

COUNCIL CORRESPONDENCE UPDATE TO OCTOBER 30, 2024 (8:30 a.m.)

Correspondence

- (1) 3 submissions, October 27–28, 2024, regarding Proposed Road Closure and Removal of Highway Dedication Bylaw No. 5342, 2024**
- (2) October 28, 2024, regarding “The Blue Flag Project”**
- (3) 4 submissions, October 28–29, 2024 and undated, regarding Urban Forest Management Plan**
- (4) October 30, 2024, regarding “Veteran’s Crosswalk”**
- (5) Committee and Board Meeting Minutes – Environment Committee meeting June 4, 2024; and Arts & Culture Advisory Committee meeting September 26, 2024**

Correspondence from Other Governments and Government Agencies

No Items.

Responses to Correspondence

- (6) Senior Manager of Climate Action & Environment, October 24, 2024, response regarding “Community Wildfire Plan Implementation - Fuel Treatment (\$600,000)”**

From: s. 22(1)
Sent: Sunday, October 27, 2024 5:15 PM
To: correspondence
Subject: 30th Street Beach Access

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Dear Mayor and Council,

I am completely opposed to *Road Closure and Removal of Highway Dedication Bylaw No. 5342, 2024 and Disposition of 3000 Park Lane* and the sale of this property at 30th Street to a private party. In my opinion, public access to the waterfront should be held in perpetuity. The sale of public lands is always a risky decision. Did West Vancouver not learn from the sale of the old WVPD station at 13th and Marine to Grosvenor?

At a meeting with Mayor Sager on Oct. 23, 2024, he indicated that the proposal outlined in the Council Report dated Oct. 18, 2024, was **not** recommended by staff. We pay staff significant salaries for their expertise, their experience and their education. If this is indeed the case, I am concerned that this has become a political decision and not in the best interests of West Vancouver residents. What exactly is the staff recommendation on this issue? What is their rationale? This is important.

I am also concerned that the critical decision to sell waterfront access is being made in haste with a deadline set in place by the prospective buyers. In fact, there seems to be a distinct lack of transparency with respect to this entire process. In particular, the parameters of the property have changed, and the subsequent value seems to have been arbitrarily determined. Also, other variables such as the costs to the Municipality for reconfiguring the access path and any environmental mitigations are unknown. Decisions made in haste, especially where money is concerned, are often poor decisions.

Anecdotally, the proceeds from this sale are earmarked for the purchase of the remaining property on Ambleside Beach. This property is not for sale and there is certainly no urgency to top up that fund. Creative accounting should be able to arrange any shortfall in a legitimate fashion when the time comes. The Council report does not confirm this as a finite decision. Instead, it states:

“...the proceeds of the disposition are to be paid into a reserve fund, with the money from the reserve fund used to acquire property that the council considers will provide public access to the same body of water that is of at least equal benefit to the public”. In this case, the body of water includes the Burrard Inlet.”

In my opinion, this can be interpreted in many ways by the Council of the day for political expediency. Covenants, rights of way and such can always be altered. This property was a windfall to the Municipality when it was signed over to West Vancouver by the Province. Let's not get greedy. We could lose a significant asset with not much to show for it.

I expect that Council is a steward for the lands in this District. A hundred years ago, cattle from the Clyde farm were grazing on Ambleside Beach and logs were skidded down Hollyburn Mountain. Those residents (all 2400 of them) could likely not imagine today's West Vancouver any more than the current 44 000 residents can imagine West Vancouver in 100 years. I suspect that this access will be even more important to the community in the future as our population continues to grow.

I urge you to reject this proposal to include the sale of the Beach Access with the sale of the property at 3000 Park Lane. Keep the beach access intact for the benefit of all West Vancouverites now and in the next 100 years and beyond. This bylaw is a short-term solution with long term pain.

Yours truly,

s. 22(1)

s. 22(1)

West Vancouver, BC s. 22(1)

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, October 28, 2024 1:57 PM
To: correspondence
Subject: Road Closure and Removal of Highway Dedication Bylaw No. 5342, 2024 and Disposition of 3000 Park Lane

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Dear Mayor and Councillors,

I have read through this new version of the staff report, which caused me to revisit the site to examine the route and terminus of the proposed Statutory Right of Way (SROW) trail. The report is correct in referring to it as providing the public with waterfront access rather than beach access. It is the loss of an attractive public beach access trail being the main reason that I am opposed to this proposal to sell the Consolidated Property with its SWRO public trail.

I have compiled the following list of questions that I feel need answers in order for the public to fully understand the proposal and its implications, and for you to be able to make a reasoned decision on the proposal:

1. Noting the concern about the District's finances mentioned in the staff report, it would be interesting to know the approximate amount of financial resources due to staff time, Council's time and lawyer and real estate fees that have been or will be expended on this proposal?
2. Referring to the existing beach access trail, why was the sign 'Welcome to Altamont Beach Park' installed at the trail head and, noting in the staff report, that it is not a park, why hasn't the sign been removed?
3. Why on the District's Municipal Map, which was updated in June 2023 (<https://westvancouver.ca/sites/default/files/media/documents/DWV/MunicipalMap202306.pdf>),

is the whole road allowance labeled as "Procter Park"? Noting in the staff report that it is not a park, why hasn't the naming on the map been updated to remove its designation as a park?

4. When that section of the road allowance was closed to form the lot at 3000 Park Lane, was the remaining unclosed section of the road allowance registered as a SROW or an easement?
5. Can the surface area of the proposed registered SROW trail be included as part of the lot size in determining how large a dwelling can be built on the property?
6. What utilities are planned for the SROW trail?
7. Why is the proposed Consolidated Property's SROW waterfront access trail located on the east side of the property instead of keeping it as a beach access trail on the west side?
8. Why is the proposed Consolidated Property's SROW waterfront access trail (3.0 m) narrower than the beach access trail (4.7m) that currently occupies most of the unclosed section of the road allowance?
9. Does there need to be a setback between the proposed SROW trail and boundary between lots 2998 and 3000? If so, how much?
10. Here are some improvements that would make the Consolidated Property with its narrow SROW trail more enticing to potential buyers than the previous offer to purchase:
 - the Consolidated Property would be larger than the previously advertised 3000 Park Lane lot;
 - it would have an established private trail to the beach on its western side;

- there would be no direct public access trail to the same beach through the property or directly adjacent to it;
- and current interest rates are significantly lower than during the previous offer.

Why then, with these additional attractive features, is it not planned to list the property again on the real estate market in hopes of getting more money from the sale of the property?

11. I have observed that much of the east side of the Consolidated Property has been disturbed by the previous owners of 2998 Park Lane. Would the District's building standards call for the use of environmentally friendly materials and can the standards allow for the potential buyer of the Consolidated Property to design and build a trail that will not only be safe, but also aesthetically pleasing to walk on for that section of trail from Park Lane to the drop-off?

12. Based on my observation and on the drawing in Exhibit 3, the waterfront terminus of the proposed SROW trail would not be onto a beach, rather onto the unattractive remains of a filled-in previous swimming pool and pond. Additionally, the District's portion of the SROW trail lies within 15 m of the natural boundary (high tide mark) of the ocean]. What does the District plan for a landscape project that will make it an attractive waterfront destination for the public and one that will comply with the District's Foreshore Protection Area guidelines?
13. The staff report notes that because of potential unknown geotechnical conditions on the foreshore, the installation could be complex and expensive. What about that very steep section of the property from the drop-off down to the foreshore which could become very unstable when the vegetation is removed during construction of the trail? Expensive construction on an unstable slope could add to the District's cost of building the trail or it may not even be feasible. In this case, the SWRO trail would end at the drop-off, creating a situation like at the foot of 29th Street.
14. Does the District's real estate agent have any idea what impact the public SROW trail will have on the value of the properties at 2998 and 3000 Park Lane?
15. Does the owner of 2998 Park Lane approve of the proposed SROW trail adjacent to his or her property?
16. On Page 71 and Exhibits 4 and 5 on Pages 35 and 36 of the staff report, the real estate brochures list the flood potential of the 3000 Park Lane lot as follows: "*Flood Plain: No*". The same could certainly not be stated for the currently occupied lot on the Ambleside waterfront located immediately west of the ferry building property which is exposed to flooding from storm surges under high tide conditions and will eventually be subject to more storm surges and flooding due to sea level rise associated with climate change. Furthermore, on the concrete walls facing the ocean on the two lots immediately to the west, there are signs posted with following wording: "**CLOSED** No public access to this area due to hazardous conditions" Therefore, how can Council possibly contemplate that money from the disposition of 3000 Park Lane used to purchase the Ambleside waterfront property will, as the staff report states: "*provide public access to the same body of water that is of at least equal benefit to the public*" ? There is clearly no equal benefit to the public under high ocean water conditions when the Ambleside waterfront lot is flooded and the 3000 Park Lane lot is never flooded.

In conclusion, I would like to see this proposal not adopted and the existing beach access trail moved to lie completely within the unclosed road allowance and protected through a perpetual SWRO or an easement and utility right of way.

Sincerely, [Redacted] s.22(1)

--
 [Redacted] s. 22(1)
 [Redacted]
 West Vancouver, British Columbia,
 Canada, [Redacted] s. 22(1)
 Tel: [Redacted] s. 22(1)
 Cell: [Redacted] s. 22(1)
 E-mail: [Redacted] s. 22(1)

From: s. 22(1)
Sent: Monday, October 28, 2024 3:22 PM
To: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence
Cc: s. 22(1)
Subject: 30th Street Beach Access

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Hello Mayor, Council:

I am s.22(1) not able to attend the meeting today, so would like to share my thoughts now.

I spoke about this with s.22(1). He and I are s.22(1) from way back and we have worked together s.22(1).

As you know, s.22(1) is an expert in West Vancouver s.22(1). He knows this property, he knows the situation. s. 22(1) is very confident that, if marketed appropriately, 3000 Park Lane would sell for \$5.2 - \$5.3... without including the access property. Having said that, he s.22(1) provided names of s.22(1) realtors who he believes would market it effectively.

There are several examples of how s. 22(1) suggests it should be marketed differently. For example, he noted that the property appears narrow, due to the tight spacing of the house to the east and the trees along the path encroaching on the property. He suggests including a physical representation of the property line to show the true extent of the lot as is.

Selling that beach access is very unpopular. It is not worth the difference in price to go through with this transaction.

I encourage you to look at alternatives, including having another agent market the property without including the beach access.

s. 22(1)
West Vancouver, s. 22(1)

From: Mark Sager, Mayor <mark@westvancouver.ca>
Sent: October 11, 2024 12:13 PM

To:

s. 22(1)

Subject: RE: Meeting

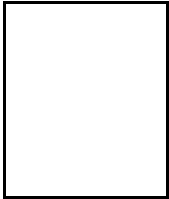
Hello Everyone,

Well I am so sorry I have just learned that the report will not be done by Tuesday morning. I do want everyone to know that our staff are working hard to create a win – win but I have learned there are wrinkles. So I have to apologize and ask that we re-schedule our meeting to Wednesday at 4 pm. If anything changes and I can make it earlier I will let you know but it is very important that we get this right!

Thanks for your understanding,

All the best

Mark



Mark Sager

Mayor | District of West Vancouver

t: 604-925-7000 | westvancouver.ca

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From: [REDACTED] s. 22(1)
Sent: Monday, October 28, 2024 2:08 PM
To: correspondence
Subject: The Blue Flag Project

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Mayor & council,

I'm writing ask, at its next meeting, council recognize Campbell River councillor Ron Kerr's installation at the Lions Gate Bridge off-ramp. The Blue Flag Project commemorates those who have died during our drug epidemic. My understanding is he will be moving the flags to Victoria at the end of this week, and it would be a worthy gesture to acknowledge his efforts officially.

Cheers,
[REDACTED] s. 22(1)

[REDACTED] s. 22(1)
[REDACTED]
West Vancouver BC [REDACTED] s. 22(1)
Canada
cell [REDACTED] s. 22(1)
[REDACTED] s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Monday, October 28, 2024 3:53 PM
To: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; 'correspondence@westvancouver.ca'
Subject: FW: SUBMISSION ON URBAN FOREST MANAGEMENT PLAN
Attachments: June.2024, fallen dead tree.jpg; June2024.remaining dead tree.jpg; Aug. 2024 Fallen Tree.jpg; Oct. 25, 2024.broken part.jpg; Oct. 25, 2024.remaining dead tree.jpg
Importance: High

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I have been providing feedback to Council on the Urban Forest Management Plan since July 2023 and believe that there are gaps in it and Council should request more information before approving any significant implementation of some of the cited priorities. Here are my 6 key points, followed by more discussion points below I raised with Council in July 2023:

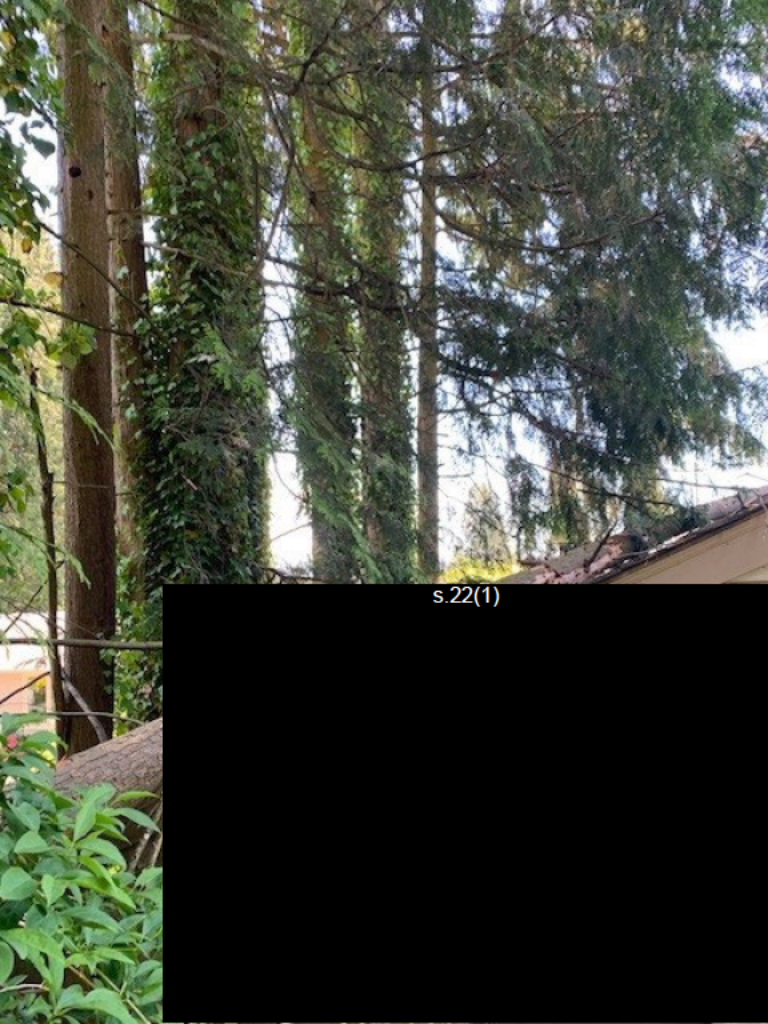
1. In order to protect our trees, we need a balanced plan that recognizes their beauty and value but also that they can be very dangerous and costly. We also should not put undue costs and onus on private sector owners to properly manage the often competing priorities relating to trees on their properties. Als, WVan cannot shoulder an unrealistic burden for the Metro Vancouver canopy target at the expense of other more important priorities like safety, costs and need for more suitable development in its own municipality.
2. There are many dangerous and unhealthy trees which need to be dealt with on a priority basis on both public and private lands. Is WVan properly funded to deal with the public lands portion?
3. There is an increasing fire hazard relating to our urban forest. What priority does this have in the Urban Forest Management Plan?
4. West Vancouver has had only 1/6th of the development of the average in Metro Vancouver over the past 50 years. Loss of the WVan's urban canopy has not been caused by too much development. WVan has an acute shortage of affordable housing and also needs the revenue that such development will provide. Management of trees of suitable development sites must be managed in a cost effective basis to eliminate unnecessary costs.
5. The public needs to receive much better education of good tree management practices including what constitutes dangerous trees and support actions of both private and public actions to cull them and replace them.
6. We need to minimize the unnecessary costs for private owners to properly manage the trees on their property. Properly managing private owned trees can be very expensive without undue bureaucracy. Please see the attached photos of portions of 3 trees that have fallen [REDACTED] s. 22(1) in the last 5 months. [REDACTED] s.22(1). These fallen portions have broken off trees that are over 70 feet tall which could have caused significant devastation if the whole tree had fallen.

The following more detailed summary was submitted to Council in July 2023.

Purpose: Asking for Clarification of how certain matters are covered or may be covered in the Urban Forest Management Plan based upon my own involvement with Tree Related issues in WVan and elsewhere.

1. I Love Trees: I grew up with large trees in my yard and now have them in my yard in WVan...provided they are safe and not onerously expensive to maintain and can be aligned with other key objectives.
2. Many unhealthy and unsafe trees in our midst:
 - a. Unhealthy can mean, improperly pruned decades ago, undetected core that is rotten, weak candelabra fingers, etc.
 - b. Reduced water/soaring temperatures make trees less healthy and more susceptible to being a fire hazard,
 - c. Example of a dangerous tree that may be otherwise healthy – a tree leaning precariously toward house, intersections etc. that is extremely top heavy
3. Increasing fire hazard:
 - a. 2017 Movie “Only the Brave” about a crack volunteer firefighting unit called the Granite Mountain Hotshots, all but one died in a massive fire – I’m reminded of the comment about the beautiful scene of a large, forested valley – one of the men said “see all the beauty” and the more seasoned fire fighter said, “all I see is FUEL”. We now have no shortage of hair-raising tales of the dangers of dry forests and hot weather.
 - b. We need to ensure we have appropriate perimeters between development and the forest – a report on the forest in the last year or two did not treat this with enough concern in my view.
4. Balancing priorities of trees vs new development – we have deferred significant development for a long time and now need to deal with our acute shortage of affordable housing – trees will need to come down and be considered in the mix of a sustainable community, part of which is the Urban Forest Management Plan – this potential conflict is ahead of us because of the pressures of increasing our affordable housing supply
5. Public sentiment about taking trees down – there are many in the community who do not understand that dangerous trees must be taken down as they pose a significant safety and insurance risk. This has been evident when the public shows up to protest the taking down of dangerous trees even though a permit has been obtained. Also, in a recent public information meeting the comment of a WVan staff person was that leaving large trees was a priority and they should be protected, but nothing was said about the need to take them down when they are unhealthy or dangerous or when we need to build needed housing and replant them elsewhere. We need to properly educate the public on these important issues in my view.
6. Owners who have large trees have increased costs to maintain them – taking down unhealthy and dangerous ones, limbing the damage after a serious storm etc. We need to give our owners who are custodians of our large trees because they bear an unfair cost eg. Costs of permits, arborists and fallers for the rest of us, and do not get extra value for their properties because of these trees.





s.22(1)





s.22(1)





Memorandum

To: Council Members of the District of West Vancouver

From: Urban Forest Solutions

Date: 10/28/24

Subject: DWV Urban Forest Management Plan

With a background in urban forestry from UBC I have studied and mapped urban forest vulnerability in the City of North Vancouver and learned of the careful balance between society and the environment. I am pleased that the DWV has taken the time to create this management plan as it can be a very proactive tool for an uncertain future. I also been operate a tree services company across the north shore since 2017 and have been involved in various intermunicipal urban forest projects. Climate change and development are influencing our urban forest structures including how we implement our management policies.

1) Without more development where will the money come from to manage the municipal urban forest?

If the private sphere is to take the brunt of the cost then this would translate to higher personal overhead for the residents and decreased ability to pay for their own urban forest management such as gardening, landscaping or tree services. I argue this could drive the cost of labour down and make it difficult for those who are credentialled and skilled to maintain high quality businesses on the north shore.

2) Are there any ways private canopy loss can be managed without simply dropping the required DBH?

Development rates have not kept up to the cost of living on the north shore as there have not been enough homes built. Should we lower the DBH requirement then this would mean more permits and more waiting times for development.

3) How do we factor development proceedings wrt safety and the increased dieback of tree species?

4) If the expected life of city trees is around 40 years or more then how can the UFMP long term goals of 15 years manage this proactively?

Thank you for your consideration, Zach Ferance B.Sc.(Hons), MUFL, ISA TRAQ: PN-9036A

urbanforestsolutions.ca

s. 22(1)

From: [REDACTED] s. 22(1)
Sent: Tuesday, October 29, 2024 9:05 PM
To: correspondence; Mark Sager, Mayor; Peter Lambur; Christine Cassidy; Sharon Thompson; Nora Gambioli; Scott Snider; Linda Watt
Subject: Presentation to the Committee of the Whole meeting 28th October 2024

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Good afternoon, Mayor and Council.

My name is [REDACTED] s. 22(1), West Van resident, member of the Urban Tree Alliance and former member of the [REDACTED] s. 22(1)

I am here to give my support to the urban forest management plan to protect trees greater than 20cm at breast height on all private property.

What we know already.....

#1 Is that the majority of residents want the tree canopy to increase or be maintained and support tree regulation on private properties as concluded by both municipal and Interim Tree Bylaw Working Group Surveys.

#2 That between 2018 and 2021 we lost 2% of our canopy, equivalent to 58 soccer fields a year. We must presume that during the 3 years since then without tree protection our canopy has continued to decline.

#3 That other jurisdictions including the City of North Vancouver and New Westminster have already adopted 20 cm as the size of their protected trees.

The Metro Vancouver report of March 2024 titled Regional Tree Canopy Cover and Impervious Surface, concludes that tree canopy cover has declined in most jurisdictions. To help reverse this trend Urban Forest Management strategies must be adopted to include ambitious tree canopy targets and strengthen and enforce tree protection bylaws.

When development results in loss, require trees to be replaced and maintained. When planning new urban communities as in Cypress Village prioritize the retention of existing trees that provide the greatest amount of tree canopy and all it's benefits

Tree removal is associated with a higher risk of flooding and often goes along with an increase in impervious surfaces which prevents water from infiltrating the ground. This issue will be exacerbated by our changing climate.

Less trees and more impervious surfaces lead to the Urban Heat Island Effect, the Heat Dome of 2021 led to over 600 deaths in BC.

We are already experiencing the effects of our changing climate. We have the knowledge to naturally mitigate some of the effects by maintaining a healthy tree canopy.

Currently the budget allows staff to address the removal of hazardous trees. Many of these trees are dying from drought from our increasingly hot dry summers in our changing climate.

Besides budgeting for the damage caused by our changing climate, it must be a priority to budget for activities which mitigate changes. What can be more important than maintaining our mature trees for all their eco services which naturally help mitigate the devastating effects of a changing climate.

It is irresponsible to ignore these facts if we are to maintain a livable and resilient community for future generations

I am here to ask Council to please pass a Bylaw to protect trees 20cm and greater on all private property. It has been far too long reaching this point. Meanwhile trees, some of our most valuable assets have been lost to inaction.

Thank you very much.

s. 22(1)

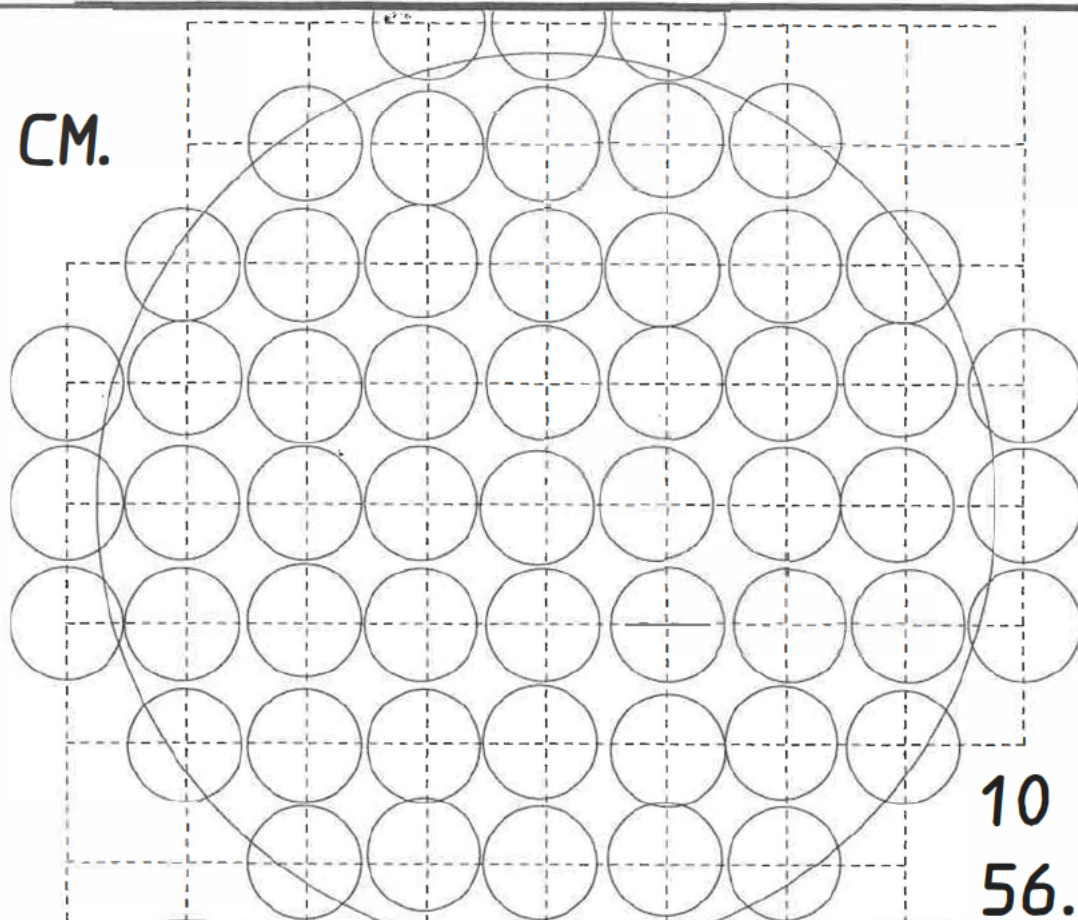
s. 22(1)

s. 22(1)

- LOWER TREES TO 30 CM ONLY (3)(d)

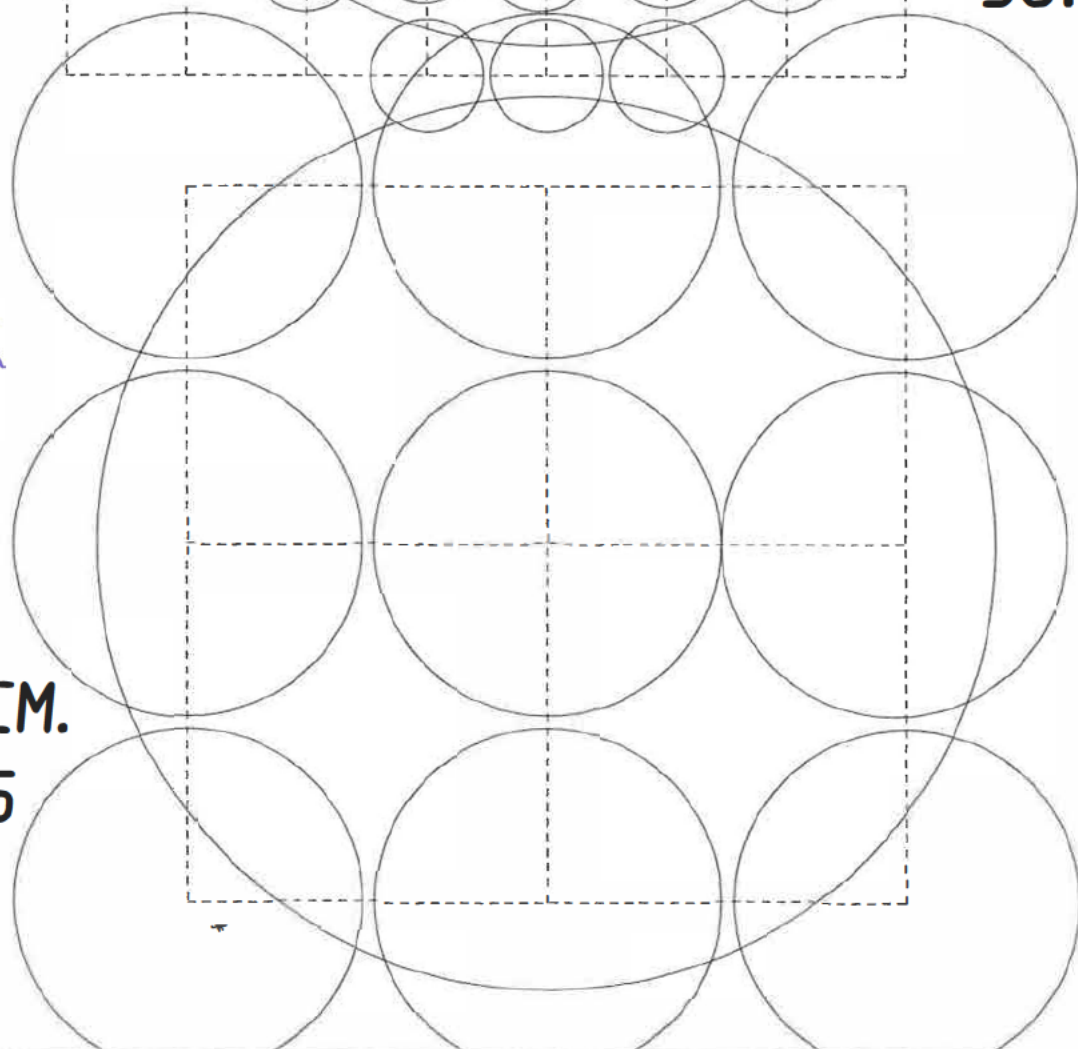
hd

75 CM.



20 CM.
14.06

30 CM.
6.25



TREE

From: [REDACTED] s. 22(1)
Sent: Wednesday, October 30, 2024 7:37 AM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Linda Watt; Sharon Thompson
Subject: Veteran's Crosswalk
Attachments: Screenshot 2024-10-30 at 7.21.29 AM.png

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Good Morning,

I hope you're all doing well. I wanted to see what could be done to consider making a crosswalk by the Memorial Park to honour our Veterans.

I'm attaching a picture of a crosswalk that was painted for Veterans in Stoney Creek, Ontario. It is so important to honour these heroes every day and this is a great reminder of the sacrifices that were made for all of us.

Thank you,
[REDACTED] s. 22(1)
[REDACTED] s. 22(1)
West Vancouver, BC



Lest We Forget

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

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:

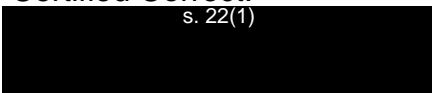
THAT the June 4, 2024 Environment Committee meeting be adjourned.

CARRIED

The meeting adjourned at 6:33 p.m.

Certified Correct:

s. 22(1)



Chair

s. 22(1)



Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER
ARTS & CULTURE ADVISORY COMMITTEE MEETING MINUTES
CEDAR ROOM, WEST VANCOUVER COMMUNITY CENTRE
THURSDAY, SEPTEMBER 26, 2024**

Committee Members: S. Swan (Chair), K. Hall, C. Monsef, S. Price, and A. Repstock attended the meeting in the Cedar Room, West Vancouver Community Centre.
Absent: K. Burnett, F. Pagani, and M. Wilberg.

Non-Voting Committee Members: C. Schachtel (West Vancouver Community Arts Council Board of Directors); L. Yu (West Vancouver Memorial Library Board); and Councillors N. Gambioli and L. Watt attended the meeting in the Cedar Room, West Vancouver Community Centre. Absent: N. Brown (West Vancouver Board of Education); and A. Krawczyk (Kay Meek Arts Centre Board of Directors).

Staff: D. Niedermayer, Senior Manager, Cultural Services (Staff Representative); C. Rosta, Cultural Services Manager; and A. Nomura, Cultural Services Department Secretary (Committee Clerk) attended the meeting in the Cedar Room, West Vancouver Community Centre.

1. CALL TO ORDER

The meeting was called to order at 4:11 p.m.

2. APPROVAL OF AGENDA

It was Moved and Seconded:

THAT the September 26, 2024 Arts & Culture Advisory Committee meeting agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

It was Moved and Seconded:

THAT the following minutes be adopted as circulated:

1. May 28, 2024 Arts & Culture Strategy Update Subcommittee meeting; and
2. July 26, 2024 Arts & Culture Advisory Committee meeting.

CARRIED

REPORTS / ITEMS

4. Arts & Culture Strategy Update Discussion

The interim report which outlines the key priorities that relate to immediate policy or financial resources from the Arts & Culture Strategy Update consultation is being presented to Council on October 7th.

Members to discuss next steps to complete the full strategy update.

The Chair requested that the priorities, notes from the strategy update workshops, and notes from the meetings with the Squamish Nation and West Vancouver School District 45 are distributed to members. Members also discussed meeting with the Memorial Library Board.

It was Moved and Seconded:

THAT the discussion regarding Arts & Culture Strategy Update Discussion be received for information.

CARRIED

5. Community Grants Program 2024 Additional Funding Allocation

The 2024 Community Grants Program funding was approved by Council on May 6, 2024. In August 2024, it was discovered that funds in the amount of \$1,254 remained unallocated in the 2024 program budget. On August 28, 2024, the Community Grants Advisory Panel recommended that the remaining funds be allocated to the Harvest Project to augment their 2024 operating budget. The Harvest Project was previously awarded \$7,000 for their 2024 operating grant.

It was Moved and Seconded:

THAT the Arts & Culture Advisory Committee endorse the Community Grants Advisory Panel's funding recommendation that the remaining \$1,254 in the 2024 Community Grants Program budget be allocated to the Harvest Project.

CARRIED

6. Updates from Committee Members

- Lorena Yu, West Vancouver Memorial Library: In September, the library launched a new Sound Artist in Residence program. All programs are fully booked. The library is also celebrating the launch of their language kits which are designed to teach the Squamish language.
- Catherine Schachtel, West Vancouver Community Arts Council: The West Vancouver Community Arts Council board has conducted a human resources and organizational review and will be updating their Board of Directors Handbook along with organizational policies, to provide more guidance on board of director functions and staff oversight. The Board of Directors is also suggesting that a joint Arts & Culture Advisory Committee and West Vancouver Community Arts Council strategic planning session in January 2025 would be beneficial for the Arts Council.

- Melissa Duchak, on behalf of Andy Krawczyk, Kay Meek Arts Centre: Kay Meek is celebrating its 20th anniversary season. The Kay Meek Arts Centre team had provided theatre space to the Squamish Nation for Truth and Reconciliation Day, but due to unexpected circumstances, their dates will need to be pushed to November. The Kay Meek Arts Centre team will commemorate Truth and Reconciliation Day another way.
- Stephen Price, Community Grants Advisory Panel: The update from the Community Grants Advisory Panel was provided in Item 5 in this meeting. Currently, a subpanel of the Advisory Panel is finalizing recommendations for their review of the Permissive Tax Exemption applications for 2025. There is a connection between recipients of the Permissive Tax Exemptions and priorities of the arts sector who require affordable spaces for rehearsal, workshops and performances. A database of Permissive Tax Exemption recipients with contact information and available space sizes would be helpful for the arts sector.
- Anna-Marie Repstock, Public Art Advisory Panel: The Public Art Advisory Panel has proposed a sculpture by artist Martha Sturdy, which would be situated in Ambleside across from Earls. Staff are conducting a community engagement consultation with the immediate area. Depending on the feedback received, next steps will be discussed. The Klee Wyck Totem Pole is irreparable. Staff are working with the Squamish Nation to lay the totem pole to rest. The Public Arts Advisory Panel is also exploring a new permanent sculpture to be installed at the east entrance of Municipal Hall with an open call to B.C. artists.
- Kirsten Hall, West Vancouver Art Museum: Alison Powell is the acting Administrator/Curator at the West Vancouver Art Museum. Aaron Nelson Moody (Splash) has an exhibition at the Art Museum right now. Additionally, the Art Museum has increased its Drop-In Family Art Project program to occur twice a month.

It was Moved and Seconded:

THAT the verbal reports regarding Updates from Committee Members be received for information.

CARRIED

7. Council Representative Update

Mayor and Council attended a Union of BC Municipalities (UBCM) meeting with ministers and staff.

It was Moved and Seconded:

THAT the verbal report regarding Council Representative Update be received for information.

CARRIED

8. PUBLIC QUESTIONS

There were no questions.

9. NEXT MEETING

Staff confirmed that the next Arts & Culture Advisory Committee meeting is scheduled for October 17, 2024 at 4:30 p.m. and held in-person in the Raven Room, Municipal Hall.

10. ADJOURNMENT

It was Moved and Seconded:

THAT the September 26, 2024 Arts & Culture Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 5:41 p.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Committee Clerk

From: Heather Keith
Sent: Thursday, October 24, 2024 8:18 AM
To: s.22(1)
Cc: correspondence
Subject: Council correspondence - week ending October 23, 2024

Dear s.22(1),

Thank you for your email, it was forwarded to me for response.

The District has not yet received approval of grants that were applied for to cover a portion of the costs for the wildfire fuel treatment program. Therefore, staff are not able to provide an update on the cost of the program that is being covered by the Environmental Reserve Fund until confirmation on external funding. The \$66,000 in external funding is anticipated to come from a grant, if awarded.

Regards,
Heather

Heather Keith, M.Sc., R.P.Bio, she/her
Senior Manager, Climate Action & Environment | District of West Vancouver
t: 604-921-2920 | [westvancouver.ca](https://www.westvancouver.ca)

We acknowledge that we are on the traditional, ancestral and unceded territory of the Skwxwú7mesh Úxwumixw (Squamish Nation), səłítwətaʔ (Tsleil-Waututh Nation), and xʷməθkʷəy̓əm (Musqueam Nation). We recognize and respect them as nations in this territory, as well as their historic connection to the lands and waters around us since time immemorial.

From: [REDACTED] s. 22(1)
Sent: Monday, October 21, 2024 5:52 PM
To: correspondence
Cc: Mark Sager, Mayor; Christine Cassidy; Nora Gambioli; Linda Watt; Peter Lambur; Scott Snider; Sharon Thompson
Subject: Community Wildfire Plan Implementation - Fuel Treatment (\$600,000)

CAUTION: This email originated from outside the organization from email address [REDACTED] s. 22(1). Do not click links or open attachments unless you validate the sender and know the content is safe. If you believe this e-mail is suspicious, please report it to IT by marking it as SPAM.

Re. Community Wildfire Plan Implementation - Fuel Treatment (\$600,000)

I have a question about a *Phase 1 Current Year Project* in the *Five-Year Financial Plan, 2024-2028*:
“Community Wildfire Plan Implementation – Fuel Treatment.”

This 2024 capital project involves fuel treatment/forest thinning in the Woodburn and Eagle Lake areas.

According to the *Five-Year Financial Plan*, the cost of the project is \$600,000, with \$534,000 to be transferred from the Environmental Reserve. The remaining \$66,000 would come from *External Funding*.

At the September 9 regular council meeting, the district’s Senior Manager of Climate Action and Environment confirmed that in June 2024, the Eagle Lake treatment plan was reviewed, and the size and scope of the treatment area was reduced compared to an earlier version of the prescription. This reduction in size and scope would also, presumably, lead to a reduction in the costs associated with this plan.

Could someone on staff please tell me what savings were achieved by reducing the size and scope of this project and what funds (in addition to any forthcoming UBCM Community Resiliency Investment Program grant money) will be returned to the Environmental Reserve? In other words, what is the revised cost of the fuel treatment and forest thinning operations planned for the Eagle Lake and Woodburn areas?

Also, could you tell me the source of the \$66,000 in *External Funding*? Is it from an earlier CRI grant?

Thank you for your time and consideration. I look forward to your reply.

Kind regards,

[REDACTED] s. 22(1)

[REDACTED]
West Vancouver, BC