

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
ENVIRONMENT COMMITTEE MEETING MINUTES  
RAVEN ROOM, MUNICIPAL HALL  
TUESDAY, JUNE 4, 2024**

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Committee Members: C. van der Vorm (Chair), A. Gallet, E. Grdina, P. Hundal, P. Scholefield; and Councillor P. Lambur attended the meeting in the Raven Room, Municipal Hall. Absent: F. Umedaly and C. Castro.

Staff: H. Keith, Senior Manager, Climate Action & Environment (Staff Representative), C. Coulter, Plans Examiner; and M. Wise, Climate Action Coordinator (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

**1. CALL TO ORDER**

The meeting was called to order at 4:35 p.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the June 4, 2024 Environment Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the May 7, 2024 Environment Committee meeting minutes be amended:

- to change the wording from “significance of the Metrotown to Park Royal prioritization for rapid transit and if it prioritizes a West Vancouver focus,” to “a committee member raised concerns about the Metrotown to Park Royal prioritization for rapid transit and questioned whether it has a direct or meaningful benefit to West Vancouver residents,”

AND THAT the minutes be adopted as amended.

CARRIED

**REPORTS / ITEMS**

**4. Question and Answer Session with District Building Permit Staff**

C. Coulter provided answers to Committee member questions about District building and electrical permitting with support from staff.

Committee members provided comments and queries regarding:

- What departments or policies manage idling, idling signage and enforcement, where idling signage is located or practiced, where else signage could be added and amplified, and differences in cultural norms regarding idling;
- Reflections on ways the District might support sustainable and low carbon renovations and how renovations relate to step codes;
- How incentivization could be engaged to encourage home energy efficiency and heat pump uptake, efficiency upgrades, and ways to increase community engagement with energy efficiency assessments;
- How step code shapes new building requirements to meet energy efficiency, how step code compliance is confirmed, ways to incentivise going beyond the step code minimum;
- Permitting fees for heat pump installations and ways to reward applications prioritizing sustainable actions;
- Exploring opportunities for local energy advisers and architects to connect with sustainable and green strategies for high performance and passive house buildings;
- Cypress Village requirements for high energy efficiency and sustainability;
- How the Development Permit process for large developments might create an opportunity to negotiate energy efficiency and high energy performance developments;
- Home demolition and waste reduction strategy development and challenges;
- An overview of tracking heat pump installations at the District between 2019 and 2024; and
- How to champion low carbon building materials and procurement processes that look at embodied emissions.

E. McHarg (member of the public) inquired if there is a certified adviser program for specialists and architects for green and sustainable certification.

T. Reinsch (member of the public) commented that depreciation reports will be mandatory for multi-family buildings and queried on how many houses being built are spec houses.

D. Reinsch (member of the public) commented on tree protection barriers during development and queried what department at the District oversees inspections and follow up on this issue.

D. Reinsch (member of the public) inquired if the District is seeing more water filtration tanks being installed at construction sites.

C. Coulter left the meeting at 6:03 p.m. and did not return.

It was Moved and Seconded:

THAT the discussion regarding Question and Answer Session with District Building Permit Staff be received for information.

CARRIED

## **5. Environment Committee Recommendations for Active Transportation**

The report dated June 4, 2024 was reviewed and read by the Committee, with the Committee agreeing to put forth the report as the following motion:

It was Moved and Seconded:

WHEREAS Objective 4.3 of Council's Strategic Plan 2024–2025 is to diversify, expand, and improve the safety and appeal of active transportation options;

WHEREAS diversifying, expanding, and improving the safety and appeal of active transportation options will help address the District's climate emergency by reducing GHG emissions. More people adopting active transportation options will lead to reduced automobile traffic congestion and improved health benefits;

WHEREAS Objective 4.2 of Council's Strategic Plan 2024–2025 is to update the 2010 Strategic Transportation Plan;

WHEREAS the staff in the District's Engineering & Transportation Services Division routinely refer to the BC Active Transportation Design Guide to ensure that new active transportation infrastructure is as safe as possible for users of the District's pedestrian and cycling networks;

WHEREAS the construction by the District of the Ambleside and western sections of the Spirit Trail has served to motivate people of all ages and abilities to safely take up active transportation options;

WHEREAS a large number of the proposed additions to the District's sidewalk network, shown on the map on page 69 of the District's Pedestrian Network Study (2017), have not yet been installed. To address this proposal for new sidewalk installations, the Engineering & Transportation Services Division has developed an approach to sidewalk network prioritization and programming which was endorsed by the Environment Committee at its 7 May meeting;

WHEREAS there continues to be complaints from residents about the need for maintenance of existing sidewalks;

WHEREAS some people with disabilities prefer to ride their wheeled devices on bike lanes instead of on the more uneven surfaces of sidewalks;

WHEREAS the growing popularity of e-bikes means that cycling in hilly West Vancouver is now more accessible to its residents, which is increasing the demand for safe bicycle infrastructure;

WHEREAS HUB North Shore's principal goal, as it pertains to the District of West Vancouver, is to have safe and attractive bikeways (protected from automobile and

pedestrian traffic) in the Marine Drive corridor between Dundarave and the Lions Gate Bridge;

WHEREAS there are only 3 blocks (330 m) of bike lanes in the District that are protected from automobile and pedestrian traffic compared to just over 4 km in the City of North Vancouver;

WHEREAS the section of the Spirit Trail between Ambleside Dog Park and Park Royal South has, at times, become hazardous due to increased pedestrian and bicycle traffic and an increasing number of people on e-bikes traveling faster than those on traditional bicycles;

WHEREAS the District has been arranging for HUB's bicycle education courses to be given to a few of its elementary schools each year and also sponsors one of HUB's Go By Bike Week celebration stations twice yearly;

WHEREAS in 2020, plans were being made by representatives from the Council, District staff, the North Shore Safety Council, the ADBIA and HUB North Shore to conduct a Sunday car-free day family event on a few blocks of Bellevue Avenue on September 26, 2020, but plans had to be canceled in March due to the onset of COVID-19;

WHEREAS the three HUB North Shore West Vancouver Liaisons have recently prepared a map showing four possible bike loops on relatively safe streets encompassing Dundarave, Ambleside and Cedardale;

WHEREAS in preparation for EXPO 86, the District participated in creating a signed walking route called "The Village Walk" which was advertised as "SCENIC AND HISTORIC PEDESTRIAN TOURS OF AMBLESIDE, CEDARDALE AND DUNDARAVE" and unfortunately the signs fell into disrepair, disappeared, and were never replaced;

WHEREAS there are no more printed copies available of the latest 2021 hard-covered, multi-folded North Shore Bike Map that was jointly funded by the three North Shore municipalities;

WHEREAS with the exception of the Spirit Trail and multi-use pathways at the north end of the Lions Gate Bridge, there is a lack of suitable wayfinding signage on the District's cycling and pedestrian networks;

WHEREAS the City of North Vancouver and District of North Vancouver Councils both voted on April 8, 2024 to extend their inclusion in the province's pilot project to legalize e-scooters until 2028;

WHEREAS according to the 2021 North Shore Transportation Survey Report, over 73% of shopping trips on the North Shore were car-based, with only 1% made by bike or on foot;

WHEREAS the City and District of North Vancouver have just launched, in April 2024, a new 6-month long lending program, which allows residents with a library card to borrow electronic powered bicycles with additional carrying capacity (cargo e-bikes), for one week;

WHEREAS the City of Vancouver has designated a speed limit of 30 km/hr on streets with their bike network and the District already has 30 km/hr speed limits on the Bellevue Avenue bike route between 17th and 31st Streets, on short sections of the Fulton and Kings Avenues bike routes, and also on those bike routes by schools and the West Vancouver Community Centre; and

THEREFORE BE IT RESOLVED THAT the Environment Committee recommends to Council the following actions to improve active transportation options in the District of West Vancouver for all residents and visitors:

1. proceed as soon as possible to produce the planned update to the District's Strategic Transportation Plan so that the information can be used to facilitate planning for the implementation of the Ambleside and Taylor Way Corridor Local Area Plans and the possible development of Cypress Village which could also guide the District's transportation planning related to a future TransLink Bus Rapid Transit (BRT) hub at Park Royal North;
2. continue to refer to the BC Active Transportation Design Guide to ensure that new active transportation infrastructure is as safe as possible for users of the District's pedestrian and cycling networks;
3. work towards the visionary goal of a Spirit Trail across the North Shore between Horseshoe Bay and Deep Cove by expanding the existing Spirit Trail westward from Ambleside, and separate people on bicycles from automobile and pedestrian traffic on the Spirit Trail between 14th Street and 16th Street of Argyle Avenue so that there will be a protected bike path all the way between 13th Street and 17th Street. Create a five-year vision plan and implementation strategy to establish a safe biking connection between Ambleside and Horseshoe Bay, including transforming Marine Drive or Bellevue Avenue (18th Street to 26th Street) into a slow-speed road with protected bike lanes, prioritizing biking and enhancing safety for all road users;
4. address key gaps in the existing pedestrian network, including important gaps close to schools;
5. continue to make improvements that can easily accommodate the use of sidewalks by those people with disabilities;
6. work towards the goal of having a safe and attractive bikeway (protected from automobile and pedestrian traffic) in the Marine Drive corridor between Dunderave and the Lions Gate Bridge, including the prioritization of a protected bikeway bypass of the Spirit Trail between Ambleside and the Welch Street Bridge over the Capilano River;
7. provide funding for HUB's bicycle education courses to be given to all the schools each year and sponsor one of HUB's Go By Bike Week celebration stations twice yearly;
8. contribute on a shared-funding basis to update and print copies of the hard-covered, multi-folded North Shore Bike Map and/or consider a bike website to find further information about biking in West Vancouver, including the map, and

possible signage with QR codes directing to this website, which would include a short educational video on biking;

9. expand the installation of wayfinding signage on the District's cycling and pedestrian networks by including information such as distances to destinations and travel time estimates;
10. apply in 2025 through TransLink's Car Free Days of Summer website to host one or more car-free days in West Vancouver in the summer of 2025, including participation of the North Shore Safety Council, the Ambleside Dundarave Business Improvement Association, and HUB North Shore as was planned for the canceled event on September 26, 2020;
11. consider re-establishing the signage along the Village Walk and installing signs along the proposed Village Bike Loop which runs on relatively safe streets through Ambleside and Dundarave to provide cyclists a connection to many of the District's public facilities including three schools and nine parks;
12. pursue the possibility of joining the City of North Vancouver and District of North Vancouver in participating in the province's pilot project to legalize e-scooters until 2028 (Council motion to join pilot project passed on July 8, 2024);
13. consult with the West Vancouver Memorial Library to gauge interest in participating in a cargo e-bike rental program during the months of April through September;
14. expand restricting automobile speed limits to 30 km/hr along the District's bike routes;
15. install bike racks and/or parking options for cyclists to safely secure their bikes at key destinations and bus stops; and
16. explore free local transit days during, for example, the West Vancouver Community Cultural Fest, pending further assessment of its costs.

CARRIED

## **6. Climate Action Strategy**

Staff provided insight on next steps for the draft Climate Action Strategy with a request for Environment Committee members to prepare questions and feedback for the July 2, 2024 Environment Committee meeting.

It was Moved and Seconded:

THAT the discussion regarding Climate Action Strategy be received for information.

CARRIED

## **7. PUBLIC QUESTIONS**

T. Reinsch, commented on how energy assessments are not regularly filled out as part of property owner disclosure statements and inquired if this could be an opportunity to emphasize energy assessments.

D Reinsch quired about the percentage of properties the District aims to FireSmart and if the District requires non-combustible roofing on new homes.

E. McHarg, inquired about how the District might leverage signage for focused and accessible wayfinding.

D. Reinsch, commented on pedestrian safety at 21st and Marine Drive, and inquired if there any systems that could be put in place that could help to proactively signal to drivers that the crosswalk ahead is being engaged.

D. Reinsch, provided a comment regarding sediment accumulation in catch basins and the impact this has on drainage and cyclists, and inquired what obligations developers have to ensure catch basins remain clear.

## 8. **NEXT MEETING**

Staff confirmed that the next Environment Committee meeting is scheduled for July 2, 2024 at 4:30 p.m. and held in-person in the Raven Room at the Municipal Hall.

## 9. **ADJOURNMENT**

It was Moved and Seconded:

THAT the June 4, 2024 Environment Committee meeting be adjourned.

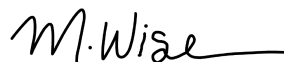
**CARRIED**

The meeting adjourned at 6:33 p.m.

Certified Correct:



Chair



Committee Clerk