbourhood Small Grants (NSG) program before?

No

If yes, how many years have you received funding?

Are you applying for a project funded in previous years?

No

If your project was funded in the past, please describe why this project is needed again. How will this year's project expand, change, add to or be different from previous years?

PART3: Details about your project

What is the name of your project? Please use an easy title that you can remember.

BC Day Block Party

What type of project are you applying for? If you choose "other" please describe

Block party

For 2018, we have set aside a small portion of granting money towards two priority areas as shown below. Please indicate if your project focuses on any of the priority areas below.

Please describe your project with as much detail as possible. In this section tell us about your idea and vision. How will your project build relationships between neighbours and involve people who live in your neighbourhood?

I live in Brunswick Beach, a rustic and scenic beach area in the northern part of Lions Bay. People in our neighbourhood typically keep to themselves. We only ever bump into each other at the Cafe, one highway stop South. Residents of Lions Bay Village and Kelvin Grove rarely drive the short distance to Brunswick Beach, which is a hidden gem. It would be nice to have a Block Party featuring live music, as part of a BC Day Celebration in our cul-de-sac, or at Brunswick Beach. This gathering would be open to anyone: those that lives in our neighbourhood, on Brunswick Beach Road or in the local community and run from 5-8pm. We would like to book a 10-piece brass funk band, 'My Son The Hurricane', to attract a wide intergenerational audience for a memorable evening of connection and fun.

NSG Program Goals

- **Connect and engage neighbours**
- **Share neighbours' skills and knowledge**
- **Increase Sense of Belonging and responsibility to your community**
- **Respect and celebrate diversity**

How does your project meet one or more goals of the NSG program?

The over-arching goal of this project is to build the local immune system, decrease loneliness and sense of isolation and heal through extraordinary experiences whilst offering locals, particularly adults & young adults (intergenerational with a focus on diversity) an opportunity to gather for an extraordinary local experience in a legendary West Coast setting featuring food and live music. We want to connect and engage neighbours and increase a sense of belonging in our community. And possibly create a new local tradition: BC Day Brunswick Beach Block Party and animate a beautiful local public space, Brunswick Beach.

When will your project and/or event take place? Include the month, day, and year.

From Monday Aug 5 To Monday August 5

Where will your project and/or event take place?

Brunswick Beach in Lions Bay. Rain location is 39 Brunswick Beach Road.

Approximately how many people will participate or directly benefit from your project?

51-100 people

How did you hear about the Neighbourhood Small Grants program?

NSG Resident Advisory Committee Member

How will you promote the project and reach out to and/or include people in the community? Give as many details as possible.

The event Will be promoted through the local store/cafe/post office. We will print 500 postcards and distribute them to neighbours and locals. Email distribution and FaceBook/social media shares (Mums Group; Arts Council; Lions Bay House Concerts).

PART4: Budget

EXPENSES	Amount
Food & non-alcoholic drinks	\$230.00
Supplies (Itemize) - cutlery, plates, cups,	\$100.00
Space rental	
Promotional materials (flyers, posters)	\$130.00
Honorarium (Please note honorarium fees can't exceed \$100): Sound Engineer w/ All Sound Gear	\$100.00
Liability insurance if applicable	\$110.00
Permit fees if applicable	
Band - My Son The Hurricane	\$900.00
Total Expenses of your project	\$1,570.00
How much are you asking from the NSG Program?	\$500.00

REVENUE	Amount
NSG Grant	\$500.00
Donations	\$170.00
Sponsors	\$900.00
Other:	
Total	\$1,570.00

If you don't receive the full grant amount that you are requesting, how will you change your project?

The event will be scaled back, but the band is booked we are really excited to stay home and celebrate this BC Day and this event is definitely happening!!

PART5: Additional Supporting Documents

Attached file(s):

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THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

Type	Request for Decision		
Title	Traffic & Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019		
Author	S. Gilroy	Reviewed By:	P. DeJong
Date	June 27, 2019	Version	3
Issued for	July 2, 2019 Regular Council Meeting		

Recommendation:

(1) THAT Traffic & Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019 be adopted.

Attachments:

- (1) Traffic & Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019
- (2) Traffic & Parking Bylaw No. 413, 2009 (Consolidation)

Key Information:

The purpose of this amendment was to address issues with activities associated with people loitering in parking lots. The original amendments were deemed by Council to be too wide, affecting highways generally, so the amending bylaw was restricted to the addition of section 21(l). The bylaw as originally drafted was rescinded and was re-read three times as amended. It now comes back, as amended, to Council for adoption.

Options:

- (1) Approve the recommendation above and adopt the bylaw;
- (2) Rescind third reading, amend the bylaw further and then re-read it a third time;
- (3) Refer the bylaw back to staff for revisions.

Preferred Option:

Option 1, approve the recommendation and adopt the bylaw.

Follow Up Action:

Assuming adoption is given, the bylaw will be updated on the municipal website.



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



**Traffic & Parking Bylaw No. 413, 2009,
Amendment Bylaw No. 564, 2019**

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

**Traffic and Parking Bylaw No. 413, 2009,
Amendment Bylaw No. 564, 2019**

A bylaw to regulate, control, or prohibit traffic and parking

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

Citation Part 1

- 1.1 This Bylaw may be cited as “Traffic and Parking Bylaw No. 413, 2009, Amendment Bylaw No. 564, 2019”
- 1.2 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this Bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Amendments Part 2

- 2.1 Traffic and Parking Bylaw No. 413, 2009 is amended by adding section 21(l) as follows: “camp, loiter, or imbibe alcohol, either by day or night, in or on any parking lot”.

READ A FIRST TIME on	June 4, 2019
READ A SECOND TIME on	June 4, 2019
READ A THIRD TIME on	June 4, 2019
RESCINDED THREE READINGS on	June 18, 2019
RE-READ A FIRST TIME AS AMENDED on	June 18, 2019
RE-READ A SECOND TIME AS AMENDED on	June 18, 2019
RE-READ A THIRD TIME AS AMENDED on	June 18, 2019
ADOPTED BY THE COUNCIL on	xxx

Mayor

Corporate Officer

Certified a true copy of Traffic and
Parking Bylaw No. 413, 2009,
Amendment Bylaw No. 564, 2019 as adopted

Corporate Officer



THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY



Traffic and Parking Bylaw No. 413, 2009

Office Consolidation

This document is an office consolidation of Traffic and Parking Bylaw No. 413, 2009 with subsequent amendments adopted by the Village of Lions Bay.

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

This is not the official version of Traffic and Parking Bylaw No. 413, 2009, as amended, nor is it admissible in a court of law. For such purposes, official certified copies of the original bylaws can be obtained from the Village Office or by contacting us at: admin@lionsbay.ca

List of Amending Bylaws

Bylaw No.	Section	Description	Adopted
385	5.1	Amends penalties applicable under s.34	Sept. 19, 2006
465	3.1(10)	Deletes Schedule A & adds s.35 Fee BL Reference	Sept. 2, 2014
497	5.1.9	Updates Fee Bylaw Reference in s.35	January 1, 2017
528	2(a) 2(b) 2(c) 2(d)	Adds the year to the citation name Deletes the words "stand" and "standing" Deletes prohibition re. all tires on roadway Adds a 3 year limit for Council approvals of extraordinary vehicle or trailer permits under	July 4, 2017

	<p>2(e) 2(f) 2(g)</p>	<p>section 11.3(i) Widens prohibition re. driving over fire hose Authorizes Council to allow for the sale or display of goods or services on a highway Deletes all references to Schedule A fees and substitutes reference to Fees Bylaw No. 497</p>	
546	<p>2.1 2.2 2.3 2.4</p>	<p>An addition to the definition of Traffic Control Device Adds a delegation authority to the Village Manager to adjust parking lot hours as required Deletes and re-adds subsection 10 (h) Amends section 11 (b)</p>	June 19, 2018
564	2.1	Adds s.21(l)	xxx

Bylaw No. 413, 2009

TRAFFIC AND PARKING BYLAW

A bylaw to regulate, control, or prohibit traffic and parking

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

Citation

1. This Bylaw may be cited as "Traffic and **Parking** Bylaw No. 413, 2009".
2. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this Bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Repeal

3. Bylaws Number 219, 297 and 335 are hereby repealed.

Definitions

4. In this Bylaw:
 - (a) the definitions contained within the Motor Vehicle Act R.S.B.C. c. 318, the Commercial Transport Act, R.S.B.C. 1998, c. 58, and the Community Charter, S.B.C. 2003, c.26 shall be applicable; and
 - (b) "**Boulevard**" means the area from the travelled portion of the **highway** to the adjacent property line;
"**Building-site workers**" means professionals, contractors and labourers working on sites adjacent to a **highway**, where demolition or building is occurring;
"**Chattel**" means any article of tangible property other than land, buildings, and other things annexed to land;
"**Commercial vehicle**" means a vehicle licensed as a **commercial vehicle** under the Commercial Transport Act;
"**Corporate Secretary**" means the person appointed to such position from time to time or other persons authorized to carry out the duties ascribed to the said **Corporate Secretary**;
"**Council**" means the **Council** of the **Village** of Lions Bay;
"**Dumpster**" means a container designed to receive, transport away and dump waste, as distinguished from a household garbage can which holds waste until it is collected;

“Enforcement officer” means:

1. every person designated by **Council** by name of office or otherwise as an **enforcement officer** for the purposes of administering and enforcing this Bylaw; and
2. a peace officer, including every officer of the Royal Canadian Mounted Police;

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

“Highway” means a street, road, lane, bridge, viaduct and any other way open to public use, whether owned or leased by the **Village**, other than a private right of way on private property, including without limiting the generality of the word, the **roadway** and the **boulevard**;

“Lane” means a **highway** which affords a secondary means of access to abutting sites;

“Manager Public Works” means the person appointed by **Council** to such position from time to time or other persons authorized to carry out the duties ascribed to the said **Manager Public Works**;

“Mayor” means the **Mayor** of the **Village** of Lions Bay, or his/her designate;

"Park" means the **stopping** of a vehicle, whether occupied or not, except when **stopping** temporarily for the purpose of and while actively and visibly engaged in loading or unloading for no longer than fifteen (15) minutes;

“Person with a disability” means a person with a disability whose vehicle displays a **parking permit** obtained under the **Parking Permit Program for People with Disabilities**, operated by the Social Planning and Research **Council** (SPARC);

“Police force” shall mean the Royal Canadian Mounted Police;

“Private road” or **“Driveway”** shall mean a **highway** or **driveway**, or that portion thereof, which is on land that is not owned or leased by the **Village** or the province;

“Public Works” means the Public Works department of the **Village** of Lions Bay.

“Roadway” means that portion of a **highway** that is improved and ordinarily used for the passage of vehicular traffic;

“Sidewalk” means that portion of a **highway** that is improved and marked for or ordinarily used for passage by pedestrians.

"Stop" means,

- (a) a complete cessation from movement, or
- (b) the **stopping** of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or to comply with the directions of a peace officer or **traffic control device**;

“Traffic control device” means a sign, signal, line, meter, marking, space, barrier or device which is consistent with the Motor Vehicle Act and placed or erected by or under the authority of the **Village**, which may include an online or digital device;

[Amended by Bylaw No. 546]

“Village” means the **Village** of Lions Bay; and

“Village Manager” means the **Village Manager** or Administrator of the **Village** of Lions Bay, and also means the person appointed by **Council** to the **Village Manager** or Administrator position from time to time, or other persons authorized to carry out the duties ascribed to the said **Village Manager** or Administrator.

“Workers on film projects” means employees of film companies who are carrying out filming-related work in the Village of Lions Bay.

Traffic Control Devices

5. **Manager Public Works** is hereby authorized to make orders in respect of placing, or causing to be placed, **traffic control devices** on or above the surface of a **highway**, in order to enforce the provisions of this Bylaw.
6. The **Mayor**, the **Village Manager**, **enforcement officers**, employees of **Public Works** or **Lions Bay Fire Rescue**, or any other persons specifically authorized by **Manager Public Works**, may erect or place a **traffic control device** within the **Village** for a period not exceeding 48 hours at one time, in the interests of public safety or controlling **parking** during events.
7. **Manager Public Works** may erect or place or may require or permit to be erected or placed **traffic control devices** on any **highway** where construction, reconstruction, widening, repair, marking, or any other work is being carried out on the **highway** or on a parcel adjacent to it, during the period of the work, to:
 - (a) indicate that persons or equipment are working upon the **highway** or on a parcel adjacent to it; and
 - (b) to regulate or prohibit traffic in the vicinity of such work.
8.
 - (a) Every person must obey the directions, instructions or prohibitions on or indicated by any **traffic control device** placed or erected in accordance with this Bylaw or the Motor Vehicle Act.
 - (b) No person shall deface, damage, injure, move, remove, obstruct, or otherwise interfere with, intentionally or otherwise, any **traffic control device** placed or erected upon any **highway**.
 - (c) No person shall allow plant growth on the **boulevard** adjacent to the property where they reside to obstruct sightlines to a **traffic control device**.
 - (d) No person shall establish, place, erect or maintain, or display in, or upon, or in view of any **highway**, any sign, signal or other device which purports to be, or is in imitation of, or resembles any **traffic control device**, or which attempts to direct the movement of traffic or the **parking** of vehicles.

Parking

9. The **Council** may direct **Manager Public Works** to designate, by the erection of a **traffic control device**, “no **parking**” zones in which **parking** or **stopping** a vehicle is prohibited by this Bylaw. The prohibition shall be in effect at all times unless **Council**, by Bylaw, limits the hours or days when the prohibition is in effect. The **Council** may specify that certain zones or stalls are reserved, either permanently or temporarily, for vehicles owned or operated by classes of

persons as **Council** may require, such as residents of the **Village**, visitors to the **Village**, **persons with disabilities**, **building-site workers**, or **workers on film projects**.

- 9.1 Council hereby delegates to the Village Manager the authority to designate permissible parking hours for metered parking at the Lions Bay Beach Park Parking Lot, the Kelvin Grove Beach Parking Lot, and the Sunset Trail Parking Lot, or such other parking areas as Council may direct that metered parking be implemented, as well as the types of vehicles or trailers which may use such parking areas.

[Amended by Bylaw No. 546]

10. No person may **stop** or **park** a vehicle:

- (a) in contravention of a **traffic control device** which gives notice that **stopping** or **parking** is restricted or prohibited there, except when actively and visibly engaged in loading or unloading;
- (b) on a **highway** when not displaying a valid, current insurance decal, if such decal is required for the vehicle to be lawfully driven;
- (c) on a crosswalk or within 5 metres of the edge of the marked crosswalk;
- (d) on that side of a **highway** within 6 metres of a **stop** sign;
- (e) on a bridge;
- (f) within 5 metres of any fire hydrant or standpipe, or in a position that causes it to interfere with fire-fighting;
- (g) on any portion of a **highway** or public place in such a way as to interfere with or obstruct the normal flow of traffic on the **highway** or public place or in such a way as to interfere with the maintenance of such **highway** or public place by men/women and equipment provided for that purpose;
- (h) in an area signed for permit **parking** only, except if the appropriate permit for the **parking** is displayed in a in accordance with the directions on the permit.

[Amended by Bylaw No. 546]

- (i) on any portion of a **highway** or public place within 2 meters of the access to or egress from a private **driveway** or **Village** right of way;
 - (j) on any **highway** for a period longer than 72 consecutive hours;
 - (k) on any **highway** for a period longer than 24 hours after the commencement of a fall of snow; or
 - (l) within an intersection or within 6 metres of any intersection.
11. (a) No person shall **park** any **extraordinary vehicle** between 6:00 pm of any day and 6:00 am of the day immediately following on any **highway** in a residential district except when actively engaged in loading or unloading.

- (b) No person shall **park** any trailer on a **highway** unless it is attached to a vehicle and not within a permit parking zone.

[Amended by Bylaw No. 546]

- (c) Despite 11-(1) and 11-(2), if **Council** deems that it is dangerous or impractical to **park** an **extraordinary vehicle** or trailer by an owner on real property occupied by the owner, by

reason of the topography of that real property, the **Manager Public Works** may designate and specify a **parking** space on the **highway** for the vehicle or trailer, under the following circumstances:

- i. if **Council** approves a written application to **Council** by the owner of the vehicle or trailer, such approval shall be valid for no longer than 3 years, after which time the owner of the vehicle must remove it or reapply;
 - ii. upon payment to the **Village** of an annual fee in accordance with Fees Bylaw No. 497, 2016, as amended.
12. The driver of a vehicle shall not **stop** or **park** a vehicle on that side and portion of any **highway** which abuts upon any property occupied by a school or used as a school playground on any school day between the hours of 8 o'clock in the forenoon and 5 o'clock in the afternoon, from Monday to Friday, from the beginning of September through to the end of June.
13. The provisions of this Bylaw prohibiting **stopping** or **parking** shall not apply to:
- (a) any emergency vehicle while attending at any emergency call, but this exemption shall not excuse the driver of any such vehicle from exercising due and proper care for the safety of other traffic;
 - (b) Municipal or Provincial utility vehicles or the vehicles of their agents;
 - (c) vehicles of a public utility or public transit corporation; and
 - (d) tow trucks, while such vehicles are actually engaged in works of necessity requiring them to be **stopped** or to **park**, in contravention of such provision.

GENERAL REGULATIONS

Enforcement Officers

14. Every **enforcement officer** is authorized to enforce this Bylaw.
15. Every **enforcement officer** is authorized to direct traffic as the **enforcement officer** considers necessary to:
- (a) ensure the orderly movement of traffic;
 - (b) prevent injury or damage to persons or property; and
 - (c) permit proper action in any emergency.
16. No person may refuse to comply with the direction of any **enforcement officer**.
17. No person may hinder, delay or obstruct in any manner, directly or indirectly, an **enforcement officer** carrying out duties in accordance with this Bylaw.

Speed Limits in the Village

18. The speed limit on all **highways** throughout the **Village** shall be not more than forty kilometres per hour for all traffic, unless otherwise posted. The speed limit in all **lanes** throughout the **Village** shall be no more than ten kilometres per hour, for all traffic.

Noise Making Devices

19. No person shall operate a motor vehicle on a **highway** while the motor vehicle is using any loudspeaker or noise-making device for advertising or other commercial purposes, unless the person is acting in support of community events or of public safety.

Driving Over Fire-Hose Prohibited

20. No person shall drive a vehicle over an unprotected hose of Lions Bay Fire Rescue.

Protection of Highways

21. No person shall:
- (a) spill, throw, drop, deposit, leave behind, or let fall debris from or out of any vehicle, including any bottle, glass, paper, crockery, nails, tacks, wood, dirt, gravel, manure, sawdust, or refuse or any object, substance or materials whatever;
 - (b) allow the flow of any noxious, offensive, or filthy water or substance on or upon any **highway**;
 - (c) damage landscaping, grass, shrubs, trees, flowers or plantings upon a **highway**;
 - (d) damage or deface any **highway** by piling materials or articles upon it, carrying out any kind of job upon it, dragging or hauling heavy materials or articles on or over it, digging into it, constructing a ditch, the water from which causes damage to it, removing any paving materials, turf, plants, earth, gravel or rocks from it, or by any other activity or means which may affect the **highway**;
 - (e) leave any dead animal on any **highway**;
 - (f) camp, either by day or night, on any **highway**;
 - (g) make any fire on any **highway**, or make a fire at any place so as to endanger any installation on any **highway**;
 - (h) haul or convey any load on any vehicle, or on or through any **highway**, unless the load and any covering thereon is secured:
 - a. from becoming loose, detached or in any manner a hazard to other vehicles or users of the **highway**;
 - b. from overhanging the rear or side of the vehicle in such a manner as to cause the load to drag upon the surface of the **highway**;
 - (i) urinate or defecate upon any **highway**;

(j) drive a vehicle or combination of vehicles with a licensed gross vehicle weight in excess of 63,500 kgs on a **highway**, without notifying the **Manager Public Works** and paying the applicable fee in accordance with Fees Bylaw No. 497, 2016, as amended; or

(k) operate or use any vehicle having wheel, tires or treads constructed or equipped with projecting lugs, spikes, clouts, ribs, clamps, flanges or other attachments or projections which extend beyond the tread or traction surface of the wheel, tire or track, upon any **highway** except as permitted by the Motor Vehicle Act.

~~(k)~~(l) camp, loiter or imbibe alcohol, either by day or night, in or on any parking lot.

[Amended by Bylaw No. 564]

22. In the event that any person shall contravene this bylaw by causing or allowing spillage, deposit or damage as outlined in Section 21-(a), 21-(b), 21-(c), or 21-(d) above, the spillage must be cleaned up within twenty-four (24) hours of any spill and any damage to the **highway** repaired or remediated within fourteen (14) days of the occurrence of the damage. This work must be carried out:
- (a) under the supervision of **Manager, Public Works** or according to the directions laid down by **Manager Public Works**, and
 - (b) at the expense of the owner and other persons responsible, jointly and severally, for the presence of the material or substance spilled or the damage created.
23. In the event that the terms of clean-up or remedial work required in Section 21 are not complied with, in accordance with Section 17-(1) and 17-(2) of the Community Charter, the following procedure shall apply. **Manager Public Works** may arrange clean-up of the spill or remediation of the damage at the expense of the owner and other persons responsible, jointly and severally for the presence of the material or substance spilled or the damage created. Fees will be charged in accordance with Fees Bylaw No. 497, 2016, as amended. The **Village** of Lions Bay may recover both these fees and the costs of the clean-up or remediation as a debt from the owner and other persons responsible, jointly and severally, for the presence of the material or substance spilled or the damage created.
24. With the exception of young children operating a lemonade or similar stand, no person may use or occupy any **highway** for the purpose of selling or displaying any goods or services, including without limitation, flowers, fruit, vegetables, seafood, commodity, article, car cleaning or other thing, except in the case of a community event or as specifically authorized by Council.
- Amended by Bylaw No. 528
25. No person may place or store any **chattel**, object, material, container or structure on any **highway**, except as permitted by bylaw.
26. No person may place a **dumpster** upon a **highway**, except with notification to the **Village** office and payment to the **Village** of a fee in accordance with Fees Bylaw No. 497, 2016, as amended.
27. No person may place, allow or permit any earth, rock, stone, tree, log, stump, branches or other material to accumulate, cave, fall, crumble, slide or to be otherwise deposited on any **highway**, except as permitted by bylaw.

-
28. No person shall make any excavation for any purpose adjoining, or adjacent to, any **highway** without building and maintaining a good and sufficient fence or other barrier along the line of such **highway**, so as to effectively guard such excavation, and to protect and guard persons and vehicles travelling along such **highway** against danger, risk, or accident by reason of such excavation.
 29. No person shall construct or maintain any doorstep, porch, railing or other projection or obstruction into or on any **highway**.
 30. Employees of the **Village** may remove any vehicle, chattel, construction, thing or growth which is an obstruction to the free or safe use of any **highway**, or which may interfere with the free use thereof, or which may encroach thereon.
 31. The **Mayor** or **Village Manager** may direct a group congregated on any **highway** to disperse, if such dispersal is necessary to prevent or assist the prevention of a breach of the peace or threat thereto, or other violation of the criminal law, or to protect members of the public from injury or damage when works of maintenance or repair are being carried on by Municipal employees, or in the event of a natural disaster or possibility thereof. No person, being directed to so disperse, shall fail to do so.
 32. No person shall skateboard, rollerblade or operate a push scooter upon any **highway** unless wearing a helmet.

Violation Provisions

33.
 - (a) Any vehicle, **chattel**, obstruction or thing occupying any portion of a **highway**, where such vehicle, **chattel**, obstruction or thing interferes with the normal flow of traffic on the **highway**, or interferes with the maintenance of the **highway** by persons or equipment provided for that purpose, or is on the **highway** in contravention of the provisions of the Motor Vehicle Act or this Bylaw, is deemed to be unlawfully occupying a portion of the said **highway**.
 - (b) Any **enforcement officer** may remove or cause to be removed any vehicle unlawfully occupying any portion of a **highway** and shall cause the said vehicle be towed to a place of storage and the **enforcement officer** shall immediately report the matter to the RCMP, giving a complete description of the vehicle and the location of the place of storage. Any vehicle removed by the **Village's** towing contractor may be recovered by paying the fees levied by the towing contractor, during the towing contractor's hours of operation. Any vehicle directly removed to another location within the **Village**, by **Village** staff, may be recovered by contacting the **Village** during its hours of operation and paying the fees specified in Fees Bylaw No. 497, 2016, as amended. The **Village**, a member of the **Council**, a person in lawful custody of the vehicle, or an officer, employee or agent of the municipality, is not liable, in damages or otherwise, for or in respect of any claim that may arise in respect of the vehicle after its removal in accordance with this section.
 - (c) If a motor vehicle is removed, detained or impounded and not claimed by its owner within 48 hours, the **Village** will give written notice by registered mail to the registered owner at his or her address as shown on the records of the Registrar of Motor Vehicles,

advising the owner of the seizure and impoundment, the sum payable to release the motor vehicle and the date of advertising for sale by public auction if the vehicle is unclaimed.

- (d) Except for vehicles as described in 33-(2) and 33-(3) above, any **enforcement officer** may seize any **chattel**, obstruction or thing unlawfully occupying any portion of a **highway** and cause the item to be taken to a place of storage and the **enforcement officer** shall immediately report the matter to the RCMP giving a complete description of the item and the location of the place of storage. The item may be recovered by attending the **Village** office and paying the fees outlined in Fees Bylaw No. 497, 2016, as amended.
- (e) All property removed, detained or impounded under all the provisions above of this section shall be deemed to have come into the custody and possession of the **Police force** on behalf of the **Village**. Where the owner of the property has not been ascertained, and no order of a competent court has been made with respect thereto, the property shall be disposed of or sold by the **Village Manager** in accordance with section 67 of the Community Charter. A fee in accordance with Fees Bylaw No. 497, 2016, as amended shall be charged by the **Village** against the proceeds, and the balance shall be held for the owner. If the balance remains unclaimed after one year from the sale date, the balance shall be paid into the general revenue of the **Village**. The **Village**, a member of the **Council**, a person in lawful custody of a vehicle, **chattel**, obstruction or thing, or an officer, employee or agent of the municipality, is not liable, in damages or otherwise, for or in respect of any claim that may arise in respect of the item after its disposal in accordance with this section.
- (f) Despite any other provision of this Bylaw, if a **chattel**, obstruction or vehicle removed, detained, or impounded is a perishable article, has an apparent market value of less than \$2,000.00 or if its custody involves unreasonable expense or inconvenience, the **Village Manager** may decide not to proceed to public auction, and may dispose of the **chattel**, obstruction or vehicle in any manner in which he or she deems expedient.

Penalties

34. Any person contravening or committing any breach of or committing any offence against any of the provisions of this Bylaw, or of the regulations or orders issued under this Bylaw, or refusing, omitting, or neglecting to fulfill, observe, carry out or perform any duty or obligations imposed by this Bylaw, or by the regulations or orders created hereunder, prescribed or imposed, is liable on summary conviction, to a fine of \$10,000, and is guilty of a separate offence each day that a violation continues to exist.
[Amended by Bylaw 385]
35. Fees for services that may be or are provided under this Bylaw shall be payable as set out in Fees Bylaw No. 497, 2016, as amended.

READ A FIRST TIME on	July 6, 2009
READ A SECOND TIME on	July 6, 2009
READ A THIRD TIME on	July 20, 2009
ADOPTED by the Council on	July 21, 2009

Mayor

Village Manager

Certified a true copy of
Bylaw 413, 2009 as adopted

Village Manager

Intentionally Blank

VILLAGE OF LIONS BAY

Incoming Correspondence - July 2, 2019

General Correspondence:

- G1: BC Hydro - 2019 UBCM (Page 1)
- G2: Lions Gate Wastewater Replacement Plant (Page 4)
- G3: Provincial Support for Libraries (Page 8)
- G4: Letter to UBCM re. Proposed Vacancy Tax (Page 11)
- G5: Metro Vancouver - Regional Long-Range Growth and Transportation Scenarios (Page 15)
- G6: Amending Metro Vancouver 2040 to Reflect Accepted Regional Context Statements (Page 49)

Resident Correspondence:

- R1: Anne Crosthwait - Newcomers Event (Page 63)
- R2: Craig Doherty - Utilities Inequality - Mayor Response (Page 65)
- R3: Ivo Mencke - Highway Noise (Page 69)
- R4: Susan Leeson - Relaxing Noise Bylaw at 350 Centre Road (Page 74)
- R5: Paula Vendargon - Visibility Concerns at Brunswick (Page 75)
- R6: Ruth Simons - Biosphere Initiative (Page 81)

From: [Peter DeJong](#)
To: [Shawna Gilroy](#)
Subject: FW: BC Hydro - 2019 UBCM
Date: Friday, June 14, 2019 1:54:45 PM
Attachments: [UBCM 2019 BC Hydro Meeting Request Form.docx](#)

Hi Shawna, for next meeting agenda please. Thanks.

Peter DeJong, BA, LLB, CRM
Chief Administrative Officer

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

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From: Muir, Jerry [mailto:Jerry.Muir@bchydro.com]
Sent: Friday, June 14, 2019 1:47 PM
To: Ron McLaughlin <mayor.mclaughlin@lionsbay.ca>
Cc: Peter DeJong <cao@lionsbay.ca>; Higginbottom, Steve <Steve.Higginbottom@bchydro.com>; Waddell, Lisa <Lisa.Waddell@bchydro.com>
Subject: BC Hydro - 2019 UBCM



June 14, 2019

Dear Mayor McLaughlin and Council:

BC Hydro is pleased to be participating in the upcoming 2019 UBCM Convention in Vancouver during the week of September 23-27, 2019.

If you would like to arrange a meeting on a local issue with one of our senior managers while you are at the convention, please fill out the attached form and return it with your email request to Lisa Waddell (lisa.waddell@bchydro.com) by **Friday, July 26^h**.

Meetings will be scheduled for September 24, 25 or 26. We will provide full details when we confirm your meeting date and time.

If you have any questions, please don't hesitate to contact me at 604 623-3986 (office) or

604 760-5428 (cell).

We look forward to seeing you at the convention.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Muir", is written over a light gray rectangular background.

Jerry Muir
Community Relations Manager
Lower Mainland

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UBCM 2019 Meeting Request with BC Hydro

Municipality:
Attendees:
Topic: (Please pose as a question):
Background:
Key Contact:

From: [Shawna Gilroy](#)
To: [Shawna Gilroy](#)
Subject: FW: Lions Gate Wastewater Replacement Plant
Date: Thursday, June 27, 2019 3:44:53 PM

From: Janet Dysart [REDACTED]
Sent: Friday, June 21, 2019 11:30 AM
To: Janet
Subject: Lions Gate Wastewater Replacement Plant

Thank you for reading this email. I am an ordinary senior citizen and streamkeeper who is concerned that we are not planning for the future correctly with the existing planning and contracts for this important project. As those who signed below state, we should be aiming for a state of the art project not second best. Tertiary treatment is more expensive however this is doing it right especially with climate change and the federal governments declaration of climate emergency.

Janet Dysart
[REDACTED]
[REDACTED]
North Vancouver, BC V7K 2Z6
[REDACTED]
[REDACTED]

INFORMATION NOTE

Date: June 10, 2019

PREPARED FOR: District of North Vancouver Mayor and Councillors

ISSUE: Lions Gate Wastewater Treatment Plant Replacement Options

BACKGROUND:

Metro Vancouver (Metro) is obligated to remove the Lions Gate Wastewater Treatment Plant (LGP) from Squamish Band land and improve the treatment processes by 2020. Following a series of public consultation workshops in 2012-13, Metro developed 3 options for a new LGP. The 25-year Net Present Values for the plant component of the project were: Option A - \$234 million, Option B - \$229 million and Option C - \$375 million. Metro selected the least expensive Option B. The most expensive option, Option C, incorporated advanced Tertiary treatment, and planned to use the effluent to rehabilitate the Pemberton and Phillips Bights into areas that would be “ecologically restored in a sustainable and regenerative manner”, in other words “fish friendly”. The selected cheapest Option B retains the existing outfall under the Lions Gate Bridge in order to dilute the partially treated sewage and comply with current Federal wastewater effluent regulations. These regulations require that Primary treated discharges be upgraded to Secondary treated discharge for dilution in the ocean. Given the financial uncertainty of Provincial and Federal contributions at the time of the selection of the low-cost option this is understandable but is now considered short sighted by many. Times and circumstances have changed and there may be an opportunity to revisit the decision.

DISCUSSION:

Since the decision was made to enter into a design build contract with Acciona, an international firm with experience building liquid waste treatment plants elsewhere in the world, several events have occurred:

- Acciona may have underestimated the cost and time required to build the plant and as a result may be unwilling to proceed to completion without renegotiation.
- Their decision to terminate the contracts with their professional consultants, including their engineering, geotechnical and design firms, reinforces the perception they may be unwilling or unable to complete the project under the original terms. This has resulted in a lawsuit from the consultant (\$20+ million) claiming that Acciona had made several design agreement breaches.
- The host municipality (District of North Vancouver) has placed a stop work order on the project for non-compliance with certain requirements which further complicates the ability of Acciona to move forward on the project in a timely manner.
- It is extremely unlikely, given the above circumstances, that Acciona will meet the necessary conditions at the end of June, to enable release of substantial funds due from Metro.
- The federal government has recently suggested that municipal effluent and the toxins contained therein pose a substantive threat to not only fish stock but also the sustainability of the Killer Whales in the Salish Sea. There is a strong suggestion that the required standards in federal regulations may be increased to the Tertiary level in the not too distant future, even before the plant under construction is completed. If this is the case, the federal government may be willing to provide financial support and extend the deadline in order to enable higher levels of treatment.
- The existing Primary plant on Squamish Nation land is to be removed from service by December 31, 2020 or penalties will be applied. However, the Squamish Nation have indicated that if advanced treatment is added to the new plant, the penalty clauses and removal date may be reviewed.

While many questions can be raised as to how Metro finds themselves in this predicament, there is no question that these circumstances provide an unexpected, unique and paradigm changing opportunity to demonstrate responsibility and leadership.

The world has changed since the decision was made to proceed with Secondary treatment only. Not only has worldwide attention become more focused on our impact on the environment, there are scientifically supported views that we are facing an environmental crisis unless action is taken now.

The improvements in technology that have occurred since the decision was made to upgrade to Secondary only reinforce the argument to move to Tertiary treatment.

The proposed design contemplates heat recovery and effluent treatment to a quality that the plant can use. Treatment plants around the world, in existence for years, have surpassed the standards proposed for this new plant, particularly with respect to removal of harmful chemicals and the reuse of process by-products. The current plant design does not consider these opportunities which include:

- Bio-solids can be used as crude oil and Metro is working with the Parkland Oil Refinery to accomplish this. The new Clean Fuels Regulation is driving this by making the bio-solids valuable as a low carbon input.
- Nitrogen and phosphorus removed with advanced treatment can be turned into high value fertilizers in an economic way, offsetting the cost of these advanced processes. Portland, Toronto and Saskatoon have done this.
(<https://www.opb.org/news/blog/ecotrope/new-hillsboro-plant-sells-nutrients-from-sewage/>)
- Bio-solids destruction can result in natural gas revenue sales that greatly reduce bio solids disposal costs.
- Environmental groups and local industrial developments are looking for opportunities to improve local water quality to enhance salmonid habitat in the adjacent Philips and Pemberton Bights. Redirection of Tertiary level treated water from the plant to the bights represents a significant opportunity for environmental habitat improvements.
- The concept of Tertiary treatment is a complex one involving an escalating removal of chemicals including pharmaceuticals which are having a deleterious and perhaps permanent impact on our marine environment. The UN has adopted a framework that encourages operators of sewage plants to adopt trace contaminant removal strategies, in anticipation of new regulatory guidelines for endocrine disrupting chemicals, micro plastics and trace toxic metals. Metro should be a leader in this area.
- The level of treatment planned for the new Victoria plant (at Tertiary “level one”) will leave Metro plants among the most significant polluters in the Salish Sea with only Secondary treatment and ocean dilution.

CONCLUSION:

Circumstances present an opportunity to improve the level of treatment at the new Lions Gate Wastewater Treatment, which will demonstrate environmental leadership and take advantage of both funding and revenue generating opportunities. The long-term environmental benefits are too significant to be ignored. We implore the North Shore and regional decision makers to take advantage of the opportunity that presents itself and direct Metro staff to vigorously pursue the Tertiary treatment.

Contact:

Glen Parker P.Eng. – North Shore Streamkeepers

gpa@telus.net

Home: 604-929-8450; Mobile: 604-499-4727

Shaun Hollingsworth

shaun.hollingsworth@telus.net

This document was prepared with input from:

Ken Ashley: B.Sc., M.Sc., [M.A.Sc.](#), Ph.D. (Director of the Rivers Institute, Director Habitat Conservation Trust Foundation)

Barbara Frisken: B.Sc., M.S., Ph.D. (President of the North Shore Streamkeepers)

Shaun Hollingsworth: (President Seymour Salmonid Society, Past President of the North Shore Fish and Game Club)

Don Mavinic: [B.A.Sc.](#), [M.A.Sc.](#), Ph.D., P.Eng. (Professor of Civil Engineering at UBC)

Zo Ann Morten: (Pacific Streamkeepers Federation)

Glen Parker: B.Sc., B.Eng., MBA, P.Eng. (Director North Shore Streamkeepers, Director Seymour Salmonid Society)

Lisa Muri: District of North Vancouver Councilor



June 19, 2019

Honourable Rob Fleming
Ministry of Education
P.O. Box 9045 Stn Prov Govt
Victoria, BC V8W 9E2
EDUC.Minister@gov.bc.ca

To the Honourable Rob Fleming,

RE: Provincial Support for Libraries

At the Regular Council meeting of June 18, 2019, the District of Houston received correspondence from the City of Victoria titled "Request for Provincial Support for Libraries" and dated May 29, 2019. At that time, the District of Houston Council passed a resolution to support this provincial request.

The District of Houston Mayor and Council respectfully requests the Province of British Columbia's support and consideration to increase support to restore Provincial funding for Libraries. Our Council strongly advocates for the restoration of library funding to a level that reflects both inflationary cost increases since 2009 and the value of this system to the Province.

Sincerely,

A handwritten signature in blue ink that reads 'Shane Brienen'. The signature is fluid and cursive, written over a light blue horizontal line.

Shane Brienen
Mayor

cc: Premier John Horgan premier@gov.bc.ca
MLA John Rustad, John.Rustad.MLA@leg.bc.ca
UBCM Member Municipalities

Attach correspondence: *City of Victoria "Provincial Support for Libraries" dated May 29, 2019*

THE CITY OF VICTORIA



OFFICE OF THE MAYOR

May 29, 2019,

To The Union of British Columbia Municipalities,

I am writing on behalf of Victoria City Council, requesting favourable consideration and resolutions of support to restore Provincial support for libraries.

At the May 23, 2019 Council Meeting, Council approved the following resolution:

WHEREAS WHEREAS libraries are a social justice equalizer that provide universal access to information and learning materials irrespective of income levels;

WHEREAS libraries are now so much more than books, building community and a sense of inclusion;

WHEREAS restoring funding to libraries supports the BC Government's agenda to eliminate poverty, improve access to education, and address social justice in BC;

WHEREAS funding rates have been frozen since 2009 and inflationary costs have increasingly been put on municipal property tax payers which is a regressive approach to funding public libraries;

WHEREAS municipalities face downloading from upper levels of government and have few tools to raise funds,

THEREFORE BE IT RESOLVED that Council request the Mayor write to the Minister of Education, the Premier, and all local MLAs strongly advocating for the restoration of library funding to a level that reflects both inflationary cost increases since 2009 and the value of this system to the Province.

BE IT FURTHER RESOLVED that this resolution be forwarded to other municipalities in the Capital Regional District and across BC requesting their favourable consideration.

We eagerly look forward to your support on this matter.

Sincerely,

Lisa Helps
Victoria Mayor

District of Sicamous

446 Main Street
PO Box 219
Sicamous, BC
VOE 2V0

T: 250 836 2477
F: 250 836 4314
E: info@sicamous.ca
sicamous.ca



June 26, 2019

File No. 0110

Honourable Rob Fleming
Ministry of Education
P.O. Box 9045 Stn Prov Govt
Victoria, BC V8W 9E2
EDUC.Minister@gov.bc.ca

Re: Provincial Support for Libraries

Dear Honourable Rob Fleming,

At the Regular Council meeting of June 12, 2019, the District of Sicamous received correspondence from the City of Victoria dated May 29, 2019 regarding a request for Provincial support for libraries.

The District of Sicamous Mayor and Council, by way of resolution, supports advocating for the restoration of library funding to a level that reflects both inflationary cost increases since 2009 and the value of this system to the Province.

Regards,

DISTRICT OF SICAMOUS

A handwritten signature in black ink, appearing to read "Terry Rysz".

Terry Rysz
Mayor

Cc: Premier John Horgan (Premier@gov.bc.ca)
MLA Greg Kylo (Greg.Kylo.MLA@leg.bc.ca)
UBCM Member Municipalities



MAYOR DARRYL WALKER
OFFICE OF THE MAYOR
WHITE ROCK, BC CANADA

June 26, 2019

To the Union of British Columbia Municipalities:

RE: PROPOSED VACANCY TAX

On June 24, 2019, White Rock City Council considered a corporate report from the Director of Financial Services titled "Proposed Vacancy Tax" (attached). Discussions stemming from this report reinforce the need for local governments to address this matter directly.

I am writing on behalf of White Rock City Council, to canvass your support of our resolution requesting UBCM work with the Province in amending the *Community Charter*. If supported, the amendment would permit municipalities the authority to impose, by bylaw, an annual vacancy tax on taxable residential and commercial properties. The City of Vancouver has set a precedent for this authority through the *Vancouver Charter*. Our resolution reads as follows:

WHEREAS The City of Vancouver has authority through the *Vancouver Charter* to implement an Annual Vacancy Tax

WHEREAS The City of White Rock is governed through the *Community Charter* where there is no current authority to implement a Vacancy Tax and it is believed that there are a number of vacant residential and commercial properties in the City of White Rock

THEREFORE BE IT RESOLVED THAT the City of White Rock request that UBCM work with the Province of British Columbia to amend the authority given to Local Governments through the *Community Charter* permitting municipalities the authority to impose, by bylaw, an annual vacancy tax on taxable residential and commercial properties, and that the criteria and administrative requirements be similar to those of the *Vancouver Charter*.

We believe that providing local governments this authority is one step closer towards addressing BC's affordable housing crisis.

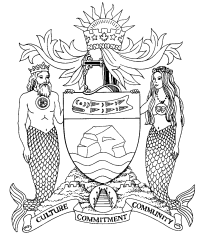
A copy of the resolution has been included with this correspondence for inclusion in your agenda packages.

We appreciate your time in considering our request, and look forward to connecting at the UBCM Convention this Fall.

Sincerely,

Darryl Walker
Mayor

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: June 24, 2019
TO: Governance and Legislation Committee
FROM: Sandra Kurylo, Director of Financial Services
SUBJECT: Proposed Vacancy Tax

RECOMMENDATION

THAT the Governance and Legislation Committee receive for information the corporate report dated June 24, 2019 from the Director of Financial Services, titled "Proposed Vacancy Tax".

INTRODUCTION

This corporate report is in follow-up to Council's resolution of January 28, 2019, that directed staff to prepare a corporate report on a proposal that the City of White Rock implement a vacancy tax, similar to the City of Vancouver, with certain considerations. The motion states that the proposed vacancy tax be 5% of the tax assessed level of the property municipal levy on commercial and residential properties and include a 2.5% municipal levy on the sale of assignments ("flipping"). As well the motion states that all such receipts be earmarked for the acquisition and construction of affordable (or below market rate) housing in White Rock.

ANALYSIS

The first step in considering a plan for a vacancy tax is to determine if the City has the legal authority to impose it. The City has confirmed that, with the exception of the City of Vancouver who have their own Charter, local governments in British Columbia do not have the authority to impose a vacancy tax.

Section 193 (1) of the *Community Charter* states that a municipality may not impose a tax unless it is expressly authorized to do so by statute. The *Community Charter* provides the City with the authority to impose certain types of taxes, such as property value taxes, parcel taxes and local services taxes. However, there is no express authority in the *Community Charter* to impose a vacancy tax.

Unlike other municipalities in the province, the City of Vancouver is governed by the *Vancouver Charter*, rather than the *Community Charter*. Prior to imposing a vacancy tax, it was first necessary for them to work with the Province, to amend the *Vancouver Charter* granting them the authority to impose a vacancy tax. This was done as of July 2016.

If White Rock Council wanted to pursue a similar amendment to the *Community Charter*, an appropriate process would be through a UBCM resolution. The deadline for submitting

resolutions to the UBCM for debate at their fall conference is June 30, 2019. There are specific requirements for the drafting of such resolutions, and they must be adopted by the respective municipal councils before being submitted.

UBCM staff have advised that if resolutions are received past the June 30 deadline, they will be reported to the "Resolutions Committee" but not necessarily recommended to go forward for debate at the conference. All late resolutions are published and distributed to conference attendees, for information.

Another option is to submit a Council endorsed resolution to the LMLGA 2020 spring conference, which if supported, will be forwarded to the 2020 UBCM conference for consideration, if the City wishes.

CONCLUSION

It is recommended that the information contained in this corporate report be received.

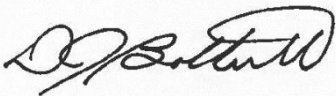
Respectfully submitted,



Sandra Kurylo
Director of Financial Services

Comments from the Chief Administrative Officer:

This corporate report is provided for information.



Dan Bottrill
Chief Administrative Officer

RESOLUTION FOR UBCM FOR CONSIDERATION

WHEREAS The City of Vancouver has authority through the *Vancouver Charter* to implement an Annual Vacancy Tax

WHEREAS The City of White Rock is governed through the *Community Charter* where there is no current authority to implement a Vacancy Tax and it is believed that there are a number of vacant residential and commercial properties in the City of White Rock

THEREFORE BE IT RESOLVED THAT the City of White Rock request that UBCM work with the Province of British Columbia to amend the authority given to Local Governments through the *Community Charter* permitting municipalities the authority to impose, by bylaw, an annual vacancy tax on taxable residential and commercial properties, and that the criteria and administrative requirements be similar to those of the *Vancouver Charter* .

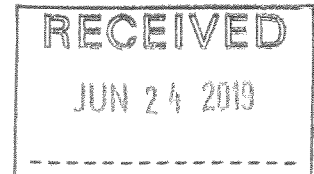


JUN 20 2019

Planning and Environment
Tel. 604 432-6350 Fax 604 436-6901

File: CR-12-01
Ref: RD 2019 May 24

Peter De Jong, CAO
Village of Lions Bay
PO Box 141 - 400 Centre Road
Lions Bay, BC V0N 2E0



Dear Mr. De Jong:

Re: Regional Long-Range Growth and Transportation Scenarios – Final Summary Report

In 2018, Metro Vancouver and TransLink undertook the development of Long-Range Growth and Transportation Scenarios to help both agencies prepare for updates to *Metro 2040*, the Regional Growth Strategy and Regional Transportation Strategy. These scenarios look out to 2050 and beyond and incorporate new and emerging external forces and disruptors such as technological advances and automation, global economic shifts and climate change.

The project was recently completed, and Metro Vancouver is pleased to be able to provide your organization with the enclosed Long Range Growth and Transportation Scenarios Summary Report. At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD Board) adopted the following resolutions:

That the MVRD Board:

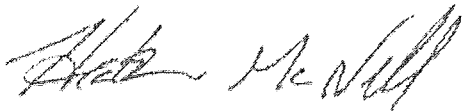
- a) receive for information the report dated April 17, 2019, titled "Regional Long-Range Growth and Transportation Scenarios – Final Summary Report";*
- b) endorse the use of the Long Range Growth and Transportation Scenarios in reviewing and updating Metro 2040; and*
- c) direct staff to distribute the "Regional Long-Range Growth and Transportation Scenarios Summary Report" to organizations with an interest in long-range regional planning, including member jurisdictions, health authorities, and Vancouver Fraser Port Authority.*

The scenarios describe four possible futures that provide a framework for sensitivity analyses, a rationale for updating existing models to account for new external factors, highlight where greater resiliency in existing policies is required, and give an indication of future opportunities and challenges that may support or direct land use and transportation choices in the future.

29766692

Through the development of the scenarios, a number of organizations and agencies requested that the data and narratives be forwarded to them for use in their own planning and work. It is our hope that the enclosed staff report and Summary Report will assist you in your work to develop strategies and policies that are flexible enough to achieve regional goals through different potential futures. Metro Vancouver will use the scenarios, and the data and indicators that comprise them to explore and test new and innovative policy responses with our regional agency partner TransLink in the development of *Metro 2050* and *Transport 2050*.

Sincerely,



Heather McNell
Director of Regional Planning and Electoral Area Services, Planning and Environment

HM/NC/st

Encl: Report dated April 17, 2019 titled "Regional Long-Range Growth and Transportation Scenarios – Final Summary Report" (Doc #29383633)
Report dated April 19, 2019 titled "Regional Long-Range Growth and Transportation Scenarios and Transportation Scenarios Summary Report"

To: Regional Planning Committee

From: James Stiver, Division Manager of Growth Management and Transportation and Sean Tynan, Planner, Regional Planning

Date: April 17, 2019 Meeting Date: May 3, 2019

Subject: **Regional Long-Range Growth and Transportation Scenarios – Final Summary Report**

RECOMMENDATION

That the MVRD Board:

- a) receive for information the report dated April 2019, titled “Regional Long-Range Growth and Transportation Scenarios – Final Summary Report”;
 - b) endorse the use of the Long Range Growth and Transportation Scenarios in reviewing and updating *Metro 2040*; and
 - c) direct staff to distribute the “Regional Long-Range Growth and Transportation Scenarios – Final Summary Report” to organizations with an interest in long-range regional planning, including member jurisdictions, health authorities, and Vancouver Fraser Port Authority.
-

PURPOSE

To provide the final Summary Report for the Regional Long-Range Growth and Transportation Scenarios project and to seek endorsement for the scenarios to be used in reviewing and updating *Metro Vancouver 2040: Shaping Our Future (Metro 2040)*, the regional growth strategy.

BACKGROUND

At its meeting of April 5, 2019, the Regional Planning Committee considered a draft version of the Regional Long-Range Growth and Transportation Scenarios Summary Report. Following that meeting, staff worked closely with TransLink staff to make minor revisions and finalize the Report. It is now being presented to the Regional Planning Committee and MVRD Board for consideration.

REGIONAL LONG-RANGE GROWTH AND TRANSPORTATION SCENARIOS PROJECT

The Long-Range Growth and Transportation Scenarios project was intended to provide a rationale for updating existing models to account for new external factors, highlight where greater resiliency in the existing policies is required, and inform future policy review work, most notably, the update to *Metro 2040* and TransLink’s new Regional Transportation Strategy.

Updates to the Scenarios

At its meeting of April 5, 2019, the Regional Planning Committee received a report and presentation on the draft Summary Report for the Regional Long-Range Growth and Transportation Scenarios Project. The Committee noted several potential considerations for the scenarios, such as a significant increase in migration driven by climate change, testing additional population distributions, and additional opportunities and challenges. Following this discussion and further collaboration with TransLink and the project stakeholders, the following updates were made to the Summary Report:

Regional Long-Range Growth Management and Transportation Scenarios – Final Summary Report

Regional Planning Committee Regular Meeting Date: May 3, 2019

Page 2 of 3

- Finalized document images;
- Further defined “Distribution of People” and “Distribution of Jobs” to clarify these definitions;
- Added additional reference to climate migrants and additional climate change indicators;
- Updated the opportunities and challenges under each scenario to improve clarity and consistency; and
- Added additional detail under Next Steps, including some commentary on common challenges and opportunities that apply across multiple scenarios.

These changes are reflected in the final Summary Report (Attachment 1). In addition, a more in-depth look at the opportunities and challenges that emerged from the scenarios will be undertaken as part of updating *Metro 2040*.

Next Steps

The future is uncertain, with a variety of trends and technologies that will likely make the world look very different from today. The four scenarios will be used framework to test the resilience of current and future regional plans and to support the development of strategies and policies that can be flexible enough to achieve regional goals across different potential futures. Over the coming months, Metro Vancouver and TransLink staff will work to update modelling tools and undertake additional analysis to support policy testing and development. This technical work will be undertaken in parallel to the TransLink-led public engagement on the new Regional Transportation Strategy.

ALTERNATIVES

1. That the MVRD Board:
 - a) receive for information the report dated April 2019, titled “Regional Long-Range Growth and Transportation Scenarios – Final Summary Report”;
 - b) endorse the use of the Long Range Growth and Transportation Scenarios in reviewing and updating *Metro 2040*; and
 - c) direct staff to distribute the “Regional Long-Range Growth and Transportation Scenarios – Final Summary Report” to organizations with an interest in long-range regional planning, including member jurisdictions, health authorities, and Vancouver Fraser Port Authority.
2. That the MVRD Board receive for information the report titled “Regional Long-Range Growth and Transportation Scenarios - Final Summary Report”, dated April 2019.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

SUMMARY / CONCLUSION

The Long-Range Growth and Transportation Scenarios have been developed to help consider multiple possible futures and to better incorporate uncertainty into the regional planning framework. The results of the scenario exercise will be used to test the resilience of current and future regional plans and to support the development of strategies and policies that can be flexible enough to achieve regional goals across different potential futures. Staff will continue to explore and test policy responses using the external forces as part of the anticipated update to *Metro 2040* and the new Regional Transportation Strategy. As such, staff recommend Alternative 1.

Attachment *(To be provided at a later date)*

Regional Long-Range Growth and Transportation Scenarios Summary Report

References

"Regional Long-Range Growth and Transportation Scenarios Summary Report", dated March 18, 2019 (item 5.4)

29383633



Regional Long-Range Growth and Transportation Scenarios

SUMMARY REPORT

APRIL 19, 2019

metrovancouver



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Executive Summary

When we plan for the future, what sort of future are we planning for? Our current regional strategies are all premised on a future that looks much like the past. Recognizing that the future is always uncertain, the scenarios described in this report instead lay out four distinct futures, each considering what the year 2050 may look like in the Metro Vancouver region. Metro Vancouver and TransLink will use these four scenarios as a tool to better account for uncertainty and help to identify land use and transportation strategies that will be effective in a wider variety of circumstances.

The Long-Range Growth and Transportation Scenarios project began with an assessment of 25 key external forces that will likely influence the future of the region and narrowed down to the two with both the highest potential impacts and also the highest degree of variability: Technology and Automation and Economy and Trade.

These two forces provide the basis for four divergent but possible future scenarios:

Scenario A: Trend Forward which looks a lot like the current trajectory that we're on today – with a prosperous and diversified regional economy and steady population and job growth.

Scenario B: Automation-Driven Decline where foreign investment in a now highly automated economy keeps the regional economy going – despite higher unemployment and growing income inequality.

Scenario C: Self-Sufficiency where declines in global trade and a subsequent weakening of the national economy leads to federal restrictions on immigration and lower population and job growth. The regional economy re-orientes to be more focused on local production and self-sufficiency.

Scenario D: Automation-Driven Boom

where Canada's more open immigration policy attracts a highly mobile global work force to Metro Vancouver. Population and employment grow much faster as a result.

Each scenario presents opportunities the region could leverage and challenges the region might want to mitigate against.

For example, high automation might improve our productivity but could also displace many livelihoods and worsen income inequality. Increasing global trade barriers might slow the national economy but could also create opportunities for new local production and manufacturing.

The scenarios also acknowledge that over the coming decades our region may see much more or much less population and employment growth, economic growth, federal investment, housing affordability, goods movement, and volume of passenger trips to name just a few key indicators. As we collectively plan for the future of the region, **these scenarios will serve as a useful tool to help us make better decisions today in the face of uncertainty about the future.**

What Sort of Future Are We Planning For?

Metro Vancouver is known for its natural beauty and world-class livability. Home to Canada's biggest seaport and gateway to the Pacific, as well as growing creative and knowledge-based industries, the region enjoys one of the fastest growing economies in the country. As a result, Metro Vancouver remains an attractive place to live, work and play and has continued to experience significant population growth fuelled by immigration from abroad as well as migration from the rest of Canada.

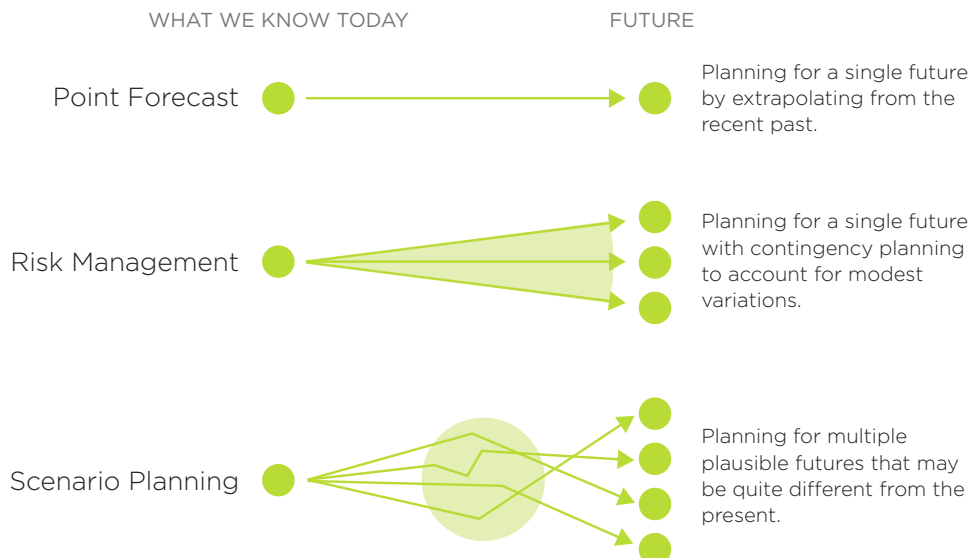
Metro Vancouver 2040: Shaping our Future, the regional growth strategy, the *Regional Transportation Strategy* and the *Mayors' 10-Year Vision for Transit and Transportation* provide a shared vision for managing regional growth and transportation over the coming decades. These regional plans assume a future where social, economic and environmental forces continue to look much like they do today. Some of the emerging trends and new realities facing the region, such as

climate change and automation (i.e. new technologies such as artificial intelligence and robotics), were not thoroughly explored in these strategies, but have the potential to dramatically shape the future of the region.

Recognizing that the future is always uncertain, Metro Vancouver and TransLink have collaborated on this project to explore possible futures, along with the opportunities and challenges that result, to provide a new common starting point for long-range planning in the Metro Vancouver region.

While typical planning processes assume that past trends will continue forward, scenario planning allows the exploration of different potential futures that consider difficult-to-predict and new variables. With this approach, we can better manage uncertainty and identify strategies that will be more resilient.

Approaches to Planning for the Future



What is Scenario Planning?

In scenario planning, stories are crafted to represent a range of potential but realistic futures that could come about because of forces beyond our control. Broadly defined, external forces are trends and disruptors that could impact the future of the region in significant ways, change the availability and ways in which land might be used, and affect the ways in which people travel.

Scenario planning in Metro Vancouver

The scenario planning process began by identifying and exploring a list of these external forces. As a globally-connected metropolitan region, there are many external forces that will have potential impacts on Metro Vancouver. For many forces, we have a pretty good idea of scale of impact and how they are likely to unfold. For others, we know the impacts will likely be significant, but we have less ability to predict exactly how these impacts will play out in our region.

For the scenario building exercise, **25** external forces were identified. The external forces include emerging trends in technology, the economy, society, the environment, the nature of work and more. Both impact and variability for each external force were explored – looking at the degree to which each force is likely to impact the region as well as the variability in how and when the impacts may unfold.

25 external forces considered:

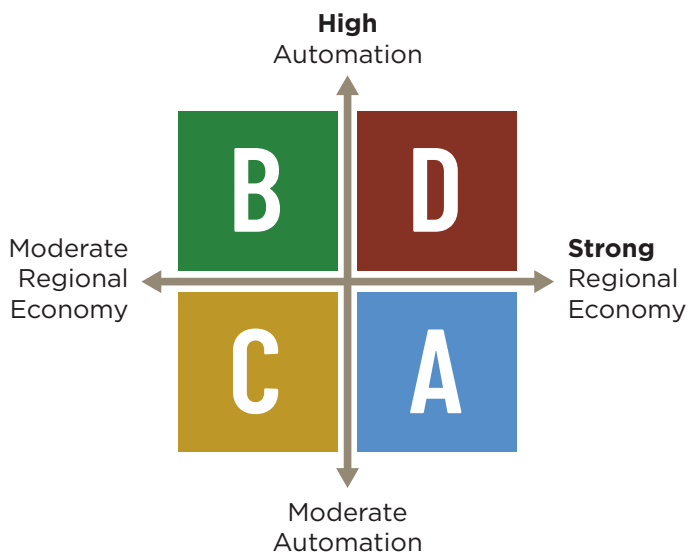
1. 3D Printing
2. Advanced Building Construction Technology
3. Aging Population / Changing Demographics
4. Agricultural Productivity & Food Security
5. Artificial Intelligence & Autonomous Things
6. Biotechnology & Gene Therapy
7. Changing Attitudes & Preferences
8. Climate Change & Natural Hazards
9. E-Commerce & Blockchain
10. Electric Mobility
11. Federal Immigration Policy
12. Federal Infrastructure Funding
13. Gig Economy & Precarious Employment
14. Global Outsourcing & Re-shoring
15. Green Energy Transition
16. Internet of Things & Digital Connectivity
17. Local Government's Growing Role
18. Nanomaterials
19. Quantum Computing
20. Real Estate Market Dynamics
21. Shared-Use Mobility
22. Sharing / Platform Economies
23. Shifting Global Economy & Trade
24. Urbanization
25. Virtual Reality / Augmented Reality

The Four Scenarios

The external forces were then grouped together into the two categories of forces with the **highest impact** and the **highest degree of variability**. These categories helped shape the four scenarios described below. The two categories are:

Automation & Technology - which will likely have profound impacts across every sector of the economy, but in ways that we cannot yet reliably predict; and

Economy & Trade, which is entering a period of greater uncertainty driven by changes in technology and global political developments.



- A Trend Forward**
Current economic, growth and development trends continue
- B Automation-Driven Decline**
Automation-driven job losses and outmigration result in a regional economy in decline
- C Self-Sufficiency**
Barriers to global trade spur a more self-sufficient regional economy
- D Automation-Driven Boom**
Automation drives a new economic boom led by new creative and knowledge sectors

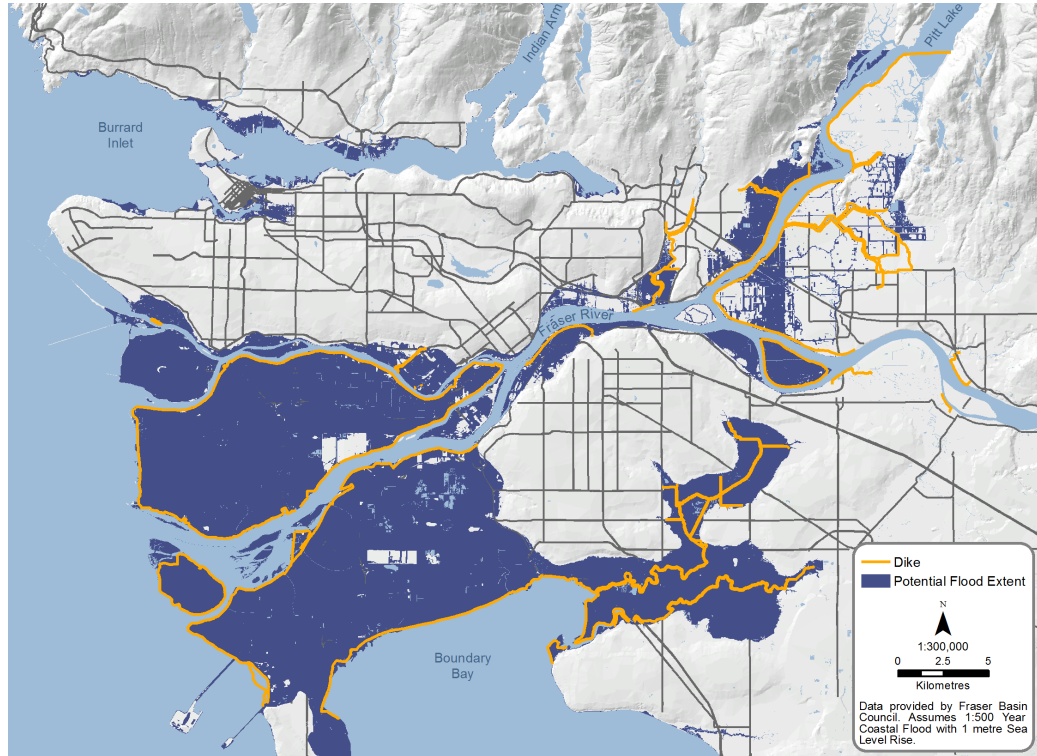
Climate Change

Climate change is one of the greatest challenges of our time, and one that is already impacting the world and our region. In Metro Vancouver we are experiencing hotter and drier summers and warmer, wetter winters - both trends which are expected to become more severe. Detailed climate change projections have been completed for the region and significant work is underway to understand the impacts, including increased flood risk.

There is a higher level of confidence projecting climate change impacts for the region between now and 2050. As a result, all four scenarios presented assume that the impacts of climate change will reflect

the higher end of accepted global (International Panel on Climate Change) and local (Pacific Climate Impacts Consortium) projections.

Globally, the impacts of climate change have been seen to lead to an increasing number of water shortages, crop failure and food shortages, flooding, famine and armed conflict. These factors are likely to result in increased number of migrants seeking to come to Canada and the region.



Potential Coastal Flood Extent (with a 1 Metre Sea Level Rise)²

Regionally, anticipated local climate change impacts could include:

- Rising sea levels and faster snow melt increasing the risk of flooding in low-lying areas, especially those along the coast and the Fraser River;
- More extreme rainfall events, especially during the wettest parts of the year, increasing the risk of localized flooding in streets, businesses and homes;
- Increased strain on the region’s existing water supply during times of the year when there are high temperatures and water is in high demand;
- Native species of plants, trees, and animals that have historically thrived in the region will be impacted. Rising temperatures will shift the types of crops that can be grown; rising temperatures may also increase pest and disease issues;

- Warmer winters with less ice and frost may improve road safety and increase opportunities to walk and cycle; and
- An increased number and duration of summer wildfires will impact air quality in the region, affecting the health of the community and may reduce the desire to walk and cycle.

Of the climate change impacts anticipated in this region, flooding will have the greatest potential to impact land use and transportation systems. The map above shows the potential extent of a major coastal flood event assuming one metre of sea level rise.

While the above climate impacts are embedded in all four scenarios, each scenario has different assumptions around the ability to afford measures to adapt to climate impacts.

PROJECTED CHANGES IN HEAT IN METRO VANCOUVER¹

	Past	2050	
Summer Days (# of days >25°C)	22	55	2.5X increase
Heat Days (# of days >30°C)	2	14	7X increase

Understanding the Scenarios

To help illustrate how the region could get from the present day to each of the four different futures presented in the scenarios, the following pages offer conceptual storylines describing fictional, but plausible paths that could lead the world and the region into each of these four different futures.

Each scenario is driven by a different set of assumptions that impact the region's population growth, where people live and work, their type of employment, income, and how they move around. Metro Vancouver and TransLink collaborated with partners and subject matter experts and conducted research to ensure that the scenarios are reasonable, internally consistent, and plausible given current data, research and thinking.

This exercise is not about choosing a preferred future, or about proposing a set of policy actions. The purpose of the project is to describe and understand divergent but possible futures for the region to the year 2050. The results will help us and decision makers better understand and prepare for the potential challenges and opportunities in each future.

To that end, each of the four scenarios assumes that existing policies, regulations, and investments remain consistent with *Metro Vancouver 2040: Shaping our Future*, and the Mayors' *10-Year Vision for Transit and Transportation*.

Four Possible Futures Compared—2050 Scenarios

Each indicator is defined in Appendix A: Detailed Scenario Summary Table

Indicator	Today	SCENARIO A: Trend Forward	SCENARIO B: Automation-Driven Decline	SCENARIO C: Self-Sufficiency	SCENARIO D: Automation-Driven Boom
Regional Population	2.57 million	+40% (3.6 million)	~0% (2.6 million)	+20% (3.1 Million)	+80% (4.6 million)
Distribution of Housing	55% in Urban Centres and Corridors	More dispersed	More concentrated	More concentrated	No change
Total Jobs	1.34 million	+35% (1.8 million)	-20% (1.1 million)	+10% (1.5 Million)	+60% (2.1 million)
Distribution of Jobs	--	More concentrated	More concentrated	More dispersed	More dispersed
Unemployment Rate	4.3%	No change	↑↑	No change	↓
Median Household Income	\$73,000	↑	↓	↓	No change
Income Equality	--	↓	↓↓	↑	No change
Daily Travel Demand	2.8 trips per person/day	↑	↓	↑	↓
Trip Length	Average length 9 km	↑	↓	↑	↓
Share of Passenger Vehicles that are Autonomous	None	50%	50%	30%	70%
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓	Private motorized: ↓ Shared motorized: ↑ Active: ↑	Private motorized: ↓ Shared motorized: ↑ Active: ↑	Private motorized: ↓ Shared motorized: ↑↑ Active: ↑↑
Federal Government Funding	--	↑	↓	↓	↑
Flood Risk	--	Significant increase	Significant increase	Significant increase	Significant increase

SCENARIO
A

Trend Forward

Current economic, growth and development trends continue

Globally by 2050, artificial intelligence and automation have had significant, diverse impacts on economic competitiveness and employment across sectors and countries. Some countries have harnessed AI to enhance their workforces while others, whether due to caution, popular opposition, or limited investment resources, have incorporated automation in more limited ways.

In the region by 2050, automation is common in repetitive, labour-intensive jobs such as farming, primary manufacturing, and in many retail and service industries. The trends we see today will continue to materialize as expected.

Improved productivity from automation and continued growth in consumer demand overseas results in increasing global trade through Metro Vancouver. Regional goods movement also continues to grow because of economic and population growth, regionally, and the steady growth in e-commerce and just-in-time deliveries. Privately-owned automated vehicles (AVs) become more common in the region.

Overall, the region continues to focus growth in urban centres and corridors, in line with current regional and local plans. Clusters of specialized creative industries and labour, in the areas of film, social media or high-value food and beverage production, are increasingly distributed throughout Metro Vancouver.

IMPLICATIONS

Indicator	Today	2050
Regional Population	2.57 million	+40% (3.6 million)
Distribution of Housing	55% in Urban Centres and Corridors	More dispersed
Total Jobs	1.34 million	+35% (1.8 million)
Distribution of Jobs	--	More concentrated
Unemployment Rate	4.3%	No change
Median Household Income	\$73,000	↑
Income Equality	--	↓
Daily Travel Demand	2.8 trips per person/day	↑
Trip Length	Average length 9 km	↑
Share of Passenger Vehicles that are Autonomous	None	50%
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓
Federal Gov't Funding	--	↑
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Automation improves job productivity and creates new jobs in some sectors, but impacts low-income workers and small businesses.

- New jobs in technology, creative, and care provider professions are created.
- The region's population increases at historical rates through strong immigration.
- Automation disproportionately impacts lower-income workers predominantly performing repetitive mechanical tasks, decreasing equity.
- Small businesses are less able to adopt automation due to the costs, and some struggle to keep pace with larger corporations.
- Short-term contract work (i.e. gig work) continues to become more common.

Autonomous vehicles may not increase efficiency, and could even increase congestion.

- People are generally less concerned about being caught in traffic as in-vehicle time becomes usable for work, sleep, or entertainment.
- Gridlock persists as many AVs travel empty without passengers, and road supply remains limited.

- Longer travel distances combined with regional population growth continue to increase traffic congestion and overcrowding on roads and transit.
- Walking and cycling decreases, partly as a safety precaution with the significant uptick of vehicles on the road.

People choose or are forced to seek housing outside the region and commute longer distances.

- Continuing challenges with housing affordability lead to more people living in more affordable places like the Fraser Valley, Sea-to-Sky corridor, the Sunshine Coast and even Vancouver Island.
- The region continues to be an attractive place to live, however the cost of living and housing remains high.

People continue to locate in flood prone areas which increases vulnerability.

- Population continues to grow in flood prone areas which increases vulnerability during flooding from rivers and due to sea level rise.



SCENARIO
B

Automation-Driven Decline

Automation-driven job losses and outmigration result in a regional economy in decline

Globally by 2050, automation is common across most economic sectors. Artificial intelligence (AI) and advanced robotics are regular parts of the workplace. Workers move beyond repetitive, labour-intensive jobs into professions like teaching, healthcare delivery, and research & development. No job types are left untouched by AI and robots.

In the region by 2050, automation in the workplace has resulted in significant job displacement. A small number of foreign companies have automated entire supply chains in BC's abundant natural resources sector in the areas of forestry, mining, and oil and gas. From resource extraction to shipping, a small number of workers will do the work that previously employed thousands. Similarly, in retail and services, companies have continued to automate most jobs and online retailing continues to dominate local businesses.

While the owners and investors of the major companies operating in BC have profited, overall wealth in the region has declined. Median household income has decreased due to limited and precarious employment opportunities for most people. This also has created an unbalanced trade market, with far more wealth and goods leaving the region, compared to what is being invested and consumed locally. There is a higher volume of export-oriented goods movement traffic through the region, primarily of raw materials shipping overseas. There is less regionally-focused economic activity, and so local goods movement is primarily oriented around consumer goods and e-commerce deliveries. There is an increasing share of automated trucks on the road, as there is still significant movement of goods from the few companies that have automated their supply chains.

With decreased employment and wealth in the region, there is less trip demand and congestion. Transport equity is of concern, with an increased emphasis on transit, but limited ability to provide transit services across the region due to decreased government funding.

IMPLICATIONS

Indicator	Today	2050
Regional Population	2.57 million	-0% (2.6 million)
Distribution of Housing	55% in Urban Centres and Corridors	More concentrated
Total Jobs	1.34 million	-20% (1.1 million)
Distribution of Jobs	--	More concentrated
Unemployment Rate	4.3%	↑↑
Median Household Income	\$73,000	↓
Income Equality	--	↓↓
Daily Travel Demand	2.8 trips per person/day	↓
Trip Length	Average length 9 km	↓
Share of Passenger Vehicles that are Autonomous	None	50%
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑ Active: ↑
Federal Gov't Funding	--	↓
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

With lower population and employment, the region struggles to provide essential services.

- With fewer employment opportunities available, regional population growth slows as immigration rates decrease sharply. In addition, residents move to other regions / provinces with lower costs of living and better employment opportunities.
- A high proportion of remaining residents are over 65 years old, and the labour force shrinks. The aging population requires additional services, including higher demands on the health care system. But a reduced tax base decreases investments in social programming and reduces benefits and services for retirees.
- With declining population and employment, reduced government revenues make climate change adaptation more challenging.

Housing affordability improves, but wealth inequity persists.

- Slower population growth allows the housing supply to catch up with demand and housing prices stabilize.
- Income inequality remains high owing to precarious employment and low wages for the majority. Automated production increases value to the regional economy, but there are fewer jobs and

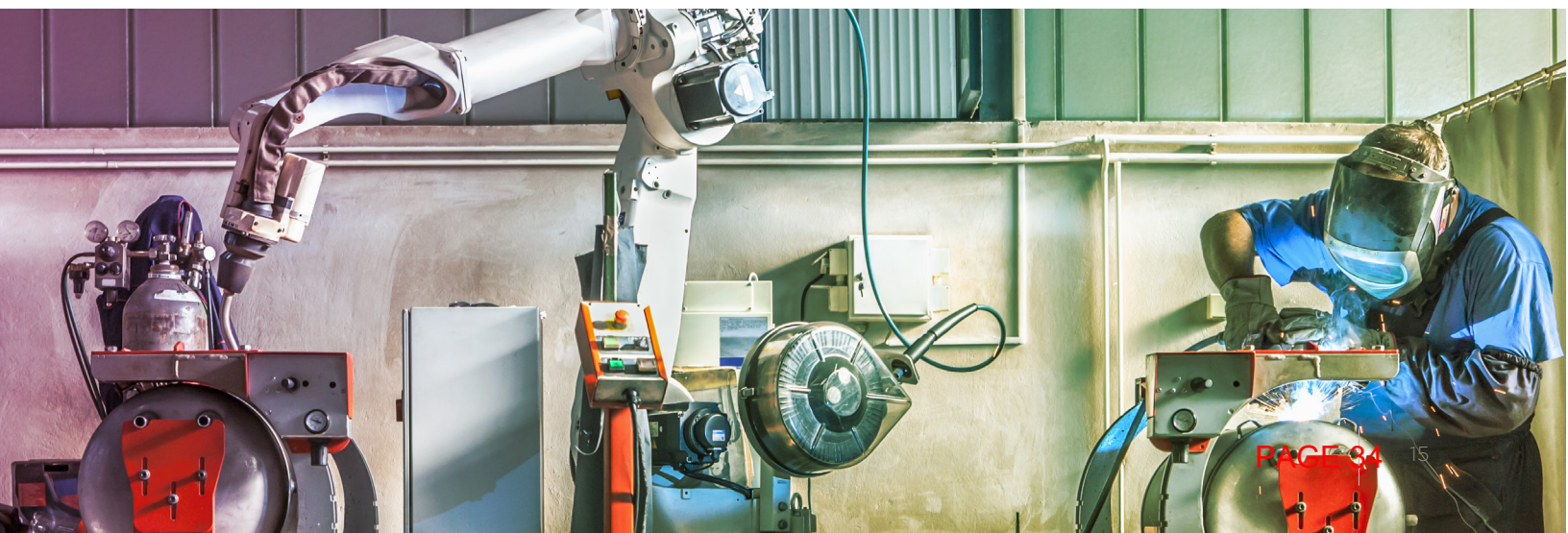
lower incomes, and most wealth is captured by a limited few.

There is less travel throughout the region, but some individuals need to travel a lot more.

- With decreased employment and wealth in the region, there are fewer trips occurring. However, some workers travel significantly more, tying multiple contract jobs together in a day.
- Trips to multiple jobs are generally undertaken by a reduced-service transit system or by privately-owned automated vehicles.
- Some lower-income households require owning a vehicle to work multiple jobs.

Automation allows for cheaper goods production and movement.

- There is a higher volume of export-oriented goods movement traffic through the region, primarily of raw materials shipping overseas.
- Local goods movement is primarily oriented around e-commerce deliveries. There are more automated trucks on the road, as there is still significant movement of goods from the companies that have automated their supply chains.



SCENARIO
C

Self-Sufficiency

Barriers to global trade spur a more self-sufficient regional economy

Globally by 2050, in response to discontent about rising unemployment and income inequality, many countries adopt policies that restrict trade and limit immigration. These political shifts, combined with technological developments such as 3D printing, support the return of manufacturing to Canada, but in the form of smaller, more localized production. Small-scale artisans, makers, and producers deploy automation to enhance their productivity.

In the region by 2050, there is increased pressure to diversify the economy as the region has previously relied on international trade for many goods and services. Some trade continues, though heavy tariffs make importing and exporting more expensive.

A decline in global inter-connectedness changes how business is conducted. Changes to global immigration policies reduce opportunities for migrants seeking refuge from climate change impacts. Canada continues to rely on immigration and it remains a driver of growth in Metro Vancouver. Median household income is relatively flat, with a higher cost of goods due to new import tariffs and a weakened Canadian dollar. Economic growth continues at a sustained pace.

With less global trade, there is greater incentive to transition to a more sustainable circular economy that uses fewer resources and produces less waste. Access to imported goods and services are impacted. New technologies such as automation and 3D printing are leveraged, enabling local manufacturing and more distributed production. Many local workers are required to shift their occupations, particularly those who worked for companies elsewhere in the world, as well as those who worked in jobs dependent on international trade. Short-term contract work (i.e. gig work) is more common.

There are fewer truck kilometres travelled on the road owing to less global trade and more integrated regional production. There is a lower AV adoption rate due to lack of global investment here and limited manufacturing capabilities to advance the technology within Canada.

IMPLICATIONS

Indicator	Today	2050
Regional Population	2.57 million	+20% (3.1 Million)
Distribution of Housing	55% in Urban Centres and Corridors	More concentrated
Total Jobs (FTEs)	1.34 million	+10% (1.5 Million)
Distribution of Jobs	--	More dispersed
Unemployment Rate	4.3%	No change
Median Household Income	\$73,000	↓
Income Equality	--	↑
Daily Travel Demand	2.8 trips per person/day	↑
Trip Length	Average length 9 km	↑
Share of Passenger Vehicles that are Autonomous	None	30%
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑ Active: ↑
Federal Gov't Funding	--	↓
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Protecting agricultural land becomes more essential.

- Regional food supply may be compromised by increased trade barriers. Agricultural lands become more important in meeting the region's food needs as the cost of food imports increase.
- Climate change impacts may further stress the ability to produce food and threaten food security in the region.

Repurposing industrial lands.

- With less need for port and trade-enabling lands, demand for locally-serving commercial and industrial land increases along with local production.

Motor vehicle travel becomes more expensive and shared-use travel increases.

- Motorized vehicle travel is relatively more expensive due to rising fuel costs, and there is a lower AV adoption due to lack of global investment here and limited manufacturing capabilities to advance the technology within Canada.
- At the same time, there is a greater focus on self-reliance and low-cost solutions that leads to an increase in demand for active and shared-use modes.

Housing becomes more affordable and infrastructure becomes overbuilt.

- With slowing population growth, housing affordability improves in the region, as housing supply catches up with demand and recalibrates to local wages.
- Existing infrastructure becomes overbuilt relative to the reduction in global trade, especially marine-based trade infrastructure. Provincial and national trade increases, requiring more land-based trade infrastructure.



SCENARIO
D

Automation-Driven Boom

Automation drives a new economic boom led by new creative & knowledge sectors

Globally by 2050, advances in digital connectivity and immersive technologies like virtual reality have reshaped where people choose to live and work. It is common to live in one region while working for a company elsewhere in the world. Major advances in zero-marginal-cost renewable energy systems combined with high levels of automation across most sectors dramatically improves productivity and consumption and global trade increases accordingly.

In the region by 2050, Metro Vancouver remains an attractive place to live relative to much of the world and is sought after for its livability. It continues to attract a larger share of a now highly mobile global workforce welcomed to Canada through a more ambitious federal immigration policy. While population and employment both grow significantly as a result, much of the primary work that people do is for larger knowledge and creative sector companies headquartered elsewhere in the world.

Some workers displaced by automation struggle to find a new job in emerging sectors. Senior levels of government steps in to provide a type of guaranteed income, but the amount is generally not enough to improve income equality. Jobs in this new economy are more distributed around the region – closer to peoples’ homes resulting in somewhat shorter commutes. The increase in wealth also means that some people choose to privately own AVs but many more choose to subscribe to their mobility needs as a service, taking advantage of the many shared-use options.

There is an increase in on-demand delivery of goods and services, reducing personal trips but increasing local delivery traffic. There are also more (non-work related) discretionary trips resulting from the increased wealth in the region.

IMPLICATIONS

INDICATOR	TODAY	SCENARIO D
Regional Population	2.57 million	+80% (4.6 million)
Distribution of Housing	55% in Urban Centres and Corridors	No change
Total Jobs	1.34 million	+60% (2.1 million)
Distribution of Jobs	--	More dispersed
Unemployment Rate	4.3%	↓
Median Household Income	\$73,000	No change
Income Equality	--	No change
Daily Travel Demand	2.8 trips per person/day	↓
Trip Length	Average length 9 km	↓
Share of Passenger Vehicles that are Autonomous	None	70%
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑↑ Active: ↑↑
Federal Gov't Funding	--	↑
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Growing population and changing work locations increases demand on infrastructure and services.

- Significant population growth provides more resources for major infrastructure upgrades. These resources greatly help to adapt to climate change and invest in transportation.
- At the same time, infrastructure like roads, stormwater management and sewage treatment struggle to match the pace of population growth.
- Distributed work locations require more distributed infrastructure to support it through expanding transportation networks, utilities, fibre optics and high-speed internet.

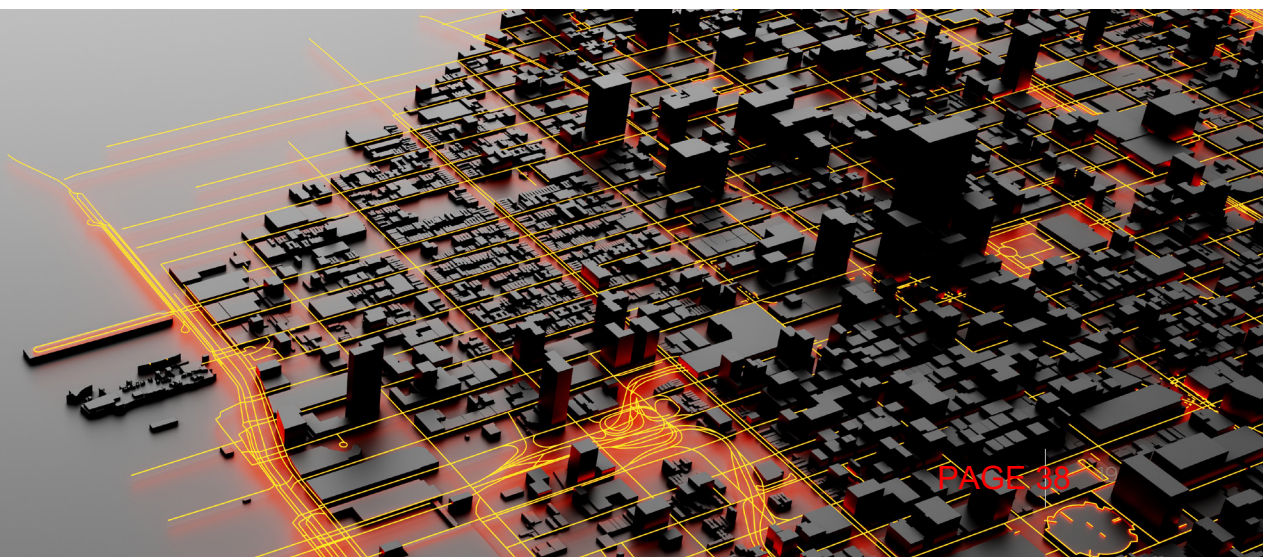
Housing affordability and income equality issues persist.

- The increase in professional global workers that call Metro Vancouver home contributes to a higher average income, while the median household income remains relatively flat.
- However, significant population growth and a higher share of high-income earners results in continued housing affordability issues. This is further exacerbated with an increased wage gap

between professional workers and those with lower incomes or receiving guaranteed incomes, driving more social equity challenges.

Congestion and overcrowding continue but is more spread throughout the day.

- People use shared mobility for most of their travel, which, despite the significant population growth, results in relatively similar traffic congestion to decades prior.
- Global workers operate on other time zones for companies headquartered elsewhere, reducing peak travel congestion in the region, but also require more 24-hour services. The 9-5 work pattern is still seen but is less emphasized from previous decades.
- With decreased vehicle traffic, particularly at peak periods, parts of the road network (and parking lots) are repurposed for higher and better uses, creating opportunities for wider sidewalks, and protected cycling lanes.



Next Steps

The Long-Range Growth and Transportation Scenarios project considers a range of external forces, identifying and exploring those which are likely to have the most significant and least predictable impacts on the future of the region. The scenarios focus on external forces related to economic change, automation and technology, and our changing climate, each with implications for population, employment, where people live and how they travel. Moving forward, the region will need to consider the following:

- Vulnerability of people locating in flood prone areas and impacts to the region's land supply, agriculture and food security, and infrastructure from climate change.
- Potential impacts of automation on different job sectors with a particular focus on lower-income workers and small businesses.
- Potential strategies for proactively transitioning the regional economy and workforce and engaging senior governments regarding universal basic income.
- Changes in the economy and technology including automation, that will alter trip patterns for people and goods, and could result in more traffic congestion and longer commutes.
- Housing affordability and income inequality which may be exacerbated by changes in the global and regional economy.

TransLink and Metro Vancouver are now better positioned to shape a more resilient vision for growth and transportation in the region and to begin updating or drafting new long-term transportation and growth management plans.



Appendix A: Detailed Scenario Summary Table

Indicator	Today	A: Trend Forward	B: Automation-Driven Decline
<p>Regional Population³</p>	<p>2.57 million</p>	<p>+40% (3.6 MILLION) Population increases with increasing job opportunities. The pace of population growth roughly matches existing trends.</p>	<p>~0% (2.6 MILLION) Population remains stable as natural increases are offset by outmigration driven by fewer employment opportunities and more severe climate change impacts relative to other parts of Canada.</p>
<p>Distribution of Housing⁴</p>	<p>55% in Urban Centres and Corridors</p>	<p>MORE DISPERSED As a result of affordability challenges and behaviour changes associated with autonomous vehicles there is increased pressure to located outside of urban centres.</p>	<p>MORE CONCENTRATED People concentrate near urban centres, as travel by vehicle is an added cost and climate impacts reduce the size of some urban areas.</p>
<p>Total Jobs⁵</p>	<p>1.34 million</p>	<p>+35% (1.8 MILLION) Repetitive tasks are increasingly automated. More complex tasks requiring interpersonal skills like social services or healthcare delivery continue to grow. Overall, job growth roughly matches population growth.</p>	<p>-20% (1.1 MILLION) There is a decrease in employment in many sectors across the region due to automation displacing jobs including in retail, service, and knowledge-based positions.</p>
<p>Distribution of Jobs⁶</p>	<p>--</p>	<p>MORE CONCENTRATED Growth in retail, service, and knowledge-based jobs increases demand for workers in urban centres and corridors.</p>	<p>MORE CONCENTRATED Jobs are primarily located in urban centres and corridors. Some office and institutional employment remain outside these areas.</p>
<p>Unemployment Rate</p>	<p>4.3%</p>	<p>NO CHANGE (4.3%) The unemployment rate remains relatively stable as new positions offset the jobs lost to automation. The prevalence of short-term contract work (gig work) continues to increase.</p>	<p>↑↑ Unemployment increases significantly due to automation. Short-term contract-based employment becomes far more prevalent.</p>

C: Self-Sufficiency	D: Automation-Driven Boom
<p>+20% (3.1 MILLION)</p> <p>Slower growth occurs in the region due to changing global immigration policies.</p>	<p>+80% (4.6 MILLION)</p> <p>Population increases, driven by the region's attractiveness, increases in the federal immigration rate and increased labour mobility.</p>
<p>MORE CONCENTRATED</p> <p>There is increased densification in urban centres and along corridors to accommodate gradual growth.</p>	<p>NO CHANGE</p> <p>While a significant share of new housing units are located in urban centres, with less commuting there is also significant demand for more dispersed development.</p>
<p>+10% (1.5 MILLION)</p> <p>Some jobs are lost with decreased global trade, but other jobs are created to develop a more diversified regional economy. There is also a push for local manufacturing. Service and knowledge sectors remain unchanged from today.</p>	<p>+60% (2.1 MILLION)</p> <p>Repetitive tasks are increasingly automated. There is a significant increase in "professional" workers as workers choose where they live to suit their lifestyle, and then digitally connect for work to companies located elsewhere.</p>
<p>MORE DISPERSED</p> <p>Local manufacturing and added industrial activity lead to a more dispersed distribution of jobs.</p>	<p>MORE DISPERSED</p> <p>More people work from home, cafes, or co-working locations, and there is a shift away from office towers and business parks among the professional class.</p>
<p>NO CHANGE (4.3%)</p> <p>While the rate of unemployment does not change, there is growing underemployment. Workers resort to taking on multiple gigs to make ends meet.</p>	<p>↓</p> <p>There is less unemployment with more global workers coming to the region. This increases demand in the service sector.</p>

Appendix A: Detailed Scenario Summary Table (continued)

Indicator	Today	A: Trend Forward	B: Automation-Driven Decline
<p>Median Household Income⁷</p>	\$73,000	<p>Median income increases for some with the increase in automation and more 'high tech' jobs, but in general average wages have not increased or kept pace with the cost of living. Lower-income workers performing repetitive tasks are impacted by automation adoption.</p>	<p>Median income decreases with fewer employment opportunities. Automation reduces the bargaining power of most professions.</p>
<p>Income Equality⁸</p>	--		
<p>Daily Travel Demand⁹</p>	2.8 trips per person/day	<p>Private AVs and robo-taxis result in more trips being taken. A more dispersed population leads to longer trip distances.</p>	<p>With decreased employment and decreased overall wealth, there are fewer work-based trips, and fewer discretionary trips in the region. Some trip-linking occurs for those who travel to multiple jobs in a day. Trip lengths decrease with people and jobs more concentrated in urban centres.</p>
<p>Trip Length¹⁰</p>	Average length 9 km		
<p>Share of Passenger Vehicles that are Autonomous¹¹</p>	None	50% AVs become more common across the region and beyond.	50% AVs become more common across the region and beyond.
<p>Mode Share¹²</p>	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓ Availability of AVs allow people to use their time for work, sleep, or for entertainment. Slow travel times are not an issue. Walking and cycling are less preferred with the high amounts of vehicle traffic and congestion on the roads.	Private motorized: ↓ Shared motorized: ↑ Active: ↑ With decreased employment and wealth in the region, more people travel by transit, walking and cycling. Vehicle mode share decreases, shared AVs are more frequent, again to save cost.
<p>Federal Government Funding¹³</p>	--	<p>A relatively strong economy with stable employment provides ample resources.</p>	<p>Unemployment Stagnant population growth and declining employment, along with a shrinking labour force, reduces funding.</p>
<p>Federal Government</p>	Flood Risk	Significant increase	Significant increase

Appendix B: Key Facts Supporting Scenario Development

Automation

- Increasing automation is anticipated to increase productivity by up to 1.4% annually over the next 50 years, with many companies already witnessing a growth in jobs after adopting robotics technologies.^{i ii}
- Jobs without specific mental or creative skill requirements are most likely to be automated, followed by manufacturing agricultural, forestry, and fishery jobs. Highly-specialized, highly-skilled jobs in science, technology, engineering, and mathematics (STEM) are anticipated to be among the least automatable.^{iii iv v vi}

Global Trade and Economy

- “Gig work” describes the shift to more short-term employment. While some may prefer more freedom, gig work is also characterized by those working multiple jobs that are often low paid, temporary, and provides limited benefits, shifting risk from the employer to the employee or contractor.^{vii}
- Between 2011 and 2016, Canada added close to 1 million workers to its labour force, 90% of who were immigrants. With decreased immigration, Canada would face constrained economic growth and increased social costs.^{viii}
- More than three-quarters of Canada’s exports are traded with the United States.^{ix}
- BC currently produces approximately half of all food consumed here. Agricultural production would need to increase substantially to feed everyone in the Province and Metro Vancouver region.^x
- Companies in Canada are moving towards an agile workforce with more flexibility and a less conventional workplace – 20 to 30% of workforce is “non-traditional” already. It’s anticipated that this trend will continue with improved technology and connectivity.^{xi xii}

Transportation

- Autonomous vehicle adoption could reach -50% by 2050 with many researchers anticipating an increase in vehicle kilometres travelled and possibly more congestion as a result.^{xiii xiv xv}
- Off-peak delivery studies have shown a decrease in congestion and travel time savings for road users, and reduced time and cost-saving for carriers when compared to daytime deliveries.^{xvi} As automation adoption increases, it is anticipated that transport jobs will be among those highest at risk of automation and could see 50% automation by mid-2030s.^{xvii}
- The Japanese government started the “Telework Days” initiative in Tokyo, in an effort to ease congestion during the 2020 Olympics.^{xviii} In 2018, 300,000 workers took part in the initiative, leading to a -3% average decrease in commuters.^{xix}
- Car ownership is decreasing in Metro Vancouver and more Canadians are choosing public transit as their primary mode of commute, representing a near 60% increase since 1996.^{xx xxi}

Housing

- High demand and low supply of housing continue to drive up housing prices around the world, particularly in metropolitan regions such as Vancouver, Toronto, Hong Kong and London.^{xxii} Some cities in Canada, such as Edmonton and Montreal, have managed to bring in more supply to balance rising prices and combat rising affordability issues.^{xxiii}

Endnotes

1. Climate Projections for Metro Vancouver (2014). Retrieved from <http://www.metrovancover.org/services/air-quality/AirQualityPublications/ClimateProjectionsForMetroVancouver.pdf>
2. Flood extent data was provided by the Fraser Basin Council as part of the Lower Mainland Flood Management Strategy. The scenario assumes a 1:500 Annual Exceedance Probability Stillwater ocean state and a 0.6 metre wave allowance with 1 metre of sea level rise (flood level 4.40 GSC). Topographic data obtained from a variety of sources was used to create a Digital Elevation Model (DEM) for the study area. The DEM horizontal resolution was 5 metres. The flood levels are based on a generalized water surface. The accuracy of the flood extent boundary is limited by the resolution of the DEM and the flood level assumptions. The maps are intended for an overview level assessment of flood vulnerabilities described by NHC et al. (2015). They do not represent floodplain mapping and should not be used as such. Northwest Hydraulic Consultants Ltd. (NHC), assisted by Thurber Engineering Ltd. (TEL), carried out an overview assessment of 74 dikes in the Lower Mainland to evaluate the level of protection provided by the dikes and to identify major deficiencies. The work formed a desktop study utilizing information from BC Ministry of Forests, Lands and Natural Resource Operations (MFLNRO), various Diking Authorities and existing reports. No field investigations were carried out. More information on the Lower Mainland Flood Management Strategy can be found at https://www.fraserbasin.bc.ca/water_flood.html
3. Assumptions for regional population in 2050 account for changes to immigration and in-migration, as well as natural increase and mortality. The percentage change by 2050 is relative to the closest census year (2016).
4. Distribution of Housing refers to where dwelling units are located within the region. This indicator identifies the share of dwelling units located in Urban Centres and along the Frequent Transit Network. A more concentrated distribution refers to an increase in the % of total dwellings located in Urban Centres and along the Frequent Transit Network, whereas a more dispersed distribution refers to a larger % of dwellings located outside Urban Centres and off of the Frequent Transit Network.
5. Total Jobs is aligned with how Statistics Canada captures these in the Census. This measures employed persons and does not differentiate between part and full-time employment. Assumptions for total jobs numbers in 2050 relate to the regional population size as well as the broader economic conditions described in each scenario. The percentage change by 2050 is relative to the closest census year (2016).
6. Distribution of Jobs refers to where jobs are located within the region. Specifically, this refers to job location in Urban Centres and along the Frequent Transit Network. A more concentrated distribution refers to a general trend towards jobs locating in Urban Centres and along the Frequent Transit Network, whereas a more dispersed distribution refers to a general trend towards jobs locating outside Urban Centres and not along the Frequent Transit Network.
7. Median Household Income marks the mid-point in a distribution of income for households in Metro Vancouver. The directional change presented in the table indicates a change from a median household income of \$73,000 for the closest census year (2016).

8. Income Equality represents the extent to which incomes are evenly distributed across the population. An increase in income equality suggests a greater parity between the households with the highest income relative to households with the lowest income. A decrease in income equality suggests greater disparity across income earners in the population.

9. Trip Demand captures the average number of trips that a person makes on a typical day. The trip demand presented for today reflects the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing).

10. Trip Lengths reflect the average distance of travel in Metro Vancouver across all trip purposes and modes. The length of a trip can be indicative of the modes of transportation suitable for accomplishing a specific trip. While shorter trips may be more conducive to active modes such as walking and cycling, longer trips may be more easily completed by motorized modes of transportation such as public transit or automobile. The average trip length presented for today reflects the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing).

11. Share of passenger vehicles that are autonomous refers to the expected degree to which motorized passenger vehicles are automated vehicles (AV). The Society of Automotive Engineers (SAE) has set out a six-level standard (0 to 5) to describe the levels of driving automation (SAE J3016). Level 0 refers to no automation while level 5 refers to full automation. Each subsequent level in the standard represents a passing of responsibility from driver to

automated driving system. Low levels of automation (1 to 2) already exist in vehicles on roads today in the form of driver assistance systems such as automated braking/acceleration, lane-centering, and adaptive cruise control. In the context of this work, AVs is used to describe only vehicles that are highly automated (levels 4 and 5). Level 4 is characterized as full automation under limited conditions and geographical locations, while level 5 is characterized as full automation under all conditions everywhere.

12. Mode Share captures the proportion of trips made in Metro Vancouver using the various modes of transportation available (e.g. auto, transit, cycle, walk), represented as a percentage. The mode share values presented for today reflect the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing). Private motorized refers to single occupant vehicles (SOV) and carpools. Shared motorized refers to transit. Active refers to walking and cycling.

13. Federal Government Funding captures the estimated amount of funding provided by the Federal government for infrastructure projects and service delivery within Metro Vancouver. Generally this is assumed to reflect the state of the national economy and the revenue generated by the Federal government from various taxes and fees.

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Office of the Chair
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JUN 21 2019

File: CR-12-01
Ref: RD 2019 May 24

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

Dear Mayor McLaughlin and Council:

Re: Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements

This letter is to inform you of a proposed amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy and to invite you to provide written comments on the proposed amendments.

At its May 24, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (MVRD Board) adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro Vancouver 2040: Shaping our Future amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and*
- c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of Metro Vancouver 2040: Shaping our Future.*

In accordance with Section 437 of the *Local Government Act*, and Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, this letter provides the opportunity for affected local governments to comment on the proposed amendment.

The proposed *Regional Growth Strategy Amendment Bylaw No. 1285, 2019* would incorporate a number of minor *Metro 2040* regional land use designation and overlay map revisions that have previously received MVRD Board approval, including the addition of new Frequent Transit Development Areas, contained within the MVRD-Board accepted Regional Context Statements for the City of New Westminster and Village of Anmore. It would also incorporate three regional land use designation revisions made under Section 6.2.7 of *Metro 2040* (i.e. the "flexibility clause") in the City

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of Vancouver; these revisions were made to enable the provision of affordable housing and the Arbutus Greenway.

The proposed amendment is a Type 3 minor amendment that requires the adoption of an amendment bylaw with an affirmative 50%+1 weighted vote of the MVRD Board.

Please note that each part of the proposed amendment was previously considered and accepted by Metro Vancouver. A Metro Vancouver staff analysis for all of the map revisions was considered and accepted by the Metro Vancouver Board as part of each of the respective Regional Context Statement acceptance processes. Enclosed is a copy of the staff report that summarizes the proposed changes to *Metro 2040* that will result from *Regional Growth Strategy Amendment Bylaw No. 1285, 2019*.

You are invited to provide written comments on the proposed amendment to *Metro 2040*. Please provide comments in the form of a Council or Board resolution, as applicable, and submit to Chris.Plagnol@metrovancover.org by Friday, August 2, 2019.

If you have any questions with respect to the proposed amendment please contact Erin Rennie, Senior Planner, Regional Planning by phone at 778-452-2690 or by email at Erin.Rennie@metrovancover.org.

Yours sincerely,



Sav Dhaliwal
Chair, Metro Vancouver Board

SD/HM/er

Encl: Report dated April 13, 2019, titled "Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements" (Doc# 29335206)

To: Regional Planning Committee

From: Erin Rennie, Senior Planner, Regional Planning

Date: April 13, 2019 **Meeting Date:** May 3, 2019

Subject: **Amending *Metro Vancouver 2040: Shaping our Future* to Reflect Accepted Regional Context Statements**

RECOMMENDATION

That the MVRD Board:

- a) initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
 - b) give first, second, and third readings to “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”; and
 - c) direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
-

PURPOSE

This report proposes a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* for consideration by the Regional Planning Committee and MVRD Board.

BACKGROUND

On June 23, 2017 the MVRD Board adopted *Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1246, 2017*, which incorporated amendments to *Metro 2040* associated with the acceptance of three Regional Context Statements (RCSs). Since then, the MVRD Board has accepted updated RCSs from the City of New Westminster, and the Village of Anmore that trigger a required Type 3 minor amendment to *Metro 2040*.

This report proposes a minor amendment that will amend *Metro 2040* to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas (FTDAs) stemming from accepted RCSs, as well as mapping updates initiated by municipalities under *Metro 2040* Section 6.2.7 (known as the “flexibility clause”).

THE PROPOSED AMENDMENT

Type 3 minor amendments have been used in the past as a means to amend the regional growth strategy to reflect mapping changes made through accepted regional context statements. While the amendments that are included have been approved by the MVRD Board through the RCS acceptance process over the past 2 years, the amendment bylaw is required to amend *Metro 2040* to reflect those changes.

This proposed amendment resulting from accepted regional context statements is a required administrative step, but presents no new information. All changes have already been considered by the MVRD Board through the RCS acceptance process or have been made under *Metro 2040* Section 6.2.7.

Policy Context

Section 6.2.6 of *Metro 2040* allows the MVRD Board to consider and accept RCSs that include regional land use designation revisions that the Board deems to be “generally consistent” with the *Metro 2040*. Section 6.2.7 of *Metro 2040* allows municipalities to include language in their respective RCS that permits (with limitations) amendments to the municipality’s Official Community Plan that adjust the boundaries of regional land use designations. Section 6.3.4(i) of *Metro 2040* provides that these revisions can be incorporated into the regional growth strategy by way of a Type 3 Minor Amendment. A Type 3 amendment requires the adoption of an amendment bylaw passed by an affirmative 50%+1 weighted vote of the MVRD Board, and does not require a public hearing.

Accepted Regional Context Statements 2017-2019

The updated RCSs from the Village of Anmore and City of New Westminster include revisions to regional land use designation maps, an adjustment to the Urban Containment Boundary, and the introduction of three new FTDAs.

The City of Vancouver has made minor regional land use designation changes to facilitate the provision of affordable housing and the Arbutus Greenway without updating its RCS, by invoking the flexibility provisions of Section 6.2.7 of *Metro 2040* and has advised Metro Vancouver, in writing, as set out in *Metro 2040* Section 6.2.9.

Metro Vancouver staff provided specific analysis for all of these changes as part of the respective RCSs submitted to the MVRD Board for acceptance (Table 1).

Mapping Updates to *Metro 2040*

The proposed *Metro 2040* bylaw amendment (Attachment 1) proposes: 12 regional land use designation changes (i.e. one in Village of Anmore, 6 in the City of New Westminster, and 5 in the City of Vancouver); 3 new FTDAs added in the City of New Westminster; and an Urban Containment Boundary expansion in the Village of Anmore. These changes, while already being approved by the MVRD Board, require updates to *Metro 2040* Maps 2, 4, 5, 6, 8, 9, 11, and 12. These are summarized in Table 1 below.

Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements

Regional Planning Committee Regular Meeting Date: May 3, 2019

Page 3 of 4

Table 1: Summary of Bylaw No. 1285, 2019 Metro 2040 Amendments

Municipality	Metro 2040 Amendments	MVRD Board Report Date
Village of Anmore	<ul style="list-style-type: none"> Urban Containment Boundary change Regional land use designation change (Rural to General Urban) 	Feb 13, 2019 (item 5.1)
City of New Westminster	<ul style="list-style-type: none"> 3 New FTDA's (22nd St. Stn., Sapperton Stn., Braid Stn.) 6 minor regional land use designation changes (all regional "Industrial" to "Conservation / Recreation") 	Aug 31, 2017
Municipality	Metro 2040 Amendments	Sec. 6.2.7. Notification Date
City of Vancouver	<ul style="list-style-type: none"> Two locations in the False Creek Flats and three parcels on Franklin Street amended from regional "Mixed Employment" or "Industrial" to "General Urban" to facilitate temporary modular housing Locations along the Arbutus Corridor amended from regional "Conservation and Recreation" to "General Urban" and "Mixed Employment" to facilitate the Arbutus Greenway. 	<p>False Creek Flats Letter to Metro Vancouver – Aug 10, 2017</p> <p>Franklin St Letter to Metro Vancouver - April 5, 2018</p> <p>Arbutus Corridor Letter to Metro Vancouver – March 27, 2019</p>

Processing the Type 3 Minor Amendment

The proposed amendment bylaw, along with a draft version of the staff report, was provided to the Regional Planning Advisory Committee on April 12, 2019, for information and comment as required by *GVRD Regional Growth Strategy Procedures Bylaw No. 1148, 2011*. No comments on the proposed amendment were provided.

ALTERNATIVES

1. That the MVRD Board:
 - a) Initiate the *Metro Vancouver 2040: Shaping our Future* amendment process for a Type 3 Minor Amendment to the regional growth strategy to incorporate regional land use designation changes, the expansion of the Urban Containment Boundary, and the addition of Frequent Transit Development Areas stemming from accepted regional context statements;
 - b) Give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019"; and
 - c) Direct staff to notify affected local governments and appropriate agencies as per Section 6.4.2 of *Metro Vancouver 2040: Shaping our Future*.
2. That the MVRD Board receive for information the report dated March 22, 2019, titled "*Amending Metro Vancouver 2040: Shaping our Future to Reflect Accepted Regional Context Statements*" and provide alternative direction.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. If the MVRD Board chooses Alternative 1, the proposed bylaw amendment will be initiated and given first, second, and third readings, and staff will notify affected local governments and agencies to provide an opportunity to offer comment. Staff will note in the correspondence to member jurisdictions that this amendment to *Metro 2040* is an administrative step, and that all proposed amendments within the bylaw have previously been considered by the MVRD Board through the acceptance of regional context statements or have been made under the provisions Section 6.2.7 of *Metro 2040* (the “flexibility clause”).

The proposed amendment bylaw would then be brought back to the MVRD Board with any comments from the notification period for consideration of final reading. The notification period will be approximately 45 days. The amendment notice will be posted on the Metro Vancouver website.

If the MVRD Board chooses Alternative 2, the process for updating *Metro 2040* to reflect Regional Context Statements will not be initiated. The result is that accepted RCSs and *Metro 2040* will be inconsistent, which has no material effect as the accepted RCSs are legally binding. However, *Metro 2040*, as the publicly accessible and consolidated record of the accepted RCSs, would not reflect the Board’s recent decisions.

SUMMARY / CONCLUSION

Since the adoption in July 2011 of *Metro 2040*, 21 Regional Context Statements have been accepted by the MVRD Board. Since the last such amendment in July 2017, 4 updated RCSs have been accepted by the MVRD Board and 3 RCSs have been submitted for reacceptance without amendment and subsequently accepted by the MVRD Board.

The recent RCSs include revisions to the *Metro 2040*’s land use designations, the addition of three FTDA’s, and the expansion of the Urban Containment Boundary. In addition, the City of Vancouver has used the flexibility provisions of Section 6.2.7 to make minor regional land use designation changes in three areas to facilitate the provision of affordable housing and the Arbutus Greenway.

Staff recommend Alternative 1.

Attachment

Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019

References:

1. *Metro Vancouver 2040: Shaping our Future* Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1246, 2017, dated May 30, 2017
2. *Metro Vancouver 2040: Shaping our Future* Amendment to Reflect Accepted Regional Context Statements (Bylaw No. 1223, 2015), dated June 11, 2015

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ATTACHMENT

**METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1285, 2019**

A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy
Bylaw Number 1136, 2010"

WHEREAS:

- A. Metro Vancouver Regional District Board (the "Board") has adopted the "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" on July 29, 2011;
- B. The Board has accepted a number of member municipality regional context statements that contain maps that differ from the official regional land use designation maps contained in the Regional Growth Strategy, as maintained by Metro Vancouver Regional District;
- C. The Board wishes to amend the Regional Growth Strategy official regional land use designation maps so that such maps reflect the maps included in the accepted municipal regional context statements;
- D. In accordance with Regional Growth Strategy Section 6.3.4(i), any amendment to the Regional Growth Strategy mapping that incorporates maps included in an accepted regional context statement is considered a Type 3 amendment; and
- E. Metro Vancouver Regional District wishes to amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010";

NOW THEREFORE, the Board of the Metro Vancouver Regional District Board enacts as follows:

- 1. "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010" is hereby amended as follows:
 - a) the official land use designation maps numbered 2, 3, 4, 5, 11 and 12 be revised to record the changes in regional land use designations and extension of the Urban Containment Boundary within the Village of Anmore that are set out in the following table and shown in the maps contained in Schedule "A" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
1	Anmore Green Estates	Rural	General Urban	5.67 ha	Mar 29, 2019

- b) the official land use designation maps numbered 2, 4, 5, 6, 8, 9, 11 and 12 be revised to record the changes in regional land use designations within the City of New Westminster that are set out in the following table and shown in the maps contained in Schedule "B" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	REGIONAL CONTEXT ACCEPTANCE DATE
2	Two-piece parcel south and west of Spruce St.	Industrial	Conservation and Recreation	0.35 ha	Sept 22, 2017
3	Parcel north of Canfor Ave.	Industrial	Conservation and Recreation	1.32 ha	Sept 22, 2017
4	Parcel east of Canfor Ave.	Industrial	Conservation and Recreation	0.53 ha	Sept 22, 2017
5	Parcel immediately south of Canfor Ave.	Industrial	Conservation and Recreation	0.74 ha	Sept 22, 2017
6	Parcel to the far south of Canfor Ave.	Industrial	Conservation and Recreation	0.25 ha	Sept 22, 2017

- c) the official regional growth strategy map numbered 4 be revised to record the addition of Frequent Transit Development Areas in the City of New Westminster that are set out in the following table and shown in the map contained in Schedule "C" attached to and forming part of this Bylaw;

MUNICIPALITY	REF#	MAP ADDITIONS	REGIONAL CONTEXT ACCEPTANCE DATE
City of New Westminster	7	Addition of 22 nd Street Station FTDA	Sept 22, 2017
	8	Addition of Braid Street Skytrain FTDA	Sept 22, 2017
	9	Addition of Sapperton Skytrain FTDA	Sept 22, 2017

- d) the official land use designation maps numbered 2, 3, 4, 6, 11 and 12 be revised to record the changes in regional land use designations within the City of Vancouver that are set out in the following table and shown in the maps contained in Schedule "D" attached to and forming part of this Bylaw;

REF#	AREA	FROM REGIONAL LAND USE DESIGNATION	TO REGIONAL LAND USE DESIGNATION	AFFECTED LAND AREA	NOTIFICATION DATE
10	False Creek Flats southeast of Main St.	Mixed Employment	General Urban	0.54 ha	August 10, 2017
11	False Creek Flats south of Prior St.	Industrial	General Urban	1.0 ha	August 10, 2017
12	1115, 1131, 1141 Franklin St.	Industrial	General Urban	0.18 ha	April 5, 2018
13	Arbutus Corridor parcels south of West 1 st Ave and north of	Conservation and Recreation	General Urban	0.43 ha	March 27, 2019

	West 4 th Ave on east side of Fir St.				
14	Arbutus Corridor parcels south of West 2 nd Ave and north of West 5 th Ave, on the east side of Fir St.	Conservation and Recreation	Mixed Employment	0.21 ha	March 27, 2019

2. This bylaw shall be cited as “Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019”. This bylaw may be cited as “Regional Growth Strategy Amendment Bylaw No. 1285, 2019”.

Read a first time this _____ day of _____, _____

Read a second time this _____ day of _____, _____

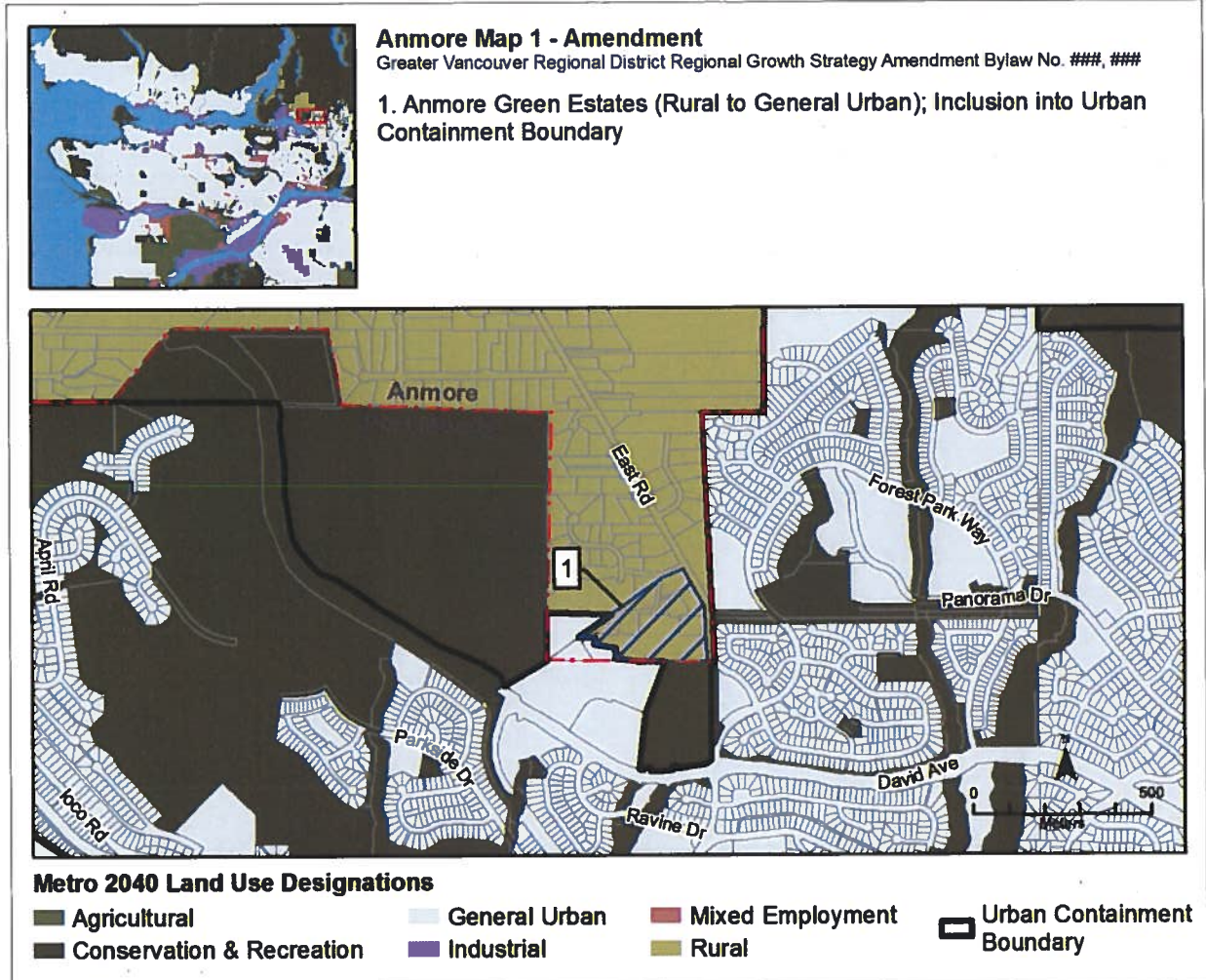
Read a third time this _____ day of _____, _____

Passed and finally adopted this _____ day of _____, _____

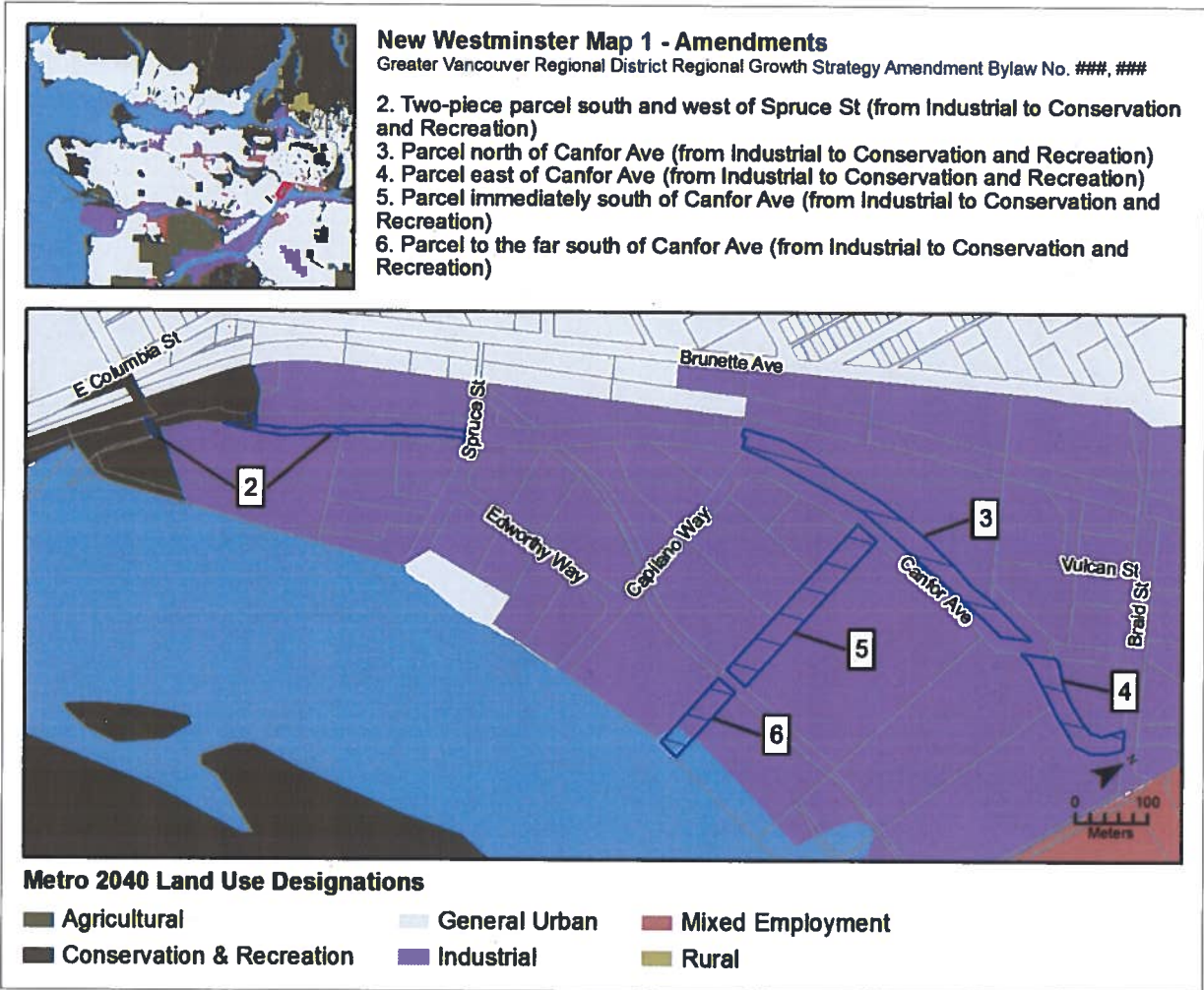
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

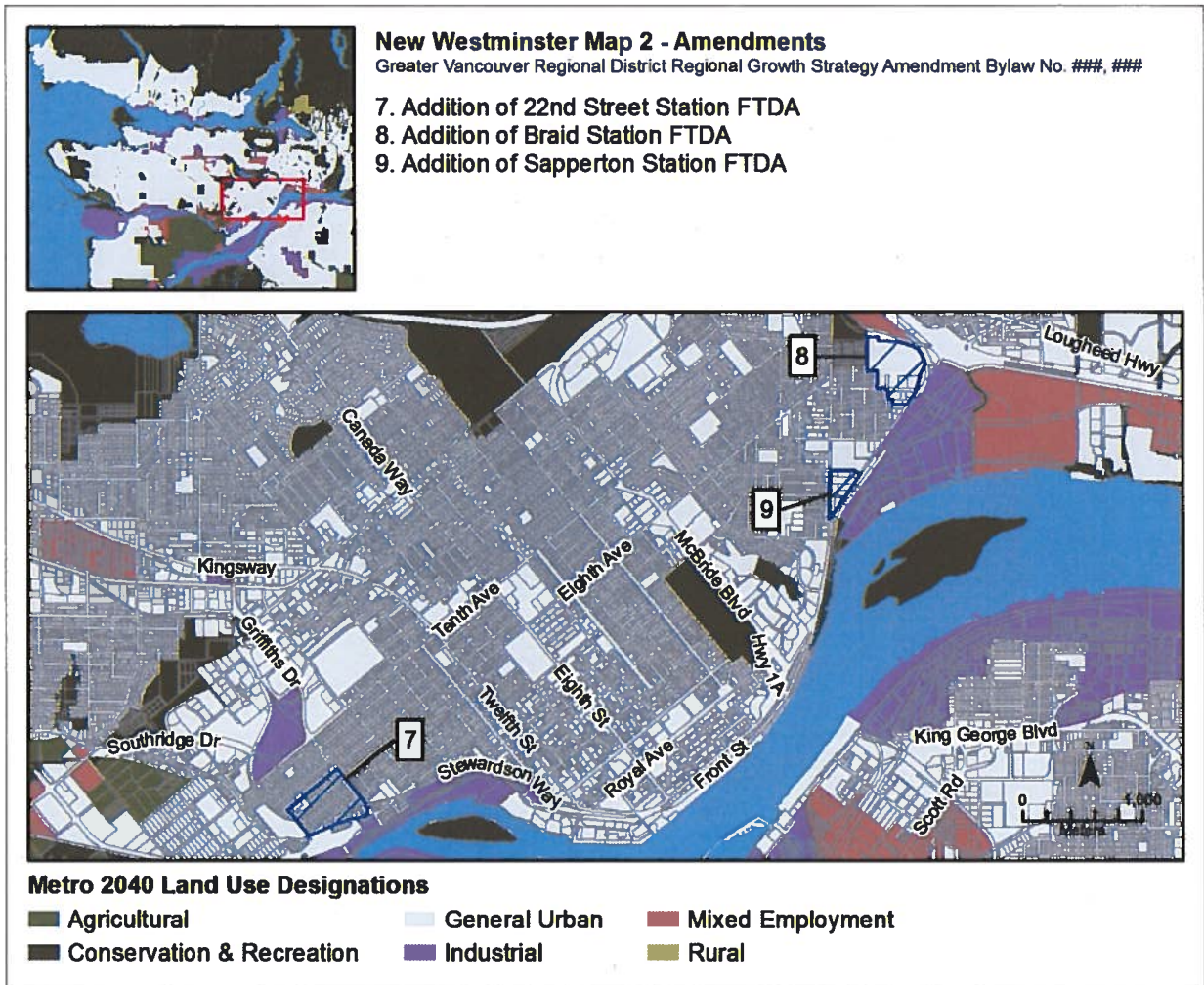
SCHEDULE A VILLAGE OF ANMORE AMENDMENT



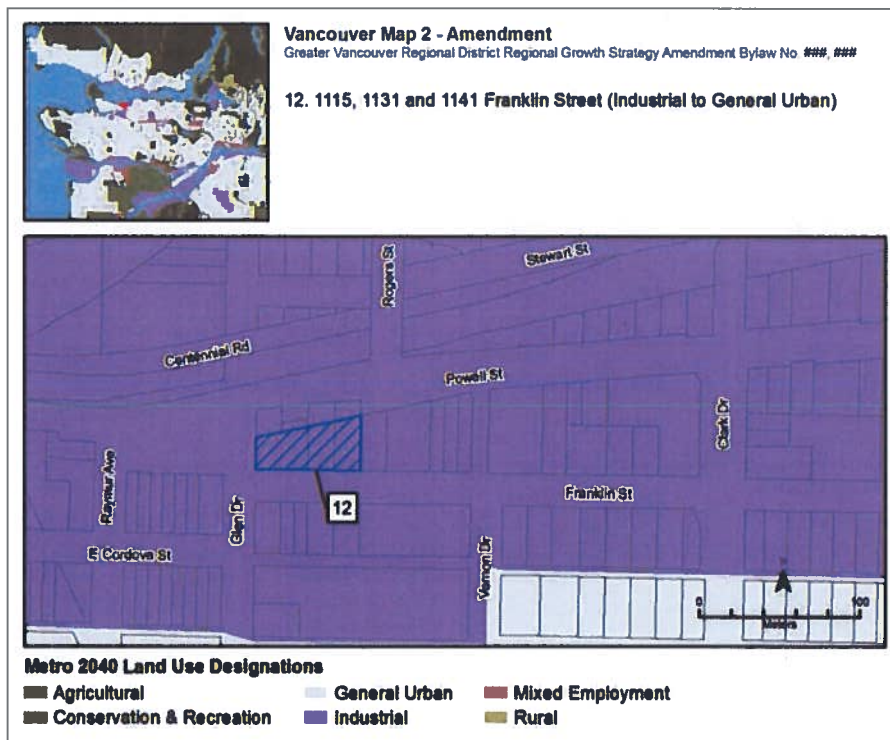
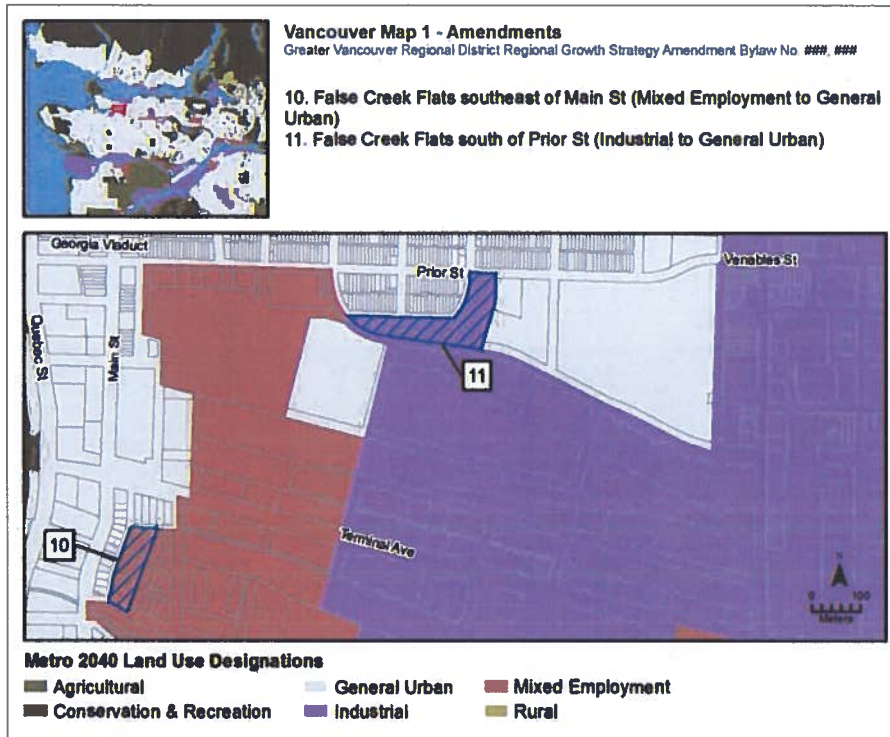
**SCHEDULE B
CITY OF NEW WESTMINSTER REGIONAL LAND USE DESIGNATION AMENDMENTS**



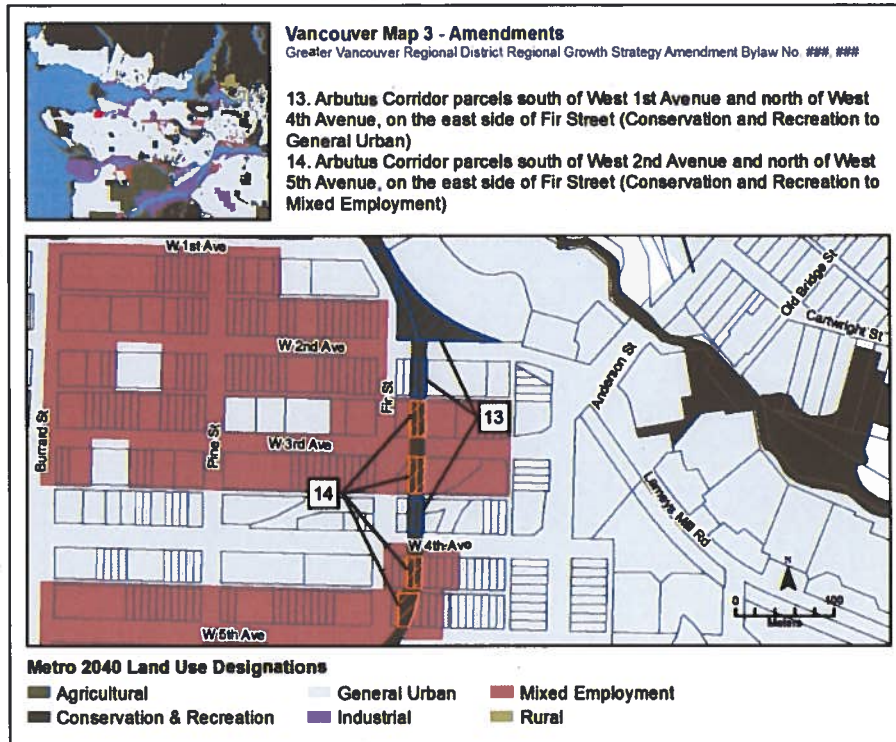
SCHEDULE C CITY OF NEW WESTMINSTER ADDITION OF FREQUENT TRANSIT DEVELOPMENT AREAS



**SCHEDULE D
CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS**



SCHEDULE D (Cont'd)
CITY OF VANCOUVER REGIONAL LAND USE DESIGNATION AMENDMENTS



From: [REDACTED]
To: [REDACTED]
Cc: [Council @ Lions Bay](#); [Peter DeJong](#); [Shawna Gilroy](#); [Ron McLaughlin](#)
Subject: FW: a newcomers event
Date: Tuesday, June 18, 2019 4:18:35 PM
Attachments: [first impressions shindiq.docx](#)

Hi Anne. Thank you for the invitation which I have forwarded to all of the Council members and our staff.

I will ask Jaime to take the point for us on this opportunity.

Jaime – please call me on this when you have a moment.

Regards,

From: Anne Crosthwait [REDACTED]
Sent: June 18, 2019 10:35 AM
To: [REDACTED] Jaime Cunliffe <councillor.cunliffe@lionsbay.ca>; Fred Bain <councillor.bain@lionsbay.ca>; councillor.neville@lionsbay.ca; councillor.norman@lionsbay.ca
Subject: a newcomers event

Dear Ron and Council

Sally Pollock heard about the idea of a newcomers event and stepped up to help put legs to it. Rene Rose (90 Lions Bay Ave), a newcomer, has offered to host the event in her home. Bev Wilson and Lyn Black (also both newcomers) have stepped up to help as well. Sally has been in touch with Ruth Simons who is interested for it supports Block Watch in contacting people and she has also been in touch with Thyra who is supportive and will connect with the other realtors.

We would be delighted if all, or any of you, could join us to welcome and mingle with the newcomers. I've attached the draft invite we're using but we'll move to Eventbrite closer to the day.

Please Save the Day - Thursday Sept 26 – 7.00pm at 90 Lions Bay Ave --- all you would have to do is show up and smile.

Does this work for you? can you join us?

Peace

Anne+

*Be still, be very, very still.
Be still and still moving*

Rev. Anne Crosthwait

FIRST IMPRESSIONS SHINDIG!

What makes Lions Bay special? Who makes Lions Bay Special?

Come and meet others who are new to our village.

Come and meet some of the volunteers, and village people who have made Lions Bay a wonderful place to live.

An informal evening of conversation and stories.

Thursday September 26, 2019

90 Lions Bay Avenue

7.00pm

Food: Of course! More details to follow.

RSVP TO: beverlyw@shaw.ca

From: [Ron McLaughlin](#)
To: [REDACTED]
Cc: [Peter DeJong](#); [Municipal](#); [Shawna Gilroy](#); [Pam Rooke](#)
Subject: Utilities Inequality
Date: Monday, June 24, 2019 8:59:58 PM

Hi Craig.

Your email below about the subject was placed "on table" at the last Council meeting. Council asked that I respond to you.

Thank you for articulating the issue very clearly. The Village is not able to amend the situation for 2019. I have asked that the matter is brought forward in the Fall as part of our 2020 Budget discussion.

Regards,

Ron McLaughlin
Mayor

The Village of Lions Bay

PO Box 141, 400 Centre Road, Lions Bay, BC V0N 2E0, Canada
Tel: (604) 921-9333 | Cell: (604) 353-7138 | www.lionsbay.ca

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From: Craig Doherty [REDACTED]
Sent: Thursday, June 6, 2019 2:48 PM
To: Ron McLaughlin
Subject: Re: Utilities Inequity/Hardship

Thanks Ron.

I appreciate you coming back to me.

I'll come on June 18 and address the issue if you would prefer.

Craig Doherty
[REDACTED]

On Jun 6, 2019, at 2:45 PM, Ron McLaughlin <mayor.mclaughlin@lionsbay.ca> wrote:

Hi Craig. Thank you for dropping by. The question you raise is a bigger discussion and involves all of Council and staff. You have articulated the concern and ask very well. Can I bring this email in to the general correspondence for the meeting of June 18th?

Regards,

Ron McLaughlin

Mayor

The Village of Lions Bay

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From: Craig Doherty [REDACTED]

Sent: Tuesday, June 4, 2019 9:11 PM

To: Ron McLaughlin

Subject: Utilities Inequity/Hardship

Mayor,

As you know my company is the owner of the Strata Units (A) and (D) that house the General Store & Café and Sotheby's/Old Gallery respectively.

Below is the schedule and commentary around utilities in the relevant Lions Bay By-Law and from the Village website.

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

1. *Single Family Residence \$1,579.20 per year 2.0%*
2. *Condominiums, Apartments \$1,579.20 per year 2.0%*
3. ***Businesses – Store/Café \$4,137.00 per year 2.0% -***

4. Businesses – Marina \$4,137.00 per year 2.0%

5. Businesses – Other \$1,086.75 per year 2.0%

6. Schools \$4,137.00 per year 2.0%

"The user fees included on your bill are for the provision of 1. water, 2. curbside pick up of garbage, recycling and organics and for properties in Kelvin Grove, 3. sewer fees are also included." **Note: my numbering.**

This loading on the commercial strata units in Lions Bay is unfair if it is based on (a) usage of utilities and/or (b) BC Assessed values.

The Store/Café and Real Estate/Old Gallery should be treated more favourably than a house and apartment because:

- Unlike home owners we don't live in the space 24/7 running showers, baths.
- Unlike home owners we don't water our gardens/grass with hoses, sprinklers, watering systems.
- Unlike home owners we don't wash cars.
- Re: Store/Café - we have 2 toilets and one dishwasher/sink. No bath or shower. Less than a home.
- Re: Real Estate office - one toilet/sink. Partially used weekly.
- Re: Old Gallery - one toilet/sink. Rarely occupied.
- With respect to the building/strata/complex, of the 3 items outlined as the services delivered for our utilities, the only things that Lions Bay delivers for our building are Water and Recycling. Garbage and Green Waste/Organics is paid for by the strata and we are on Septic.
- The strata pays \$270.41 per month (\$3300 annually) to Waste Control Systems. The strata paid close to \$50,000 to replace the septic last year and we pump quarterly (approx. \$1,000 per pump). Units A and D pay a significantly larger monthly strata fee (than the residences above) to cover things such as Garbage and Green Waste/Septic.
- The BC Assessed value of the General Store/Café Strata Unit is \$349,600 and the Real Estate/Gallery Strata Unit \$195,900.
- Generally, how can it be (or be fair) that our Utilities are more annually than our Property Taxes?

We are one of the largest employers in Lions Bay and provide on-going employment for a number of locals and seasonal employment for a large number of our young people. We provide either essential services (Postal) or near essentials (milk, bread, butter, propane, etc) from a convenience perspective.

Most of all, the businesses cannot fiscally support these charges.

Mayor would you please reconsider these charges based on the above.

Yours truly,

Craig Doherty
Owner



From: [REDACTED]
To: [Ron McLaughlin](#); [REDACTED]
Cc: [Municipal](#); [Shawna Gilroy](#); [Peter DeJong](#); [Council @ Lions Bay](#)
Subject: Re: Fw: Lions Bay - Council agenda - Highway noise
Date: Tuesday, June 25, 2019 9:43:24 PM

Thank you for the detailed response Ron. It sounds like the best approach is to keep driving this with the MOTI and our MLA.

I will email those folks directly as well from time to time and encourage some others to do the same - however it sounds like not much is likely to change in the near future. Unfortunately for us, this takes away some of the enjoyment of living in Lions Bay. Caveat emptor, I guess.

Ivo

On Tue, Jun 25, 2019 at 3:05 PM Ron McLaughlin <mayor.mclaughlin@lionsbay.ca> wrote:

Hi Ivo. I apologize for the lengthy delay in corresponding with you. I trust you and Tanya are well and enjoying the start of summer.

Volume on the Sea-to Sky is about 19,000 vehicles per day and more likely than not to increase in the future. It is a highway in front of Lions Bay and not a freeway. Those using the road don't make a distinction and the majority of travelers speed, which causes excess noise. I am afraid I have no good news with respect to this.

Maintaining the road is the domain of the Province via the Ministry of Transportation and Infrastructure (MOTI.) About two years ago they exchanged the trees and shrubs on the meridian near Brunswick Beach for concrete barriers. This greatly reduced the number of accidents at this section of the road. Low noise asphalt and sound walls were negotiated when the road was built before the Olympics. Our office staff have ongoing operational dialogue with MOTI and within the last few months they queried the status of the asphalt as to whether it needed revitalization. They were advised that it is up to standard and does not require a refresh. Any new sound walls would be at the Village's cost. This has never been contemplated in Budgets.

Fixed speed traps are not utilized in BC. The Minister rejected our request for Average Speed Over Distance Enforcement (ASOD) and I have written him asking that he reconsider his decision.

Our police are the RCMP detachment in Squamish. I have met with the Inspector in charge who made it very clear that their area of coverage is large and their manpower is insufficient. While they occasionally set up speeding stations at or near the Village it is not a routine occurrence, nor will it be. The possibility of hiring our own part time police officer whose duties, in addition to bylaw enforcement, would have included time on the road

apprehending speeders has been explored but died on this year's budget floor. This will likely be reviewed again in the Fall when the 2020 Budget discussion will begin. When I see the Inspector again at the end of next month I will continue to ask for coverage in our area to deter speeders.

At the senior government level, our MLA's party is in the minority and in my view our political clout to successfully pursue changes or Provincial support are negligible.

Traffic noise is not enjoyed by our Community and from time to time citizens bring it up much as you have. Now that I receive these complaints, and write the facts to you, I realize the only way to reduce noise is to:

- continue to pursue ASOD, which we are doing. In effect, ticketing speeders through electronic means.
- pursue our own (seasonal) police officer with a mandate to ticket speeders in the traditional format. This is a (\$40,000) budget matter first and an availability issue second as we would need to recruit a retired officer. It is unknown what manpower is available.
- construct our own sound walls. From a budget perspective I don't see this happening anytime soon.

Noise abatement would be made easier through the implementation of ASOD if speeders were continually ticketed. If this does not come into effect our resources are needed. I am not sure the Village is up to this given our infrastructure and increasing operational requirements.

Regards,

Ron McLaughlin

Mayor

The Village of Lions Bay

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From: Ron McLaughlin
Sent: Tuesday, June 18, 2019 9:56 AM
To: Ivo Mencke
Subject: Re: Lions Bay - Council agenda - Highway noise

Hi Ivo. My fingers got the better of me. (How can you send 2 emails at once?) I will have the rest of the letter off to you this afternoon.

Ron McLaughlin

Mayor

The Village of Lions Bay

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From: Ron McLaughlin
Sent: Tuesday, June 18, 2019 9:54 AM
To: Ivo Mencke; Council @ Lions Bay; Municipal
Subject: Re: Lions Bay - Council agenda - Highway noise

Hi Ivo. I hope you and Tanya are enjoying the start of summer.

Thank you for sending in your note on highway noise to Council. I have been asked to respond.

Ron McLaughlin

Mayor

The Village of Lions Bay

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From: Ivo Mencke [REDACTED]
Sent: Saturday, May 11, 2019 10:25 AM
To: Council @ Lions Bay; Municipal
Subject: Lions Bay - Council agenda - Highway noise

Ron and team - I would like to add a topic to council agenda for discussion. How can I know when these will be discussed at council meetings?

Noise. In recent weeks the good weather has increased traffic on the highway. This is fine. Before the good weather, we more-or-less did not hear the highway.

What is not fine is the motorbike/performance vehicle acceleration noise, especially at high speed. As what is surely the definition of an enduring and fundamental ongoing challenge for Lions Bay, what is the council actively doing about this, such as:

- Dramatically increased law enforcement of noise and speed laws.

Permanent speed camera traps at multiple points through the village.

- Traffic calming measures.
- Automated average speed measurement from entrance to exit across the range of the village.
- Improved sound barriers extended along the highway for the length of the village.

Are these topics being discussed at council, with the RCMP or transport ministry?

This topic must come up with council frequently - it is hard to believe that it does not. I would hope that some form of strategy already exists. Please advise.

Ivo Mencke



From: [Ron McLaughlin](#)
To: [REDACTED]; [Council @ Lions Bay](#)
Cc: [Municipal](#); [Peter DeJong](#)
Subject: Re: Relaxing noise by-law at 350 Centre Road
Date: Wednesday, June 26, 2019 2:17:55 PM

Dear Susan: Thank you for your note. It has been added to Council's agenda (under correspondence) for this coming Tuesday.

Regards,

Ron McLaughlin

Mayor

The Village of Lions Bay

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

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From: Susan Leeson [REDACTED]
Sent: Wednesday, June 26, 2019 1:53 PM
To: Council @ Lions Bay
Subject: Relaxing noise by-law at 350 Centre Road

Dear Mayor and Lions Bay Council Members,

It has come to my attention that Council relaxed the noise bylaw for the General Store and Cafe on Fridays, Saturdays and Sundays holiday Mondays until the end of summer. This was done without consultation or consideration for the residents of 350 Centre Road. I'm entitled to enjoy my home and expect a reasonable amount of sound/noise from the Store and Cafe. Amplified music is above that threshold.

Regards,
Susan Leeson
Treasurer BCS 815

Shawna Gilroy

From: Paula Vendargon [REDACTED]
Sent: Wednesday, June 26, 2019 4:53 PM
To: Peter DeJong
Cc: Lions Bay Bylaw Officer; Naizam Jaffer; Council @ Lions Bay; Shawna Gilroy
Subject: Visibility Concerns at Brunswick
Attachments: IMG_1974.jpg; IMG_1976.jpg; IMG_1975.jpg; IMG_1977.jpg; Scan.pdf

Hello Peter, Mayor and Council members,

One year ago, I contacted you regarding the restricted visibility on our street, caused by a hedge that was planted the previous year and we got one "restricted visibility" sign last year and now, after another resident brought the situation to your attention, another sign was installed!

My question is, why is this property exempt from the bylaw you have in place under VISIBILITY 4.11?

I have scanned and attached your bylaw. Why are you consulting so many experts instead of enforcing the bylaw?

This is what my neighbour Mrs Ingrid Gauer was told by your office:

In response to my email, Public Works consulted The Ministry of Transportation and Infrastructure, ICBC traffic engineers, and traffic engineers of other municipalities regarding our lane situation.

The consensus amongst all of these was that the "restricted vision" sign was the best option. Public Works mentioned that mirrors are not an approved safety device for roadways and cause more problems than they solve.

Please let me know the name of the ICBC traffic engineer that was consulted.

I am extremely concerned about the safety, especially for children, I am a tax payer in the Village of Lions Bay and I want a solution to this problem! It's been going on way too long and your "bandaid solution" is not acceptable. I would like to invite all of you to come and take a look for yourselves, perhaps you would take the situation more seriously and implement your bylaw.

I look forward to your reply,

Thank you

Sincerely,

Paula Vendargon







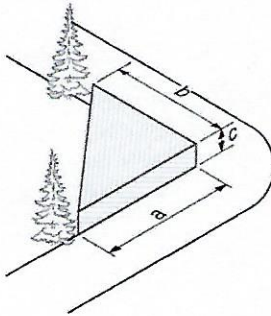






Visibility

- 4.11 Despite section 4.10.2, on a *parcel* contiguous to a *street* intersection in any zone, no *fence*, *retaining wall*, *wall*, *hedge* or other obstruction to the line of vision shall be allowed at a greater *height* than 0.9 metres above the established elevation of the centre point of the intersecting *streets*, at or within a distance of 4.5 metres from the corner of the *parcel* at the intersection of the *streets*.



a = 4.5 metres

b = 4.5 metres

c = 0.9 metres

Home-based business

- 4.12 *Home-based businesses*, where permitted as a *secondary use* in a zone, shall be subject to the following conditions:
- .1 the *home-based business* shall be carried on by persons resident on the *parcel*;
 - .2 all *home-based business* shall be conducted entirely within a completely enclosed *building* permitted under this bylaw;
 - .3 there shall be no signs or other variations from a primarily residential appearance of the land and premises where a *home-based business* is located;
 - .4 the *gross floor area* of the *home-based business* shall not exceed 100 m² or 40% of the *gross floor area* of the principal dwelling in which the *home-based business use* is located, whichever is less
 - .5 outdoor storage of materials or equipment is prohibited, except as provided for in section 4.15;
 - .6 any *use* which is or may become obnoxious, offensive, dangerous or a nuisance by reason of the presence or emission of odour, dust, smoke, noise, gas, fumes, cinders, vibration, electrical interference, refuse matter or water carried wastes is prohibited;
 - .7 for clarity, automobile body shop, automobile service, automobile salvage or wrecking yard; brewery; distillery; kennel; animal breeding; restaurant; and the parking or storage of industrial or construction equipment or materials are specifically prohibited as *home-based businesses*;



June 24, 2019

Village of Lions Bay Council

Dear Mayor and Council:

Re: Endorsement of the nomination for Alt'ka7tsem/Howe Sound Biosphere Reserve
Nomination to UNESCO for Biosphere Reserve designation

We are excited to be nearing completion of our nomination document for the Alt'ka7tsem/Howe Sound Biosphere Reserve and expect to submit to the Canadian Commission for UNESCO for their review and support by the end of July. It has been a two-year process to complete the document which will be approximately 230 pages and we are on the home stretch.

We have relied to date on the strong support from all our local governments for the Biosphere nomination. We are now asking representatives of each municipality to endorse the nomination. The endorsement does not legally or financially bind the municipality, but is an indication that the municipality supports the objectives of the Alt'ka7tsem /Howe Sound Biosphere Reserve.

Quotation from Mayor Josie Osborne, Tofino – UNESCO Clayoquot Sound Biosphere Reserve
“Being declared an UNESCO Biosphere Reserve brings a greater sense of responsibility to living within our means in this world.”

On November 1, 2016, Village of Lions Bay Council passed a resolution of support:

Whereas the Village of Lions Bay is a signatory to the Howe Sound Community Forum's Principles for Cooperation, which discuss the following values:

- *Sustainability: maintaining and managing the balance between development and protection of Howe Sound*
- *Cooperation: governments, First Nations and organizations working together.*
- *Stewardship: actions of individuals and organizations to achieve results.*
- *Jurisdiction: encouraging communities to work together beyond boundaries on the map for the greater good.*
- *Diversity: acknowledge Forum members' differing interests, but a shared interest in the future of Howe Sound;*

And whereas in Council's judgment the Howe Sound Community Forum's Principles for Cooperation align with the objectives of United Nations Educational Scientific Cultural Organization (UNESCO) Biosphere Regions, which provide an effective tool for furthering United Nations conventions, including its Declaration on the Rights of Indigenous Peoples, to provide for conservation of landscapes, ecosystems, species and genetic variation; fostering economic and human development that is socially, culturally and ecologically sustainable; and providing support for research, monitoring, education and information exchange related to local, national and global issues of conservation and development;

Now therefore, Council supports nomination of Howe Sound as a UNESCO Biosphere Region.

Carried

We are asking the Mayor or representative to be a signatory from the Village of Lions Bay for section 5 of the document:

5.4 Signed by the authority/authorities, elected local government recognized authority or spokesperson representative of the communities located in the transition area(s).

Full name and title: _____

Date: _____

Address, email, phone number: _____

A support letter in addition to the signature of endorsement is also welcome.

We are always seeking opportunities to inform more people about the intentions and aspirations of the designation and welcome any opportunities to further inform Council members and residents.

Thank you and I look forward to your questions and response.

Sincerely,

Ruth Simons,
Lead,
Howe Sound Biosphere Region Initiative Society
www.howesoundbri.org
c/o Box 465
Lions Bay, B.C.
V0N 2E0 604 921-6564



Spring 2019 Update

Vision: To see all communities within the At'ka7tsem/Howe Sound Biosphere Region (AHSBR) living sustainably within a healthy ecosystem that has a diversified economy and vibrant cultures as well as ongoing advantages associated with UNESCO designation.

Mission: To work collaboratively toward the Vision by providing logistic support for research, education and training that not only promotes biodiversity conservation within both water-based and land-based environments but also promotes sustainable development of the economy with high priority on social and cultural values as well as environmental values.

- In line with this Mission AHSBR aims to create an 'ethical space' culture¹ that effectively integrates indigenous and non-indigenous worldviews and cultures grounded in relationship-building and shared governance intended to promote dialogue and sharing of knowledge/experiences with local and global applicability.
- AHSBR is developing a Strategic Communication and Engagement Hub for the delivery of the various logistic services required to support this Mission.

Objectives: AHSBR is working on three key objectives in its efforts to see the region become an exemplary model of ecosystem-based management that sensitively strikes a balance between its environmental priorities and its social, cultural and economic priorities.

Objective 1: To advance **biodiversity conservation** in the region's marine and terrestrial ecosystems.

Objective 2: To advance **sustainable development** in line with the UNESCO's Man and the Biosphere Program priorities and the UN's Sustainable Development Goals.

Objective 3: To advance **Reconciliation** in recognition of UNDRIP, the UN Declaration on the Rights of Indigenous Peoples that enshrines the rights of the world's indigenous peoples in terms of their survival, dignity and well-being.

In pursuing these three objectives there is a focus on supporting research, gathering information, organizing knowledge and achieving wisdom in order for AHSBR to create an exemplary model of ecosystem-based management. UNESCO's Man and the Biosphere Program focuses on building a scientific foundation for improving long-term human-environment relations and sharing innovative approaches implemented in designated Biosphere Regions as models for consideration by members of the UNESCO World Network of Biosphere Reserves.

Proposed Governance: Governance of the At'ka7tsem/Howe Sound Biosphere Region Initiative Society will involve a Board of Governors, a Roundtable Advisory Group and the Staff and Volunteers.

Board of Directors (8-10 Board members) are being drawn from all sectors of society with emphasis on deep commitment to [UNESCO's Man and the Biosphere Program](#). The Board will be co-chaired with one chair position reserved for a Squamish Nation representative and one chair position reserved for a non-indigenous person.

Responsibility: Strategic planning and overall direction of AHSBR.

¹The Canadian Biosphere Reserves Association definition of ethical space: "It is the natural confluence of Indigenous and non-Indigenous worldviews and cultures. It is created through relationship building and shared governance. At a societal level, it is a vision of a future where these worldviews come together, and where both are valued equally."

Roundtable Advisory Group: (10-15 advisors) represent the diverse stakeholder groups in the region.

Responsibility: Advice and consensus-building related to AHSBR initiatives.

Staff and Volunteers: An Executive Director is to be appointed with responsibility for overseeing the strategic and operational responsibilities required to achieve AHSBR's mission; additional staff will be recruited over time. Volunteers will continue to play a particularly crucial role in the overall success of AHSBR through their involvement in a wide range of initiatives.

Responsibility: Day-to-day AHSBR operations.

Activities: The Strategic Communications and Engagement Hub under development by the Atl'ka7tsem/Howe Sound Biosphere Region Initiative Society is focused on its three key objectives. Some of the associated activities are primarily of a communication nature and others are more strongly associated with engagement initiatives.

Communication

- Serve as a clearinghouse for information/knowledge including information gathering, research database maintenance and widespread information/knowledge dissemination through the AHSBR website and social media pages in order to actively promote its use for informed decision-making.
- Create and make public an annual report on AHSBR performance including progress on all strategic goals.
- Advance education by disseminating conservation information and research results from the region to science organizations and educational institutions, including work on regional climate change issues.
- Support and increase understanding of the Sḵw̱xwú7mesh snichim language, cultural and history.
- Build awareness about the UNESCO World Network of Biosphere Regions, the UNESCO Man and the Biosphere Program and the UN's Sustainable Development Goals and the UN Declaration on the Rights of Indigenous Peoples.

Engagement

- Participate in an advisory capacity on working groups that include non-profits and registered charities with a shared purpose of advancing conservation in the Atl'ka7tsem/Howe Sound Biosphere Region, enhancing co-ordination and efficiency wherever possible.
- Plan, coordinate and host public events and multi-stakeholder forums with Sḵw̱xwú7mesh and other First Nation groups to address matters related to Reconciliation.
- Facilitate involvement of volunteers in research projects, event organization, and educational materials development.
- Develop institutional capacity within the Atl'ka7tsem/Howe Sound Biosphere Region to meet its goals and objectives, including workshops and networking events related to the UN's Sustainable Development Goals, highlighting the value of an ecosystem-based approach to management that balances ecological, economic and social objectives leading to enhanced sustainable development.

Funding: The Atl'ka7tsem/Howe Sound Biosphere Region Initiative Society is building on its successful initial rounds of donor funding with its proposal to the Canada Revenue Agency to become a registered charitable organization and longer-term plan to establish sustained funding for the work of the society through the establishment of the Atl'ka7tsem/Howe Sound Biosphere Region Foundation. The society also is planning to establish partnerships and to obtain grants that are aligned with initiatives related to its three objectives.

UNESCO Biosphere Region Nomination: The 200+ page nomination document on which decisions about designation as a UNESCO Biosphere Region is based has reached the final stage of the drafting process. Document editing and final production will be done by Bill Henwood, formerly a senior planner with Parks Canada and an active participant in the World Commission on Protected Areas. The draft document will be available for review and comment by end of May with submission to the Canadian Commission for UNESCO to follow soon thereafter. Nomination documents are received each year in September and successful applicants are announced in the following June.

For more information contact: Ruth Simons, Lead, Howe Sound Biosphere Region Initiative Society
howesoundbri@gmail.com www.howesoundbri.org

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