

## **COUNCIL CORRESPONDENCE UPDATE TO JULY 12, 2023 (8:30 a.m.)**

### **Correspondence**

- (1) July 5, 2023, regarding “Car dependence, and the lack of alternatives”**
- (2) July 5, 2023, regarding “Environmental Riparian Requirement to Replace Trees with Trees, Not Shrubs and our WV Wildlife Species Officially At Risk”**
- (3) 10 submissions, July 7-11, 2023, regarding Proposed Energy Step Code and Low Carbon Building Requirements**
- (4) 4 submissions, July 7, 2023, regarding Road Safety**
- (5) July 11, 2023, regarding “Water Conservation”**
- (6) Committee and Board Meeting Minutes – Finance and Audit Committee meeting May 8, 2023; Art Museum Advisory Committee meeting June 6, 2023; and Code of Conduct Committee meeting June 27, 2023**

### **Correspondence from Other Governments and Government Agencies**

- (7) P. Weiler, M.P. (West Vancouver-Sunshine Coast-Sea to Sky Country), July 5, 2023, regarding “Letter from MP Patrick Weiler - Housing Accelerator Fund Now Accepting Applications”**
- (8) The District of North Vancouver, July 11, 2023, regarding “ACDI Letter to Mayor and Council”**

### **Responses to Correspondence**

- (9) Engineering & Transportation Services, July 5, 2023, response regarding “Introducing Autonomous Traffic Safety to West Van”**
- (10) Engineering & Transportation Services, July 7, 2023, response regarding “Car dependence, and the lack of alternatives”**

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, July 5, 2023 12:12 PM  
**To:** correspondence  
**Subject:** Car dependence, and the lack of alternatives

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To West Vancouver mayor and council,

Earlier today, you might have read an opinion piece in the Daily Hive, calling for an 8-lane bridge to replace the Ironworkers.

Please don't do this. The only way to "solve traffic" is to add more viable options for travelling. Adding "just one more lane" will never solve traffic.

Seeing as the person who wrote this article didn't cite any actual data or studies, I'll go ahead:

Induced demand - Wikipedia

ApBinduc.fm (nacto.org)

[Why building more roads has environmental effects and won't ease gridlock in the long run | CBC News](#)

[Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It? - The New York Times \(nytimes.com\)](#)

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse | WIRED

Please stop adding more lanes to busy highways—it doesn't help | Ars Technica

Why traffic can't be solved with just adding more highway lanes (cnbc.com)

I don't want Vancouver to turn into Houston Texas, where we are all fully car-dependent and can't even go to the grocery store without using a car. That's not healthy, and if anything, we should be moving in the opposite direction.

When the time comes to eventually replace the Ironworkers bridge, we should retain the three traffic lanes, but leave a space in the middle for future Skytrain expansion. This is exactly what they did in Montreal with the Samuel-De Champlain bridge, which is currently being used by the new REM.

I'd like to see something similar with the Lions Gate too; perhaps 2-4 lanes for driving, with much more room for cycling/walking, and room above/below for Skytrain.

Let's plan for a sustainable future with less driving.

Sincerely,

s. 22(1)

s. 22(1)

North Vancouver,

s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, July 5, 2023 1:58 PM  
**To:** correspondence  
**Cc:** Mark Sager; Christine Cassidy; Nora Gambioli; Scott Snider; Linda Watt; Peter Lambur; Sharon Thompson  
**Subject:** Environmental Riparian Requirement to Replace Trees with Trees, Not Shrubs and our WV Wildlife Species Officially At Risk

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Good Afternoon Mayor and Council,

Thank you, as always, for your time. Like other residents, I am so appreciative of Mayor and the various Councillors I know of, efforts and commitment to protect our beautiful WV environment. I am writing further to my June 19, 2023 email, "Canadian/BC Legal Requirement to Replace Trees with Trees, Not Shrubs" (and to some extent my May 18 and May 25, 2023 "Riparian Area Protection Act Protects 15m either of Lawson and MacDonald Creeks - Contrary to p.13 & 16 Ambleside LAP Booklet & Tree/Brush Permit Process Generally").

I am again providing some "on the ground" observations and related materials. From what I can see first hand, consistent with the WV policy or practice for "hazard trees" replacements sent to me by Staff, "hazard" trees are indeed being replaced with only shrubs in the environmentally protected Lawson Creek (and presumably other WV creeks) at least part/most of the time if not all the time. Of the three example properties in the environmentally protected riparian areas previously provided: one replaced about 5-6 large, protected trees with shrubs; another appears to have replaced 1-2 very large trees entirely with shrubs (they have not had a chance to grow so I don't know if there is a tree among them), and the third property has had no replanting at all to date since the trees were cut down about three months ago.

While the precise legal requirements to replace "hazard" trees with trees, without the option to replace the trees with shrubs, may be arguable given delegated authority from the province to the municipality, environmental science is clear in the below BC Government "[Hazard Tree Removal](#)" document from "[Best Tree Management Practices](#)" (further to the Canadian BC Agreement info in my June 19, 2023 email). Environmental science indicated in the below documents is clear: in environmentally protected riparian areas: **trees need to be replaced with trees, not shrubs – and replaced with not just one tree, but multiple trees.** Please see the below [BC Government Chart](#). Except for the skinniest of 6" diameter trees, which are essentially inapplicable to the large trees in our WV riparian areas, there is no "and/or shrub" options for all the reasons we know (shrubs cannot provide the required cooling shade of tree branches and most birds cannot nest in shrubs, etc.



**TREE REPLACEMENT CRITERIA:**

The criteria below apply to the replacement of trees authorized for removal under the *Act or Land Title Act* by BC Environment, Fish, Wildlife and Habitat Protection. Replacement should be accompanied by a tree survey and replacement planting plans completed by a certified environmental consultant and detailing numbers, sizes and species. Replacement will be based on site specific conditions.

- 0 mm - 151 mm (6") dbh 2 replacement trees (min height 1.5 m (for up to 50% of trees being replaced)
- 152 mm - 304 mm (12") dbh 3 replacement trees (min height 1.5 m
- 305 mm - 456 mm (18") dbh 4 replacement trees (min height 2.0 m
- 457 mm - 609 mm (24") dbh 6 replacement trees (min height > 2.1
- 610 mm - 914 mm (36") dbh 8 replacement trees (min height > 2.0

Trees > 914 mm dbh (36") will require individual approval and replacement only

Every effort must be made to retain 20% of trees > 304 mm dbh (12") as well as 3 m

**You may already be fully aware of this, but in addition to these regulations:**

- **Wildlife Act, 2004** The Wildlife Act prohibits the killing, harming, harassment, capture or taking of species at risk and the damage or destruction of a residence of a species at risk except as authorized by regulation, permit or agreement. The Act also protects all birds and their eggs; nests while they are occupied by a bird or egg; and the nests of eagles, peregrine falcons, gyrfalcons, ospreys, **and herons year-round.** (emphasis added); and,
- **Riparian Areas Regulation, 2004** (It was recently updated, though basically the same) Through local government legislation, **RAR protects riparian areas and their features, functions and conditions during residential, commercial, and industrial development and ancillary activities. there are the**

**there is the legally protected Species at Risk Act, which lists our WV Pacific, Great Blue Heron (see links to Canadian Gov website) who used to regularly fish in Lawson Creek up to the last 4-5 years when significant tree and brush cutting in the protected**

**riparian areas, along with soap suds. I repeatedly reported the location of the suds, which no doubt impacted the fish and wildlife habitat, but Staff said (is this reviewable?) it was impossible to take action on it.**

- **Species at Risk Act** The Species at Risk Act provides for the legal protection of designated wildlife species and the conservation of their biological diversity. Before planning any work, review the website <http://www.env.gov.bc.ca/atrisk/> for further information on the species at risk in your area. The Conservation Data Centre is a provincial resource that can help you to find out what species at risk may be in your area. Lack of species data does not confirm the absence of species at risk in that area.
  - **Canadian wildlife species at risk... Table 7. Wildlife species assessed and designated in a "risk category" (Extirpated, Endangered, Threatened or Special Concern) (841 wildlife species), with range of occurrence (by province, territory or ocean), and date of assessment. For Extirpated wildlife species, the historical range of occurrence and the approximate date of disappearance from Canada are shown. Endangered category (371)... Birds... ↔ Heron fannini subspecies, Great Blue Ardea herodias fannini... BC "Pacific Great Blue Heron" Great Blue Heron fannini subspecies**

Given the current the degraded state of the WV Creeks in Ambleside over the last 4-5 years, I want to provide the following photos I took about 10 years ago for those who may be surprised to know that the below was normal habitat in Lawson Creek, Blue Herons and trout, up until the last 4-5 years. Included is a photo of the creek itself and fish in it as well as a Merganser whose population has significantly dropped in Ambleside along with many other species ex. just one of many examples, there used to be many Harlequin Ducks in Ambleside who are also at risk and are no longer seen here since the brush habitat was all cut down along the shore about four years ago.

We need to replant and recover the creeks, not try and choose them as orientation points for development and cutting out trails etc, when we already have a trail and an underutilized Memorial Park along MacDonald Creek.

All of these photos are examples of Lawson Creek, below Fulton, up until about 2017: approximately the last time I saw the At Risk Blue Heron fishing trout in the RAPR protected Lawson Creek. This was at a time when all the trees all along the creek in the riparian area kept the creek cool and protected. I had to brighten these photos.















Fish in Lawson Creek.jpg  
2013-11-04 12:43:40 AM  
6016 x 4016





# The last 4-5 Years







In summary, further to my previous correspondence, and the list of requested changes in my May 25, 2023 correspondence, based on established environmental science laws and/or ethics, please:

6. Change the WV Environmental Protection Office bylaw policy or practice to require the replanting of trees, with trees, not shrubs, as outlined in the above BC Government chart above. This may well address, curtail Point 4.

Thank you as always for your time and support of the environment.

Sincerely,

s. 22(1)

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

**From:** s. 22(1)  
**Sent:** Friday, July 7, 2023 10:20 AM  
**To:** Christine Cassidy; Linda Watt; Mark Sager; correspondence; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson  
**Subject:** WV Council, July 10, 2023 - Item 5: Proposed Energy Step Code and Low Carbon Building Requirements

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To Mayor and Council,

Imagine if today, West Vancouver had zero carbon emissions from new and existing buildings, transportation, and waste! West Vancouver would be envied as a role model of environmental sustainability. Does West Vancouver need to make changes for 27 years to accomplish zero carbon emissions or can we get there much sooner?

The staff recommendations before you in Council on July 10<sup>th</sup> helps to move our 'new building' carbon emissions closer to zero. I fully support these recommendations. I hope that our elected Council does as well.

Approval on July 10<sup>th</sup> is one step in the right direction. There is much work to be done to achieve zero carbon emissions beyond 'new buildings' – to existing buildings with retrofits, to transportation, and to waste. We have 7 years to meet our OCP target of 45% GHG emission reductions by 2030 and 27 years to reach zero emissions by 2050. Imagine if we could meet these targets much faster – imagine how much healthier all of us would be..... *imagine how much happier and healthier our forests would be.*



WILL YOU STOP GOING ON ABOUT ZERO CARBON BY 2050, YOU'RE SCARING THE CHILDREN

Thank you,

s. 22(1)  
 s. 22(1) WV



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**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, July 7, 2023 11:58 AM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Sharon Thompson; Peter Lambur; ssnider@wetvancouver.ca; Linda Watt; correspondence  
**Subject:** Item 5: Proposed Energy Step Code and Low Carbon Building Requirements

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Dear Mayor and Council,

At Monday's WVCouncil meeting (July 10, 2023) I urge you to ensure that West Vancouver *remains a leader* in building standards:

1. **Approve amending the Building Bylaw to implement Step 4 of the BC Energy Step Code** and align West Vancouver's requirements with the new **Provincial Zero Carbon Step Code for new buildings; and**
2. **Make a wording change** from 'low carbon' to 'zero carbon' in any reference to GHG emissions.

Thank you for your consideration,

Yours Sincerely

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

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

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**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, July 7, 2023 4:04 PM  
**To:** correspondence  
**Subject:** Energy Step Code 4 and Zero Carbon Step Code Emission Level 4

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Dear Mayor Sager and Councillors,

I heartily endorse the recommendations of your staff to build to **Energy Step Code 4**.

**And** I suggest we meet the new provincial measurement of the **Zero Carbon Step Code Emission to Level 4**. As you know the Carbon Step Code is a new requirement from the province.

West Vancouver has been the leader in addressing climate issues around building codes.

**Let us continue to be so.**

Sincerely

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver, BC

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**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, July 7, 2023 5:39 PM  
**To:** correspondence  
**Subject:** Proposed Energy Step Code and Low Carbon Building Requirements

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Mayor and Council,

The regular council meeting agenda, at item 5, is proposing to increase the BC Step Code requirement to Step 4, and to apply compliance level EL-3 of section 9.37.1.3, Compliance Requirements, for residential buildings conforming to Part 9 of the B.C. Building Code, for new construction housing in the District of West Vancouver.

As Council has already decided to re-write the District's building standards to the higher Step 4 and the penultimate GHG emissions compliance level, the senior manager's report is merely a courtesy to the tax-paying public members of West Vancouver.

So, having dispensed with the motions of three readings and adoption without public debate, what does this mean for new affordable housing in West Van?

First, it will be more costly because of the more rigorous energy and GHG emissions standards. The senior manager gives the example of a 5,500 square foot single family dwelling. This is a large house, on a large lot (16,200 sq. ft.) It is at least two times the size of the allowable floor area of a single family dwelling on a typical older lot in the Ambleside neighbourhood. The senior manager states on page nine of her report that the incremental cost of going from Step 3 to Step 4 is "relatively low 0.4 [percent]." She does not say what that translates into on a dollar basis. Nevertheless, it is only a back-of-the-envelope estimate ("guesstimate") and it will be more costly the smaller the floor area of the house constructed.

Going directly to emissions level EL-3 will force the builder to provide an all electric appliance house. Gone will be the natural gas fired-furnace that the older housing stock will continue to use for heating and the natural gas fired domestic hot water appliances that the older housing units enjoy.

Tankless water heaters will be a thing of the past because natural gas heating is 16.4 times as GHG emissions intensive compared to electric tank water heaters, on a comparable energy basis.

What do we know about the provincial power supply capacity? BC Hydro admits that it does not have the capability of providing hydro-electric power to households for heating services and appliances and transportation (EV cars) as the share of electrically heated homes and electricity powered EVs increase going forward. In other words, by ditching natural gas as an energy source, the provincial government is condemning the residents

of BC to heating-season brown-out experiences in the not so distant future -- say, by 2030-5.

As council has already decided upon changing the District's building code, there is not really a debate on these points. That's too bad. One would have thought that rational discussion would highlight the risk of an avoidable bad outcome. The Step 4 step-up is not particularly useful but it isn't particularly detrimental. The move to EL-3 is particularly dysfunctional. It should only have been a move to EL-1 (measurement only) in order to gather information in the interim. But, councils being politicians seemingly intent on following the lead of other municipal politicians, think only of the virtue-signalling, and not the consequences of that virtue-signalling.

Well, this owner of an old-home ( s.22(1) ) is not about to replace it with a new home under the proposed building code strictures. I'm sure that others will feel the same way, and thank their blessings that their homes are old and not new. I do.

Sincerely,

s. 22(1)

s. 22(1)

, West Vancouver, BC

s. 22(1)

s. 22(1)

pps. Council -- heat pumps regularly fail and emit green house gases (refrigerants). It's not a win-win game. Take it from one who has lived in a house heated by a heat pump in the depths of winter when it fails. If you haven't had the lived experience, you cannot know what it's like. And, then there are the autumn and spring windstorms to contend with -- BC Hydro service is not immune to interruption by Mother Nature. You might keep that in mind as you go through the motions come Monday evening.

s. 22(1)

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**From:** [REDACTED] s. 22(1)  
**Sent:** Saturday, July 8, 2023 3:31 PM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence  
**Cc:** northshore@forceofnature.ca  
**Subject:** Regarding Proposed Energy Step Code and Low Carbon Building Requirements

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Dear Mayor and Councillors,

It is extremely important that Council approve the amendment of the Building Bylaw to implement Step 4 of the BC Energy Step Code and align West Vancouver's requirements with the new Provincial Zero Carbon Step Code for new buildings.

In addition to approve the wording change from 'low carbon' to 'zero carbon' in any reference to GHG emissions.

It is of the utmost importance that the West Vancouver Municipality take a leadership role to tackle climate change and the rapidly rising global temperatures. Locally we are seeing historic wild -fires, the effects of which are devastating and costly to our ecosystems and to our health and wellbeing.

Warm regards,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1),

West Vancouver

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

**From:** s. 22(1)  
**Sent:** Saturday, July 8, 2023 6:26 PM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence  
**Subject:** Re: Proposed Step Code Requirements

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It has come to my attention that your municipality is going to be considering adjusting the Energy Step Code and Zero Carbon Step Code Emission levels. Even though I live in Cranbrook, I am reaching out to encourage your Council to require new houses to be built to Energy Step Code 4 and Zero Carbon Step Code Emission Level 5.

Observing the increasingly devastating results of climate change, globally, there is an urgent need to address climate change.

The technology exists for maximizing energy efficiency without huge costs. A good friend of mine just built a net zero home at minimally more than a standard built home, however, the energy costs will be non-existent for the life of the building, offsetting the additional building costs.

Municipalities will be making tough decisions around energy efficient buildings, transportation, water permeable surfaces, improving wetlands, tree canopies, etc. Moving slowly isn't the solution. I am asking your Council to make bold decisions.

On Monday, July 10th when your Council votes on a motion regarding changes to the step codes, the proposed changes do not go far enough. I am asking Council to pass a motion that would require new houses to be built to both Energy Step Code Step 4 and to Zero Carbon Step Code Emission Level 4 (max 1.5 kg).

My hope is that your Council has the courage to be a provincial leader as well as a climate champion.

Kindest regards,

s. 22(1)  
s. 22(1)  
Cranbrook, BC s. 22(1)

*I would like to acknowledge that I am working on the ancestral and unceded homelands of the Ktunaxa people. In particular, I honour the ʔaᑭam and Yaᑭit ʔa-knuᑭti'it. I thank them for this privilege and I commit to working with partners to bring the 94 Calls to Action to fruition.*

**From:** s. 22(1)  
**Sent:** Saturday, July 8, 2023 9:40 PM  
**To:** mayor@dnv.org; backj@dnv.org; forbesb@dnv.org; hansonj@dnv.org; mahh@dnv.org; muril@dnv.org; popec@dnv.org; mayor@cnv.org; hback@cnv.org; dbell@cnv.org; agirard@cnv.org; jmcilroy@cnv.org; sshahriari@cnv.org; tvalente@cnv.org; Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence  
**Subject:** Subject line: Proposed Step Code Requirements

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Dear Mayors and Councils,

Greetings and good wishes on making a momentous statement on step code requirements.

I am a constituent of Burnaby and s.22(1). While suggesting guidelines for our retrofitting task force, we always cited North Shore and West Van and their leadership on this front.

Living s. 22(1), it is heart rending to see the stress our Riparian and forests are suffering due to climate change leave alone the loss in biodiversity. We and our most underserved populations are suffering immensely due to ever increasing climatic events. Cost of living is astronomical due to crop failure aggravated by temperature fluctuations, droughts, and floods. We are increasing the numbers of climate refugees within Canada and abroad. We don't have the luxury of time and measured approaches. We need to take bold decisions now.

*On Monday, July 10th Council will be voting on a motion regarding changes to the step codes. While a step forward, the proposed changes do not go far enough. I am asking Council to pass a motion that would require new houses to be built to both Energy Step Code Step 4 and to Zero Carbon Step Code Emission Level 4 (max 1.5 kg).*

*Thank you for your consideration and cooperation.*

*Warm regards*

s. 22(1)  
s. 22(1)  
Burnaby s. 22(1)

A s. 22(1) settler guest respectfully acknowledging that i reside on the unceded ,traditional territories the xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh Úxwumixw (Squamish), səfilwətaʔ (Tsleil-Waututh), kwikwəłəm (Kwikwetlem),nations.



**From:** Jane Devonshire [REDACTED] s.22(1)  
**Sent:** Saturday, July 8, 2023 10:51 PM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence; council@dnv.org; citycouncil@cnv.org  
**Cc:** northshore@forceofnaturealliance.ca  
**Subject:** Zero Carbon Step Code implementation

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Dear Mayors and Councils,

For some time now we have been in awe of the North Shore for leading on climate action in regards to the Energy Step Codes and the Low Carbon Energy Systems (LCES).

With the introduction of the Zero Carbon Step Code this year, the landscape has changed dramatically. As members of the South Island Climate Action Network (SI-CAN), we have been watching intently to see what your next steps will be and if you will once again take the lead on this. We applaud you for going to Energy Step Code 4 but are flummoxed that you are only going to the EL-3 of the Zero Carbon Step Code. This still allows for cooking with gas (methane). Every gas hookup locks a building into decades more of destructive methane emissions and leaks which is not only cooking our planet but has dire health implications as well. Please refer to the Canadian Association of Physicians for the Environment (CAPE) who are sounding the alarm bells on indoor air pollution from cooking with gas. For more comprehensive information on this check out [unnaturalgas.org](http://unnaturalgas.org). If your doctor prescribed that you get off your addiction to fossil fuels that is damaging your health, why would you not?

Your residents are counting on your visionary leadership to build the most climate-resilient, safe and healthy buildings for generations to come, ones that do not require costly retrofits down the road. As our Province is being ravaged by intense forest fires and heat waves, let there be no regrets for being prepared.

Here on Southern Vancouver Island, we are extremely proud of our Victoria and Saanich Councils heeding UN Secretary General Antonio Guterres' urgent call to action. They moved boldly and swiftly to implement the EL-4 of the Zero Carbon Step Code for new builds starting on November 1, 2023.

This has inspired our SI-CAN members to work with our other Capital Regional District (CRD) councils to encourage them to align themselves with Victoria and Saanich's expedited timelines for implementation. After Victoria, Saanich and the CRD consulted with 150 stakeholders, they came to a general consensus that the most important thing to do now was to focus on lowering the GHG emissions as quickly as possible by electrifying all new builds. Industry asked that there be a regional approach which would level the playing field and bring stability to the industry.

SI-CAN members are currently working with councillors in Esquimalt, Oak Bay, View Royal, Langford, Metchosin, Colwood and Sooke to hopefully bring this regional approach to fruition.

When I spoke earlier at the Saanich Council meeting regarding the Zero Carbon Step Code, I mentioned that the North Shore was watching what was happening here. You have been top of the Leader Board and are about to be surpassed if you do not go for EL-4. You can retain that auspicious title however, if you go for the EL-4 as you are one step ahead of us on the Energy Step Code 4 whereas we are staying at Energy Step Code 3 for now and will align with the Provincial timelines for Energy Step Codes 4 and 5. 😊

Respectfully yours,

[REDACTED] s. 22(1)

Victoria, BC

[REDACTED] s. 22(1)

Jane Devonshire  
Chair and Founder of SI-CAN

[REDACTED] s.22(1)



**From:** [REDACTED] s. 22(1)  
**Sent:** Sunday, July 9, 2023 10:56 PM  
**To:** Mark Sager; Christine Cassidy; Nora Gambioli; Peter Lambur; Scott Snider; Sharon Thompson; Linda Watt; correspondence  
**Cc:** northshore@forceofnature.ca  
**Subject:** Changing building regs to include an Energy Efficiency Zero Carbon Step Code

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To our West Vancouver Councillors,

I am very much in favour of upgrading our building regulations to compel our new built structures to be highly efficient. Our current regulations are not doing enough to reduce CO2.

Therefore, I urge you to make more dramatic changes than those currently proposed so that our newly built structures will contribute to a low CO2 future. Currently built structures consume about 30% of our energy use in Canada.

**A few IDEAS for better building regulations:**

- Top Step make it stronger - In my view the top step in the new building regulations should be for “Passive” buildings, aka buildings that are constructed to use almost no energy for heating and cooling.
- Insulation Higher R Values - I think all the “steps” in building our regulations must include insulation mandates with higher R values for coping with our hotter and colder weather. Better insulation is an inexpensive strategy to save energy and provide comfort, especially in our hotter summers.
- Heating and Cooling - Include electric heat pumps and/or baseboard heaters as the preferred means for heating and cooling. Eliminate the use of gas heating in all new houses.
- Solar Panels for generating 30-40% of the building’s needs.
- Landscaping with native plants and minimal or no grass “lawn.” This type of landscaping helps to restore the local ecosystems.
- If possible include a “bonus” one year tax break or some tangible reward if the home owner or builder or architect specs any new buildings to include triple glazed windows, all electric heating/cooling (no gas), double the currently required R vales for insulation, plus solar panels sufficient to provide 30–40% of the building’s energy needs.

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

## Energy consumption in Canada

*“The smart way to keep people passive and obedient is to strictly limit the spectrum of acceptable opinion, but allow very lively debate within that spectrum.”*

*Noam Chomsky*

**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, July 11, 2023 9:12 AM  
**To:** council@dnv.org; correspondence  
**Subject:** Building codes

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.

To Whom It May Concern:

Please require new houses to be built to both Energy Step Code Step 4 and to Zero Carbon Step Code Emission Level 4 (max 1.5 kg).

Regards,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

North Van, BC

Sent from my iPhone

---

**From:** [REDACTED] s. 22(1)  
**Sent:** Friday, July 7, 2023 11:27 AM  
**To:** Mark Sager; cassidy@westvancouver.ca; Nora Gambioli; Peter Lambur; ssnider@westvancouver.ca; Sharon Thompson; Linda Watt; correspondence  
**Subject:** Road safety

**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.

Dear Mayor and Council-

At next Monday's Council meeting I urge you to support the following recommendations:

1. Reallocate the funding for the 30km/h Speed Reduction Initiative to fund a **School Safety Program** regarding mobility and safety for all WV schools.
2. Direct staff to develop a **traffic calming policy and program** in cooperation with WVPD to target specific high risk areas *including intersections*.
3. The District partner with other agencies including Vancouver Coastal Health to encourage the Province to **increase intersection red lights and speed cameras**.
4. Staff report back in Q2, 2024.

Sincerely yours,

[REDACTED] s. 22(1)

[REDACTED] s. 22(1)

West Vancouver [REDACTED] s. 22(1)

**From:** s. 22(1)  
**Sent:** Friday, July 7, 2023 12:18 PM  
**To:** Mark Sager; Nora Gambioli; Sharon Thompson; Linda Watt; Scott Snider; Peter Lambur; Christine Cassidy; correspondence  
**Cc:** Jenn Moller; Sean OSullivan; David Hawkins  
**Subject:** Road safety

**CAUTION:** This email originated from outside the organization from email address 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.

Dear Mayor and Councillors,

I believe that the idea to improve road safety by reducing the speed limit to 30 km/hr is a good policy. It works in school zones. My understanding is that the District pilot was intended to introduce this policy in one to two selected zones, just using road signage, and it was found not to be effective in reducing automobile speeds. The reasons for this could a combination of the following:

1. lack of enforcement of the reduced speed limit;
2. people are accustomed to the standard 50 km/hr speed limit in the community and this 50 km/hr speed limit remained in effect elsewhere outside the selected zone;
3. there was no traffic calming infrastructure, such as speed humps, installed in the selected zone; and
4. there was no active transportation infrastructure, such as sidewalks and bike lanes installed in the zone, which would have reduced the width of the automobile traffic lanes, which typically results in lowering automobile speeds.

I feel that the staff recommendations to reallocate funding from the continuation and expansion of the 30 km/hr Speed Reduction Initiative are good ones, which should be supported by Council.

I appreciate that collecting and analyzing historical crash data is a valid approach to determine where would be the best locations to introduce road safety measures. However, in addition to this reactive approach, I think that the upcoming planning for the Ambleside Local Area Plan (LAP) provides an opportunity to consider some pre-emptive measures to prevent or reduce automobile crashes. For example, within the boundaries of the Ambleside LAP, consideration could be given to introducing 30 km/hr speed limit zones, especially in those areas where higher density housing is planned. More sidewalks, protected bike lanes and 30 km/hr speed limits on designated bike routes are other suggested measures to make the roads safer within the boundaries of the Ambleside LAP.

Going forward, I feel that, to improve road safety, a community-wide effort should be made to improve public transit and implement more active transportation infrastructure, such as sidewalks and bike lanes. Not only would this improve road safety, but it would also reduce traffic congestion and help the District meet its greenhouse gas emission reduction targets by effecting a transportation mode shift away from single occupancy cars operating on fossil fuels.

Sincerely, s. 22(1)

--

s. 22(1),

s. 22(1),

West Vancouver, British Columbia,  
Canada, s. 22(1)

s. 22(1)

s. 22(1)

s. 22(1)

---

**From:** s. 22(1)  
**Sent:** Friday, July 7, 2023 4:43 PM  
**To:** correspondence  
**Subject:** Road Safety

**CAUTION:** This email originated from outside the organization from email address 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.

Dear Mayor Sager and Councillors,

At the West Van Council meeting on Monday you will be voting on item **#4 Road Safety**.

The 4 staff recommendations are an essential start.

1. Funds reallocated for 30km/hr to School Safety Assessment Program.
2. Traffic calming proposals for specific areas.
3. Identify intersections with highest incidence of collisions.
4. Partner with other Agencies to increase lights and speed cameras.
5. Report back to Council.

Knowing you are very concerned about the safety of all your citizens young and old and since we have many new tools to use to enforce speed limits besides police officers, I suggest besides focusing on school areas, the 30km/hr be for all West Vancouver. And as money permits build in infra structure like roundabouts, bike lanes, sidewalks, speed bumps, as they have done in the West End of Vancouver.

The traffic problems require very creative and drastic measures to save lives and lower Green House Gas emissions.

Sincerely

s. 22(1)

s. 22(1)

West Vancouver, BC

**From:** s. 22(1)  
**Sent:** Friday, July 7, 2023 6:45 PM  
**To:** correspondence  
**Subject:** Road Safety for Vulnerable Users

**CAUTION:** This email originated from outside the organization from email address 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.

----- Original message -----

**From:** s. 22(1)  
**Date:** 2023-07-07 14:29 (GMT-08:00)  
**To:** Mark SAGER <mark@westvancouver.ca>, sthompson@westvancouver.ca, Peter Lambur <plambur@westvancouver.ca>, ssnider@westvancouver.ca, ccassidy@westvancouver.ca, lwatt@westvancouver.ca, Nora GAMBIOLI <ngambioli@westvancouver.ca>  
**Cc:** Jenn MOLLER <jmoller@westvancouver.ca>, Sean O'Sullivan <sosullivan@westvancouver.ca> s. 22(1)  
s. 22(1)  
**Subject:** Road Safety for Vulnerable Users

Dear Mayor Sager and Councillors;

I'm hoping to speak to you at the July 10 meeting in support of the proposals by the Engineering and Transportation Dept to make accident-prone parts of the District road network safer for vulnerable users – that's people who cycle and walk – and especially those who use active transport to reach their school. Today's children are the key generation to be persuaded that there is a safe alternative to single occupancy automobiles for future local transportation purposes.

Safety is the top priority. Importantly, the report before you revives the goal of 'Vision Zero' to eliminate all traffic fatalities and severe injuries, and their devastating consequences. This goal is attainable as demonstrated in several countries around the World. It is a comprehensive task, involving the entire community and administration. It would be highly reassuring to hear tonight, Council's commitment to that goal and its direction to staff to develop a feasible programme to make it happen.

According to Vision Zero BC, every year 79,000 persons in BC are injured in road accidents, 2,500 are hospitalized and 250 die, costing the Province over \$500 million dollars in direct health care expenses. Costs to society and the economy are exponentially higher. Its important to realize that deaths and serious injury to vulnerable road users in BC annually has not changed in the past two decades. It's certainly time to act on their behalf and a chance for for West Vancouver to show leadership.

Among all the good things in the report there is however cause for concern. A significant common factor in road accidents is speed. The faster the collision speed means the greater the likelihood of a serious outcome. A vulnerable person not surrounded by two tons of metal and airbags is highly likely to be killed if struck at 50km/h or even 40km/h, but not so much at 30km/h, 80% less likely in fact.



The 85<sup>th</sup> percentile speed quoted in the report has a low confidence level as an indicator of safe speed. It's an empirically based concept, misleading in these circumstances, and not a reason for complacency. The 15% of drivers who exceed the bar are key to the safety problem to be solved.

The case for area-wide, blanket speed limits of 30km/h and calming measures is very strong, and is a key recommendation of the North American National Association of City Transportation Officers, and the BC Community Road Safety Toolkit as well as central to the goals of Vision Zero BC and the BC Road Safety Strategy 2025. That speed limit, among other things, would be an excellent policy to adopt as part of the Ambleside Local Area Plan in creating a safe space for the community. The City of Vancouver is an example of what can be achieved in calming neighbourhood traffic at low cost, financially and politically.

Community concerns over excessive speed unfortunately appear dismissed in the report as 'perceptions' but it is precisely those perceptions that must be addressed if more people who would like to walk or bike can be confident of doing so comfortably. Council's modal-shift strategy as a solution to congestion and air pollution depends on convincing people that it is safe for them and their children to walk and bike (and play) in their neighbourhood streets.

My plea is that you on Monday evening support the report's safety investment recommendations and provide the resources, but do not to let the 30km/h speed limit initiative die on the vine. Retaining that option will mean the more than 6,000 children currently under 14 years of age in West Vancouver (and their parents, your constituents) will have good reason to applaud your legacy as Council.

Yours sincerely, [REDACTED] s. 22(1)

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

---

**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, July 11, 2023 2:53 PM  
**To:** correspondence  
**Subject:** Water Conservation

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.

July 11, 2023

Dear Mayor and Council

Metro Vancouver is encouraging residents to conserve water, and has already mailed out the new once-a-week lawn sprinkling regulations, but overall water use is on the rise.

Because of the increasing number of new homes that have automatic sprinkling systems installed and that many have their systems programmed to come on outside of the permitted times, some even run 7 days a week, this is driving up overall water use and, as a result, driving up metered water rates. I have seen and heard automatic sprinklers coming on in my neighborhood between 3am and 6am in the morning.

I would think that the District should have someone cover an area, say 3 blocks by 3 blocks, during the 3am to 6am period to see for themselves what the level of non-compliance is with regards to sprinkling regulations. Different areas could be assessed over the summer months.

It may be possible if the district keeps records for permits for “back-flow prevention” devices for irrigation systems, and their installation, or annual inspection that the District may be able to better pinpoint where to look to inspect for compliance.

Even the apartment on 14th, just before 7/11, had their automatic sprinklers running at 5:20am on Wednesday, June 21st. I saw this [REDACTED] s.22(1).

Automatic sprinkler systems, both residential and commercial, should be checked to see if they are delivering water outside of regulated times. Because these systems can easily be re-programmed or reset after a failed compliance check, bylaw fines issued for automatic sprinkler use non-compliance should be raised appropriately to cover the expense of having a person perform these patrols for the District.

Think about it. There could be several hundred of these automatic sprinkling systems operating at around 3am to 6am every day of the week, or at least outside of the dates and times permitted. But because they are programmed to turn on when most people are sleeping, no one is aware of this, except for those who happen to be up late or out very early in the morning.

This is a way for the District to cut back on water use and save residents some money from the yearly increases in water prices per “usage block.”

The other related issue is West Vancouver should direct staff to look at how California has taken steps to require that new or replacement irrigation systems use sprinkler heads with pressure regulation technology, and encourage those like rotary types that put out streams of water, instead of the non-pressure regulated sprinkler heads that emit a high

pressure mist, almost a dense fog of water, that drifts with the wind to non-targeted, impermeable surfaces like the roadway, sidewalk, driveways, patios or paving stones.

As a responsible municipality, West Vancouver must do more with less water to ensure adequate supply levels for a larger population in the future.

Sincerely,

s. 22(1)

s. 22(1)

West Vancouver, BC

s. 22(1)

s. 22(1)

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
FINANCE AND AUDIT COMMITTEE MEETING MINUTES  
COUNCIL CHAMBER, MUNICIPAL HALL  
MONDAY, MAY 8, 2023**

---

Committee Members: Mayor M. Sager (Chair); and Councillors N. Gambioli, P. Lambur, S. Snider, S. Thompson, and L. Watt attended the meeting in the Council Chamber, Municipal Hall. Absent: Councillor C. Cassidy.

Staff: R. Bartlett, Chief Administrative Officer; M. Panneton, Director of Legislative Services/Corporate Officer; I. Gordon, Director, Financial Services; C. Boy, Deputy Director, Financial Services; J. Hu, Manager, Financial Planning; C. Shi, Manager, Financial Accounting & Reporting; and L. Taylor, Committee Clerk attended the meeting in the Council Chamber, Municipal Hall.

**1. CALL TO ORDER**

The meeting was called to order at 2 p.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the May 8, 2023 Finance and Audit Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the March 13, 2023 Finance and Audit Committee meeting minutes be adopted as circulated.

CARRIED

**4. PUBLIC QUESTIONS**

There were no questions.

**5. NEXT MEETING**

Staff confirmed that the next Finance and Audit Committee meeting is scheduled for June 29, 2023 at 2 p.m. and held in-person in the Council Chamber at the Municipal Hall.

**EXCLUSION OF PUBLIC**

**6. RESOLUTION RE EXCLUSION OF PUBLIC PURSUANT TO s. 90 and s. 93 OF THE *COMMUNITY CHARTER***

It was Moved and Seconded:

THAT in the public interest, members of the public be excluded from part of the May 8, 2023 Finance and Audit Committee meeting on the basis of 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:
  - (g) litigation or potential litigation affecting the municipality;
  - (l) discussions with municipal officers and employees respecting municipal objectives, measures, and progress reports for the purposes of preparing an annual report under section 98 [*annual municipal report*].
  
- 93. In addition to its application to council meetings, this Division and section 133 (of the *Community Charter*) also applies to meetings of the following:
  - (a) Council committees.

CARRIED

**7. ADJOURNMENT**

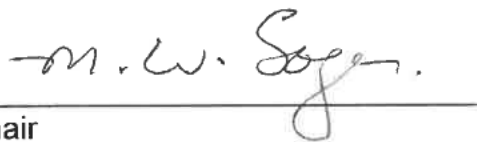
It was Moved and Seconded:

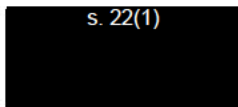
THAT the May 8, 2023 Finance and Audit Committee meeting (open session) be adjourned.

CARRIED

The meeting adjourned at 2:01 p.m. The Committee then proceeded with the closed session.

Certified Correct:

  
\_\_\_\_\_  
Chair

s. 22(1)  
  
\_\_\_\_\_  
Committee Clerk

**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
ART MUSEUM ADVISORY COMMITTEE MEETING MINUTES  
VIA ELECTRONIC COMMUNICATION FACILITIES  
TUESDAY, JUNE 6, 2023**

---

Committee Members: D. LaCas (Chair), M. Adamian, K. Duffek, C. Gotay, K. Hall, B. Helliwell, M. Price, and R. Van Halm attended the meeting via electronic communication facilities. Absent: Councillor L. Watt, D. Becker, and F. Patterson.

Staff: Doti Niedermayer, Senior Manager, Cultural Services; and H. Letwin, Administrator/Curator (Staff Representative) attended the meeting via electronic communication facilities.

**1. CALL TO ORDER**

The meeting was called to order at 10:01 a.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the June 6, 2023 Art Museum Advisory Committee meeting agenda be approved as circulated.

CARRIED

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the May 9, 2023 Art Museum Advisory Committee meeting minutes be adopted as circulated.

CARRIED

**REPORTS / ITEMS**

**4. Council Liaison Update**

Councillor Watt did not attend the meeting.

It was Moved and Seconded:

THAT the verbal report regarding Council Liaison Update be deferred until the next meeting.

CARRIED

**5. Administrator / Curator's Report**

H. Letwin reported on the following:

- The B.C. Binning lecture on May 24 was well received.
- West Coast Modern Week plans are well underway, with the Home Tour already sold out. More Gems of Ambleside Walking Tours have been added, while the other events are starting to fill up. The next few weeks will have staff

working on volunteer training, the printing of the Event Guide and Home Tour Booklet, and final social media promotion for the events.

- The West Vancouver Memorial Library has reported a 14% increase in visitors since the start of the Bricktacular West Coast Modern Show.
- The West Vancouver Art Museum (WVAM) is currently closed for installation of the next exhibition, Order from Chaos: Jane Adams and B.C. Binning, which opens on June 20.
- The WVAM has welcomed Sherry Bin as the Young Canada Works Education Assistant. Sherry will be working full-time until September 1.

It was Moved and Seconded:

THAT the verbal report regarding Administrator / Curator's Report be received for information.

CARRIED

## **6. Fundraising Report**

H. Letwin reported on the following:

- The July Endowment Events have been scheduled for July 18 and July 22.
- The Takao Tanabe print has been released and is now available for purchase.
- The Spring Ask e-newsletter will be sent out soon.

It was Moved and Seconded:

THAT the discussion regarding Fundraising Report be received for information.

CARRIED

## **7. Visibility and Awareness**

H. Letwin reported that banners for the WVAM's 30th Anniversary would be possible for early 2024. The committee discussed various design options, including drawing from the collections, working with artists to design the banners, or featuring art made by children in our programs. Staff will work to design approximately 8 prototypes, which will be presented to the Committee in September. These could be sold after use. It was also suggested that they could tie in with the collections exhibition and the related publication, which will open in January 2024.

It was Moved and Seconded:

THAT the discussion regarding Visibility and Awareness be received for information.

CARRIED

## **8. PUBLIC QUESTIONS**

There were no questions.

**9. NEXT MEETING**

Staff confirmed that the next Art Museum Advisory Committee meeting is scheduled for July 4, 2023 at 10 a.m. via electronic communication facilities.

**10. ADJOURNMENT**

It was Moved and Seconded:

THAT the June 6, 2023 Art Museum Advisory Committee meeting be adjourned.

CARRIED

The meeting adjourned at 10:46 a.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Staff Representative



**THE CORPORATION OF THE DISTRICT OF WEST VANCOUVER  
CODE OF CONDUCT COMMITTEE MEETING MINUTES  
RAVEN ROOM, MUNICIPAL HALL  
TUESDAY, JUNE 27, 2023**

---

Committee Members: D. Moss, D. Thomas; and Councillors S. Snider (Chair), N. Gambioli, and P. Lambur attended the meeting in the Raven Room, Municipal Hall.

Staff: P. Cuk, Acting Director of Legislative Services/Corporate Officer (Staff Representative); and T. Azuma, Committee & Policy Coordinator (Committee Clerk) attended the meeting in the Raven Room, Municipal Hall.

**1. CALL TO ORDER**

The meeting was called to order at 3:04 p.m.

**2. APPROVAL OF AGENDA**

It was Moved and Seconded:

THAT the June 27, 2023 Code of Conduct Committee meeting agenda be approved as circulated.

CARRIED

D. Thomas absent at the vote

**3. ADOPTION OF MINUTES**

It was Moved and Seconded:

THAT the June 5, 2023 Code of Conduct Committee meeting minutes be adopted as circulated.

CARRIED

D. Thomas absent at the vote

D. Thomas entered the meeting at 3:05 p.m.

**REPORTS / ITEMS**

**4. Review of Proposed Code of Conduct**

Chair introduced the background leading to the creation of proposed Council Code of Conduct Bylaw No. 5229, 2023.

Committee members commented, and staff responded to the committee's questions regarding: similarities and differences between Codes of Conduct approved by surrounding municipalities; definitions of terms used regarding general conduct; Council members interacting with staff, volunteers, and advisory body members; and the complaint process.

Chair requested staff to invite the Director of Human Resources & Payroll to the next committee meeting.

Chair highlighted the following topics for members to discuss at the next meeting: acceptable interactions between Council members and staff, volunteers, and advisory body members; scenarios that initiate a complaint; and the complaint process.

It was Moved and Seconded:

THAT the discussion regarding Review of Proposed Code of Conduct be received for information.

CARRIED

**5. PUBLIC QUESTIONS**

E. McHarg commented regarding the: perceived difference between a commissioner and an ombudsperson; use of simple language; need for transparency; public's expectations of Council; and the importance of feeling safe and secure.

Committee members responded and commented.

**6. NEXT MEETING**

Staff confirmed that the next Code of Conduct Committee meeting is scheduled for July 10, 2023 at 12 p.m. and held in-person in the Raven Room at Municipal Hall.

Chair informed of a time constraint for the next meeting.

**7. ADJOURNMENT**

It was Moved and Seconded:

THAT the June 27, 2023 Code of Conduct Committee meeting be adjourned.

CARRIED

The meeting adjourned at 4:28 p.m.

Certified Correct:

s. 22(1)

Chair

s. 22(1)

Committee Clerk

---

**From:** Weiler, Patrick - M.P. <Patrick.Weiler@parl.gc.ca>  
**Sent:** Wednesday, July 5, 2023 12:08 PM  
**To:** Weiler, Patrick - M.P.  
**Subject:** [Possible Scam Fraud]Letter from MP Patrick Weiler - Housing Accelerator Fund Now Accepting Applications  
**Attachments:** Letter from MP Patrick Weiler - Housing Accelerator Fund is now accepting action plans.pdf

**CAUTION:** This email originated from outside the organization from email address Patrick.Weiler@parl.gc.ca. 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.

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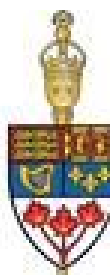
**WARNING:** Your email security system has determined the message below may be a potential threat. The sender may propose a business relationship and submit a request for quotation or proposal. Do not disclose any sensitive information in response. If you do not know the sender or cannot verify the integrity of the message, please do not respond or click on links in the message. Depending on the security settings, clickable URLs may have been modified to provide additional security.

---

Good afternoon,

Please see the attached letter from MP Patrick Weiler regarding the launch of applications for the Housing Accelerator Fund.

Sincerely,  
Kevin Hemmat



Kevin Hemmat  
Office of Patrick Weiler MP  
Director of Communications  
West Vancouver-Sunshine Coast-Sea to Sky Country  
Office: 604-913-2660  
Cell: 604-353-2550  
Kevin.Hemmat.842@parl.gc.ca



Before printing this e-mail, think about the Environment



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
CANADA

*Patrick Weiler*

Member of Parliament  
West Vancouver-Sunshine Coast-Sea to Sky Country

July 5, 2023

Dear Friends & Neighbours,

This week, the Government of Canada announced the **official [opening of the Housing Accelerator Fund's \(HAF\) application portal](#)**. **Municipalities are strongly encouraged to submit their action plans for funding to help build more homes, faster.** The \$4 billion HAF initiative provides funding to cities, towns, and Indigenous governments to develop innovative measures to unlock new housing supply and fast-track the creation of 100,000 new homes across Canada.

Local governments are encouraged to think big and be innovative in their action plans. This could include reducing red tape, accelerating project approvals, incentivizing affordable housing units, or introducing zoning reforms to build more density. The Fund will provide upfront funding to support implementation, as well as additional funds upon delivering results. The HAF is a significant step towards the Government of Canada's plan to double the rate of housing construction over the next decade and make housing more affordable for Canadians.

There must be an 'all-hands-on-deck' approach to increasing the supply of housing and municipal, provincial, territorial, and Indigenous governments all have a significant role to play. When we work together across orders of government, we can build a better future for the middle class and people working hard to join it.

**For more information and to start your application, [please visit this webpage](#).** Information sessions for the HAF application portal are available next week. These sessions will cover how to use the portal and efficiently submit your application.

July 13 from 10:00 am to 11:00 am PST – [Register now](#)

July 18 from 10:00 am to 11:00 am PST – [Register now](#)

If you have any questions, please do not hesitate to reach out. We would be happy to support your application in any way that we can.

Sincerely,

Patrick Weiler, MP  
*West Vancouver-Sunshine Coast-Sea to Sky Country*

<i>Constituency</i>	<i>Ottawa</i>
6367 Bruce Street	Suite 282, Confederation Building
West Vancouver	229 Wellington Street, Ottawa
British Columbia V7W 2G5	Ontario K1A 0A6
Tel.: 604-913-2660   Fax.: 604-913-2664	Tel.: 613-947-4617   Fax.: 613-847-4620

---

**From:** Mary Jukich <jukichm@dnv.org>  
**Sent:** Tuesday, July 11, 2023 2:49 PM  
**To:** correspondence  
**Cc:** Maeve Bermingham; Nick Giannone s. 22(1)  
**Subject:** ACDI Letter to Mayor and Council  
**Attachments:** CDNV\_DISTRICT\_HALL-#6060170-v1-INCLUSIVE\_GRANTS\_LETTER\_-\_FINAL\_DOCUMENT.DOCX

**CAUTION:** This email originated from outside the organization from email address [jukichm@dnv.org](mailto:jukichm@dnv.org). 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.

At the June 29, 2023 meeting of the North Shore Advisory Committee on Disability Issues (ACDI), the committee approved the attached letter on including inclusive language and accessibility requirements in all grant guidelines and conditions, and requested that the letter be forwarded to Mayor and Council.

Mary Jukich  
Committee Clerk  
The District of North Vancouver  
355 West Queens, North Vancouver BC V7N 4N5

## NORTH SHORE ADVISORY COMMITTEE ON DISABILITY ISSUES

June 29, 2023

Re: Including inclusive language and accessibility requirements in all grant guidelines and conditions

Dear Mayor and Council:

Please forward this letter to the appropriate provincial and federal contacts.

The North Shore Advisory Committee on Disability Issues (ACDI) is writing to highlight the need for all Federal and Provincial grants for building/upgrading/renovating the built environment, websites, materials, etc to include requirements that optimize independent access and improve accessibility for all users, including the specific needs of people with disabilities. Also writing to express the need for the use of inclusive language throughout grants, policies and in general practice. Embracing inclusive language provides the opportunity for each of us to develop into better communicators while caring for those with whom we communicate.

Why is this important? People with disabilities are not a small population. An estimated 1.3 billion people or 16% of the world's inhabitants experience significant disability - 1 in 6 of us.<sup>1</sup> This represents the world's largest minority, and the only minority group that any of us can become a member of at any time.

- More than 6.2 million Canadians—almost 22% of the population in this country—aged 15 years and over are living with some form of disability that affects their level of freedom, independence or quality of life.<sup>2</sup>
- In British Columbia almost 25% of the population have a disability (20.5% of people between the ages of 15 and 64 and 41.7% of people over the age of 65 live with a disability).<sup>3</sup>

As our world evolves, issues of diversity, inclusivity, and accessibility influence how structures and services are formed. Inclusive, accessible design is about uniting people and making their lives easier. This applies to all humans regardless of their abilities. Although it can be challenging to work through certain constraints, taking time to redirect one's designs to make it accessible will result in a better product for all users. Good design is no longer enough, it needs to be inclusive.

Inclusive language is language that is free from words, phrases or tones that reflect prejudiced, stereotyped or discriminatory views of particular people or groups. It is also language that does not deliberately or inadvertently exclude people from feeling accepted. Many metaphors and sayings in the English language have become so frequent that a person may not realize their origins, and they can reinforce a stereotype or bias and marginalization without realizing it. Becoming conscious of how language impacts others can help prevent feelings of exclusion and discomfort.

Ableism is another term used when speaking of inclusion for people with disabilities. It is actually discrimination in favor of able-bodied people. Ableism can take the form of ideas and assumptions, stereotypes, attitudes and practices, or physical barriers in the environment. It can be unintentional with people completely unaware of the impact of their words or actions.

Designing for accessibility has several benefits for business owners too, which include:

1. Extends market reach:
  - Canadians with disabilities have \$55 billion annually in disposable income. This is a considerable opportunity for businesses that are ready to become more accessible and inclusive.
  - In addition to the power of people with disabilities themselves, other consumers are another opportunity. While these consumers may not have a disability, many have friends and family members who do. Combined with the purchasing power of people with disabilities, this group represents a massive \$366 billion market.<sup>4</sup>
2. Enhances and expands brand:
  - Focusing on accessible design can help increase brand credibility which results in great reputation and open conversations. Big brands including Apple, have paved the way for accessible design. As other brands start to follow, they will get the same spotlight and start gaining users.
3. Drives innovation and helps everyone:
  - Accessibility features and services, despite who they were intended for, help everyone. It allows users to interact with products in several ways making it more user friendly. Accessible products make it easy to be flexible and fit the consumer's needs.

There are many Government Acts and Plans that support the ACDI's request to include accessibility requirements:

- Accessible Canada Act (2019)<sup>5</sup>
- Federal Government's Canada's Disability Inclusion Action Plan (2022)<sup>6</sup>
- Accessible British Columbia Act (2019)<sup>7</sup>
- BC Government's Building Accessibility Handbook (2020)<sup>8</sup>

With all this supporting data and documentation, the North Shore Disability Advisory Committee urges the Federal and Provincial Governments to implement accessibility requirements in all grant guidelines moving forward. Accessible design is good design — it benefits people who don't have disabilities as well as people who do. Accessibility is about removing barriers and providing the benefits for everyone.

Respectfully,

*Alexis Chicoine*

The North Shore Advisory Committee on Disability Issues

cc – Mayor and Council, District of North Vancouver  
Mayor and Council, City of North Vancouver  
Mayor and Council, District of West Vancouver  
Nick Giannone, Staff Liaison  
Christel Lindgren, Staff Liaison  
Maeve Bermingham, Staff Liaison

Sources:

1. <https://www.who.int/news-room/fact-sheets/detail/disability-and-health>
2. <https://www150.statcan.gc.ca/n1/pub/89-654-x/89-654-x2018002-eng.htm>
3. <https://www2.gov.bc.ca/gov/content/home/accessible-government/toolkit/audience-diversity>
4. <https://occ.ca/inclusivity-and-accessibility-a-smart-business-decision/>
5. <https://laws-lois.justice.gc.ca/eng/acts/a-0.6/>
6. [https://www.canada.ca/content/dam/esdc-edsc/documents/programs/disability-inclusion-action-plan-2/action-plan-2022/ESDC\\_PDF\\_DIAP\\_EN\\_20221005.pdf](https://www.canada.ca/content/dam/esdc-edsc/documents/programs/disability-inclusion-action-plan-2/action-plan-2022/ESDC_PDF_DIAP_EN_20221005.pdf)
7. <https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/21019>
8. [https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/construction-industry/building-codes-and-standards/guides/2020\\_building\\_accessibility\\_handbook.pdf](https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/construction-industry/building-codes-and-standards/guides/2020_building_accessibility_handbook.pdf)



**From:** Dispatch  
**Sent:** Wednesday, July 5, 2023 10:38 AM  
**To:** [REDACTED] s. 22(1)  
**Cc:** correspondence  
**Subject:** RE: Introducing Autonomous Traffic Safety to West Van

Hello [REDACTED] s. 22(1)

Thank you for your email. We have passed along your suggestion for the engineering team for review. They will get back to you if further information is required.

Best regards,

Engineering & Transportation Services | District of West Vancouver  
[engineeringdept@westvancouver.ca](mailto:engineeringdept@westvancouver.ca) | 604-925-7020

**From:** [REDACTED] s. 22(1)  
**Sent:** Tuesday, July 4, 2023 1:59 PM  
**To:** correspondence  
**Subject:** Introducing Autonomous Traffic Safety to West Van

**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.

To the Head of Transportation

I am planning to make a presentation to the Mayor and Council of West Vancouver. Their assistant suggested that I talk to you first. I am introducing Autonomous Traffic Safety to cities on the West Coast. It is free and easy to use. It uses portable traffic cameras which you already own and then captures traffic sign compliance rates, which can be easily posted online. This should give the public some feedback on their behavior and improve the city. In June 2019, the Mayor of Victoria asked her staff to design, build and install some with reader boards around town, at my suggestion. The pandemic shut this project down. The Mayor of Sacramento loved the idea of Autonomous Traffic Safety, when I made a presentation in 2022. The Mayor of Surrey loved the idea of Autonomous Traffic Safety in 2022 and asked her senior engineers to meet with me and they promised to design, build and install reader boards connected to devices, to capture compliance rates and put some around town.. When I contacted the Mayor of Richmond BC in 2023, he asked me to talk to his Director of Transportation. Mr Lloyd Bie carefully explained that the public is not on board. He has been doing this for years. So now I am interested in his idea of portable traffic cameras. Less distraction.

Could I please have a meeting to discuss this with your senior staff, before I go to meet with the Mayor and Council?

[REDACTED] s. 22(1)  
Vancouver  
[REDACTED] s. 22(1)  
[REDACTED] s. 22(1) Vancouver [REDACTED] s. 22(1)

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**From:** Engineering Department  
**Sent:** Friday, July 7, 2023 8:00 AM  
**To:** [REDACTED] s. 22(1)  
**Cc:** correspondence; Engineering Department  
**Subject:** RE: Council Correspondence - week ending July 12, 2023

Hello [REDACTED] s. 22(1)

Thank you for your inquiry. The Ironworkers bridge is under the jurisdiction of Ministry of Transportation and Infrastructure. You may send your inquiry to Michael Braun, Operations Manager of Sunshine Coast (West Vancouver, North Vancouver, to Pemberton) Area at [Michael.braun@gov.bc.ca](mailto:Michael.braun@gov.bc.ca).

Engineering & Transportation Services | District of West Vancouver  
[engineeringdept@westvancouver.ca](mailto:engineeringdept@westvancouver.ca) | 604-925-7020

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**From:** [REDACTED] s. 22(1)  
**Sent:** Wednesday, July 5, 2023 12:12 PM  
**To:** correspondence  
**Subject:** Car dependence, and the lack of alternatives

**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.

To West Vancouver mayor and council,

Earlier today, you might have read an opinion piece in the Daily Hive, calling for an 8-lane bridge to replace the Ironworkers.

Please don't do this. The only way to "solve traffic" is to add more viable options for travelling. Adding "just one more lane" will never solve traffic.

Seeing as the person who wrote this article didn't cite any actual data or studies, I'll go ahead:

Induced demand - Wikipedia

ApBinduc.fm (nacto.org)

[Why building more roads has environmental effects and won't ease gridlock in the long run | CBC News](#)

[Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It? - The New York Times \(nytimes.com\)](#)

What's Up With That: Building Bigger Roads Actually Makes Traffic Worse | WIRED

Please stop adding more lanes to busy highways—it doesn't help | Ars Technica

Why traffic can't be solved with just adding more highway lanes (cnbc.com)

I don't want Vancouver to turn into Houston Texas, where we are all fully car-dependent and can't even go to the grocery store without using a car. That's not healthy, and if anything, we should be moving in the opposite direction.

When the time comes to eventually replace the Ironworkers bridge, we should retain the three traffic lanes, but leave a space in the middle for future Skytrain expansion. This is exactly what they did in Montreal with the Samuel-De Champlain bridge, which is currently being used by the new REM.

I'd like to see something similar with the Lions Gate too; perhaps 2-4 lanes for driving, with much more room for cycling/walking, and room above/below for Skytrain.

Let's plan for a sustainable future with less driving.

Sincerely,

s. 22(1)

s. 22(1)

North Vancouver,

s. 22(1)