



**AGENDA FOR THE REGULAR MEETING OF COUNCIL TO  
COMMENCE AT 6:00 PM, IN THE COUNCIL CHAMBER, CITY  
HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, APRIL 8, 2019**

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**MONDAY, APRIL 8, 2019  
COUNCIL MEETING – 6:00 PM**

“Live” Broadcast via City Website [www.cnv.org/LiveStreaming](http://www.cnv.org/LiveStreaming)  
Complete Agenda Package available at [www.cnv.org/CouncilMeetings](http://www.cnv.org/CouncilMeetings)

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, April 8, 2019

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, April 1, 2019

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

Items \*3 and \*4 are listed in the Consent Agenda and may be considered separately or in one motion.

**BYLAWS – ADOPTION**

- \*3. “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703”
- \*4. “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710”  
(Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option /  
Language Clarification)

**DELEGATION**

Jonathan A. Kouwenberg, Commander, Royal Canadian Navy – HMCS Vancouver

*Item 5 refers.*

**CORRESPONDENCE**

5. Jonathan A. Kouwenberg, Commander, Royal Canadian Navy – HMCS Vancouver,  
March 29, 2019

## **REPORT**

6. Sidewalk Snow and Ice Removal – Amendment to Street and Traffic Bylaw

*Item 7 refers.*

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536”  
(Sidewalks – Snow and Ice Removal)

## **REPORTS**

8. Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Initial Consideration by Council
9. Assessment Averaging and Assessment Phasing Options
10. 2019 Property Tax Increase Distribution Options
11. 2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708

*Items 12 and 13 refer.*

## **BYLAWS – FIRST, SECOND AND THIRD READINGS**

12. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707”  
(2019 Project Plan Funding)
13. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708”  
(2019 Project Plan Funding)

## **REPORTS**

14. New Museum for North Vancouver Museum and Archives (NVMA) – Funding Appropriation – 2019-2028 Plan
15. Central Waterfront Public Realm – Appropriation
16. City Cemetery Program Funding Appropriation 2019
17. Pedestrian Scale Lighting – Grand Boulevard Park – Funding Appropriation
18. Moodyville Traffic Signals – Funding Appropriation

*Item 19 refers.*

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

19. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709”  
(Moodyville Traffic Signals Project)

## **REPORTS**

20. St. David’s Avenue Greenway Connection – Funding Appropriation
21. Marine-Main Corridor Improvements – Funding Appropriation

## **PUBLIC CLARIFICATION PERIOD**

## **COUNCIL INQUIRIES**

## **NEW ITEMS OF BUSINESS**

## **NOTICES OF MOTION**

## **CITY CLERK’S RECOMMENDATION**

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(g) [litigation], and 90(1)(i) [legal advice].

## **REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

## **ADJOURN**

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**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14<sup>th</sup> STREET, NORTH VANCOUVER, BC, ON **MONDAY, APRIL 1, 2019****

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**PRESENT**

**COUNCIL MEMBERS**

Mayor L. Buchanan  
Councillor H. Back  
Councillor A. Girard  
Councillor T. Hu  
Councillor J. McIlroy  
Councillor T. Valente

**ABSENT**

Councillor D. Bell

**STAFF MEMBERS**

L. McCarthy, CAO  
K. Graham, City Clerk  
C. Baird, Deputy City Clerk  
J. Peters, Assistant City Clerk  
B. Pearce, Director, Strategic and Corporate Services  
R. Skene, Manager, Facilities and Real Estate  
S. Antoniali, Section Manager, Real Estate  
B. Themens, Director, Finance  
L. Garber, Deputy Director, Finance  
D. Cameron, Budget Analyst  
M. Epp, Director, Planning and Development  
J. Draper, Manager, Transportation Planning  
M. Friesen, Planner 1  
W. Tse, Planner 2  
C. French, Planning Assistant, Transportation  
L. Orr, Manager, Business and Community Partnerships  
D. Pope, City Engineer  
K. Magnusson, Deputy Director, Engineering  
J. Chapman, Emergency Planning Officer  
D. Pistilli, Fire Chief

The meeting was called to order at 6:00 pm.

**APPROVAL OF AGENDA**

Moved by Councillor McIlroy, seconded by Councillor Back

1. Regular Council Meeting Agenda, April 1, 2019

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor McIlroy, seconded by Councillor Valente

2. Regular Council Meeting Minutes, March 4, 2019

**CARRIED UNANIMOUSLY**

## **PROCLAMATIONS**

Mayor Buchanan declared the following proclamations:

Green Shirt Day – April 7, 2019  
Autism Awareness Month – April 2019

## **PUBLIC INPUT PERIOD**

- Ron Sostad, 231 East 15<sup>th</sup> Street, North Vancouver, spoke regarding taxes.
- Kulvir Mann, 4772 Highland Boulevard, North Vancouver, spoke regarding Autism Awareness Month.

## **CONSENT AGENDA**

Moved by Councillor McIlroy seconded by Councillor Back

THAT the recommendations listed within the “Consent Agenda” be approved.

**CARRIED UNANIMOUSLY**

## **START OF CONSENT AGENDA**

- \*3. Board in Brief, Metro Vancouver Regional District, February 22, 2019  
– File: 01-0400-60-0006/2019

Re: Metro Vancouver – Board in Brief

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the correspondence of Metro Vancouver, dated February 22, 2019, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

**CARRIED UNANIMOUSLY**

- \*4. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8698”  
(Electric Vehicle Charging Stations)

Moved by Councillor McIlroy, seconded by Councillor Back

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8698” (Electric Vehicle Charging Stations) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**CARRIED UNANIMOUSLY**

## **END OF CONSENT AGENDA**

## **DELEGATION**

Viveca Ellis, Campaign Coordinator, BC Poverty Reduction Coalition, and Heather McCain, Citizens for Accessible Neighbourhoods – #AllOnBoard Campaign

## **CORRESPONDENCE**

5. Viveca Ellis, Campaign Coordinator, BC Poverty Reduction Coalition  
– #AllOnBoard Campaign, February 22, 2019 – File: 16-8310-01-0001/2019

Re: #AllOnBoard Campaign

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT the correspondence from Viveca Ellis, Campaign Coordinator, BC Poverty Reduction Coalition, dated February 22, 2019, regarding the “#AllOnBoard Campaign” be received with thanks;

AND THAT the motion prepared by the delegate be endorsed, in principle, and referred to staff for comment, upon receipt of TransLink’s analysis and followed up with an Information Report to Council.

**CARRIED UNANIMOUSLY**

6. Martin von Holst, Chair, RCMP Day – Vernon Committee – RCMP Appreciation Day in British Columbia, February 28, 2019 – File:01-0220-03-0001/2019

Re: RCMP Appreciation Day in British Columbia

Moved by Councillor Girard, seconded by Councillor Back

THAT the correspondence from Martin von Holst, Chair, RCMP Day – Vernon Committee, dated February 22, 2019, regarding the “RCMP Appreciation Day in British Columbia”, be received with thanks;

AND THAT the Mayor, on behalf of Council, provide a letter of support to the RCMP Day Committee for their efforts to move forward with a petition signed by Canadian citizens that will be directed to the Province of British Columbia and the Government of Canada, to ultimately acknowledge February 1<sup>st</sup> as “Royal Canadian Mounted Police Day”.

**CARRIED UNANIMOUSLY**

7. Women Deliver 2019 Conference, June 3 to 6, 2019 – File: 01-0390-01-0001/2019

Re: Women Deliver 2019 Conference, June 3 to 6, 2019, Vancouver, BC

Moved by Mayor Buchanan, seconded by Councillor Back

PURSUANT to the correspondence received March 22, 2019, from ICS Events, regarding the “Women Deliver 2019 Conference”:

THAT Council members be authorized to attend the Women Deliver 2019 Conference, to be held June 3 to 6, 2019, in Vancouver, BC;

THAT the expenses be paid in accordance with City Policy;

AND THAT the funds be provided from the Conference Education Travel Account.

**CARRIED UNANIMOUSLY**

## **REPORTS**

8. Community Emergency Preparedness Fund – File: 14-7310-01-0001/2019  
Report: Director, North Shore Emergency Management, February 13, 2019

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Director, North Shore Emergency Management, dated February 13, 2019, entitled “Community Emergency Preparedness Fund”:

THAT Council support North Shore Emergency Management to make submissions on behalf of the City of North Vancouver to the Community Emergency Preparedness Fund under the following streams:

- 2018 Emergency Social Services;
- 2018 Evacuation Route Planning; and
- 2019 Emergency Operations Centres and Training;

AND THAT Council support the District of North Vancouver to provide overall grant management for the projects.

**CARRIED UNANIMOUSLY**

9. 2019-2028 Financial Plan Bylaw – File: 05-1700-03-0001/2019  
Report: Director, Finance, March 20, 2019

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Director, Finance, dated March 20, 2019, entitled “2019 – 2028 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703” be considered.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

10. “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703”

Moved by Councillor McIlroy, seconded by Councillor Hu

THAT “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703” be given first, second and third readings.

**CARRIED UNANIMOUSLY**

## **REPORT**

11. Rezoning Application: 125 East 20<sup>th</sup> Street (Vancouver Resource Society for the Physically Disabled / NSDA Architects) – File: 08-3360-20-0467/1

Report: Planner 2, March 20, 2019

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, dated March 20, 2019, entitled “Rezoning Application: 125 East 20<sup>th</sup> Street (Vancouver Resource Society for the Physically Disabled / NSDA Architects)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20<sup>th</sup> Street, CD-718) be considered and referred to a Public Hearing;

THAT “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for the Physically Disabled / NSDA Architects, 125 East 20<sup>th</sup> Street, CD-718, Rental Housing Commitments) be considered and referred to a Public Hearing;

THAT notification be circulated in accordance with the *Local Government Act*;

THAT (Funding Appropriation #1918) an amount of \$400,000 be appropriated from the Affordable Housing Reserve Fund to be granted to the Vancouver Resource Society for the Physically Disabled in support of 10 non-market rental units in the proposed development, secured in perpetuity;

THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Affordable Housing Reserve Fund;

THAT the Mayor and City Clerk be authorized to execute a Release of the existing Covenant registered against the title of the subject properties under number BB1171375;

AND THAT the Mayor and City Clerk be authorized to sign the necessary documentation to give effect to this motion.

**CARRIED UNANIMOUSLY**

## **BYLAWS – FIRST AND SECOND READINGS**

12. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701”  
(Vancouver Resource Society for the Physically Disabled / NSDA Architects,  
125 East 20<sup>th</sup> Street, CD-718)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8701”  
(Vancouver Resource Society for the Physically Disabled / NSDA Architects,  
125 East 20<sup>th</sup> Street, CD-718) be given first and second readings.

**CARRIED UNANIMOUSLY**

13. “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for the  
Physically Disabled / NSDA Architects, 125 East 20<sup>th</sup> Street, CD-718, Rental Housing  
Commitments)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Housing Agreement Bylaw, 2019, No. 8702” (Vancouver Resource Society for  
the Physically Disabled / NSDA Architects, 125 East 20<sup>th</sup> Street,  
CD-718, Rental Housing Commitments) be given first and second readings.

**CARRIED UNANIMOUSLY**

## **REPORTS**

14. Bike Valet at Community Events – File: 16-8330-05-0001/1

Report: Manager, Transportation Planning,  
Planning Assistant, Transportation, March 20, 2019

Moved by Councillor Valente, seconded by Councillor Hu

PURSUANT to the report of the Manager, Transportation Planning, and the Planning  
Assistant, Transportation, dated March 20, 2019, entitled “Bike Valet at Community  
Events”:

THAT Council direct staff to amend the event permit application to encourage  
organizers to incorporate and promote active and sustainable modes of transportation;

THAT Council direct staff to amend The Shipyards and Foot of Lonsdale Events Policy  
(C59B) and Policy for Events in Parks and Public Open Spaces (C57C) to require  
promotion of active transportation modes;

THAT Council direct staff to work with event organizers for regional events in seeking  
funding opportunities and partnerships with local businesses to provide for bike valet  
services;

AND THAT Council direct staff to support events that are space constrained through  
the temporary use of public space for bike valet services, where feasible.

**CARRIED UNANIMOUSLY**

## **REPORTS – Continued**

15. INSTPP Priority Action – New Bus Service – File: 01-0400-95-0001/2019

Report: Manager, Transportation Planning, March 20, 2019

Moved by Councillor McIlroy, seconded by Mayor Buchanan

PURSUANT to the report of the Manager, Transportation Planning, dated March 20, 2019, entitled “INSTPP Priority Action – New Bus Service”:

THAT Council direct staff to work with TransLink in advancing route options for a new express bus service connecting Phibbs Exchange to the Regional SkyTrain Network;

THAT transit service hours obtained through the Mayors’ Council Vision Phase II investment plan be advanced to this new service in support of delivering a near-term priority action identified in INSTPP by postponing increased bus service hours for Route 231 – Harbourside in the City of North Vancouver;

AND THAT staff work with TransLink to revisit transit needs for the Harbourside area as part of the Mayors’ Council Vision Phase III investment plan.

**CARRIED UNANIMOUSLY**

16. Business Pulse Report: Central Lonsdale – File: 13-6750-01-0001/2019

Report: Manager, Business and Community Partnerships, March 13, 2019

Moved by Mayor Buchanan, seconded by Councillor Girard

PURSUANT to the report of the Manager, Business and Community Partnerships, dated March 13, 2019, entitled “Business Pulse Report: Central Lonsdale”:

THAT the report and attachments be referred to relevant City staff and the Chamber of Commerce for information;

AND THAT staff be directed to report back on the process for establishing a Business Improvement Area in the Central Lonsdale business area.

Moved by Mayor Buchanan, seconded by Councillor Girard

THAT the following clause be added to the motion:

“THAT staff be directed to consult with the Central Lonsdale business community in the upcoming High Street visioning exercise.”

Amendment motion, **CARRIED UNANIMOUSLY**

Main motion, as amended, **CARRIED UNANIMOUSLY**

## **REPORTS – Continued**

17. Brewery and Distillery Accessory Lounge Use – M-4 Industrial Commercial Zoning Bylaw Amendment and Lounge Endorsement Referral Policy  
– File: 08-3360-20-0437/1

Report: Planner 1 and Manager, Business Services, March 20, 2019

Moved by Mayor Buchanan, seconded by Councillor Valente

PURSUANT to the report of the Planner 1 and Manager, Business Services, dated March 20, 2019, entitled “Brewery and Distillery Accessory Lounge Use – M-4 Industrial Commercial Zoning Bylaw Amendment and Lounge Endorsement Referral Policy”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use) be considered and that the Public Hearing be waived;

THAT “Lounge Endorsement for Manufacturing Liquor Licences Policy” be endorsed, subject to adoption of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use);

AND THAT notification be published in accordance with the *Local Government Act* and as set out in the report.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST AND SECOND READINGS**

18. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use)

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8705” (Accessory Lounge Use) be given first and second readings.

**CARRIED UNANIMOUSLY**

## **REPORT**

19. Amendment to Officers and Officials Bylaw (Statutory Officers / Designation of Municipal Employees / Exempt Benefits / Language Clarification)  
– File: 07-2740-01-0001/2019

Report: City Clerk, March 20, 2019

Moved by Councillor Hu, seconded by Councillor Girard

PURSUANT to the report of the City Clerk, dated March 20, 2019, entitled “Amendment to Officers and Officials Bylaw (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification)”:

*...Continued*

## **REPORT – Continued**

19. Amendment to Officers and Officials Bylaw (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification)  
– File: 07-2740-01-0001/2019 – Continued

THAT “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification) be considered.

**CARRIED UNANIMOUSLY**

## **BYLAW – FIRST, SECOND AND THIRD READINGS**

20. “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification)

Moved by Councillor Hu, seconded by Councillor Girard

THAT “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification) be given first, second and third readings.

**CARRIED UNANIMOUSLY**

## **COUNCIL REPORT**

Nil.

## **PUBLIC CLARIFICATION PERIOD**

Mayor Buchanan declared a recess at 7:27 pm for the Public Clarification Period and reconvened the meeting immediately after.

## **COUNCIL INQUIRIES**

Nil.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICES OF MOTION**

Nil.

**CITY CLERK'S RECOMMENDATION:**

Moved by Councillor Back, seconded by Councillor Girard

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Section 90(1)(e) [land matter].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed session, at 7:27 pm and reconvened at 8:02 pm.

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

21. Land Matter – File: 08-3010-01-0001/2019

Report: Section Manager, Real Estate, March 21, 2019

Moved by Councillor Hu, seconded by Councillor Back

PURSUANT to the report of the Section Manager, Real Estate, dated March 21, 2019, regarding a land matter:

THAT the action taken by the Committee of the Whole, Closed Session, be ratified;

AND THAT the wording of the recommendation and the report of the Section Manager, Real Estate, dated March 21, 2019, remain in the Closed session.

**CARRIED UNANIMOUSLY**

22. Land Matter – File: 10-5040-01-0001/2019

Report: Director, Planning and Development, and Manager, Facilities and Real Estate, March 20, 2019

Moved by Councillor Hu, seconded by Councillor Back

PURSUANT to the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, March 20, 2019, regarding a land matter:

THAT the action taken by the Committee of the Whole, Closed Session, be ratified;

AND THAT the wording of the recommendation and the report of the Director, Planning and Development, and Manager, Facilities and Real Estate, March 20, 2019, remain in the Closed session.

**CARRIED UNANIMOUSLY**

**ADJOURN**

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 8:03 pm.

*“Certified Correct by the City Clerk”*

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CITY CLERK

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## THE CORPORATION OF THE CITY OF NORTH VANCOUVER Regular Council Meeting – April 8, 2019

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### **PUBLIC INPUT PERIOD**

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.”

The time allotted for each speaker appearing before Council during the Public Input Period is two minutes, with the number of speakers set at five persons. Speakers’ presentations will be audio and video recorded, as well as live-streamed on the Internet, and will form part of the public record.

To make a submission to Council during the Public Input Period, a person must complete the Public Input Period sign-up sheet at City Hall prior to the Regular Council Meeting. A person who fails to complete, or only partially completes, the Public Input Period sign-up sheet will not be permitted to make a submission to Council during the Public Input Period. The sign-up sheet will be available on the table in the lobby outside the Council Chamber from 5:30 pm until 5:55 pm before a Council meeting.

When appearing before Council, speakers are requested to state their name and address for the record. Speakers may display materials on the document camera at the podium in the Council Chamber and provide written materials to the City Clerk for distribution to Council, only if these materials have been provided to the City Clerk by 4:00 pm on the date of the meeting.

The Public Input Period provides an opportunity for input only, without the expectation of a response from Council, and places the speaker’s concern on record.

Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items as listed in section 12.25(2).

Speakers are requested not to address matters that refer to items from a concluded Public Hearing/Public Meeting and to Public Hearings, Public Meetings and Committee meetings when those matters are scheduled on the same evening’s agenda and an opportunity for public input is provided when the particular item comes forward for discussion.

Please address the Mayor as “Mayor, followed by his/her surname” or “Your Worship”. Councillors should be addressed as “Councillor, followed by their surname”.

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**CONSENT AGENDA**

Items \*3 and \*4 are listed in the Consent Agenda and may be considered separately or in one motion.

**RECOMMENDATION:**

THAT the recommendations listed within the “Consent Agenda” be approved.

**START OF CONSENT AGENDA**

**BYLAWS – ADOPTION**

- \*3. “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703”

**RECOMMENDATION:**

THAT “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8703**

**Financial Plan for the Years 2019 to 2028**

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703**”.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2019, and ending December 31, 2028.

READ a first time on the 1<sup>st</sup> day of April, 2019.

READ a second time on the 1<sup>st</sup> day of April, 2019.

READ a third time on the 1<sup>st</sup> day of April, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

**SCHEDULE "A" TO BYLAW NO. 8703  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2019 – 2028**

(1) 2019 – 2028 Financial Plan (000's)

For the year ended December 31	2019	2020	2021	2022	2023	2024-2028
<b>Revenue</b>						
Property Value Tax	62,599	64,531	66,518	68,560	70,658	364,070
Parcel Taxes	3,162	3,624	4,041	4,250	4,469	25,866
Revenue from Fees and Services	36,367	37,888	40,711	44,068	47,029	269,626
Revenue from Other Sources	3,491	3,718	3,417	3,451	3,486	17,605
	105,619	109,761	114,687	120,329	125,642	677,167
<b>Transfers</b>						
Collections for Other Governments	49,561	50,552	51,563	52,594	53,646	273,595
Transfer from Reserves	66,515	103,292	37,776	44,421	125,837	114,223
Proceeds from Debt	-	90,000	-	-	-	-
External Contributions	20,408	10,437	7,896	2,781	1,497	6,901
Depreciation	15,100	15,402	15,710	16,024	16,344	83,355
	151,584	269,683	112,945	115,820	197,324	478,074
<b>Total Revenues</b>	<b>257,203</b>	<b>379,444</b>	<b>227,632</b>	<b>236,149</b>	<b>322,966</b>	<b>1,155,241</b>
<b>Expenditures</b>						
<b>Operating Expenses</b>						
General Government	21,101	21,629	22,170	22,724	23,292	119,370
Transportation and Transit	6,032	6,183	6,338	6,496	6,658	34,120
Health, Social Services, Housing	2,821	2,892	2,964	3,038	3,114	15,960
Development Services	5,798	5,943	6,092	6,244	6,400	32,800
Protective Services	27,246	27,927	28,625	29,341	30,075	154,135
Parks, Recreation and Culture	20,456	20,968	21,492	22,029	22,580	115,725
Water	10,337	11,830	12,864	14,011	15,286	88,615
Sewer	9,272	12,752	14,892	17,410	18,232	106,471
Solid Waste	4,396	2,528	1,759	1,750	1,891	10,326
	107,459	112,652	117,196	123,043	127,528	677,522
Capital Expenditures	78,542	195,109	38,114	36,327	27,595	90,570
<b>Transfers</b>						
Collections for Other Governments	49,561	50,552	51,563	52,594	53,646	273,595
Equity	9,424	9,549	9,788	10,033	10,284	52,705
Reserves	12,217	11,582	10,971	14,152	13,913	60,849
Debt Repayment	-	-	-	-	90,000	-
	71,202	71,683	72,322	76,779	167,843	387,149
<b>Total Expenses</b>	<b>257,203</b>	<b>379,444</b>	<b>227,632</b>	<b>236,149</b>	<b>322,966</b>	<b>1,155,241</b>

**SCHEDULE "A" TO BYLAW NO. 8703  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2019 – 2028**

(2) Revenue Proportions by Funding Source

(Excluding Transfers from Reserves and Collections for Other Agencies)

	(000's)									
	2019	%	2020	%	2021	%	2022	%	2023	%
Property Value Tax	62,599	59	64,531	59	66,518	58	68,560	57	70,658	56
Parcel Taxes	3,162	3	3,624	3	4,041	4	4,250	4	4,469	4
Revenue from Fees	36,367	35	37,888	35	40,711	35	44,068	36	47,029	37
Revenue from other Sources	3,491	3	3,718	3	3,417	3	3,451	3	3,486	3
<b>Total Revenues</b>	<b>105,619</b>	<b>100</b>	<b>109,761</b>	<b>100</b>	<b>114,687</b>	<b>100</b>	<b>120,329</b>	<b>100</b>	<b>125,642</b>	<b>100</b>

**Background:** Property Taxes are the City's major source of revenue. The City's reliance on property tax as a source of revenue has increased gradually over the past several years. This is partially due to the lack of access to other types of revenues. Where feasible, the City charges user fees for services, however this is not possible for many services. In preparing the 2019 Financial Plan, the City's goal has been to maintain the current percentage of revenue coming from property taxes; however the City continues to rely heavily on this source of revenue to fund a large portion of City services and infrastructure.

**Policy:** Under Council's direction, the City will continue to look for ways to reduce the overall percentage of revenue that comes from property tax, by pursuing alternate revenue sources, and remains committed to charging user fees for services where feasible.

(3) Distribution of Property Taxes among the Property Classes

Property Class and Description		Tax Allocation %	
		2018	2019
1	Residential	56.60%	56.28%
2	Utilities	1.07%	0.54%
4	Major Industry - Capped	6.95%	8.64%
4	Major Industry - Non capped	0.67%	0.67%
5	Light Industry	0.89%	0.88%
6	Business	33.78%	32.95%
8	Recreation/Non-Profit	0.04%	0.04%

**Background:** In 2008 City Council adopted a Long Term Property Tax Strategy which will shift taxes from the business and light industrial tax classes, to the residential tax class. The goal of this policy was to move the City's tax rates and tax rate multiples to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity.

Adjusting down the ratio of the business tax rate to the residential rate (i.e. the tax multiple) continues to be a challenge based on the continued extraordinary growth in the residential sector.

**Policy:** The City will continue to review the distribution of property tax among the various property classes and consider other measures as a gauge of success.

**SCHEDULE “A” TO BYLAW NO. 8703  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2019 – 2028**

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(4) Use of Permissive Tax Exemptions

**Background:** Council currently allows permissive tax exemptions to organizations within the City, based on eligibility criteria as defined under the Community Charter. This includes religious institutions, providers of social housing, not for profit societies and service organizations whose services and programs align with the City’s goals and objectives.

**Policy:** The City has adopted a policy along with a set of criteria which are based on linking taxation exemptions to desired community outcomes for the services provided. All existing permissive tax exemptions are reviewed each year and staff will continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with the goals and objectives of the City.

Council will continue to carefully consider the total amount of permissive exemptions granted each year, when reviewing the annual Property Tax Exemption bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**CONSENT AGENDA – Continued**

- \*4. “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification)

**RECOMMENDATION:**

THAT “Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**END OF CONSENT AGENDA**

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8710

### A Bylaw to amend “Officers and Officials Bylaw, 2013, No. 8322”

The Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Officers and Officials Bylaw, 2013, No. 8322, Amendment Bylaw, 2019, No. 8710**” (Statutory Officers / Designation of Municipal Employees / Exempt Benefit Option / Language Clarification).
2. “Officers and Officials Bylaw, 2013, No. 8322” is amended as follows:
  - A. Delete section 2 in its entirety and replace with the following:
    2. The following positions are designated as Statutory Officers (“Officers”) of the Corporation of the City of North Vancouver:
      - (a) Chief Administrative Officer
      - (b) Corporate Officer (City Clerk)
      - (c) Chief Financial Officer (Director of Finance)

The persons holding these positions are established as Statutory Officers of the City under Section 146 of the *Community Charter* and are also designated as “municipal employees” for the purposes of the *Financial Disclosure Act*, RSBC 1996.

- B. In section 3, delete the text “(“Managers”)”.
- C. Delete section 4 in its entirety and replace with the following:
  4. For the purposes of this Bylaw, employees of the City, as defined in Section 3, shall be referred to as “Officials”.
- D. In section 5(h), delete the word “employee”.
- E. In the third paragraph of section 10(d), delete the words “will be designated” and replace with the words “may be designated”.
- F. Delete section 14 in its entirety and replace with the following:
  14. A Long Term Disability Plan shall be provided at no cost to the Officer or Official; the terms of which are detailed in a contract administered by the Director responsible for Human Resources. During the period of Long Term Disability (LTD), the Officer or Official shall continue with basic Medical, Dental, Extended Health and Group Life Insurance Benefits provided under this Bylaw. No further contributions will be made to the Municipal Pension Plan and application will be made to the Municipal Pension Plan for the approval of the LTD Plan whereby the period of disability will be considered as “service” and will be approved for

the purpose of an indexed pension at maximum retirement age. All other benefits provided under this Bylaw will cease during the period of disability.

G. Delete section 16 in its entirety and replace with the following:

16. Exempt Benefit Option (TFSA, RRSP, Vacation)

Officers and Officials will receive the value of 1.04% of regular salary, calculated at the rate in effect on January 1 of each year, to be credited into either a Tax Free Savings Account (TFSA), Registered Retirement Savings Plan (RRSP) or to purchase additional vacation. Details of these plans are as administered by the Director responsible for Human Resources.

H. In section 17, delete the words “All new hires into the management and exempt group” and replace with the words “All Officers and Officials”.

I. In section 18, delete the words “and employees”.

J. All references to the “City Clerk” in the Bylaw are to be replaced with the words “Corporate Officer”.

K. All references to the “Director of Finance” in the Bylaw are to be replaced with the words “Chief Financial Officer”.

L. All references to the “Director, Human Resources” in the Bylaw are to be replaced with the words “Director responsible for Human Resources”.

M. All references to “management staff”, “exempt employee(s)” and “employee(s)” in the Bylaw are to be replaced with the words “Officer(s)” and/or “Official(s)” appropriately.

READ a first time on the 1<sup>st</sup> day of April, 2019.

READ a second time on the 1<sup>st</sup> day of April, 2019.

READ a third time on the 1<sup>st</sup> day of April, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**DELEGATION**

Jonathan A. Kouwenberg, Commander, Royal Canadian Navy – HMCS Vancouver

*Item 5 refers.*

**CORRESPONDENCE**

- Jonathan A. Kouwenberg, Commander, Royal Canadian Navy – HMCS Vancouver, March 29, 2019

Re: HMCS Vancouver

**RECOMMENDATION:**

THAT the correspondence from Jonathan A. Kouwenberg, Commander, Royal Canadian Navy, dated March 29, 2019, regarding the “HMCS Vancouver”, be received with thanks.

Her Majesty's Canadian Ship Vancouver  
P.O. Box 17000, Station Forces  
Victoria, British Columbia V9A 7N2



Navire canadien de Sa Majesté Vancouver  
C.P. 17000, Succursale Forces  
Victoria, Colombie-Britannique V9A 7N2

*2018/2019 - 25<sup>th</sup> Anniversary Year*

29 March 2019

Mayor Linda Buchanan,

Your Worship, I am the Commanding Officer of HMCS *Vancouver*, the Royal Canadian Navy (RCN) ship named after the City and environs of Vancouver. I wonder if it is possible to address the Council of North Vancouver, if possible, on the 8 Apr as it coincides with other business I have in the Greater Vancouver area. I would propose six to ten minutes of council time to speak about the RCN in general, and HMCS *Vancouver* specifically. I will highlight the 25 years of service of the ship, and speak briefly about my intent to have approximately 50 sailors (but not the actual ship) present in the greater Vancouver area from 29 May - 2 Jun to celebrate our 25<sup>th</sup> Anniversary. We are looking forward to using this opportunity to deepen and strengthen our relationship with our namesake cities, including City of North Vancouver.

I look forward to hearing from your staff about the possibility of this meeting. If this proves unsuitable, I would welcome another opportunity, either to meet with council, or with yourself.

Yours Aye,

Jonathan A. Kouwenberg  
Commander



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

6. Sidewalk Snow and Ice Removal – Amendment to Street and Traffic Bylaw  
– File: 11-5400-11-0001/2019

Report: Manager, Engineering Planning and Design, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Manager, Engineering Planning and Design, dated March 27, 2019, entitled “Sidewalk Snow and Ice Removal – Amendment to Street and Traffic Bylaw”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536” (Sidewalks – Snow and Ice Removal) be considered.

*Item 7 refers.*



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Brian Willock, Manager, Engineering Planning and Design

Subject: SIDEWALK SNOW AND ICE REMOVAL – AMENDMENT TO STREET  
AND TRAFFIC BYLAW

Date: March 27, 2019 File No: 11-5400-11-0001/2019

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*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Manager, Engineering Planning and Design, dated March 27, 2019, entitled "Sidewalk Snow and Ice Removal – Amendment to Street and Traffic Bylaw":

**THAT** "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536" (Sidewalks – Snow and Ice Removal) be considered.

**ATTACHMENT:**

1. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536" (Sidewalks – Snow and Ice Removal) (CD #[1749400](#))

**DISCUSSION:**

Across the Lower Mainland, during periods of snow and ice, there is a generally accepted community expectation that residents and businesses will clear snow and ice from public sidewalks adjacent to their properties. While most residents and businesses do their part to clear snow and ice from sidewalks in a timely manner, there are others who require a little encouragement.

In the City of North Vancouver, this encouragement resides in the Street and Traffic Bylaw, which requires the adjacent owner or occupier of all real property to clear snow and ice from sidewalks and footpaths. However, the bylaw is currently silent as to frequency and timing regarding how sidewalks must be cleared. This absence of definitive expectations makes the current Bylaw difficult to enforce and is unlikely to withstand a court challenge due to its vagueness. A more specific requirement is therefore needed.

The proposed bylaw amendment clarifies that sidewalks be cleared within 24 hours after it stops snowing, or before snow accumulation exceeds 10 centimeters. These criteria are consistent with the District of West Vancouver for all properties, as well as the District of North Vancouver for commercial and multi-family residential properties.

### **FINANCIAL IMPLICATIONS:**

There will be limited financial implications of the proposed bylaw amendment, although it may create greater public expectations for snow clearing during and after a snow event. These expectations could result in higher demands on Operations' and Bylaw Services' staff time.

City resources already work to keep sidewalks and footpaths adjacent to City owned property clear of snow and ice within the proposed 24 hour timeline and/or before a 10 centimeter snowfall accumulation. Bylaw Services staff currently engage with business and property owners about snow/ice covered sidewalks on a complaint driven basis.

### **INTER-DEPARTMENTAL IMPLICATIONS:**

Engineering and Parks resources clear sidewalks on bridges, adjacent parks, bus stops, and at arterial intersections, while Facilities staff clear sidewalks adjacent to City operated properties, such as City Hall, the Library, and the Gerry Brewer Building. Fire Department staff clear sidewalks adjacent to the Fire Hall. For other City-owned properties, the occupying organization is responsible for clearing sidewalks. For example, the Recreation Commission uses its own staff, while organizations such as Presentation House rely on contractors.

On a complaint basis, Bylaw Services staff encourage businesses and residents to clear sidewalks. Staff will continue to seek voluntary compliance with this regulation through education; tickets have not been issued for non-compliance of this regulation. The proposed bylaw amendment permits Bylaw Services staff to provide clear messaging to residents and businesses regarding the City's expectations for clearing snow and ice from adjacent sidewalks. While the proposed amendments set a clear timeline, in practice staff will continue to ensure that businesses and residents have sufficient time to clear sidewalks and will take into account the timing of snow events on weekends and statutory holidays.

On the other hand, the proposed regulation also has the potential to increase public expectations for stricter enforcement. Staff will monitor the impacts of the proposed

amendments and will report back seeking Council direction if the demand for stricter enforcement increases significantly.

Communications staff will continue to use a variety of means such as social media, the City website and print media to ensure that businesses and residents are aware of their obligations to clear snow and ice from sidewalks.

This report has been prepared in consultation with Bylaws staff and reviewed and supported by the Leadership Team.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

This report is consistent with the goals and objectives in the City's Official Community Plan. Specific objectives include:

- 3.2 Prioritize walking, cycling, transit and goods movement over single occupancy vehicles;
- 3.5 Support the independence and well-being of older City residents.

RESPECTFULLY SUBMITTED:



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Brian Willock, P. Eng.,  
Manager, Engineering Planning and  
Design



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**BYLAW – FIRST, SECOND AND THIRD READINGS**

7. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536”  
(Sidewalks – Snow and Ice Removal)

**RECOMMENDATION:**

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536” (Sidewalks – Snow and Ice Removal) be given first, second and third readings.

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**

**BYLAW NO. 8536**

**A bylaw to amend “Street and Traffic Bylaw, 1991, No. 6234”**

The Council of the Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8536**” (**Sidewalks – Snow and Ice Removal**).
2. Part 8: Regulation of Street Usage of “Street and Traffic Bylaw, 1991, No. 6234” is hereby amended as follows:
  - A. In Section 814: Sidewalks – Removal of Snow and Ice, by replacing this section in its entirety with the following:

The owner or occupier of real property must remove any accumulation of snow or ice from the sidewalks and footpaths bordering the real property within 24 hours after the cessation of any snowfall that caused any accumulation of snow or ice on any sidewalk or footpath, or prior to the depth of snow accumulation exceeding ten centimetres;

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

8. Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Initial Consideration by Council  
– File: 10-4750-10-0001/2019

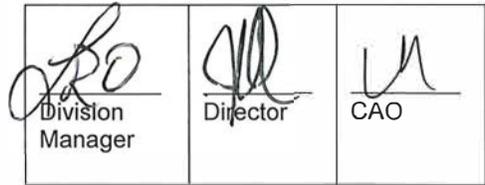
Report: Community Planner, and Manager, Business and Community Partnerships, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Community Planner and the Manager, Business and Community Partnerships, dated March 27, 2019, entitled “Child Care Business Licence Application BUS-0028152 – Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Initial Consideration by Council”:

THAT the Public Meeting be waived for Business Licence Application BUS-0028152;

AND THAT staff bring forward Business Licence Application BUS-0028152 for Council approval.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**PLANNING AND DEVELOPMENT DEPARTMENT**  
**COMMUNITY AND PARTNER ENGAGEMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Heather Evans, Community Planner  
Larry Orr, Manager, Business and Community Partnerships

Subject: CHILD CARE BUSINESS LICENCE APPLICATION BUS-0028152 -  
GREENWAYS CHILD CARE CENTRE (570 WEST 21<sup>ST</sup> STREET) –  
INITIAL CONSIDERATION BY COUNCIL

Date: March 27, 2019 File No: 10-4750-10-0001/2019

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*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

PURSUANT to the report of the Community Planner and the Manager, Business and Community Partnerships, dated March 27, 2019, entitled "Child Care Business Licence Application BUS-0028152– Greenways Child Care Centre (570 West 21<sup>st</sup> Street) – Initial Consideration by Council":

THAT the Public Meeting be waived for Business Licence Application BUS-0028152;

AND THAT staff bring forward Business Licence Application BUS-0028152 for Council approval.

**ATTACHMENTS:**

1. Site Location Map ([#1756409](#))
2. Neighbourhood consultation report, submitted by applicant ([#1763973](#))
3. Correspondence submitted by resident ([#1762426](#))

**PURPOSE**

To bring forward Child Care Business Licence Application BUS-0028152– Greenways Child Care Centre (570 West 21<sup>st</sup> Street) for initial consideration of Council, as per the City’s process for considering group child care facilities as outlined in the Business Licence Bylaw (bylaw 2018, 8640).

**BACKGROUND**

Accessory residential child care facilities are permitted use in the RS-1 zone, which requires a Business Licence. Group Child Care Facilities (as defined in the Business Licence Bylaw) are accessory residential childcare facilities providing care for 13 to 16 children. The Business Licence Bylaw (Bylaw 2018, 8640) states that the issuance of a Business Licence for Group Child Care Facilities is at the discretion of Council and prescribes the process for steps taken by the applicant and the City for considering approval. Figure 1 below (right side) shows the process for the City’s consideration of this type of Business Licence Application.

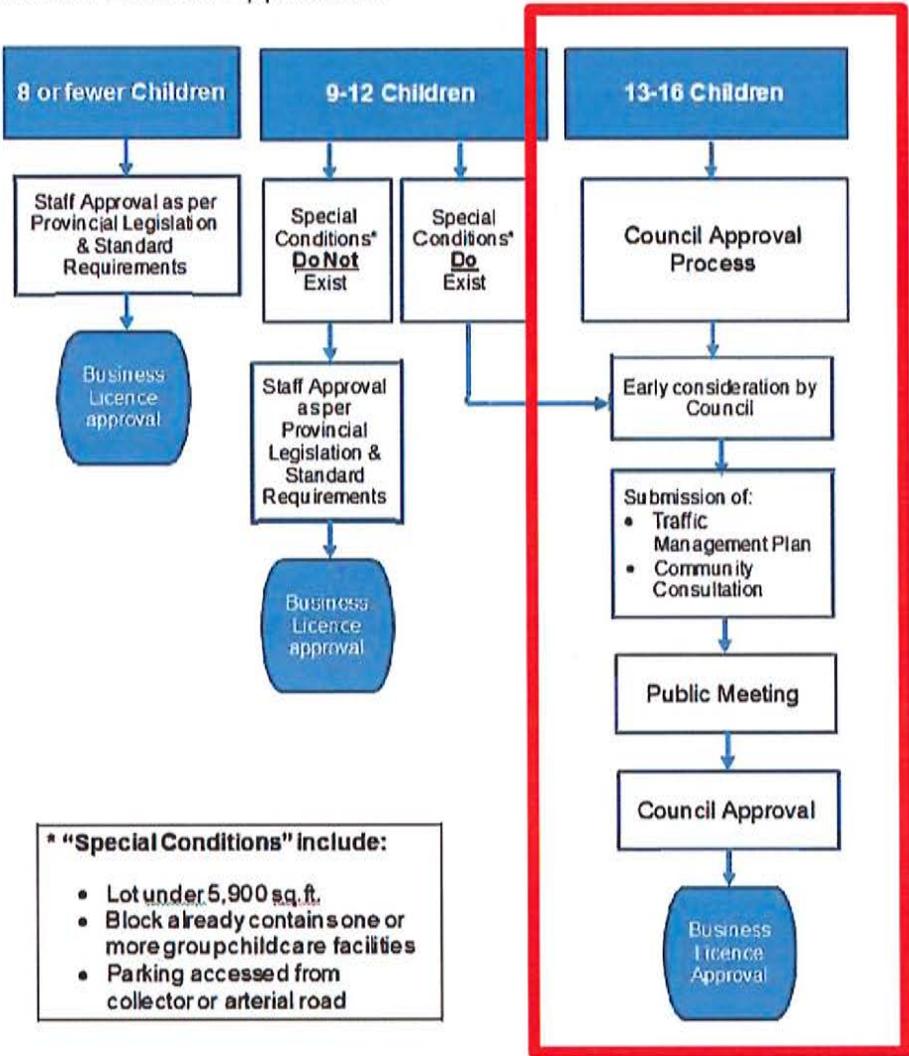


Figure 1. Overview of process for residential child care Business Licence Approval

## DISCUSSION

Greenways Licensed Child Care Centre (“Greenways”) currently operates a multi-age licenced child care program for 8 children on the lower floor of the home at 570 West 21<sup>st</sup> Street (see site location map in Attachment 1). The applicant lives in the home at this address. The property is 759 sq. m. in area and the 3-storey house was constructed in 2001. The applicant has been running an accessory residential child care in their home since 2008.

Greenways applied to the Vancouver Coastal Health Child Care Licensing Department to add a second multi-age program (8 children) on the second floor of the house, which would increase the capacity of the Centre to a total of 16 children in care at the Centre if approved.

“Multi-age licensed child care program” is a regulated VCH Child Care Licensing program that includes 8 children - a mix of infant/toddlers, preschool and school aged children. Vancouver Coastal Health’s review process ensures that facilities comply with the Community Care and Assisted Living Act, the Residential Care Regulations and the Child Care Licensing Regulations. To qualify for a licence, the program must also meet the requirements of the legislation with respect to the building as well as the staff, program and equipment.

Vancouver Coastal Health referred this application to the City of North Vancouver and this referral initiated a Business Licence Application with the City. Staff and the applicant have been working together on this application for several months and have progressed through the following steps in accordance with the City’s scope and responsibility for child care facilities as per the Business Licence Bylaw, 2018, No. 8640:

1. **Building Modifications:** The applicant has retained the services of a qualified building professional to identify the scope of required building upgrades to satisfy Building Code requirements. Should this Business Licence Application proceed to approval by Council, staff will recommend that the approval be subject to Building Permit final approval of the required building modifications.
2. **Transportation Management:** The applicant has prepared and submitted a traffic management plan, which has been reviewed and approved by City staff. The applicant’s plan meets parking requirements in the zoning bylaw and has proposed traffic management and mitigation measures to minimize impact on the neighbourhood. Parking will be provided at the rear of the site and accessed from the residential driveway off of West 21<sup>st</sup> Street.
3. **Neighbourhood Consultation:** The applicant notified neighbours (within 40m radius of the subject property) about their application, posted a notice on their property (on front gate) and hosted a meeting of neighbours on March 12, 2019 to discuss the application and any neighbourhood questions and concerns. No neighbours attended the neighbourhood meeting and the applicant reports they talked with most neighbours and they are supportive of the application. The applicant’s report of neighbourhood consultation (Attachment 2) is attached. The City received one email

correspondence from a neighbour (Attachment 3) with concerns related to transportation and traffic safety.

The subject site is within the Westview Elementary School catchment area and it is also near to Larson Elementary School. The site is also located near Larson Park. A few child care facilities are located in this area, but none of the facilities are in the same block as Greenways (see location map in Attachment 1).

### **Analysis and Options for Next Steps**

Staff are bringing this report forward to Council for initial consideration of the application, as per the Business Licence Application process. As outlined above, the applicant has completed the Transportation Management Plan and Neighbourhood Consultation steps in the Business Licence Application process. Significant issues and concerns have not been raised regarding this application and staff does not have concerns with respect to neighbourhood fit and compliance with City regulations.

The Business Licence Bylaw includes a Public Meeting as part of the process outlined in the bylaw. In this instance, staff are recommending that the Public Meeting be waived since the elimination of this step would help to expedite the processing of this Business Licence Application that is supported by the City's regulations and policy objectives. The applicant has already completed a neighbourhood notification and consultation process with no significant issues being raised.

Should Council wish to proceed with the next steps toward approval, the options for next steps in the approval process (as outlined in the Business Licence Bylaw) are as follows:

#### *Option 1 – staff recommendation:*

- Council consideration for issuance of the Business Licence: Staff would bring this application back to Council at a meeting in the near future for consideration to approve the Business Licence Application.
- Waived Public Meeting: Staff are recommending that Council waive the requirement in the Business Licence Bylaw for a Public Meeting. The applicant has already notified neighbours and hosted a meeting of neighbours and no significant issues were raised. The Public Meeting is as a component of the Business Licence Approval process for accessory residential child care applications that can either proceed or be waived at Council's discretion.

#### *Option 2 – not recommended:*

- Step 1. Public Meeting: Should Council wish to proceed with a Public Meeting staff will schedule it as per the Business Licence Bylaw and provide notifications. The applicant will be in attendance at the Public Meeting and members of the public would have an opportunity to address Council.
- Step 2. Council consideration for issuance of the Business Licence: Following the Public Meeting, staff would bring this application to Council to consider approval of the Business Licence Application.

## INTER-DEPARTMENTAL IMPLICATIONS

The Business Licence process for accessory residential child care facilities is unique among other types of Business Licences: it involves review and collaboration among the applicant and various staff from Planning, Transportation, Business Licences and Building.

## SUSTAINABILITY COMMENTS

Child care is an important aspect of social and economic sustainability in the City since it provides support to families and enables caregivers and parents to participate in the local economy.

## CORPORATE PLAN AND/OR POLICY IMPLICATIONS

The City's existing policy (Official Community Plan, Social Plan, Child Care Policy and Plan) supports the provision of child care in neighbourhoods and identifies the need for additional child care spaces in the community.

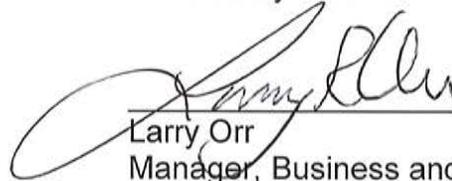
## STRATEGIC PLAN IMPLICATIONS

If this application is approved it will result in additional child care spaces in the City and will contribute to child care related goals in Council's strategic plan.

RESPECTFULLY SUBMITTED:



Heather Evans  
Community Planner



Larry Orr  
Manager, Business and Community  
Partnerships

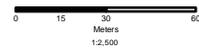
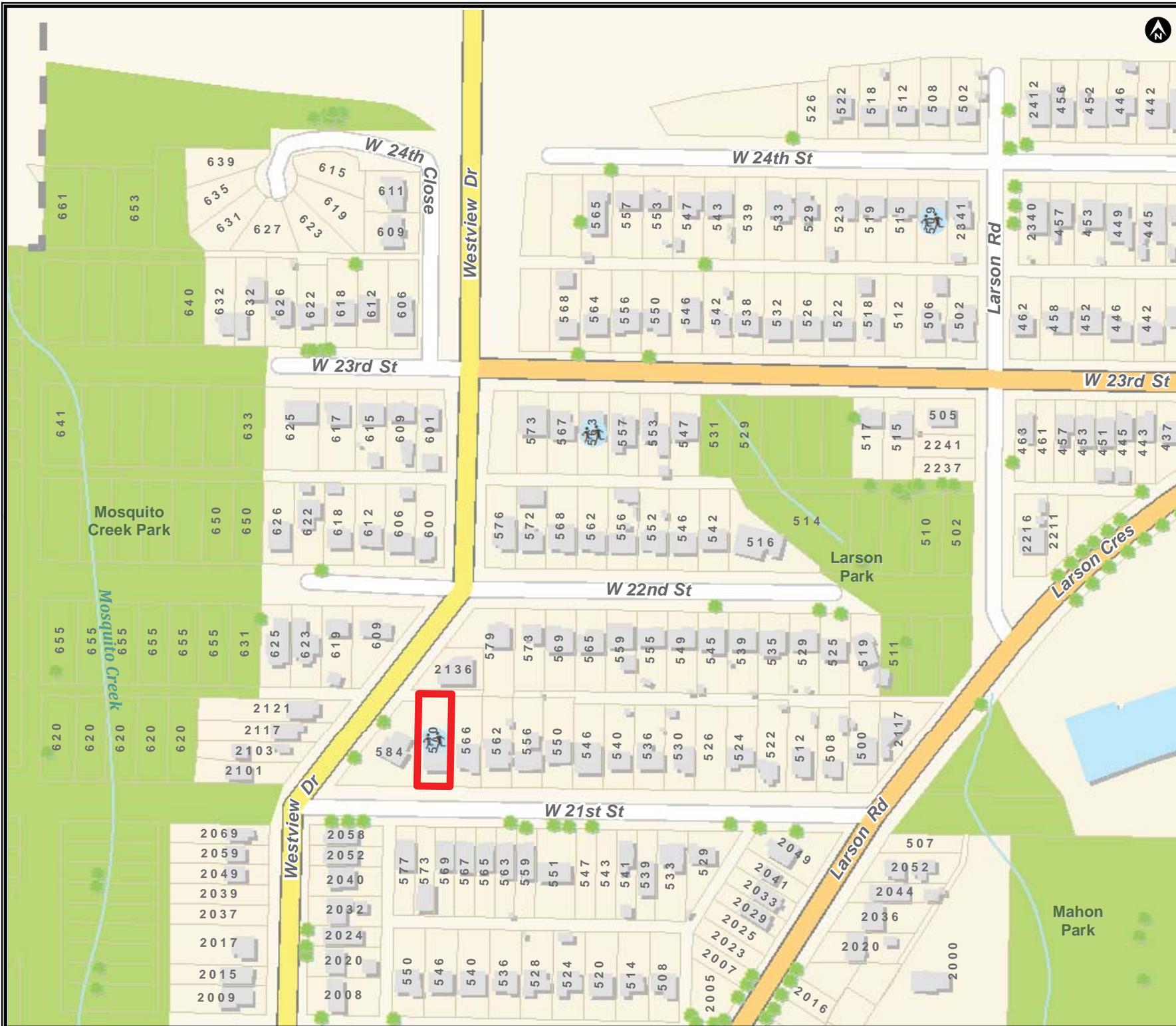
HE/rf



Legend

Subject Site

Childcare Facilities



DISCLAIMER

This map was produced on the City of North Vancouver's Geographic Information System. Data provided herein is derived from sources with varying levels of accuracy and detail. The City of North Vancouver disclaims all responsibility for the accuracy or completeness of information contained herein.

GIS Division, Information Technology,  
City of North Vancouver



**From:** [ali sobhani](#)  
**To:** [Heather Evans](#)  
**Subject:** Report and process of our Neighbors Meeting  
**Date:** March-15-19 6:09:02 PM

---

Hi Heather,

Here is the report and process of our Neighbors Meeting On March 12th, 2019

We Invited the neighbors according to the Notification of the City. No neighbors attended the meeting, however, we were able to discuss our plans with them face to face during the drop off of the invitation letter. We were happy to hear that almost all of them were very supportive of our expansion plan. In fact, we were very pleased in particular to hear that our next-door neighbors (Mike and Bobby) who are the nearest house to our driveway, are also very supportive as well. Mike and Bobby could not attend the meeting due to illness, however, they notified us that they are willing to submit supporting documentation as needed.

After the meeting, it was brought to our attention by Mrs. Heather Evans (our community planner) that there was a written objection raised by one of the neighbors. The letter included their concerns about parking issues and traffic congestion on W21st. As this is understandable, we are happy to deliver clear and precise solutions to their concerns below.

During the delivery of the invitation letter, we also explained and made clear to our neighbors that we are not a school, where the parents arrive all at once, but that we are a Daycare and we have our own set of drop-off and pick-up policies in place which parents will have to follow. Furthermore, we explained in detail all that we are planning to do and how the parking policy will be in place according to the following information:

1. There is a specific time schedule for each parent Starting from 7:00 am to 9:30 am for drop-off and from 3:00 pm to 5:30 pm for pick-up. In the event that parents fail to arrive on schedule, and say 2 or 3 families arrive simultaneously, we have sufficient space in our on-site private parking (not including the driveway) to facilitate 6 cars. In addition, there are another two parking spaces in front of our facility on W21st for 2 extra cars, for the unlikely event that they will be required.

2. One important detail to consider is that the usual time needed for drop-off/pick-up is quite minimal, especially during the mornings when most parents are on their way to work and are simply making a quick stop to drop off their children. With over 12 years of experience in this field, we estimate the average pickup/drop-off time to be between 3 to 5 minutes at max.

3. Another important fact is that it's quite common for daycares to provide service to families with more than one child, meaning that 16 children attending a daycare do not necessarily equal 16 cars. In fact as of now, out of the 8

children at our current facility, there are already 2 families that have siblings attending the daycare, cutting the number of cars down significantly. Not to mention that at Green Ways, we provide pick up and drop off services, (currently for 3 families), once again significantly cutting down the number of cars visiting our facility and diminishing flow of traffic.

4. As our name suggests, (Green Ways), we heavily support eco-friendly methods of transportation and encourage our clients to walk, bike, carpool or use public transportation as a means for dropping off and picking up their children. During the summer in particular, we usually have one or two parents that either walk or bike.

With the above in mind, we would be pleased to be able to expand our services to this city and provide a safe and friendly environment to our hard-working parents, so that they have peace of mind during their day. Our "warm, kind and happy atmosphere" stated by parents and neighbors make us confident that expanding is the right move; that we can deliver better and more convenient services by developing and further diversifying our facility. Thanks again to Heather Evans, The City of North Vancouver and all others involved in providing us with this opportunity.

Regards  
Ali & Sahba



**From:** [Alison Verheyde](#)  
**To:** [Heather Evans](#)  
**Subject:** Application for Accessory Residential Child Care Facility - 570 West 21st Street  
**Date:** March-08-19 11:09:29 AM

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Hi Heather,

Thank you again for the call yesterday morning. As discussed, my concerns regarding increasing the residential daycare at 570 W 21st Street from 8 children to 16 children include the increase in traffic, the resulting congestion and reduced visibility from the parked cars, and the speed of these cars travelling down the street.

As mentioned, the traffic on the 500 block of West 21st can get extremely busy, predominantly during the morning and evening hours, when cars are using 21st to cut between Westview and Larson roads. The southbound traffic on Westview is often backed up to the highway, and even though there is no left turn allowed prior to 9am, it is something that happens regularly. Later in the day, as cars are rushing to get down to Marine from the highway, 21st becomes a shortcut for those cars as they go to Larson as another option. As a result, I cannot support any request that would knowingly increase the number of cars travelling on West 21st, especially during the busiest hours of the day.

In addition to the volume of traffic, street parking around 570 West 21st is limited so I cannot see where the parents will be able to safely stop to drop off or pick up their children. Since the children at the daycare are not yet of school age, they need a safe space to get in/out of vehicles with assistance from their parent. There is space for 2 vehicles on the street in front of 570 and perhaps 2 in front of 584, but these are often taken by other residents on the street. There is no parking space directly across the street due to the neighbouring driveways and laneway entrance. Further up at 562 and beyond, there are a number of rental units with limited parking so the vehicles tend to congest the street with work trucks and panel vans, etc.

While I understand that the applicant has been instructed to use their driveway as much as possible, it is a long and narrow entrance so cars cannot stack there if they need to leave right away. Regardless of this instruction, they own two vehicles which are consistently parked in front of the house on the street, leaving the length of their driveway vacant.

With parking often congested on both sides of the street, the travel lane for cars is often reduced to a single lane, resulting in poor visibility for anyone attempting to reverse out or turn around. Making matters worse, is the speed at which much of the traffic travels down the street. There are two speed humps on the street but that merely slows the traffic for a few metres on either side.

It is my opinion, that a further look at the safety and accessibility on this street needs to be done before making any zoning changes that further exacerbates the safety issues that we are already facing.

Thank you again,  
Alison Verheyde  
559 West 21st Street  
[REDACTED]



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

9. Assessment Averaging and Assessment Phasing Options  
– File: 05-1950-01-0001/2019

Report: Director, Finance, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Director, Finance, dated March 27, 2019, entitled “Assessment Averaging and Assessment Phasing Options”:

THAT the Mayor, on behalf of Council, write to the BC Minister of Finance to request a review of the “property’s highest and best use” methodology for property assessment purposes to reduce the impact this practice is having on small businesses in Metro Vancouver;

AND THAT a copy of the letter to BC Minister of Finance be forwarded to North Shore Members of the Legislative Assembly, the Lower Lonsdale Business Improvement Association, the North Vancouver Chamber of Commerce and Metro Vancouver municipalities.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Ben Themens, Director, Finance

SUBJECT: ASSESSMENT AVERAGING AND ASSESSMENT PHASING OPTIONS

Date: March 27, 2019 File No: 05-1950-01-0001/2019

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**RECOMMENDATION:**

PURSUANT to the report of the Director, Finance, dated March 27, 2019, entitled "Assessment Averaging and Assessment Phasing Options":

THAT the Mayor, on behalf of Council, write to the BC Minister of Finance to request a review of the "property's highest and best use" methodology for property assessment purposes to reduce the impact this practice is having on small businesses in Metro Vancouver;

AND THAT a copy of the letter to BC Minister of Finance be forwarded to North Shore Members of the Legislative Assembly, the Lower Lonsdale Business Improvement Association, the North Vancouver Chamber of Commerce, and Metro Vancouver municipalities.

**ATTACHMENTS:**

- 1) Correspondence from the Executive Director of the Lower Lonsdale Business Improvement Area, dated February, 27, 2019
- 2) City of Vancouver advertisement and website information concerning Land Assessment Averaging
- 3) Vancouver Sun article entitled "Dan Fumano: Disillusioned Expert Says City Inaction Could 'Tax Businesses to Death'", dated November 3, 2017
- 4) Vancouver Sun article entitled "Dan Fumano: The 'Ticking Time Bomb' Threatening Affordable Rental Homes", dated February 25, 2019
- 5) The Globe and Mail article entitled "Toronto Eyes New Tax that Could Spell Relief for Small Businesses", dated October 31, 2017
- 6) City of Burnaby letter to BC Minister of Finance entitled "Property Assessment and Taxation System", dated March 19, 2019

## **PURPOSE:**

Many businesses, class 6 properties, have seen significant assessment increases this year. Both Council and staff members have been contacted by business owners seeking some tax relief due to the increase. This report discusses various approaches taken by municipalities regarding this issue, more specifically, assessment averaging and assessment phasing options. While the report does not recommend the implementation of assessment averaging or phasing at this time, staff recommends that Council sends a letter to BC's Minister of Finance requesting a review of the "property's highest and best use" methodology for property assessment as a better long-term solution to protecting small businesses.

## **BACKGROUND:**

The assessment of class 6 properties has increased by 27.4% this year and many properties have seen their assessments increase by more than 50%. Council and staff members have been contacted by business owners who expressed their concerns regarding these high increases.

It is important to note that the average increase of a whole property class has no impact on the municipal taxes invoiced to owners and the revenue received by the City from that class. This is because, as a first step, when establishing the tax rate of a property class, the tax rate of the property class is adjusted to generate the same amount of revenue from that property class taking into consideration the new assessment. That is, the same amount of revenue is used to establish a revised tax rate by dividing the previous year's revenue by the new total value of the property class (less growth from new properties to base the calculation on the same pool of properties as the previous year) as determined by BC Assessment.

Consequently, when reviewing their property assessment increase, property owners should be mainly concerned by the difference between their own property's assessment increase and the average increase of the class.

The City has received several requests and suggestions to lessen the impact of property assessment increases including modifying assessed values by averaging or phasing the assessment increase (Attachment 1).

## **DISCUSSION:**

The *Community Charter* allows the application of assessment averaging or phasing options to smooth the impact of year-over-year increases of assessed values on property taxation.

### ***Methodology for Assessment Averaging and Assessment Phasing Options***

There are 2 methods available under the *Community Charter* for the purpose of allowing municipalities to moderate the impact of sudden changes in the assessed value of land. Section 198(1) allows municipalities the right to impose tax rates applicable to one or more property classes by using either assessment averaging or assessment phasing. It is important to note that it only applies to the value of land, not the value of improvements.

The *Community Charter* Assessment Averaging and Phasing Regulation provides information and rules regarding the application and implementation of the options.

### **Assessment Averaging**

Total Taxable Value = **Average of assessed land value** for current year, plus 2 preceding years, i.e. for 2019 taxable value 2019, 2018 and 2017  
+ **Current year improvements value**, i.e. 2019 value

### **Assessment Phasing**

Total taxable value = **Assessed value of land – phasing reduction** (calculated as per below) i.e. for the current year 2019 and preceding year 2018.  
+ **Current year improvements value**, i.e. 2019 value

Phasing reduction = the amount determined by multiplying

- (a) the phasing percentage established by the assessment phasing bylaw, being not less than 50% and not more than 66%, by
- (b) the difference between
  - (i) the increase in the assessed value of the land in the current year from the previous year, and
  - (ii) the assessed value of the land in the previous year multiplied by the average percentage increase in the assessed value from the previous year to the current year of all land within the municipality included in the same property class.

Both of these methods are intended to lessen the impact of tax increases on properties whose assessment increase more than the average for each class.

### ***Regulatory Requirements Concerning Implementation***

The municipality must pass an assessment averaging or assessment phasing bylaw to implement such options, which may be only applied to property classes 1 (Residential), 5 (Light Industry), 6 (Business) and 8 (Recreational Property, Non-profit Organization).

To allow the adoption of such a bylaw, the municipality must satisfy the following requirements:

- prior to January 1 of the year, file a notice of intent to the inspector and BC Assessment Authority
- publish at least 2 weeks before adoption of the bylaw, a notice to the taxpayers that describes the estimated effect of the bylaw on the taxation of sample properties in accordance with Section 94 of the *Community Charter*
- adopt the bylaw by March 31 of the year
- establish a procedure to allow property owners to complain to a review panel

Under certain strict conditions, the bylaw may modify the formula for averaging or phasing, to exempt the application or exemption to particular properties within a property class.

Further, the regulation requires that tax notices inform owners of the adjustment specifying the adjusted value of the land and the value of the improvements on it as well as the procedure for requesting changes due to errors and for submitting complaints to a review panel. The municipality must also establish a review panel similar to parcel tax roll review panel to adjudicate complaints

Finally, the value established under the bylaw must be used for taxing properties within the applicable property classes with regard to other organizations such as Schools, BCA, MFA or TransLink. For each of those organizations, the municipality must ensure to collect the same amount of revenue as would be recovered under the conventional assessed value approach.

### ***Impact on Municipality and Property Owners***

It is important to note that averaging is revenue neutral within the class being averaged. Averaging changes the value of individual properties within a class and shifts the tax burden between various properties within the class.

For properties with increases in land value above the average class assessment increase, averaging reduces the growth in taxable value from year to year and shifts taxes to properties experiencing smaller increases in value or declining values. For properties with small increases or decreases in assessed value, the reduction of the taxable amount is delayed. Due to this, they have averaged taxable values that are higher than if averaging was not applied and will pay more taxes than they would if no averaging was applied.

### ***City of Vancouver***

At this time, staff are only aware that averaging has been implemented in the City of Vancouver. In 2019, the City of Vancouver is planning for the calculation to transition from 3-year to 5-year averaging (Attachment 2). This may be due to the fact that the City of Vancouver has its own Charter. It should be noted that the *Community Charter* Regulation currently allows only 3 years averaging.

Staff understand that the City of Vancouver has been using assessment averaging and/or phasing through a number of variations since 1993. Depending on Council's direction, staff could contact them to obtain additional information and discuss implementation challenges, particularly regarding appeals and property owners' receptivity.

### ***Implications for The City of North Vancouver***

Due to regulatory requirements, it is impossible for the City to implement Assessment Averaging and Assessment Phasing options in 2019. If Council instructs staff to further investigate the implementation of such options, staff would establish a process to further review the following issues:

- Bylaw and methodology development
- Tax computerized system adjustments to handle assessment changes
- Administrative burden, including increased resource requirements

- Establishment of a review panel
- Taxpayers' complaints handling
- Communication of land value information
- Fairness to all taxpayers

With regard to the last point, while assessment averaging or assessment phasing would provide relief to properties experiencing land assessment increases that exceed the average assessment increase, there is a negative impact on those properties with assessment increases below the average. This should be fully considered before determining if such options should be implemented. Consequently, such a review should include a public consultation. Furthermore, staff have yet to determine if modifications or termination of averaging or phasing options could be achieved fairly/smoothly once such a system is implemented.

Given the amount of work this would entail, it is likely that such options could be implemented only in the 2021 fiscal year.

### ***Review of Information / Other Alternatives***

The review of various articles indicates that the issues discussed in this report are not new and have been challenging to several types of taxpayers (Attachment 3 and 4). Such issues are also impacting other jurisdictions, such as Toronto, who are also looking at implementing a system that would reallocate taxes to various taxpayers within a property class (Attachment 5). More recently, the City of Burnaby has written to BC Minister of Finance requesting a review of the property assessment methodology (Attachment 6).

In all of these cases, the issue stems from the use of a property's "highest and best use" methodology by various assessment authorities. Under this method, the most probable use of a property that would return the highest value is considered when determining the assessed value without considering current use. For instance, a one-storey commercial building that is zoned to accommodate a 4-storey mixed-used building would be assessed (and taxed) on the basis of a 4-storey commercial building, which has a higher tax rate than the building currently in place or the residential building portion that would be included in the zoned multi-used building.

Further complicating the issue, in many cases, property owners are not impacted by the tax increase. Triple bottom line leasing agreements mean that the taxation cost is passed from the property owners to business owners who may rent the commercial space.

This issue has been widely recognized as being extremely detrimental to businesses, particularly to small local businesses that are so important to maintain the character and social fabric of the City vibrant community.

Unfortunately, assessment averaging and assessment phasing options would only delay by 2 or 3 years the impact of higher assessments. It would also delay the tax relief during years when a property assessment increase is lower than the average, if this was to occur.

Staff have concluded that while delaying potential tax increases, assessment averaging and assessment phasing options has several disadvantages including: being costly and cumbersome to administer; potentially being perceived unfair by some taxpayers; and more importantly, not providing a long-term solution to small businesses taxation issues.

For the purpose of providing long-term tax relief to small businesses, staff believe that the issue of "highest and best use" methodology for assessment purposes must be reviewed by the provincial government. The recommendation included in this report proposes that Council requests such a review from BC's Minister of Finance.

**FINANCIAL IMPLICATIONS:**

The financial implications have been discussed throughout the report.

**RESPECTFULLY SUBMITTED:**



Ben Themens, MBA, P.Eng., CPA, CGA  
Director of Finance

(Below is taken from email sent to Mayor and Council, February 27, 2019, 3:50pm)

Hello Mayor and Council,

A take away from the BIA's most recent meeting with BC Assessment was the discretion municipalities can exercise on imposing tax rates spelled out in the Community Charter to ***"moderate the impact of sudden changes in assessed value of land"*** Performing a quick calculation the average increase of commercial property values on the Lower Lonsdale BIA's high street, Lonsdale Ave, is over 50%.

Trust you'd agree this qualifies as "...sudden changes in the assessed value". As a business community we are convinced no changes to the status quo will severely limit the ability for business operators in this area to operate profitably and could result in a significant loss of the character and social fabric of this vibrant community.

We need your attention and assistance to ensure we continue to grow together.

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Assessment averaging and phasing options.

**198 (1)** Instead of imposing tax rates on the assessed value of land, an annual property tax bylaw may impose rates applicable to one or more property classes by assessment averaging or assessment phasing in accordance with the regulations under subsection (

**(2) For the purpose of allowing municipalities to moderate the impact of sudden changes in the assessed value of land, the Lieutenant Governor in Council may make regulations as follows:**

(a) establishing formulas for determining modified assessed values that are to be used to impose property value taxes and authorizing variation of those formulas;

(b) exempting, or authorizing the exemption of, particular types of property within a property class, or of property in prescribed circumstances, from the application of a bylaw under this section;

(c) providing for a process to review and correct errors made in applying a bylaw under this section to any property;

(d) establishing restrictions, conditions and requirements relating to the imposition of tax rates under this section;

**Lower Lonsdale Business Improvement Area**

Suite 220 – 145 Chadwick Court,

North Vancouver, B.C. V7M 3K1 Canada

lowerlonsdalebia.ca



(e) in relation to taxes that are imposed under other enactments and collected by a municipality, providing that, despite the other enactments,

- (i) the values imposed under this section apply, and
- (ii) the rates to be imposed are to be determined using those values.



Sincerely,  
Greg Holmes  
Executive Director

c.c. Andrew Klaver, President, LLBIA  
c.c. Jon Bevan, Vice President, LLBIA  
c.c. Larry Orr, City of North Vancouver

# IMPORTANT NOTICE TO PROPERTY OWNERS: LAND ASSESSMENT AVERAGING



Since 2015, the City of Vancouver has used targeted land assessment averaging to calculate property taxes as recommended by the Property Tax Policy Review Commission in 2014. While averaging does not increase or decrease the City's tax revenue, it affects the amount of taxes paid by individual property owners.

The City plans to transition from three-year to five-year targeted averaging in 2019. Under the targeted averaging approach, only those properties facing significant year-over-year increases in property values above a certain threshold ("hot" properties) would be eligible for averaging. For eligible "hot" properties, the program calculates property taxes for the City and other taxing authorities using an average of the assessed land value for the current and prior four years, plus their current assessed improvement value, provided that this averaged value does not go below the threshold value. All other properties would continue to pay property taxes based on their current year BC Assessment value.

The table presented shows the estimated effect of the targeted five-year averaging program on the City of Vancouver's general purpose tax levy for sample properties based on the thresholds proposed for 2019 (10% above class average change), subject to Council approval. The program requires an adjustment to the tax rates such that properties below the threshold would pay slightly higher taxes to provide tax relief for those "hot" properties above the threshold. Amounts levied by other taxing authorities such as provincial schools,

	Prior year		Current year without averaging		Current year with averaging	
	Taxable value (\$)	2018 taxes (\$)	Taxable value (\$)	Est. 2019 taxes (\$)	Taxable value (\$)	Est. 2019 taxes (\$)
<b>Sample Residential Strata (Class 1) properties</b>						
Targeted "hot" property	527,667	679	740,000	952	589,328	775
Other property not targeted	735,000	946	740,000	952	740,000	973
<b>Sample Residential Single Family (Class 1) properties</b>						
Targeted "hot" property	1,352,300	1,740	1,757,000	2,261	1,618,600	2,128
Other property not targeted	1,796,000	2,311	1,757,000	2,261	1,757,000	2,310
<b>Sample Light Industrial (Class 5) properties</b>						
Targeted "hot" property	1,960,667	9,863	3,544,000	14,324	2,640,958	11,496
Other property not targeted	2,879,700	14,485	3,655,000	14,772	3,655,000	15,909
<b>Sample Business &amp; Other (Class 6) properties</b>						
Targeted "hot" property	588,333	2,959	990,000	4,001	792,466	3,449
Other property not targeted	870,000	4,376	989,000	3,997	989,000	4,305

TransLink, BC Assessment, and Metro Vancouver are not included in the analysis.

On March 12, 2019, Vancouver City Council will consider whether to use targeted five-year averaging for residential (Class 1), light industrial (Class 5) and business and other (Class 6) properties, and determine the appropriate thresholds for these property classes if targeted averaging is adopted. Should Council decide to use targeted five-year averaging, a by-law will be adopted on the same day.

The report, which details the program and how it could impact property taxes, will be posted on our website at: [vancouver.ca/averaging](http://vancouver.ca/averaging)

**FOR MORE INFORMATION:**  
3-1-1 or [vancouver.ca/averaging](http://vancouver.ca/averaging)

**COMMENTS?** Contact Council:  
[vancouver.ca/your-government/contact-council](http://vancouver.ca/your-government/contact-council)  
or write to: **Mayor and Council 453 West 12th Avenue Vancouver, BC V5Y 1V4**

**SPEAK TO COUNCIL:**  
Prior to adoption of the bylaw, you may speak to Council in person at the City Finance and Services meeting on March 13, 2019.

Email [speaker.request@vancouver.ca](mailto:speaker.request@vancouver.ca)  
or phone 604-829-4272 to register.

- Home
- Home, property, and development
- Taxes
- Property tax
- Understanding your property tax notice
- Land assessment averaging

## Land assessment averaging

Land assessment averaging gives property owners temporary tax relief by phasing in tax increases due to changes in land values set by BC Assessment.

While averaging does not increase or decrease the City's tax revenue, it affects the amount of taxes paid by individual property owners.

By March 31 each year, Council decides whether to continue to use averaging to calculate property taxes and the eligibility criteria and requirements for averaging.

Read the notice of land assessment averaging for 2019 *PDF file* (50 KB)

## Using a targeted averaging approach

Since 2015, the City of Vancouver has used targeted land assessment averaging to calculate property taxes as recommended by the Property Tax Policy Review Commission in 2014. We plan to transition from three-year to five-year targeted averaging in 2019.

Under targeted averaging, only properties facing significant year-over-year increases in property values above a certain threshold ("hot" properties) will be eligible for averaging.

For eligible "hot" properties, the program calculates property taxes for the City and other taxing authorities using an average of the assessed land value for the current and prior four years, plus their current assessed improvement value, provided that this averaged value does not go below the threshold value.

All other properties would continue to pay property taxes based on their current year BC Assessment value.

Your main tax notice will indicate averaging has been applied to your property if the taxable land value is different from the current year assessed land value.

## What properties are eligible for averaging

Your property is eligible for averaging if it:

1. Is a residential (class 1), light industrial (class 5), or business and other (class 6) property
2. The taxable value has increased over a threshold since last year
3. Is not otherwise exempt under the Land Assessment Averaging Bylaw

If your property isn't eligible, it will be taxed based on its assessed value, just like in other BC cities.

## How we set the threshold

Council determines the threshold every year.

The proposed threshold for 2019 of 10% above the average increase for Class 1 or the combined average increase for Classes 5 and 6 is subject to Council approval by March 31, 2019.

### Historical thresholds for averaging

Includes 10% benchmark

Tax year	Class 1 Residential	Class 5 Light Industrial and Class 6 Business & Other
2018	19.62141%	36.69096%
2017	44.37763%	38.52743%
2016	30.13095%	31.23121%
2015	18.76742%	24.21675%

## How to calculate the percent change in your property value

To determine the percent change in your property value:

1. Subtract the prior year taxable land and building value from the prior year tax notice from the current year assessed land and building value from your current year BC Assessment notice.
2. Divide the result by the prior year taxable land and building value.
3. Multiply the result by 100.

## Appeal an incorrect averaging

You can request a review if we misinterpreted or misapplied the Land Assessment Averaging Bylaw to your property.

1. Download the Averaging Review Request Form *PDF file* (84 KB)
2. Complete the form
3. Send the form by email, mail, fax, or in person to the collector of taxes before the last business day of July

You can appeal the decision within 30 days of the decision to the Court of Revision.

 Taxes remain due while your appeal is in process.

## Learn more about the change to targeted averaging

- 2019 Land Assessment Averaging Bylaw *PDF file* (26 KB)
- Property Tax Policy Review Commission's report *PDF file* (5.2 MB)
- Staff Analysis and Implementation Strategies report *PDF file* (260 KB)
- 2019 Property Taxation: Targeted 5-year Land Assessment Averaging report *PDF file* (1.34 MB)

Tax rates for property classes eligible for averaging

**Residential**

Find this year's residential (class 1) property tax rate.

**Light industrial**

Find this year's light industry (class 5) property tax rate.

**Business and other**

Find this year's business and other properties (class 6) tax rate.

# Dan Fumano: Disillusioned expert says city inaction could 'tax businesses to death'

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Paul Sullivan consulted on behalf of First Baptist Church after its parking lot saw a massive property-tax assessment. He's also been tabbed by the city to address soaring assessments on small businesses. GERRY KAHRMANN / PNG

The property-tax situation squeezing Vancouver's small businesses was identified by city council last year as "urgent," but the local expert they tapped to help create a solution is now asking whether councillors are willing or able to solve the problem.

In Vancouver, where a commercial property's assessed value can double every couple of years, some of the busiest and best-loved independent businesses are struggling — and, increasingly, failing — due to the corresponding property-tax hikes which are passed down from commercial landlords to the tenant businesses (<https://vancouver.sun.com/business/local-business/dan-fumano-vancouver-independent-businesses-struggle-entangled-in-triple-net-leases>).

Small businesses in Canada's second-hottest real estate market, Toronto, face a similar property-tax problem, but the situation there only became acute in the last year or two, said Paul Sullivan (<https://vancouver.sun.com/news/local-news/fumano-churchs-3100-per-cent-tax-hike-highlights-absurdity-of-vancouver-system-expert-says>), senior partner of appraisal firm Burgess Cawley Sullivan & Associates (<http://www.bcappraisers.com/>), whereas it's been hammering Vancouver's businesses for the better part of a decade.

Now, Toronto politicians are working on new solutions, with the city looking at creating a new property-tax class to "provide relief for small businesses facing soaring assessments and tax bills," *The Globe and Mail* reported this week (<https://beta.theglobeandmail.com/report-on->

[business/small-business/sb-managing/toronto-eyes-new-tax-class-that-could-spell-relief-for-small-businesses/article3677477/](https://vancouvernews.com/news/local-news/dan-fumano-tax-businesses-to-death-so-we-can-get-on-with-development).

Sullivan passed that story on to Vancouver Coun. Raymond Louie — the city's point person on property-tax reform — city staffers, and local real estate professionals with an eight-word note stating: "Nothing like a little conviction around an issue."

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STORY CONTINUES BELOW

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Sullivan believes there has been a lack of conviction around tackling the property-tax issue in Vancouver, and he should know given he was brought on by the city last year to help find ways to fix it.

In April 2016, Vision Coun. Raymond Louie and Urban Development Institute president Anne McMullin sent a letter to the province, seeking relief for small businesses dealing with "massive increases in assessed values."

"With significant increases still to come, we now feel this issue is urgent," the letter said, and suggested striking an "immediate Policy Committee on Taxation to set out a strategy to achieve this objective for the 2017 assessment roll."

They struck the committee, with Louie, Sullivan and others, but were unable to make changes in time for the 2017 assessment roll.

Now it's unclear if they'll be able to do it for 2018, Louie told Postmedia this week.

That's disappointing, Sullivan said, and it's "shocking" that September's Union of B.C. Municipalities convention passed without the property-tax issue on the agenda.

"Vision Vancouver, a majority government, effectively dictates all policy in Vancouver. Their inaction on the small-business tax issue confirms to me they are either unwilling or incapable of resolving the problem," Sullivan said. "The residents of Vancouver want to keep their local independent business. Once they are lost, they are gone forever."

Louie said he sees the challenge as creating a solution that supports small businesses, without [shifting too much of a burden \(https://vancouvernews.com/news/local-news/dan-fumano-vancouver-already-inhospitable-to-independent-businesses-bucks-national-trend-by-shifting-tax-burden\)](https://vancouvernews.com/news/local-news/dan-fumano-vancouver-already-inhospitable-to-independent-businesses-bucks-national-trend-by-shifting-tax-burden) onto other taxpayers and without providing an unfair benefit for the city's large commercial landowners, many of whom are Sullivan's clients.

"The model that I've heard (Sullivan) propose is going to support the property owners as well," Louie said. "At the expense of the other classes, meaning residential ... homeowners who already face significant affordability issues."

Regarding the lack of progress made so far by the tax committee, Louie said: "I share some of (Sullivan's) frustration."

Property taxes are based on assessed value, for which B.C. Assessment looks at a "property's highest and best use — the most probable use of a property that would return the highest value." Depending on zoning, a property's "highest and best use" might be a four-storey mixed-use building with retail on the ground floor with three storeys of condos above, rather than a single-storey bakery, billiard hall or boxing gym, no matter how much intangible value that small business brings the community.

That means commercial landowners pay taxes on those imaginary condo units in the airspace above their heads, regardless of what's actually there. What's more, they pay the whole bill at the commercial rate, roughly five times the residential rate, Sullivan said; not only is that unfair, it's unsustainable, particularly for independent businesses.

Vancouver's tax committee, Sullivan says, has been "totally ineffective, because the city is not prepared to take a position on a solution."

The solution floated this week in Toronto could work in Vancouver, Sullivan believes.

And Sullivan has another proposal for a better system, which includes "split assessments," meaning a commercial tax rate for the commercial component of the value, and a residential rate on the residential component.

In September, the Property Assessment Appeal Board of B.C. ruled a Kitsilano commercial property was entitled to a split assessment with 40 per cent assessed as residential and 60 per cent at the commercial rate.

The decision came after Sullivan appealed on behalf of the commercial landlords and he described it as a "monumental" win for independent Vancouver businesses. The deadline for the B.C. Assessment Authority to appeal the decision passed last month.

In practical terms, Sullivan said, this means merchants on a certain stretch of West 4th Avenue will be able to pay 30 per cent less on their property taxes, Sullivan said. But its broader significance, Sullivan said, demonstrates split assessments are a practicable solution, now upheld by the Assessment Appeal Board.

Vancouver council appears unwilling to back that solution, Sullivan said.

It may be understandable that councillors like Louie [hesitate to shift the tax burden](https://vancouver.sun.com/opinion/columnists/dan-fumano-shifting-tax-burden-from-businesses-to-residents-not-likely-to-garner-support) (https://vancouver.sun.com/opinion/columnists/dan-fumano-shifting-tax-burden-from-businesses-to-residents-not-likely-to-garner-support) to homeowners in an already expensive city — especially because they account for so many votes. But the current system has the city on a path toward being inhospitable to the local independent businesses — pubs, pizzerias, retailers — that give Vancouver's neighbourhoods their character.

There's another reason Sullivan questions council's eagerness to fix [a system he views as broken](https://vancouver.sun.com/news/local-news/fumano-churchs-3100-per-cent-tax-hike-highlights-absurdity-of-vancouver-system-expert-says) (https://vancouver.sun.com/news/local-news/fumano-churchs-3100-per-cent-tax-hike-highlights-absurdity-of-vancouver-system-expert-says).

"They don't want to lower the holding costs of these properties because then people won't redevelop them," Sullivan said. "So, it's 'Tax business to death, so we can get on with development.' That's what I'm hearing."

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# Dan Fumano: The 'ticking time bomb' threatening affordable rental homes

"We will never, ever renovict someone ... But the ticking time bomb now for a lot of these older buildings is the bottom line is going the wrong way quite quickly."

DAN FUMANO ([HTTPS://VANCOUVERSUN.COM/AUTHOR/DANFUMANOPROV](https://vancouver.sun.com/author/danfumanoprov))

Updated: February 25, 2019

The intricacies of B.C.'s property assessments are meeting the realities of Metro Vancouver's

property market in a way that discourages the operation of long-term affordable rental housing in favour of the development of new condos, landlords say.

In other words, the system seems to incentivize the opposite of the outcome our leaders say they want.

Development industry professionals will tell you that today, no one except the government can build new rental housing in Vancouver that's truly affordable for many locals. But if the private sector can't build affordable rental homes, they can maintain them.

Older rental homes are, as expected, more affordable. CMHC data show Vancouver apartments built between 1975 and 1989 are, on average, 40 per cent cheaper than those built since 2005. But longtime landlords say the current system threatens their ability to operate the older rental apartments that form a crucial part of the city's housing stock.

Consider the Broughton Apartments in Vancouver's West End. In 2015, the property taxes for this 40-year-old, 47-unit rental building on Davie Street were assessed at \$854 per unit, said a representative of the owner, Cressey Development Group. For this year, the assessment is expected to be around \$2,620 per unit.

That represents a property tax hike of more than 200 per cent over four years.





The Broughton Apartments, a 40-year-old, 47-unit rental building in the West End, which saw a property tax increase of more than 200 per cent over four years.

*NICK PROCAYLO / PNG*

As property values in the West End have soared faster than the city-wide average in recent years — particularly since the approval of the West End Community Plan in 2013 and the subsequent [flurry of development activity \(https://vancouversun.com/news/local-news/dan-fumano-property-values-and-implications-for-vancouver-city-wide-plan\)](https://vancouversun.com/news/local-news/dan-fumano-property-values-and-implications-for-vancouver-city-wide-plan) — the corresponding skyrocketing property taxes have been blamed for the deaths of several mom-and-pop businesses, everything from beloved [neighbourhood pubs the Dover Arms which pulled its last pint in 2017,](https://vancouversun.com/news/local-news/dan-fumano-property-values-and-implications-for-vancouver-city-wide-plan) (<https://vancouversun.com/business/local-business/dan-fumano-vancouver-independent-businesses-struggle-entangled-in-triple-net-leases>) to retail fixture Chocolate Mousse Kitchenware, which closed its doors last week (<https://vancouversun.com/news/local-news/dan-fumano-property-values-and-implications-for-vancouver-city-wide-plan>) after facing a 400 per cent property tax hike over a three-year period.

[Many small Vancouver businesses have been hammered \(https://vancouversun.com/news/local-news/dan-fumano-tax-businesses-to-death-so-we-can-get-on-with-development-expert-disillusioned-in-vancouver-property-tax-reform\)](https://vancouversun.com/news/local-news/dan-fumano-tax-businesses-to-death-so-we-can-get-on-with-development-expert-disillusioned-in-vancouver-property-tax-reform) by the B.C. Assessment Authority's practice of assessing based on "highest and best use." That means a property's value, upon which its taxes are based, isn't assessed based on its actual use — whether a single-storey neighbourhood pub or a three-storey rental

apartment building — but on the use “that would return the highest value.”

Those businesses have been taxed to death because their commercial landlords pass those escalating property tax bills to their tenants.

But unlike commercial property owners, residential landlords can't pass on soaring property tax bills or other increases directly to their tenants — they're restricted by rent control measures.

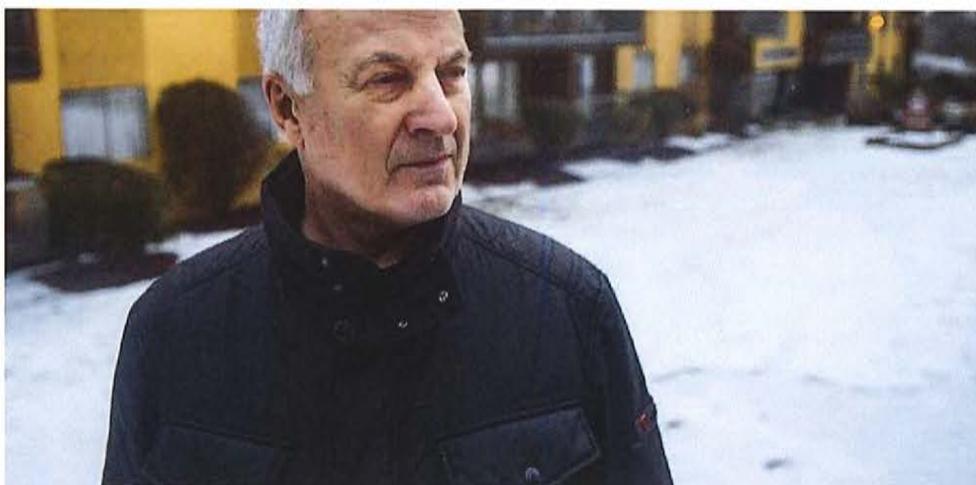
And long-term tenants in buildings like the Broughton often pay well below market rents, said Tom Johnston, vice-president of asset management for Cressey, the Vancouver real estate company which operates the Broughton and several other local rental buildings.

“In older buildings, we have tenants paying maybe a third of the market value,” Johnston said. “And you know what? They're entitled to. We need to respect the fact they have long-term tenancy agreements and they've been good tenants over the years. But all of this other cost pressure put on us makes it impossible.”

Those cost pressures, Johnston said, also include the city-wide 4.5 per cent property tax increase for 2019, and increases of 9.7 and 11 per cent for water and sewer rates.

But the property tax is the big one, and that's based on the assessment. And those assessed values are based on a number of factors, including highest and best use, but also whatever rents the market can bear — regardless of what rents are actually being charged.





David Hutniak is the CEO of Landlord BC, an advocacy group for the housing industry. *JASON PAYNE / PNG*

Tina Ireland, a regional assessor for B.C. Assessment, said: "A multi-family building is assessed using the income approach, and the first step in that is determining what the market rents would be. So yes, it could be different than what the owner is receiving in actual rents."

"That's always been the practice," Ireland said. "We came into existence in 1974, and it's been market value assessments since that time. I think what's happening is that what multi-family property owners are receiving in rents, there seems to be a greater discrepancy between what market value rents are now, and what some multi-family property owners are receiving."

In many Metro Vancouver apartment buildings, that "discrepancy" can be substantial. When a 50-year-old, three-storey apartment building on Carnarvon Street in New Westminster was listed for sale last year, an advertisement listed the "current rent" for each unit alongside the "potential rent." The average current rent for the occupied units worked out to \$817, while the potential rent advertised for those same suites was \$1,700 — more than double the current rents.

"Pressures in the marketplace are bringing these things to the surface," Ireland said.

The pressures at the Broughton are far from unique in B.C., said David Hutniak, CEO of LandlordBC, which represents the rental housing industry.

"Yes, this is what we're hearing," Hutniak said. "Anybody with a three-storey walk-up or a smaller building is facing this exact same dilemma."

"In all the meetings I have with municipal and provincial government officials who care about housing, they all say they want to retain the existing rental housing," Hutniak said. "So now we need policies to align with that."

If you're getting taxed based on highest and best use, Hutniak said, "then you may as well go with the highest and best use. And the reality is, in Vancouver, that would be tearing that down and building condos."

"How do you keep any business alive when your cash flow out is higher than your cash flow in? It's not sustainable," Hutniak said. "I definitely do not want to see Cressey and others who are in this situation doing something with these buildings like selling them off, or turning them into condos, God forbid."

Smaller landlords, like a family operating one apartment building for generations, tend to have fewer options, Hutniak said. As their margins tighten, they might decide the best option is to sell the property.

And when those longtime landlords cash out, it can mean bad news for long-term tenants paying below-market rents: Vancouver staff recently noted that mass eviction notices often follow new owners buying a building.

Vancouver's council has recently taken action (<https://vancouver.sun.com/news/local-news/vancouver-council-strengthens-renter-protections-but-key-measures-sent-for-study>) against so-called renovictions

<https://vancouversun.com/news/local-news/dan-fumano-vancouver-council-considers-anti-renoviction-motion>), a practice that has become "one of the top concerns" of Vancouver renters, as noted in a [November memo](#)

<https://council.vancouver.ca/20181114/documents/pspc12-PDS-HousingVancouver-SubmissiontoBCRentalHousingTaskForce.pdf>) from the city to the B.C. government. "Whereas long-term property owners typically favour maintaining stable tenancies, new owners may look to unit turnover (<https://vancouversun.com/news/local-news/dan-fumano-after-eviction-complaints-property-owners-say-theyre-changing-model>) as a way to raise revenues on a new investment (<https://vancouversun.com/business/commercial-real-estate/commercial-real-estate-tenants-rights-square-off-against-needs-for-renovation>)."

Vancouver's housing crisis, with its stories of displacement and heartbreak, sometimes seems to pit tenants against landlords. And while it's still worth shining a light on landlords who engage in unscrupulous or illegal tactics, the vilification of landlords a whole doesn't seem particularly helpful.

A majority of Vancouver households are renters, most of whom have private landlords. Private landlords, even the most community-minded ones, are in business. And while governments shouldn't cater to the whims of landlords or any other business complaining about high taxes, it also doesn't seem sustainable to rely on private businesses to operate our housing at a loss.

If the current system is, as Johnston and others describe, increasingly threatening the viability of older rental apartments, that's another element of the housing crisis that merits attention. But solutions won't be simple.

"We will never, ever renovict someone. We just won't. That's not what we're about," said Johnston. "But the ticking time bomb now for a lot of these older buildings is the bottom line is going the wrong way

quite quickly, and all that means is people won't be able to afford to keep the buildings up. Period. And that takes what today is a good stock of affordable housing and truly puts them in jeopardy."

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*LISTEN: Beedie School of Business professor Andrey Pavlov and lawyer Wes Mussio join host Stuart McNish to discuss the B.C. real estate speculation tax and vacancy tax.*



# HOUSING MATTERS

## THE VANCOUVER REAL ESTATE SHOW



Digging deep into the speculation and vacancy tax

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TOP STORIES

Princes Charles and Camilla become first British royals to visit Cuba



SMALL BUSINESS

Toronto eyes new tax class that could spell relief for small businesses



Frédéric Geisweiler, owner of Le Sélect Bistro in downtown Toronto, says he may be forced to sell the property to a developer if the city doesn't address soaring tax bills.

LE SÉLECT BISTRO

**CAILYNN KLINGBEIL**

SPECIAL TO THE GLOBE AND MAIL

PUBLISHED OCTOBER 31, 2017

 31 COMMENTS

The City of Toronto is exploring the idea of creating a new property-tax class that could provide relief for small businesses facing soaring assessments and tax bills. This follows moves to create a similar plan to help cultural hubs in the city.

Rapid redevelopment coupled with an assessment model that values properties with smaller buildings the same as ones with larger developments are causing challenges for small business owners.

"I'm being asked to pay on the building's hypothetical value, which has not been realized," says Frédéric Geisweiller, owner of Le Sélect Bistro in downtown Toronto.

**Read also: Rising commercial property taxes put small-business owners in a bind**

Mr. Geisweiller says nearby construction in the neighbourhood has led to both a drop in customers and a jump in his building's assessed value. He's facing a 55 per cent increase in his non-residential property tax bill this year over last year, to \$93,667 from \$60,131. By 2020, if the tax rate stays the same, he expects to pay \$203,710, which is 239 per cent more than last year's bill.

"It's unsustainable," Mr. Geisweiller says, adding this is the toughest issue he's faced in his 40 years of owning the restaurant.

Owners and tenants of arts and cultural facilities have voiced similar concerns, leading Ward 20 city councillor Joe Cressy to bring forward a motion to city council to formally begin the process of developing a culture and creative property tax subclass. He hopes to see the new policy approved in time for the 2018 tax season.

With support from the province, which must approve the city's request for a new tax class, Mr. Cressy says the city is in the final stages of developing the details on what would constitute a creative hub. If the current working definition is accepted, at least 17 buildings in Toronto are expected to qualify.

Introducing a new tax class could have wider reach than just those buildings.

"It is the first step in us looking to develop a suite of changes to the tax regime to also support small and independent businesses," Mr. Cressy says.

"The creative-hubs tax class has opened the door to a whole new conversation about how we create a more nuanced tax policy, not one which is a one-size-fits-all approach."

Councillor Kristyn Wong-Tam, who represents Ward 27, Toronto Centre-Rosedale, is leading that conversation. Ms. Wong-Tam says she is working with city staff and the province on a strategy that could lead to a new property tax category for small businesses.

"What I have at the moment is everyone willing to explore options," she says.

A spokesperson for Jeff Leal, the Ontario cabinet minister responsible for small business, confirmed staff from the minister's office have met with Ms. Wong-Tam and conversations are ongoing.

Additionally, Jessica Martin, a spokesperson for Ontario Finance Minister Charles Sousa, said in an e-mail that ministry staff "continue to have discussions with municipal staff as to how the City can effectively use the range of property tax tools to create a competitive tax environment for small businesses in the city."

The province says the city has various tax policy tools available, including graduated tax rates, rebate programs, the option to implement optional property classes or work with the province to create additional property classes, and reinstating a property tax capping program.

Ms. Wong-Tam says creating a new property class would not lead to less revenue for the city, as the amount would be covered by taxes from others within the same class.

"Everyone would just be classified with a lot more nuance," she says. "Right now, a commercial building, if it's a skyscraper or bank tower or small business, they're all stuck with the same assessment methodology."

Ms. Wong-Tam's work follows challenges within her ward on Yonge Street, where property tax hikes prompted some small businesses to consider closing. The Municipal Property Assessment Corporation conducted a review of assessments, and, after

recognizing the area's heritage designation and more recent property sales data, assessed values were reduced.

Ms. Wong-Tam says property tax hikes are not just a Yonge Street dilemma.

"Many of those small businesses are very iconic Toronto businesses, and if we were to lose them, one by one, we're going to literally lose the soul and character of some of these neighbourhoods, so it's pretty important that we get this right," she says.

Councillor Michael Thompson, who chairs the city's economic development committee, says addressing the complex and difficult issue will require collaboration.

"We want to figure out ways we can assure businesses there's a sense of fairness. I think that's what people are looking for," he says.

John Kiru, the executive director of the Toronto Association of Business Improvement Areas, which represents more than 40,000 local businesses, says Ms. Wong-Tam's work on introducing a new tax class is a great first step. "It's a foundation that we can build on," he says.

But the definition of a small business could be more difficult to determine than a cultural hub.

"The biggest challenge is going to be: How do you define small business? Who is going to get it and who is not going to get it?" Mr. Kiru asks.

Mr. Kiru hopes the issue is resolved soon.

"The longer it takes to play out, the more businesses that are going to go out of business," he says.

Mr. Geisweiller of Le Sélect Bistro worries he could be next.

"Unless we get a break on the tax, we have no other option but to sell to a developer," he says.

## More From The Globe and Mail

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CITY OF BURNABY  
OFFICE OF THE MAYOR  
MIKE HURLEY  
MAYOR

2019 March 19

Honourable Carole James  
Minister Finance  
PO Box 9048 Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister James:

**Subject: Property Assessment and Taxation Systems**

On 2019 March 11, Burnaby City Council voted to request that I ask you to undertake an urgent review of the Province's property assessment and taxation systems.

Council is requesting that a review of property assessment and taxation systems include:

1. a review of the highest and best use valuation methodology for assessing property values and that you develop measures to effectively minimize the impact this approach is having on small businesses in Metro Vancouver;
2. a review of the impact of the current Province-wide non-residential flat rate for school property taxes and its impact on small business in Metro Vancouver;
3. a determination of the feasibility of modifying the BC Assessment Act to add new tax sub-classifications for Class 1 Residential and Class 6 Business Other; and
4. a review of the feasibility of providing eligible homeowners with a tax credit on their personal income tax return in replacement of the Home Owner Grant.

Council's motion also included a request that the attached draft report be circulated to all Metro Vancouver municipalities, Burnaby Members of the Legislative Assembly, and the Burnaby Board of Trade.

*Page 2....*

*Subject: Property Assessment and Taxation*  
*2019 March 19.....Page 2*

Your consideration of this important matter is appreciated. Burnaby City Council eagerly awaits the outcome of the requested review of property assessment and taxations systems.

Very truly yours,

A handwritten signature in black ink, appearing to read "Mike Hurley", followed by a period.

Mike Hurley  
MAYOR

Copy to: Metro Vancouver Municipalities  
Burnaby Members of the Legislative Assembly  
Burnaby Board of Trade



Item .....	
Meeting .....	2019 Mar 25

## COUNCIL REPORT

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**TO:** CITY MANAGER **DATE:** 2019 March 07

**FROM:** DIRECTOR FINANCE **FILE:** 7800-00

**SUBJECT:** PROPERTY ASSESSMENTS AND TAXES

**PURPOSE:** To recommend the BC Minister of Finance conducts an urgent review of the Province's property assessment and taxation systems and practices.

---

**RECOMMENDATIONS:**

1. **THAT** Mayor, on behalf of City Council, write to the BC Minister of Finance to request that an urgent review be conducted of the Province's property assessment and taxation systems and practices. Specific BC Minister of Finance recommendations outlined in this report include:
  - a. **THAT** the BC Minister of Finance undertake a review of the highest and best use valuation methodology and develop measures to effectively minimize the impact this approach is having on small businesses in Metro Vancouver.
  - b. **THAT** the BC Minister of Finance reviews the impact of the current province-wide non-residential flat rate for school property taxes and its impact on small business in Metro Vancouver.
  - c. **THAT** the BC Minister of Finance determines the feasibility of modifying the BC Assessment Act to add new tax sub-classifications for Class 1 Residential and Class 6 Business Other.
  - d. **THAT** the BC Minister of Finance reviews the feasibility of providing eligible homeowners with a tax credit on their personal income tax return in replacement of the Home Owner Grant.
2. **THAT** a copy of this report be circulated to all Metro Vancouver municipalities, Burnaby Members of the Legislative Assembly and the Burnaby Board of Trade.

**REPORT****1.0 INTRODUCTION**

Tax equity and fairness is critical to the sustainability and growth of small businesses throughout Metro Vancouver. Not only do small businesses represent 98% of businesses in BC, they are significant employers and contributors to the economic, social and cultural fabric of our communities.

To: City Manager  
From: Director Finance  
Re: Property Assessments and Taxes  
2019 March 25 ..... Page 2

One of the biggest issues in recent years facing the Metro Vancouver small business community is the rapid rise in property values and taxes. A major factor contributing to the escalation in property assessments and taxes stems from how BC Assessment Authority values land. The current system which values properties based on the industry standard of “highest and best use” is a significant contributing factor to the untenable tax burden faced by the business community. Given Metro Vancouver’s robust development activity, BC Assessment, governed through the current Assessment Act, is producing property valuations which are resulting in rapidly rising property assessment values and taxes.

On the same note, the Province’s practice of levying a province-wide non-residential flat rate for school property taxes is also contributing to the escalation in property taxes being borne by Metro Vancouver small businesses. Lastly, for homeowners, the Provincial Home Owners Grant threshold increases have not kept pace with rising residential property values within Metro Vancouver. As property values increase, more and more properties each year are losing their Home Owner Grant.

This report outlines some of the property assessment and taxation issues facing Metro Vancouver residents and businesses. To remedy these longstanding issues, this report recommends the Minister of Finance conduct an urgent review of the Province’s current property assessment and taxation systems and practices along with the impact they are having on residents and businesses in Metro Vancouver.

## 2.0 POLICY SECTION

### Goal

- **An Inclusive Community**
  - Create a sense of community –  
Provide opportunities that encourage and welcome all community members and create a sense of belonging
  
- **A Dynamic Community**
  - Economic opportunity –  
Foster an environment that attracts new and supports existing jobs, businesses and industries
  - Community development –  
Manage change by balancing economic development with environmental protection and maintaining a sense of belonging

To: City Manager  
From: Director Finance  
Re: Property Assessments and Taxes  
2019 March 25 ..... Page 3

### **3.0 HIGHEST AND BEST USE VALUATION METHODOLOGY**

In valuing land, BC Assessment uses the appraisal concept of highest and best use - the most probable use of a property that would return the highest value, considering legal, economic, and social factors. Under this valuation methodology, BC Assessment assesses a commercial property's value according to what it could be in the future, rather than what it is today.

This valuation methodology combined with Metro Vancouver's robust real estate development activity in recent years, has resulted in rapidly increasing property values, and with this, small business property assessments and tax bills. Depending on zoning, a property's highest and best use might be a four-storey mixed-use building with retail on the ground floor and three storeys of condos above. However, the existing current use of the property may only be a single-storey retail operation. Under the highest and best use valuation, a commercial landowner would pay property taxes based on assessments that include the future condo units in the airspace above their existing one-story building, regardless of what's actually there. What's more, they pay property taxes on the assessed value of their developed and undeveloped space potential at the commercial mill rate. The current assessment method produces an unfair situation and it is unsustainable particularly for independent small businesses.

In the thriving and growing Metro Vancouver region, many properties have redevelopment potential which causes property values to soar, even if there are no actual plans to redevelop the property and there have been no changes to zoning. In situations where the highest and best use is the current use, a small business may not be affected by this valuation methodology. However, in situations where highest and best use is not the current use, a small business owner can end up with a property tax bill that doesn't reflect the current use. Moreover, businesses in small buildings located in an area where there is redevelopment potential can end up paying more per square foot in property taxes than a small business located on the ground floor of an existing mixed-use building.

The highest and best use valuation methodology has long been a significant financial burden for many businesses in Metro Vancouver whose survival is dependent on a healthy economic environment and a fair and reasonable property assessment and taxation system.

#### **3.1 Triple-Net Commercial Leases**

Further complicating the issue is the fact that many small businesses in Metro Vancouver operate with triple-net leases. In triple-net commercial leases, in addition to rent, tenants are most often required to pay their share of property taxes pertaining to the rented commercial space. In cases where a property is not developed to its highest and best use through a triple-net lease, landlords also pass along property taxes pertaining to the unrealized development potential.

To: City Manager  
From: Director Finance  
Re: Property Assessments and Taxes  
2019 March 25 ..... Page 4

While property owners stand to gain from rising property values upon redevelopment or sale, small business tenants continue to shoulder the entire tax burden passed on to them by their landlords. The practice of passing on property taxes related to both rented space and development potential is viewed as unfair and punitive and can cause significant financial distress for small business tenants who have limited ability to absorb the extra expenses.

### **3.2 Measures to Address Highest and Best Use Valuation Issues on Small Business**

#### ***a) Base Commercial Properties Assessments on Current Use***

The Province could consider changing the Assessment Act which would require the BC Assessment Authority to assess commercial properties based on current use and only when a building permit is issued would a reassessment at highest and best use be triggered.

The Province has recently amended the BC Assessment Act to alleviate the burden of taxes on affected Class 4 heavy industrial businesses. The amendment allows Class 4 industries to be taxed at the current form of development rather than their future highest and best use. The amendment was designed to stop major industrial sites from facing unreasonable assessment increases to their tax bill when a local government changes its official community plan and designates a property for a different use in the future. On this note, the Province could consider similar legislative measures to help alleviate the burden of escalating property assessments and taxes on Class 6 commercial businesses by assessing their properties based on current use rather than the future highest and best use.

#### ***b) Allow for Split Classification Assessments***

The Province could also explore the feasibility of assessing potential redevelopment lands in a way that would see the current use of the land assessed and taxed according to its value in current use, and separately identifying an assessment value to reflect the redevelopment potential for the property. Both the current use portion and the redevelopment portions would be separately assessed and identified on the assessment role. Split classification assessments would enable municipalities to apply the Class 6 commercial rate and the lower Class 1 residential tax rate to the appropriate assessment values, thereby reducing the overall property tax bill.

It is recommended that the Minister of Finance undertakes a review of the highest and best use valuation methodology and develop measures to effectively minimize the impact this approach is having on small businesses.

#### 4.0 PROVINCE WIDE FLAT NON-RESIDENTIAL SCHOOL TAX RATE

School tax rates on residential properties currently vary by school district. The Province currently sets a single school tax rate for all non-residential properties on a province-wide basis. This results in higher school taxes being levied on small businesses that are based in Metro Vancouver where assessed average value per business property can be three times higher than in other BC municipalities. The implications of the Province applying a single, non-residential school tax rate province-wide results in an unfair burden on small businesses within the Metro Vancouver region which has experienced significant growth in property assessment values.

Starting in 2019, an Additional School Tax (AST) charge will be applied to most high-valued residential properties in the province. The tax will be collected by municipalities and passed onto the Province as per existing arrangements for School Tax. While for the most part the tax is limited to high value homes, it is also applied to certain developments, which in around 10 cases includes Business properties. It is highly likely that the costs associated with the AST borne by the developer will eventually be passed onto those businesses setting up at the new location, in the form of higher rents or an additional contribution to taxes.

It is recommended that the Minister of Finance reviews the impact of the province-wide non-residential flat rate for school property taxes, the additional school tax and its impact on small business in Metro Vancouver.

#### 5.0 NEW RESIDENTIAL AND SMALL BUSINESS SUB-CLASSIFICATIONS

The BC Assessment Act identifies nine prescribed classes of properties which are used by the BC Assessment Authority to assign property values.

Class 1: Residential	Class 2: Utilities	Class 3: Supportive Housing
Class 4: Major Industry	Class 5: Light Industry	Class 6: Business Other
Class 7: Managed Forest Land	Class 8: Recreation/Non Profit	Class 9: Farm

##### 5.1 *Class 1 Residential*

Class 1 includes single family residences, duplexes, multi-family residences, apartments, condominiums, manufactured homes, nursing homes, rest homes, summer and seasonal dwellings, bunkhouses, some vacant land, farm buildings and daycare facilities.

Given the diverse array of residential types within this class, the Province may wish to consider modifying the BC Assessments Act and separate, as a minimum, multi-family dwellings and condominiums in order to provide greater property assessment and taxation transparency. The Province may also wish to consider separating out vacant properties from Residential Class 1 for the purpose of addressing the current issues surrounding foreign ownership of property.

To: City Manager  
From: Director Finance  
Re: Property Assessments and Taxes  
2019 March 25 ..... Page 6

## 5.2 Class 6 - Business Other

Class 6 includes a wide array of businesses such as property that is used for offices, retail, warehousing, hotels, motels, and properties that do not fall into other classes. The commercial businesses within this class are comprised of small “mom and pop” to large well-established national and international commercial businesses.

To help alleviate the impact of assessment increases on small businesses, a new small business tax class that identifies small (i.e. lower-valued) business properties may be effective at providing targeted tax relief. A small commercial tax class would allow municipalities to establish a lower tax rate, should they choose, for lower valued commercial properties to help alleviate the impact of property assessment increases on small businesses.

It is recommended that the BC Minister of Finance determine the feasibility of modifying the BC Assessment Act to add new tax sub-classifications for Class 1 Residential and Class 6 Business Other as outlined in this report.

## 6.0 REPLACEMENT OF HOME OWNERS GRANT WITH A TAX CREDIT

The Provincial Home Owners Grant Program was introduced in 1957 and is designed to reduce the amount of property tax homeowners pay for their principle residence. The Home Owner grant may be greater if a property owner qualifies for the grant as a senior, veteran or person with a disability. Property owners living in Metro Vancouver are entitled to claim a Basic Grant of \$570, and \$845 for seniors aged 65 or older. If a homeowner meets all requirements of the Home Owner Grant Program but their property’s assessment value or partitioned value is over the threshold, they may qualify for a Home Owner Grant at a reduced amount.

Currently, Metro Vancouver homeowners eligible for the Basic Grant whose properties are valued above the current threshold of \$1,650,000 will see their Home Owner Grant reduced by \$5 per \$1,000 of assessed value; with a total reduction to zero at \$1,764,000 and \$1,819,000 for those eligible homeowners who receive the Additional Home Owner Grant. Given the escalation in property assessment values over recent years, more and more homeowners are failing to qualify for the Home Owner Grant.

To provide a more equitable and fairer way to provide property tax relief, the Province may wish to consider moving away from having the eligibility for the Home Owner Grant based on a homeowner’s property assessment value to their annual taxable income.

It should be noted that the Province of Manitoba provides eligible homeowners with an “Education Property Tax Credit” up to a value of \$700. This credit is provided to help homeowners cover the school taxes residents pay. The credit can be either directly applied to a homeowner’s municipal property tax statement or on a homeowner’s income tax return. This initiative would remove the biases around using property assessment values as a determinate of the Home Owner Grant.

To: City Manager  
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It is recommended that the BC Minister of Finance review the feasibility of providing eligible homeowners with a tax credit on their personal income tax return in replacement of the Home Owner Grant.

## 7.0 RECOMMENDATION

It is recommended that the Mayor, on behalf of City Council, write to the BC Minister of Finance to request that an urgent review be conducted of the Province's property assessment and taxation systems and practices as outlined in this report and that a copy of this report be circulated to all Metro Vancouver Municipalities, Burnaby Members of the Legislative Assembly and the Burnaby Board of Trade.

Noreen Kassam, CPA, CGA  
DIRECTOR FINANCE

NK:DS /ml

Copied to: Metro Vancouver Municipalities  
Burnaby Members of the Legislative Assembly  
Burnaby Board of Trade



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

10. 2019 Property Tax Increase Distribution Options – File: 05-1610-01-0001/2019

Report: Director, Finance, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Director, Finance, dated March 27, 2019, entitled “2019 Property Tax Increase Distribution Options”:

THAT 2019 Property Tax Increase Option 2 (2% shift from Business to Residential Class) be endorsed;

AND THAT staff bring forward a Tax Rate Bylaw (2019), for adoption before May 15, 2019, in accordance with the *Community Charter*.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council  
From: Ben Themens, Director, Finance  
Subject: 2019 PROPERTY TAX INCREASE DISTRIBUTION OPTIONS  
Date: March 27, 2019 File No: 05-1610-01-0001/2019

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*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

PURSUANT to the report of the Director, Finance, dated March 27, 2019, entitled "2019 Property Tax Increase Distribution Options":

THAT 2019 Property Tax Increase Option 2 (2% shift from Business to Residential Class) be endorsed;

AND THAT staff bring forward a Tax Rate Bylaw (2019) that must be adopted before May 15, 2019, in accordance with the *Community Charter*.

**ATTACHMENTS:**

1. Option 1 – 4.25% Across the Board Tax Impact (City Docs #1763588)
2. Option 2 – 2% Tax Shift from Business to Residential Impact (City Docs #1763587)

**PURPOSE:**

The purpose of this report is to discuss the distribution of the City's 2019 tax rate increase among property classes.

**BACKGROUND:**

The Community Charter requires the preparation and adoption of a Tax Rates Bylaw, after adoption of a financial plan but before May 15 each year. The property tax rates

are set each year to enable the City to collect the tax levy that is required in the Financial Plan. During the 2019 financial planning process, Council approved an overall 4.25% tax rate increase.

**DISCUSSION:**

***How Property Taxes Are Calculated***

The City uses a standard, four-step property tax calculation methodology to calculate the property tax rate (referred to as the conventional method throughout this report).

1. The first step is to calculate the base tax rate for each class. The base tax rate is the tax rate required to collect the same tax dollars from the same pool of properties as the prior year. This process adjusts the tax rate for market fluctuations. For instance, if the assessed values rise then the tax rate to collect the same level of taxes decreases accordingly.
2. The City then applies the base tax rate to the ‘growth’ component of the roll to determine the taxes available from the assessed value new to the roll. This estimate then becomes a source of funds in reconciling the City’s Financial Plan for the year.
3. The recommended Plan is then presented to Council, with explanations and options for any recommended tax increases. Once Council has approved any increase to the City’s budget, this approved increase is then used to adjust the tax rates.
4. A final, optional step is consideration of tax shifting – the City’s Long Term Property Tax Strategy is to shift taxes away from the Business Class. Options in this regard may be presented to Council, and if a shifting option is adopted, rates are adjusted to reflect this.

An example of this series of steps would be the calculation of the 2019 tax rate for the Residential Class

2018			2019			
A	B	C= A /1,000 x B	D	E	F=D-E	G= C/ F x 1,000
Assessed Value	Tax Rate	Tax Levy	Assessed Value	Growth	Value W/O Growth	Tax Rate
20,800,538,231	1.60470	33,378,624	22,157,770,931	455,828,200	21,701,942,731	1.53805

Assuming no tax increase, the above calculations illustrate how the 2019 Residential Class tax rate decreased from 1.605 to 1.538 to account for the market increase in assessed values. Under the conventional method and assuming all other variables constant, a rate increase of 4.25% would be applied to this new rate and the tax rate for the Residential class would be about 1.603 per \$1,000 of assessment in 2019. The approved 4.25% increase to property tax rates will increase revenue by an estimated \$3.6 million, including growth, as required in the 2019 – 2028 Financial Plan. Should tax shifting be considered, the approved increase would be allocated differently between

the residential and non-residential classes, as demonstrated in the Property Tax Distribution Options section below.

**Tax Shifting Within the Residential Class**

Even if there were no tax increase, the amount of taxes paid by each property would usually change as a result of the change in the assessed value of a property. That is, properties with assessment increases in excess of the average increase of the property class would see their tax bill increase while properties with an assessment increase lower than the average would see a reduction of the amount of tax owed.

The average 2019 assessment increase of the Residential Class is of 5.22%. However, on average single dwelling unit assessment decreased to \$1.62 million from \$1.66 million or -2.2%. In contrast, the multi dwelling unit average assessment increased by \$61K or 8.6% from \$715K to \$776K. Because of this difference, there will be shift of the amount of tax owed from the average single dwelling unit to average multi dwelling unit. If there was no annual tax increase, the average multi dwelling unit taxpayer should see an increase of their tax invoice, while, on average, single dwelling unit will see a reduction of the amount of taxes owed. This explains the differences in average tax rate increases (decreases) of both types of residential property in the analysis contained in the following sections of the report.

It is important to note that such shifts are the result of market fluctuations and that until recently; there was a shift of the tax burden from multi dwelling units to single dwelling units. The following table summarizes this shift over the past five years.

City of North Vancouver  
 Comparison of Average Tax and Utility Increases between  
 Between Single and Multi-Residential Units

Year	Single Detached	% Increase	Multi-Unit (Strata)	% Increase
2014	\$3,206		\$1,549	
2015	\$3,401	6.1%	\$1,584	2.3%
2016	\$3,684	8.3%	\$1,589	0.3%
2017	\$3,923	6.5%	\$1,586	-0.2%
2018	\$3,847	-1.9%	\$1,712	7.9%
** 2019	\$3,842	-0.1%	\$1,843	7.7%
		18.8%		18.0%

\*\* Proposed Option 2

### Long-Term Property Tax Strategy (LTPTS)

In 2008 after an extensive public consultation process, Council adopted a LTPTS with two objectives meant to create better taxation equity between business and residential tax classes:

1. Equalization of light industry and business property tax rates.
2. Reduction of the business to residential property tax rate ratio to be at or below the median ratio for the region.

The first objective was achieved in 2009. The second objective, which depends on adjusting not just rates, but the ratio between two different rates, has proven to be more challenging to realize over the past few years. While the situation is different this year, the City's Residential Class assessments have historically increased at a rate greater than the Business Class assessments. As mentioned earlier, when calculating the tax rates under the conventional method, increased assessments result in lower tax rates so during that period the ratio continued to increase. However, since last year, Business Class values have been increasing more than the Residential Class, which decreases the business to residential property tax ratio, moving closer to achieving the second objective of the LTPTS.

Using the methodology used in the LTPTS, the following table compares the ratio of Business Class to Residential Class 2018 tax rates for a representative group of lower mainland municipalities.

<b>Average Business Taxes - 2018</b>			
<b>Tax Ratio</b>			
Municipality	Business Class Tax Rate (Mill Rate)	Residential Class Tax Rate (Mill Rate)	Ratio of Business to Residential Class
Coquitlam	8.87	2.02	4.38
Burnaby	6.31	1.51	4.19
New Westminster	10.43	2.51	4.16
Vancouver	5.03	1.24	4.04
City of North Vancouver	6.18	1.60	3.85
Port Coquitlam	9.16	2.44	3.76
District of North Vancouver	5.60	1.59	3.52
Delta	7.80	2.32	3.37
Surrey	5.95	1.81	3.30
Richmond	4.83	1.52	3.19
West Vancouver	3.43	1.25	2.74
Median	6.18	1.60	3.76

The ratio demonstrates the ratio of taxes paid by the Business Class versus the Residential Class per \$1,000 of assessed value and reflects the City's position vis-à-vis the second LTPTS objective. In 2018, the 2.5% tax rate increase was applied equally among business and residential classes, which resulted in our tax ratio of 3.85 being just slightly above the median 3.76 as noted in the chart above. It is worth noting that because property tax is a deductible expense for businesses, but not for residential

taxpayers, there is general acknowledgement that the business property tax rate can reasonably be higher than the residential property tax rate.

## PROPERTY TAX DISTRIBUTION OPTIONS:

Two options for the distribution of 2019 General Municipal tax rate increase to the residential and business classes are presented below. The models have been calculated based on the BC Assessment Completed Roll received in January. The same amount of taxes is collected under each option.

### OPTION 1: Across the Board Tax Increase (4.25% Tax Rate Increase)

This option would apply the tax increase evenly over all the available property classes, with the exception of Utilities (Class 2) and Major Industry (Class 4) which are, except for one property, capped by provincial legislation.

The municipal tax \$ impact under Option 1 on the residential and business class is the following:

	2018	2019	\$Inc(Dec)	% Change
<b>Residential Property Class</b>				
Average Residential Class	1,856	1,935	79	4.25%
Average Single Dwelling Unit	2,658	2,576	(82)	-3.09%
Average Multi Dwelling Unit	1,147	1,234	87	7.60%
<b>Business Property Class</b>				
Average Small Business	5,473	5,705	232	4.25%
Average Medium Business	10,945	11,410	465	4.25%
Average Large Business	218,907	228,211	9,304	4.25%

Under Option 1, the ratio of the Business Class to Residential Class tax rates decreases from 3.85 in 2018 to 3.18 in 2019. This is an expected outcome as the assessed values for the business property class as a whole have substantially increased more than the residential property class (27.4% vs 5.2%). **Attachment #1** provides impact of Option 1 to the residential and business properties.

### OPTION 2: 2% Tax Shift from Business to Residential (5.45% Residential & 2.25% Business) - RECOMMENDED

Option 2 is based on reducing the share of taxes paid by the Business Class (Class 6). In the City, this also includes all properties classified as Light Industrial (Class 5), as the rates for the two classes are kept equal under the first LTPTS objective. This option shifts taxes from Business & Light Industrial classes to the Residential Class. The 2019 tax rate increase for Residential Class under this option would increase from 4.25% to 5.45%. The Business and Light Industry 2019 tax rate increase would decrease from 4.25% to 2.25%.

The municipal tax \$ impact under Option 2 is the following:

	2018	2019	\$Inc(Dec)	% Change
<b>Residential Property Class</b>				
Average Residential Class	1,856	1,957	101	5.45%
Average Single Dwelling Unit	2,658	2,605	(53)	-1.98%
Average Multi Dwelling Unit	1,147	1,248	101	8.79%
<b>Business Property Class</b>				
Average Small Business	5,473	5,596	123	2.25%
Average Medium Business	10,945	11,191	246	2.25%
Average Large Business	218,907	223,830	4,923	2.25%

Under Option 2, the ratio of Business Class to Residential Class tax rates decreases from 3.85 in 2018 to 3.08 in 2019. **Attachment #2** provides impact of Option 2 to the residential and business properties.

### Option 1 vs Option 2

The 2019 incremental \$ difference from Option 1 to Option 2 for the 2019 Municipal Taxes is as follows:

	Taxes 2018	Option 1 2019	Option 2 2019	Variance Options 1&2 \$Inc(Dec)
<b>Residential Property Class</b>				
Average Residential Class	1,856	1,935	1,957	22
Average Single Dwelling Unit	2,658	2,576	2,605	29
Average Multi Dwelling Unit	1,147	1,234	1,248	14
<b>Business Property Class</b>				
Average Small Business	5,473	5,705	5,596	(109)
Average Medium Business	10,945	11,410	11,191	(219)
Average Large Business	218,907	228,211	223,830	(4,381)
<b>Business/Residential Ratio</b>	3.85	3.18	3.08	-0.10

### Staff Recommendation

Staff is recommending **Option 2 (2% Tax Shift from Business to Residential)** for Council consideration.

The following has been considered when recommending this option:

1. **Business/Residential Ratio** – In 2018, the City's ratio 3.85 was slightly above the median of this ratio. The ratio decreases to 3.08 for 2019 under Option 2 compared to

3.18 under Option 1. This ratio would continue to fulfill the LTPTS and rates would become more competitive in the region.

**2. Soften Tax Impact on Business Class** – There is a significant 2019 property assessment increase discrepancy between various Business Class property types. Some property owners have raised the issue of facing assessment increases of more than 50% this year, significantly higher than the Business Class average increase of 27.4%. Such discrepancies translates in a reallocation of the property tax burden between properties of the Class. While businesses located in properties with assessment increases lower than the average will benefit from a tax invoice decrease, the properties above the average will pick up the extra cost. It is expected that some businesses will be significantly impacted in 2019 and may find it challenging to maintain operations. The proposed 2% shift will assist in reducing some of the tax burden. The tax shift to Residential Class will have a modest impact on the tax share of this Class.

**3. Retention of Business** - The shift may assist in retaining and attracting businesses to the community and signals a support to the business community.

Staff is cognizant on how much the average City of North Vancouver single and multi dwelling unit owners pay in combined taxes and utilities in comparison to others in the region. Option 2 would keep the City competitive within the region. Below is a summary of the 2018 combined tax and utility charges for an Average Single Detached Residence in the region:

**COMPARISON OF 2018 TAX AND UTILITY CHARGES**  
**Average Single Detached Residence**

<u>Municipality</u>	<u>Municipal Taxes</u>	<u>Municipal Utilities</u>	<u>TOTAL</u>
	\$	\$	\$
Port Coquitlam	2,343	953	3,296
Surrey	2,120	1,277	3,397
Burnaby	2,485	1,195	3,680
Richmond	2,576	1,210	3,786
Coquitlam	2,569	1,227	3,796
<b>North Vancouver City</b>	<b>2,658</b>	<b>1,189</b>	<b>3,847</b>
Vancouver	3,027	1,261	4,288
Port Moody	3,285	1,124	4,409
New Westminster	2,974	1,470	4,444
North Vancouver District	2,861	1,617	4,478
West Vancouver	5,469	1,790	7,259

**COMPARISON OF 2018 TAX AND UTILITY CHARGES**  
**Average Multi Dwelling Residence**

<u>Municipality</u>	<u>Municipal Taxes</u>	<u>Municipal Utilities</u>	<u>TOTAL</u>
	\$	\$	\$
Burnaby	894	625	1,519
Surrey	956	688	1,644
**Vancouver	1,071	631	1,702
<b>North Vancouver City</b>	<b>1,147</b>	<b>565</b>	<b>1,712</b>
Richmond	965	904	1,869
New Westminster	1,242	715	1,957
Port Coquitlam	1,194	884	2,078
Coquitlam	1,096	1113	2,209
Port Moody	1,512	947	2,459
North Vancouver District	1,149	1359	2,508
**West Vancouver	1,899	895	2,794

\*\* Utilities for Multi family N/A for West Van and Vancouver, used 50% of Single Detached Residence  
Source- GVRD Tax Survey prepared by Kitty Lam, City of Surrey Aug. 28, 2018

**Next Steps**

Staff will be bringing forward the 2019 Tax Rate Bylaw at the Regular Council Meeting of April 15, 2019, which will implement the adopted property tax distribution scenario.

**FINANCIAL IMPLICATIONS:**

Financial implications are discussed throughout the report.

**INTER-DEPARTMENTAL IMPLICATIONS:**

This report was reviewed by inter-departmental directors.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The tax distribution recommended by staff in this report is based on the objectives of the City's LTPTS, which, as part of the City's Economic Development Strategy, was developed in consultation with the community to support the City's economic objectives.

RESPECTFULLY SUBMITTED:



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Ben Themens  
Director, Finance

**The City of North Vancouver**  
**Property Tax Impact on 2019 Tax Distribution**  
**OPTION 1- 4.25% Across the Board**  
**RESIDENTIAL CLASS**

		Average Assessed Value		
Total Residential Class		\$ 1,156,500	\$ 1,216,829	5.22%
		2018	2019	
		Change		%
Property Tax	\$ 1,855.84	\$ 1,934.71	\$ 78.87	4.25%
Utilities	\$ 600.05	\$ 629.05	\$ 29.00	4.83%
	\$ 2,455.89	\$ 2,563.76	\$ 107.87	4.39%

		Average Assessed Value		
Multi Dwelling Unit		\$ 714,896	\$ 776,373	8.60%
		2018	2019	
		Change		%
Property Tax	\$ 1,147.19	\$ 1,234.40	\$ 87.21	7.60%
Utilities	\$ 565.31	\$ 593.91	\$ 28.60	5.06%
	\$ 1,712.50	\$ 1,828.31	\$ 115.81	6.76%

		Average Assessed Value		
Single Dwelling Unit		\$ 1,656,356	\$ 1,619,975	-2.20%
		2018	2019	
		Change		%
Property Tax	\$ 2,657.95	\$ 2,575.70	\$ (82.25)	-3.09%
Utilities	\$ 1,188.89	\$ 1,234.87	\$ 45.98	3.87%
	\$ 3,846.84	\$ 3,810.57	\$ (36.27)	-0.94%

**The City of North Vancouver**  
**Property Tax Impact on 2019 Tax Distribution**  
**Option 1 - 4.25% Across the board**  
**BUSINESS CLASS**

		Average Assessed Value			
Business - Small		\$ 886,163	\$ 1,128,909	27.39%	
		2018	2019		
		Change			%
Property Tax	\$ 5,472.68	\$ 5,705.27	\$ 232.59	4.25%	
Drainage Levy	\$ 191.78	\$ 211.17	\$ 19.39	10.11%	
Eco Levy	\$ 76.56	\$ 75.19	\$ (1.37)	-1.80%	
	\$ 5,741.02	\$ 5,991.63	\$ 250.61	4.37%	

		Average Assessed Value			
Business - Medium		\$ 1,772,324	\$ 2,257,815	27.39%	
		2018	2019		
		Change			%
Property Tax	\$ 10,945.36	\$ 11,410.52	\$ 465.16	4.25%	
Drainage Levy	\$ 383.57	\$ 422.35	\$ 38.78	10.11%	
Eco Levy	\$ 153.11	\$ 150.37	\$ (2.74)	-1.79%	
	\$ 11,482.04	\$ 11,983.24	\$ 501.20	4.37%	

		Average Assessed Value			
Business - Large		\$ 35,446,490	\$ 45,156,312	27.39%	
		2018	2019		
		Change			%
Property Tax	\$ 218,907.24	\$ 228,210.52	\$ 9,303.28	4.25%	
Drainage Levy	\$ 7,671.33	\$ 8,446.94	\$ 775.61	10.11%	
Eco Levy	\$ 3,062.22	\$ 3,007.41	\$ (54.81)	-1.79%	
	\$ 229,640.79	\$ 239,664.87	\$ 10,024.08	4.37%	

**The City of North Vancouver**  
**Property Tax Impact on 2019 Tax Distribution**  
**OPTION 2 - 4.25% Overall 2% Shift from Business to Residential**  
**RESIDENTIAL CLASS**

		Average Assessed Value		
Total Residential Class		\$ 1,156,500	\$ 1,216,829	5.22%
		2018	2019	
		Change		%
Property Tax	\$ 1,855.84	\$ 1,957.01	\$ 101.17	5.45%
Utilities	\$ 600.05	\$ 630.18	\$ 30.13	5.02%
	\$ 2,455.89	\$ 2,587.19	\$ 131.30	5.35%

		Average Assessed Value		
Multi Dwelling Unit		\$ 714,896	\$ 776,373	8.60%
		2018	2019	
		Change		%
Property Tax	\$ 1,147.19	\$ 1,248.63	\$ 101.44	8.84%
Utilities	\$ 565.31	\$ 594.62	\$ 29.31	5.18%
	\$ 1,712.50	\$ 1,843.25	\$ 130.75	7.64%

		Average Assessed Value		
Single Dwelling Unit		\$ 1,656,356	\$ 1,619,975	-2.20%
		2018	2019	
		Change		%
Property Tax	\$ 2,657.95	\$ 2,605.39	\$ (52.56)	-1.98%
Utilities	\$ 1,188.89	\$ 1,236.36	\$ 47.47	3.99%
	\$ 3,846.84	\$ 3,841.75	\$ (5.09)	-0.13%

**The City of North Vancouver**  
**Property Tax Impact on 2019 Tax Distribution**  
**OPTION 2 - 4.25% Overall 2% Shift from Business to Residential**  
**BUSINESS CLASS**

		Average Assessed Value			
Business - Small	\$ 886,163	\$ 1,128,909	27.39%		
		2018	2019		
				Change	%
Property Tax	\$ 5,472.68	\$ 5,595.75	\$ 123.07	2.25%	
Drainage Levy	\$ 191.78	\$ 207.12	\$ 15.34	8.00%	
Eco Levy	\$ 76.56	\$ 73.75	\$ (2.81)	-3.67%	
	\$ 5,741.02	\$ 5,876.63	\$ 135.61	2.36%	

		Average Assessed Value			
Business - Medium	\$ 1,772,324	\$ 2,257,815	27.39%		
		2018	2019		
				Change	%
Property Tax	\$ 10,945.36	\$ 11,191.49	\$ 246.13	2.25%	
Drainage Levy	\$ 383.57	\$ 414.24	\$ 30.67	8.00%	
Eco Levy	\$ 153.11	\$ 147.50	\$ (5.61)	-3.66%	
	\$ 11,482.04	\$ 11,753.24	\$ 271.20	2.36%	

		Average Assessed Value			
Business - Large	\$ 35,446,490	\$ 45,156,312	27.39%		
		2018	2019		
				Change	%
Property Tax	\$ 218,907.24	\$ 223,829.90	\$ 4,922.66	2.25%	
Drainage Levy	\$ 7,671.33	\$ 8,284.83	\$ 613.50	8.00%	
Eco Levy	\$ 3,062.22	\$ 2,950.06	\$ (112.16)	-3.66%	
	\$ 229,640.79	\$ 235,064.79	\$ 5,424.00	2.36%	

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

11. 2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708 – File: 05-1705-30-0019/2019

Report: Deputy Director, Finance, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director, Finance, dated March 27, 2019, entitled, “2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708”:

THAT (Funding Appropriation #1901) an amount of \$6,069,771 be appropriated from the Annual Budget – Transfer to General Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1902) an amount of \$198,779 be appropriated from the Tax Sale Land Reserve Fund – Principal for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1903) an amount of \$95,000 be appropriated from the Tax Sale Land Reserve Fund – Interest for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1904) an amount of \$3,454,875 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1905) an amount of \$62,787 be appropriated from the General Building Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1906) an amount of \$51,234 be appropriated from the Justice Administration Building Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1907) an amount of \$485,346 be appropriated from the Infrastructure Reserve Fund for the purpose of funding the 2019 Project Plan;

*Continued...*



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT – Continued**

11. 2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708 – File: 05-1705-30-0019/2019 – Continued

THAT (Funding Appropriation #1908) an amount of \$41,780 be appropriated from the General Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1909) an amount of \$300,000 be appropriated from the Fire Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1910) an amount of \$171,258 be appropriated from the Computer Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1911) an amount of \$840,000 be appropriated from the Engineering Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1912) an amount of \$65,450 be appropriated from the Sustainable Transportation Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1913) an amount of \$120,000 be appropriated from the Parking Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1914) an amount of \$85,000 be appropriated from the Public Art Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1915) an amount of \$75,000 be appropriated from the Carbon Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1916) an amount of \$150,000 be appropriated from the Environmental Stewardship Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1917) an amount of \$2,502,467 be appropriated from the General Reserve Fund for the purpose of funding the 2019 Project Plan;

*Continued...*



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT – Continued**

11. 2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708 – File: 05-1705-30-0019/2019 – Continued

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707” (2019 Project Plan Funding), a Bylaw to appropriate an amount of \$527,175 from the DCC (Transportation) Reserve Fund to fund the 2019 Project Plan, be considered;

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708” (2019 Project Plan Funding), a Bylaw to appropriate an amount of \$49,500 from the DCC (Parks) Reserve Fund to fund the 2019 Project Plan, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2022, the unexpended balances shall be returned to the credit of the respective fund.

*Items 12 and 13 refer.*



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Leslie Garber, Deputy Director of Finance

Subject: 2019 Project Plan - Funding Appropriations 1901- 1917; Bylaw 8707 and Bylaw 8708.

Date: March 27, 2019 File No: 05-1705-30-0019/2019

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*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director of Finance, dated March 27, 2019, entitled, "2019 Project Plan – Funding Appropriations 1901-1917; Bylaw 8707 and Bylaw 8708":

THAT (Funding Appropriation #1901) an amount of \$6,069,771 be appropriated from the Annual Budget - Transfer to General Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1902) an amount of \$198,779 be appropriated from the Tax Sale Land Reserve Fund - Principal for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1903) an amount of \$95,000 be appropriated from the Tax Sale Land Reserve Fund - Interest for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1904) an amount of \$3,454,875 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1905) an amount of \$62,787 be appropriated from the General Building Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1906) an amount of \$51,234 be appropriated from the Justice Administration Building Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1907) an amount of \$485,346 be appropriated from the Infrastructure Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1908) an amount of \$41,780 be appropriated from the General Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1909) an amount of \$300,000 be appropriated from the Fire Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1910) an amount of \$171,258 be appropriated from the Computer Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1911) an amount of \$840,000 be appropriated from the Engineering Equipment Replacement Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1912) an amount of \$65,450 be appropriated from the Sustainable Transportation Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1913) an amount of \$120,000 be appropriated from the Parking Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1914) an amount of \$85,000 be appropriated from the Public Art Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1915) an amount of \$75,000 be appropriated from the Carbon Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1916) an amount of \$150,000 be appropriated from the Environmental Stewardship Fund for the purpose of funding the 2019 Project Plan;

THAT (Funding Appropriation #1917) an amount of \$2,502,467 be appropriated from the General Reserve Fund for the purpose of funding the 2019 Project Plan;

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707" (2019 Project Plan Funding) a Bylaw to appropriate an amount of \$527,175 from DCC (Transportation) Reserve Fund to fund 2019 Project Plan, be considered;

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708” (2019 Project Plan Funding) a Bylaw to appropriate an amount of \$49,500 from DCC ( Parks) Reserve Fund to fund 2019 Project Plan, be considered;

AND THAT should any of the above amounts remain unexpended by December 31, 2022, the unexpended balance shall be returned to the credit of the said Reserve Fund.

**ATTACHMENT:**

1. 2019 Project Budget Funding Appropriations Detail by Source (CityDoc #1765688)
2. Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707” (2019 Project Plan Funding) (CityDoc #1756696)
3. Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708” (2019 Project Plan Funding) (CityDoc# 1756698)

**DISCUSSION:**

This report is expected to follow the adoption of the 2019-2028 Financial Plan Bylaw by Council at its regular meeting scheduled for April 8th, 2019. This report recommends that funds from specified reserves be appropriated via a resolution from Council so work can begin on some of the projects included in the 2019 Project Budget. The detailed list of the projects considered for appropriation at this time, sorted by funding source, is provided in Attachment 1.

It should be noted that some of the projects listed in the 2019 Project Budget are not included in these requests for appropriation. Due to their size or nature, the funding appropriation requests for these projects will be submitted as needed, on an individual basis, in the coming months.

The amount appropriated under funding appropriation #1914 (\$85,000 from the Public Art Reserve Fund) will be used to provide for various public art projects. The specifics of how this appropriation will be used will be submitted for Council’s approval prior to the final allocation of the funds.

**FINANCIAL IMPLICATIONS:**

Funding is included in the 2019 Project Budget and is available for appropriation.

RESPECTFULLY SUBMITTED:



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Leslie Garber  
Deputy Director of Finance

**Funding from Reserves**

**Annual Budget - Transfer to General Reserve - Appropriation # 1901**

**Manager**

**Buildings**

Maintenance & Replacement for Civic Centre	322,605	R.SKENE
Maintenance & Replacement for Gerry Brewer Building	87,964	R.SKENE
Maintenance & Replacement for Fire Hall	133,215	R.SKENE
Maintenance & Replacement for City Owned/Non-City Used Buildings	373,805	R.SKENE
Maintenance & Replacement for Parks Buildings	126,260	R.SKENE
Maintenance & Replacement for Operations Centre	80,785	R.SKENE
Maintenance & Replacement for Civic Library	83,460	R.SKENE
The Shipyards - Lot 3 Building Maintenance	160,000	S.ANTONIALI
Harry Jerome Community Recreation Centre	75,000	G.HOUG
Memorial Community Recreation Centre	15,000	G.HOUG
Mickey McDougall Community Recreation Centre	15,000	G.HOUG
Centennial Theatre	65,000	G.HOUG
John Braithwaite Community Centre	45,000	G.HOUG

1,583,094

**Streets & Transportation**

Local Traffic Safety Improvements	40,000	K.KUZMANOVSKI
Sidewalk Infill & Reconstruction	170,000	J.KLOCHNYK
Fell Avenue: Slope stability and Retaining Walls	50,000	B.WILLOCK
Traffic Signal System Upgrades	100,000	K.KUZMANOVSKI
Street Light and Traffic Signal Aging Pole Replacement	50,000	K.KUZMANOVSKI
City-Wide LED Streetlight upgrade	250,000	K.KUZMANOVSKI
Automated Traffic Counters	50,000	K.KUZMANOVSKI
Street Banner And Furnishing Program	45,000	J.KLOCHNYK
Traffic Signs and Pavement Markings	50,000	C. UNGSON
Bridge Rehabilitation	50,000	B.WILLOCK
Pavement Condition Testing	25,000	B.WILLOCK
Community Transportation Demand Management Program	70,000	J.DRAPER
Safe Routes to Schools	95,000	N.CORBO
INSTPP Implementation (Previously known as North Shore Transportation Improvements)	100,000	J.DRAPER
Great Streets - Corridor Studies	240,000	S.GALLOWAY

1,385,000

**Parks & Environment**

Lynnmouth Park Fencing, Trail and Habitat Restoration	100,000	A.VASILEVICH
Tempe Height Tennis Court Resurfacing	20,000	D.PRIESTLEY
Greenwood Park Trail and Forest Restoration	250,000	A.VASILEVICH
Irrigation System Upgrades	34,000	D.PRIESTLEY
Chafer Beetle Turf Restoration	45,000	D.PRIESTLEY
Wooden Bridge and Stair Replacement	25,000	D.PRIESTLEY
Grass Sports Field Renovations	75,000	D.PRIESTLEY
Play Equipment Replacement	35,000	D.PRIESTLEY
Park & Greenways Trail Resurfacing	10,000	D.PRIESTLEY
Parks Furnishings and Signage	35,000	M.HUNTER
Invasives Management and Forest Restoration	60,000	A.NEGENMAN

689,000

**2019 Project Budget  
Funding Allocation  
Detail by Source**

**Attachment #1**

**Information Technology**

Data Centre Infrastructure	378,742	K.CHAN
Cyber Security	115,000	K.CHAN
Peoplesoft HCM Benefits, Performance, Auxiliary & Reporting automation	100,000	E.SWEENEY
Business Application Systems Analyst	92,253	J.de RUITER
Engineering Business Process Owner	100,000	B.WILLOCK
CNV.ORG Refresh	50,000	E.SWEENEY
Technology Learning Centre Fit-Out	80,000	D.KOEP
Library Website Renewal	5,000	D.KOEP
IT Refresh	14,500	N.KIRKPATRICK
Customer Survey Tool Replacement	34,000	P.CORRIGAN
Perfect Mind Implementation: Integration Project	10,000	P.CORRIGAN
Facility Desktop Hardware Refresh	21,000	P.CORRIGAN
Maintenance Work Order System Replacement	<u>5,000</u>	P.CORRIGAN
	1,005,495	

**General Equipment**

Furniture and Equipment	91,970	R.SKENE
Gerry Brewer Furniture	47,134	R.SKENE
Council Report and Resolution Digital Archive	<u>15,000</u>	K.GRAHAM
	154,104	

**Recreation Equipment**

NVRC Recreation Program Equipment	<u>225,000</u>	G.HOUG
	225,000	

**Other Equipment**

LIB - RFID Security Gates Replacement	25,000	W.LIN CHEE
LIB - Sorter Bin Replacement	<u>18,000</u>	W.LIN CHEE
	43,000	

**Pool Vehicle Replacement**

Pool Vehicle Replacement	55,000	S.ZANDER
Bylaw Vehicles Replacement	<u>45,000</u>	G.GUSDAL
	100,000	

**NVRC Vehicle Replacement**

NVRC Maintenance Vehicles	<u>24,000</u>	G.HOUG
	24,000	

**Block Funding & Other Projects**

Block Funding - City Used Buildings	100,000	R.SKENE
Block Funding - Non-City Used Buildings	100,000	R.SKENE
Block Funding - Gerry Brewer Building	28,728	R.SKENE
Block Funding - Information Technology	100,000	K.CHAN
Block Funding - Parks Infrastructure	75,000	D.PRIESTLEY
Block Funding - Transportation	30,000	K.KUZMANOVSKI
Block Funding - Engineering Equipment	50,000	J.KLOCHNYK
Block Funding - Waterfront Asset Infrastructure	50,000	J.KLOCHNYK
Block Funding - Community Services	10,000	J.de RUITER
Block Funding- Police Equipment	22,350	S.FRASER
Block Funding - Library Equipment	20,000	D.KOEP
Block Funding - Museum & Archives	10,000	N.KIRKPATRICK
Block Funding - NVRC	75,000	G.HOUG
NVRC Emergency Capital Replacement Fund	30,000	G.HOUG
Community Engagement	<u>160,000</u>	C.RABOLD
	861,078	

**Total Appropriation # 1901 Annual Budget - Transfer to General Reserve**

6,069,771

**Tax Sale Land Reserve Fund - Principal - Appropriation # 1902**

719 West 2nd St Strategic Property Purchase 2015	198,779		S.ANTONIALI
		198,779	

**Total Appropriation # 1902 - Tax Sale Land Reserve Fund - Principal** 198,779

**Tax Sale Land Reserve Fund - Interest - Appropriation # 1903**

**Buildings**

Fire Hall Vestibule	15,000		R.SKENE
Feasibility - 1555 Forbes	30,000		R.SKENE
		45,000	

**Engineering Equipment**

Parks Operation Supervisors Electric Pool Vehicle	50,000		D.PRIESTLEY
		50,000	

**Total Appropriation # 1903 - Tax Sale Land Reserve Fund - Interest** 95,000

**Civic Amenity Reserve Fund - Appropriation # 1904**

**Buildings**

1225 Heywood St. Building Removal for Sunrise Park	120,000		R.SKENE
Project Coordination and Oversight	433,000		H.REINHOLD
SeaBus Upgrades	250,000		H.REINHOLD
Lot 5 Development	310,000		H.REINHOLD
		1,113,000	

**Streets and Transportation**

New Sidewalks to Complete Pedestrian Network	151,500		J.HALL
Sutherland Trail	80,000		K.MAGNUSSON
Bicycle Route Improvements	20,200		K.MAGNUSSON
Transit Stop Improvements	80,000		K.KUZMANOVSKI
Greenways Wayfinding Program	20,000		K.MAGNUSSON
Installation of Accessible Pedestrian Signal Units	35,000		C.UNGSON
Traffic Signal at Keith & Hendry (Pedestrian & Bike Safety)	60,600		K.KUZMANOVSKI
Traffic Signal at 3rd & St. David's	184,325		K.KUZMANOVSKI
Pedestrian and Roadway Lighting Implementation	75,750		K.KUZMANOVSKI
Traffic Signal at East 13th St at St Andrew's Ave	300,000		K.KUZMANOVSKI
New Pedestrian Crossing Facilities	150,000		K.KUZMANOVSKI
Sidewalk Patios - Lower Lonsdale	50,000		B.WILLOCK
St. Andrews Bike Route - Esplanade to 24th St	100,000		K.MAGNUSSON
Upper Levels Greenway - Lonsdale to Lynn Valley Road	40,000		K.MAGNUSSON
		1,347,375	

**Parks & Environment**

Lower Lonsdale Off-Leash Area	250,000		A.VASILEVICH
Hammersley Park Improvements and Playground Replacement	50,000		A.VASILEVICH
1600 Eastern Avenue Park	50,500		M.HUNTER
Chris Zuehlke Field Lighting	454,000		M.HUNTER
		804,500	

**Block Funding and other Projects**

Electric Vehicle Strategy Implementation	190,000		R.SKENE / P.FORSYTH
		190,000	

**Total Appropriation # 1904 - Civic Amenity Reserve Fund** 3,454,875

**General Building Reserve Fund - Appropriation # 1905**

**Buildings**

Ops Centre Storage Site	62,787		R.SKENE
		62,787	

**Total Appropriation # 1905 - General Building Reserve Fund** 62,787

**Justice Administration Building Fund - Appropriation # 1906**

**Buildings**

Maintenance & Replacement for Gerry Brewer Building	51,234		R.SKENE
		51,234	

**Total Appropriation # 1906 - Justice Administration Building Reserve Fund** 51,234

**Infrastructure Reserve Fund - Appropriation # 1907**

**Streets and Transportation**

Pavement Management: Streets and Lanes	485,346		J.KLOCHNYK
		485,346	

**Total Appropriation # 1907 - Infrastructure Reserve Fund** 485,346

**General Equipment Replacement Fund - Appropriation # 1908**

Furniture and Equipment	41,780		R.SKENE
		41,780	

**Total Appropriation # 1908 - General Equipment Replacement Fund** 41,780

**Fire Equipment Replacement Fund - Appropriation # 1909**

Turnout Gear	50,000		D.PISTILLI
Fire Hose and Nozzles	20,000		D.PISTILLI
Misc. Rescue Equipment	20,000		D.PISTILLI
Dodge Dakota 1	40,000		D.PISTILLI
Dodge Dakota 2	40,000		D.PISTILLI
Dodge Dakota 3	40,000		D.PISTILLI
Dodge Dakota 3	40,000		D.PISTILLI
Block Funding - Fire Department	50,000		D.PISTILLI
		300,000	

**Total Appropriation # 1909 - Fire Equipment Replacement Fund** 300,000

**Computer Equipment Replacement Fund - Appropriation # 1910**

User Device Replacements	150,000		K.CHAN
Data Centre Infrastructure	21,258		K.CHAN
		171,258	

**Total Appropriation # 1910 - Computer Equipment Replacement Fund** 171,258

**Engineering Equipment Replacement Fund - Appropriation # 1911**

Pick-up Truck 1	45,000		J.KLOCHNYK
Tandem Axle Dump Truck 1	75,000		J.KLOCHNYK
Tandem Axle Dump Truck 2	250,000		J.KLOCHNYK
Mini Dump 1	120,000		J.KLOCHNYK
Mini Dump 2	130,000		J.KLOCHNYK
Mini Dump 3	120,000		J.KLOCHNYK
Utility Style	100,000		J.KLOCHNYK
		840,000	

**Total Appropriation # 1911 - Engineering Equip Replacement Fund** 840,000

<b>Sustainable Transportation Reserve Fund - Appropriation # 1912</b>		
Transportation Plan Update	45,450	D.WATSON R.SKENE / P.FORSYTH
Electric Vehicle Strategy Implementation	<u>20,000</u>	
	65,450	
<b>Total - Appropriation # 1912 - Sustainable Transport. Reserve Fund</b>		65,450
<b>Parking Reserve - Appropriation # 1913</b>		
Presentation House Public Parking Lot	<u>120,000</u>	S.ANTONIALI
	120,000	
<b>Total Appropriation # 1913 - Parking Reserve Fund</b>		120,000
<b>Public Art Reserve Fund - Appropriation # 1914</b>		
Civic Public Art Program	<u>85,000</u>	L.PHILLIPS
	85,000	
<b>Total Appropriation # 1914 - Public Art Reserve Fund</b>		85,000
<b>Carbon Fund - Appropriation # 1915</b>		
Living City Tree Planting Program	<u>75,000</u>	C.BENCH
	75,000	
<b>Total Appropriation # 1915 - Carbon Fund</b>		75,000
<b>Environmental Stewardship Fund - Appropriation # 1916</b>		
Corporate Climate Action Implementation	<u>150,000</u>	C.JACKSON
	150,000	
<b>Total Appropriation # 1916 - Environmental Stewardship Fund</b>		150,000
<b>General Reserve - Appropriation # 1917</b>		
<b>Buildings</b>		
Harry Jerome Complex - Major Repairs	200,000	G.HOUG
Ops Centre Storage Site	<u>2,213</u>	R.SKENE
	202,213	
<b>Streets and Transportation</b>		
Pavement Management: Streets and Lanes	<u>1,514,654</u>	J.KLOCHNYK
	1,514,654	
<b>Equipment</b>		
Forklift	<u>70,000</u>	S.ZANDER
	70,000	
<b>Block Funding - Other Projects</b>		
School the City - CNV4ME	50,000	L.HERMAN
Public Space Place-making Support - Project Funding	40,000	L.ORR
Economic Partnership North Vancouver (Year 1 of 3 year commitment)	70,000	L.ORR
Shipbuilders' Square and Public Realm Events	130,000	L.ORR
Service Options for Lower Lonsdale	15,000	D.KOEP
COR (Certificate of Recognition)	110,600	C.NICHOLS
Strategic Planning	<u>300,000</u>	B.PEARCE
	715,600	
<b>Total Appropriation # 1917 - General Reserve</b>		2,502,467

2019 Project Budget  
 Funding Allocation  
 Detail by Source

Attachment #1

**Transportation DCC Fund - Bylaw # 8707**

New Sidewalks to Complete Pedestrian Network	148,500	J.HALL
Bicycle Route Improvements	19,800	K.MAGNUSSON
Traffic Signal at Keith & Hendry (Pedestrian & Bike Safety)	59,400	K.KUZMANOVSKI
Traffic Signal at 3rd & St. David's	180,675	K.KUZMANOVSKI
Pedestrian and Roadway Lighting Implementation	74,250	K.KUZMANOVSKI
Transportation Plan Update	<u>44,550</u>	D.WATSON
	<u>527,175</u>	

**Total Bylaw # 8707 Transportation DCC Fund** 527,175

**Parks DCC Fund - Bylaw # 8708**

1600 Eastern Avenue Park	<u>49,500</u>	M.HUNTER
	<u>49,500</u>	

**Total Bylaw # 8708 Parks DCC Fund** 49,500

**Total Funding From Reserves** **\$ 15,345,422**



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**BYLAW – FIRST, SECOND AND THIRD READINGS**

12. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707”  
(2019 Project Plan Funding)

**RECOMMENDATION:**

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707” (2019 Project Plan Funding) be given first, second and third readings.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8707

**A Bylaw to authorize the expenditure of monies from the  
Development Cost Charge (Transportation) Reserve Fund  
for the 2019 Project Plan Appropriations.**

**WHEREAS** the entire City is listed in “Development Cost Charges Bylaw, 2016, No. 8471” as an area where development cost charges for transportation will be levied;

**AND WHEREAS** the development of highway facilities, other than off street parking, is a capital cost permitted to be paid using Development Cost Charge funds under Section 566 of the *Local Government Act*;

**NOW THEREFORE** the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8707**” (2019 Project Plan Funding).
2. The following amounts are hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding:
  - A. \$148,500 for the “New Sidewalks to Complete Pedestrian Network” project;
  - B. \$19,800 for the “Bicycle Route Improvements” project;
  - C. \$59,400 for the “Traffic Signal at Keith & Hendry (Pedestrian & Bike Safety)” project;
  - D. \$180,675 for the “Traffic Signal at 3<sup>rd</sup> Street & St. David's” project;
  - E. \$74,250 for the “Pedestrian and Roadway Lighting Implementation” project;  
and
  - F. \$44,550 for the “Transportation Plan Update” project.

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**BYLAW – FIRST, SECOND AND THIRD READINGS**

13. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708”  
(2019 Project Plan Funding)

**RECOMMENDATION:**

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708”  
(2019 Project Plan Funding) be given first, second and third readings.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8708

**A Bylaw to authorize the expenditure of monies from the  
Development Cost Charge (Parks) Reserve Fund  
for the 2019 Project Plan Appropriations.**

**WHEREAS** the entire City is listed in “Development Cost Charges Bylaw, 2016, No. 8471” as an area where development cost charges for parks will be levied;

**AND WHEREAS** the development of park land is a capital cost permitted to be paid using Development Cost Charge funds under Section 566 of the *Local Government Act*;

**NOW THEREFORE** the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Parks) Reserve Fund Bylaw, 2019, No. 8708**” (2019 Project Plan Funding).
2. The following amount is hereby appropriated from the Development Cost Charge (Parks) Reserve Fund for the purpose of funding:
  - A. \$49,500 for the “1600 Eastern Avenue Park” project.

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

14. New Museum for North Vancouver Museum and Archives (NVMA) – Funding Appropriation – 2019-2028 Plan – File: 02-0800-30-0001/1

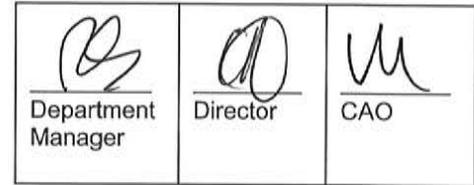
Report: Project Manager, Strategic Initiatives, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Project Manager, Strategic Initiatives, dated March 27, 2019, entitled “New Museum for North Vancouver Museum and Archives (NVMA) – Funding Appropriation – 2019-2028 Plan”:

THAT (Funding Appropriation #1919) an amount of \$525,000 be appropriated from the Civic Amenity Reserve Fund to fund the New Museum for the NVMA Project;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**STRATEGIC AND CORPORATE SERVICES DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Dianna Foldi, Project Manager, Strategic Initiatives

Subject: NEW MUSEUM FOR NVMA – FUNDING APPROPRIATION  
2019-2028 PLAN

Date: March 27, 2019 File No: 02-0800-30-0001/1

*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

	2019	2020	2021	2022	2023	2024-2028	Total
City Funding	\$525,000	\$	\$	\$	\$	\$	\$525,000
External Contribution	\$	\$	\$	\$	\$	\$	\$
<b>Total</b>	<b>\$525,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$525,000</b>

**RECOMMENDATION:**

**PURSUANT** to the report of the Project Manager, dated March 27, 2019, entitled “NEW MUSEUM FOR NVMA – FUNDING APPROPRIATION – 2019-2028 PLAN”:

**THAT** “Funding Appropriation #1919” in an amount of \$525,000 be appropriated from the Civic Amenity Reserve to fund the NEW MUSEUM FOR NVMA project;

**AND THAT** should any part of the above amount remain unexpended after December 31, 2022, the unexpended balance shall be returned to the credit of the said Fund.

**PURPOSE:**

The purpose of this report is to request appropriation of funds towards the City’s contribution associated with the new Museum for North Vancouver.

**DISCUSSION:**

Appropriation of funding is being requested to proceed with the engagement of a construction manager, and to enable construction tendering for the tenant improvement work. Should Council not approve this request, the Museum project will not be able to proceed to construction as anticipated, in fall of 2019.

The proposed implementation of the Museum project is as follows:

- March 2019 to August 2019: Start of exhibit fabrication, engagement of construction manager, final construction contract award based on sub-trade tender results.
- Fall 2019 to Spring 2019: Construction of City Amenity Space - Base Building, Museum TI, exhibit casework construction and installation, commissioning and NVMA moves.
- Summer 2020 – Museum opening.

**FINANCIAL IMPLICATIONS:**

The request for appropriation of funding in the amount of \$525,000, as approved within the 2019-2028 Project Plan is in keeping with the revised project budget of \$6.105 million. The total City commitment is now \$3.105 million with the balance of \$3.0 million to be funded by Canada Cultural Spaces Fund, incrementally between 2017 and 2020.

To date, the following City funds have been appropriated to the new Museum project:

2016 – 2017:	\$ 755,000	Design, purchase of building materials
2017 – 2018:	\$1,825,000	Exhibit Design, Tender and Construction
Subtotal:	\$2,580,000	

2019 – 2028 Project Plan Request: \$ 525,000

**INTER-DEPARTMENTAL IMPLICATIONS:**

This report was prepared with input from CAO Office and Finance.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The new Museum project supports numerous goals and objectives throughout the various chapters of the Official Community Plan (Land Use: Housing, Population and Employment; Community Well Being; Arts, Culture and Heritage; and Economic Development).

**CONCLUSION:**

This request will complete the City’s commitment of \$3.105 million and along with the \$3.0 million from CCSF will allow for the construction of a new Museum for North Vancouver. The City’s project manager will continue to monitor project costs with the assistance of a construction manager and the upcoming competitive bid process to ensure the project is delivered within the approved budget.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Dianna Foldi, Project Manager  
Strategic Initiatives



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

15. Central Waterfront Public Realm – Appropriation – File: 13-6740-20-0003/1

Report: Deputy Director, Strategic and Corporate Services, and Manager,  
Shipyards and Waterfront, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director, Strategic and Corporate Services, and Manager, Shipyards and Waterfront, dated March 27, 2019, entitled “Central Waterfront Public Realm – Appropriation”:

THAT (Funding Appropriation #1920) an amount of \$1,200,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the programming, maintenance and operations of the Central Waterfront Public Realm;

THAT part of the funding be used to add up to five new regular full-time positions to the City’s staff complement in support of the operations of the Central Waterfront Public Realm;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Heather Reinhold, Deputy Director, Strategic & Corporate Services  
Lino Siracusa, Manager, Shipyards & Waterfront

Subject: CENTRAL WATERFRONT PUBLIC REALM - APPROPRIATION

Date: March 27, 2019 File No: 13-6740-20-0003/1

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*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director Strategic & Corporate Services and Manager Shipyards & Waterfront dated March 27, 2019, entitled "Central Waterfront Public Realm - Appropriation":

THAT (Funding Appropriation #1920) an amount of \$1,200,000 be appropriated from Civic Amenity Reserve Fund for the purpose of funding the programming, maintenance and operations of the Central Waterfront Public Realm;

THAT part of the funding be used to add up to five new regular full-time positions to the City's staff complement in support of the operations of the Central Waterfront Public Realm;

AND THAT should any of the above amount remain unexpended at December 31, 2022, the unexpended balance shall be returned to the credit of the said Reserve Fund.

**PURPOSE:**

The purpose of this report is to secure funding and staffing for the operation of the new public facilities in the Shipyards District and general management and maintenance of the Central Waterfront Public Realm as a whole.

## **DISCUSSION:**

With construction of the public spaces on Lot 5 of the Shipyards nearing completion, it is necessary to confirm staffing and funding for operations. The appropriation of \$1,200,000 will be used to fund the programming, maintenance and operation of the Central Waterfront Public Realm.

The City's Central Waterfront area, which extends from Chesterfield Place to St. George's Ave, south of Esplanade, has seen a dramatic and significant redevelopment over the past decade. A number of new City assets, including buildings, open spaces, and walkways are now either open to the public or are nearing completion. By mid-2019, the Central Waterfront Area amenities are anticipated to be fully open to the public.

The Central Waterfront Public Realm will be programmed, maintained and operated through the Community & Partner Engagement Department. Lino Siracusa has been retained as the new Manager, Shipyards & Waterfront and will be responsible for oversight of the programming and maintenance in this area. A site tour for Council will be held in the near future.

## **FINANCIAL IMPLICATIONS:**

The 2019 Project Plan includes a total of \$1,200,000 for the programming, maintenance and operations of the Central Waterfront Public Realm. This includes funding for staffing and vehicle and equipment costs. In addition to the Manager of Shipyards & Waterfront (already hired), it is anticipated that, initially, staffing will include five new regular full time (RFT) employees, plus temporary full time and auxiliary employees who will support ongoing and seasonal programming, maintenance and operational requirements for the Central Waterfront Area. As operations are further developed, and revenues are more precisely determined, staff may seek Council approval for the hiring of additional RFT positions if required.

The 2019 operating, maintenance and programming costs, including staffing, are based on a prorated amount to capture the partial operating year of the Lot 5 development and have taken into account the existing operating funding (\$174,000).

It is anticipated that in 2019 approximately \$850,000 of revenue will be generated within the Central Waterfront Public Realm through commercial lease revenues, common area expense fees, rentals and parking revenue. Revenues for future years are anticipated to grow from this base. Since the timing of the revenue is uncertain, it is not considered in the 2019-2028 Project Plan. However, as revenue from the Central Waterfront Public Realm is received in 2019, it will be directed to offset operating costs. In this way, it is expected that the Central Waterfront Public Realm will become self-funding.

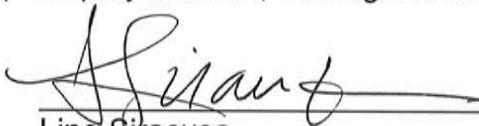
Once the actual costs of operations, maintenance and programming, along with the revenues, are confirmed for the Central Waterfront Public Realm, the budget will be reassessed in 2020/21.

**INTERDEPARTMENTAL IMPLICATIONS:**

This report has been prepared in consultation with Finance and Human Resources staff plus input from the Leadership team.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Heather Reinhold  
Deputy Director, Strategic & Corporate Services

  
\_\_\_\_\_  
Lino Siracusa  
Manager, Shipyards & Waterfront

HR/LS/jb



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

16. City Cemetery Program Funding Appropriation 2019 – File: 08-3010-01-0001/2019

Report: Section Manager, Real Estate, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Section Manager, Real Estate, dated March 27, 2019, entitled “City Cemetery Program Funding Appropriation 2019”:

THAT (Funding Appropriation #1922) an amount of \$100,000 be appropriated from the City Cemetery Program Reserve Fund for the purpose of funding the City Cemetery Program;

AND THAT should any of the amount remain unexpended as at December 31, 2022 the unexpended balance shall be returned to the credit of the City Cemetery Program Reserve Fund.



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**STRATEGIC AND CORPORATE SERVICES**

**REPORT**

To: Mayor Linda Buchanan and Members of Council  
From: Susan Antoniali, Section Manager Real Estate  
SUBJECT: CITY CEMETERY PROGRAM FUNDING APPROPRIATION 2019  
Date: March 27, 2019 File No: 08-3010-01-0001/19

*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Section Manager Real Estate dated March 27, 2019 entitled "City Cemetery Program Funding Appropriation 2019":

**THAT** "Funding Appropriation #1922" in an amount of \$100,000 be appropriated from the Cemetery Reserve Fund for the purpose of funding the City Cemetery Program;

**AND THAT** should any part of the above amount remain unexpended after December 31, 2022 the unexpended balance shall be returned to the credit of the City Cemetery Program Reserve Fund.

**PURPOSE:**

The purpose of this report is to request appropriation of funds approved in the 2019 Project Plan for the City Cemetery infrastructure repairs and replacement of asphalt roadways through the Cemetery.

**BACKGROUND:**

The North Vancouver Cemetery has had many years of patching and repairing the road system through the cemetery. It will require work throughout the cemetery road system to make the asphalt safe for both drivers and users of the cemetery.

**DISCUSSION:**

The North Vancouver Cemetery has been operated by the City of North Vancouver since the early 1900's. The lands which hold the cemetery operations have developed in stages as the needs have arisen. There are some asphalt driveways which have been patched over for many years and now require more permanent applications which will provide the pavement stronger integrity, thereby not breaking down in pieces. The breaking down of these pieces leads to an increase in tripping hazards and risk.

**FINANCIAL IMPLICATIONS:**

The approved 2019 Project Plan includes \$100,000 for the asphalt replacement and repairs as the proposed appropriation falls within this amount.

**INTER-DEPARTMENTAL IMPLICATIONS:**

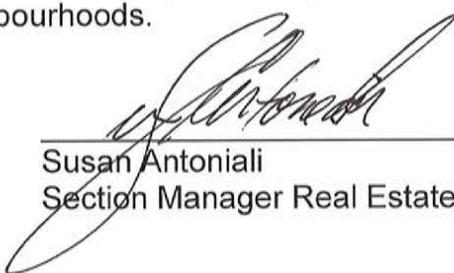
This report was prepared with input from the Finance Department.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

This project is consistent with the City's Official Community Plan with respect to creating an accessible and walkable community with a variety of transportation options. This project supports the Official Community Plan's goals and objectives of:

- Protecting and maintaining new and existing public infrastructure and amenities;
- Enhancing the natural and built environment;
- Infrastructure to enhance community accessibility for all ages and abilities, and help better support the growing neighbourhoods.

RESPECTFULLY SUBMITTED:

  
\_\_\_\_\_  
Susan Antoniali  
Section Manager Real Estate

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

17. Pedestrian Scale Lighting – Grand Boulevard Park – Funding Appropriation  
– File: 12-6240-20-0047/1

Report: Pedestrian and Streetscape Planner, March 27, 2019

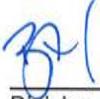
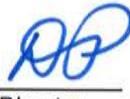
**RECOMMENDATION:**

PURSUANT to the report of the Pedestrian and Streetscape Planner, dated March 27, 2019, entitled “Pedestrian Scale Lighting – Grand Boulevard Park – Funding Appropriation”:

THAT (Funding Appropriation #1923) an amount of \$750,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Pedestrian Scale Lighting – Grand Boulevard Park Project;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Justin Hall, Pedestrian & Streetscape Planner

Subject: PEDESTRIAN SCALE LIGHTING – GRAND BOULEVARD PARK –  
FUNDING APPROPRIATION

Date: March 27, 2019 File No: 12-6240-20-0047/1

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*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Pedestrian and Streetscape Planner, dated March 27, 2019, entitled, "Pedestrian Scale Lighting – Grand Boulevard Park – Funding Appropriation":

**THAT** (Funding Appropriation #1923) an amount of \$750,000, be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Pedestrian Scale Lighting – Grand Boulevard Park Project;

**AND THAT** should any of the above amounts remain unexpended after December 31, 2022, the unexpended balance shall be returned to the credit of said Reserve Fund.

**PURPOSE:**

The purpose of this report is to present the rationale for funding to support implementation of pedestrian scale lighting in Grand Boulevard Park that is proposed for planning and construction in 2019.

**DISCUSSION:**

The 1.5 kilometre long centre pathway of the Green Necklace through Grand Boulevard Park is used by over 500 people per day. In response to user feedback, this project proposes the installation of pedestrian scale lighting along the centre path of the greenway. Pedestrian scale lighting will address resident's ongoing safety concerns by

creating a comfortable walking experience after dusk and in all seasonal conditions. To ensure feedback from the broader community is considered in the design, staff will consult with the public.

The installation of pedestrian scale lighting will address resident concerns about the lack of lighting in Grand Boulevard Park and will contribute to the overall livability and walkability of our City.

**FINANCIAL IMPLICATIONS:**

The total estimated cost for the installation of pedestrian scale lighting in Grand Boulevard Park is \$750,000. However, it should be noted that these are preliminary cost estimates, and actual project costs will be refined through the design process.

	2019	2020	2021	2022	2023	2024-2028	Total
City Including CAC	\$750,000	\$	\$	\$	\$	\$	\$750,000
External Contrib.	\$	\$	\$	\$	\$	\$	\$
<b>Total</b>	<b>\$750,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$750,000</b>

**INTER-DEPARTMENTAL IMPLICATIONS:**

None.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The development and implementation of the City’s greenway system is consistent with the goals and objectives in the City’s Official Community Plan, specifically Chapters 2, 3, and 5 (Transportation, Mobility and Access; Community Well-being; and Parks, Recreation, and Open Space). Specific objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;
- Objective 2.2.2: Strategically manage on and off-street transportation facilities to prioritize more sustainable forms of transportation by providing measures such as pedestrian-level lighting;
- Objective 3.1: Enhance well-being and quality of life for all community members;
- Objective 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

**STRATEGIC PLAN IMPLICATIONS:**

None.

RESPECTFULLY SUBMITTED:

  
Justin Hall  
Pedestrian & Streetscape Planner

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**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

18. Moodyville Traffic Signals – Funding Appropriation – File: 16-8330-01-0001/2019

Report: Traffic Engineer, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Traffic Engineer, dated March 27, 2019, entitled “Moodyville Traffic Signals – Funding Appropriation”:

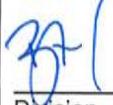
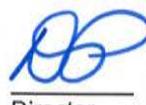
THAT (Funding Appropriation #1921) an amount of \$308,050 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Moodyville Traffic Signals Project;

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709” (Moodyville Traffic Signals Project), a Bylaw to appropriate an amount of \$301,950 from the DCC (Transportation) Reserve Fund to fund the project, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2022, the unexpended balances shall be returned to the credit of the respective fund.

*Item 19 refers.*



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council  
From: Kliment Kuzmanovski, Traffic Engineer  
Subject: MOODYVILLE TRAFFIC SIGNALS – FUNDING APPROPRIATION  
Date: March 27, 2019 File No: 16-8330-01-0001/2019

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*The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.*

**RECOMMENDATION:**

**PURSUANT** to the report of the Traffic Engineer, dated March 27, 2019, entitled, “Moodyville Traffic Signals – Funding Appropriation”:

**THAT** (Funding Appropriation #1921) an amount of \$308,050, be appropriated from Civic Amenity Reserve Fund for the purpose of funding the Moodyville Traffic Signals Project;

**THAT** “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709” (Moodyville Traffic Signals Project); a Bylaw to appropriate an amount of \$301,950 from DCC (Transportation) Reserve to fund the said project, be considered;

**AND THAT** should any of the above amounts remain unexpended after December 31, 2022, the unexpended balance shall be returned to the credit of the said Reserve Fund.

**ATTACHMENT:**

1. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709” (Moodyville Traffic Signals Project) ([CD#1757989](#))

## **PURPOSE:**

The purpose of this report is to present the rationale for funding to support implementation of the Moodyville Traffic Signals project that is proposed for 2019, 2020 and 2023.

## **DISCUSSION:**

This project seeks to install Traffic Signals along the East 3<sup>rd</sup> Street corridor to:

- Allow traffic from the proposed developments in the Moodyville Development Permit Area to access and egress East 3<sup>rd</sup> Street.
- Provide a safe pedestrian crossing of a major arterial road.
- Work towards future rapid transit on East 3<sup>rd</sup> Street, by allowing for signal priority for transit vehicles at intersections.

### **Moodyville Development Permit Area:**

Following an extensive planning and public consultation process, the Moodyville Neighbourhood in the City of North Vancouver was rezoned to support higher density developments. During the planning phase, a transportation study was developed that included recommendations that would enable the adjacent transportation network to support the population growth resulting from increased residential density, including signalisation of some intersections along the East 3<sup>rd</sup> Street corridor.

### **Pedestrian Barrier:**

East 3<sup>rd</sup> Street has been identified as a barrier for pedestrians in the City and the provision of signals along the corridor will improve pedestrian safety.

### **Rapid Transit:**

The North Shore Area Transit Plan and Mayors' 10-year plan includes 3<sup>rd</sup> Street as part of a future rapid transit corridor that stretches across the North Shore from Dundarave in the west to Phibbs Exchange in the east.

TransLink have secured funding for a B-Line bus service along the corridor as part of Phase 1 of the 10-year transportation vision. Planning work for the east-west rapid transit route is currently underway in a joint project headed by TransLink and Metro Vancouver. This project includes all North Shore stakeholders: City of North Vancouver, Districts of North and West Vancouver, Squamish Nation and the Ministry of Transportation and Infrastructure.

The introduction of signals along the East 3<sup>rd</sup> Street corridor will allow for transit priority to support faster transit service. In the longer term, the signals will allow us to retain left turn movements at intersections while accommodating rapid transit.

### FINANCIAL IMPLICATIONS:

The total estimated City funding being requested for the Moodyville Traffic Signals project is \$850,000, which is a combination of Civic Amenity and DCC funds.

	2019	2020	2021	2022	2023	2024-2028	Total
City Including DCC	\$610,000	\$	\$	\$	\$240,000	\$	\$850,000
External Contrib.	\$	\$	\$	\$	\$	\$	\$
<b>Total</b>	<b>\$610,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$240,000</b>	<b>\$</b>	<b>\$850,000</b>

### INTER-DEPARTMENTAL IMPLICATIONS:

None.

### CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The development and implementation of the Moodyville Traffic Signals project is consistent with the goals and objectives in the City's Official Community Plan. Specific objectives include:

- 2.1.4 Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive;
- 2.1.5 Work with TransLink to improve accessibility to transit, complete projects identified in the 2040 North Shore Area Transit Plan, expand the Frequent Transit Network, provide rapid transit services on Marine Drive/3rd Street and Lonsdale/29th Street, and increase SeaBus frequency;
- 2.1.6 Implement transit priority treatments such as signal coordination, bus bulges, intersection queue jumpers and dedicated bus lanes to reduce transit travel times and improve transit reliability;
- 2.2.5 Optimize the use of the existing road network and consider roadway expansion only if it furthers the objectives of increasing sustainable means of transportation, or contributes to the overall livability of the neighbourhood;
- 2.3.8 Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles.

### STRATEGIC PLAN IMPLICATIONS:

None.

RESPECTFULLY SUBMITTED:



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Kliment Kuzmanovski, P.Eng.  
Traffic Engineer



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**BYLAW – FIRST, SECOND AND THIRD READINGS**

19. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709”  
(Moodyville Traffic Signals Project)

**RECOMMENDATION:**

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709” (Moodyville Traffic Signals Project) be given first, second and third readings.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8709

**A Bylaw to authorize the expenditure of monies from the  
Development Cost Charge (Transportation) Reserve Fund  
for the Moodyville Traffic Signals Project.**

**WHEREAS** the entire City is listed in “Development Cost Charges Bylaw, 2016, No. 8471” as an area where development cost charges for transportation will be levied;

**AND WHEREAS** the development of highway facilities, other than off street parking, is a capital cost permitted to be paid using Development Cost Charge funds under Section 566 of the *Local Government Act*;

**NOW THEREFORE** the Council of The Corporation of the City of North Vancouver, in open meeting assembled, enacts as follows:

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8709**” (**Moodyville Traffic Signals Project**).
2. An amount of \$301,950 is hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding the Moodyville Traffic Signals project.

READ a first time on the <> day of <>, 2019.

READ a second time on the <> day of <>, 2019.

READ a third time on the <> day of <>, 2019.

ADOPTED on the <> day of <>, 2019.

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MAYOR

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CITY CLERK



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

20. St. David's Avenue Greenway Connection – Funding Appropriation  
– File: 12-5810-01-0001/2019

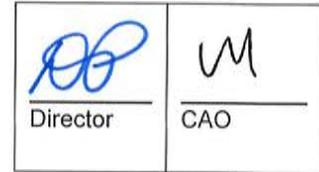
Report: Deputy Director, Engineering, Parks and Environment, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director, Engineering, Parks and Environment, dated March 27, 2019, entitled "St. David's Avenue Greenway Connection – Funding Appropriation":

THAT (Funding Appropriation #1926) an amount of \$700,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the St. David's Avenue Greenway Connection Project;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT**

**REPORT**

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To: Mayor Linda Buchanan and Members of Council

From: Karyn Magnusson, Deputy Director, Engineering Parks and Environment

SUBJECT: ST. DAVID'S AVENUE GREENWAY CONNECTION – FUNDING APPROPRIATION

Date: March 27, 2019

File No: 12-5810-01-0001/2019

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**RECOMMENDATION:**

**PURSUANT** to the report of the Deputy Director, dated March 27, 2019, entitled, "St. David's Avenue Greenway Connection – Funding Appropriation":

**THAT** (Funding Appropriation #1926) an amount of \$700,000, be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the St. David's Avenue Greenway Connection Project;

**AND THAT** should any of the above amounts remain unexpended after December 31, 2022, the unexpended balance shall be returned to the credit of said Reserve Fund.

**PURPOSE:**

The purpose of this report is to present the rationale for funding to support implementation of the St. David's Avenue Greenway that is proposed for planning and construction in 2019/2020.

**DISCUSSION:**

The St. David's Avenue Greenway is proposed to provide an enhanced bicycle and pedestrian connection from the waterfront-oriented Spirit Trail to the Green Necklace Greenway in Central Lonsdale. Following St. David's Avenue, the greenway would extend 860 metres from Alder Street to East Keith Road. It will be an important recreational and

alternative transportation route to parks, schools and other community amenities, to support the redeveloping East 3<sup>rd</sup> Street and Moodyville neighbourhoods.

The initial portion of the greenway (from Alder Street to East 2<sup>nd</sup> Street) was constructed in 2009 as part of the initial Spirit Trail alignment. As well, as opportunities become present through the redevelopment of the Moodyville neighbourhood, portions of the greenway will be completed in conjunction with the development. The proposed project would therefore fund the design and construction of the remaining portion of the pedestrian and cycling facilities along St. David's Avenue to the Green Necklace on East Keith Road. The proposed alignment was originally endorsed in the 2002 Parks and Greenways Strategic Plan, and more recently as part of the 2010 Parks Master Plan.

**FINANCIAL IMPLICATIONS:**

The total estimated costs for the St. David's Avenue Greenway are \$700,000, including planning, consultation, design, and construction. However, it should be noted that these are preliminary cost estimates, and actual project costs will be refined through the planning and design process, based on public input.

The City will pursue all external funding opportunities as they arise. As the greenway will provide an important recreational and alternative transportation connection for the redeveloping East 3<sup>rd</sup> Street and Moodyville neighbourhoods, some project costs could potentially be funded from Community Amenity Contributions.

	2019	2020	2021	2022	2023	2024-2028	Total
City Civic Amenity Reserve Fund	\$700,000	\$	\$	\$	\$	\$	\$700,000
External Contrib.	\$	\$	\$	\$	\$	\$	\$
<b>Total</b>	<b>\$700,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$700,000</b>

**INTER-DEPARTMENTAL IMPLICATIONS:**

Initial planning for the St. David's Avenue Greenway will need to be considered in the context of the redevelopment of the Moodyville / East 3<sup>rd</sup> Street neighbourhood, involving the Planning Department, Community Services Department and Engineering, Parks and Environment Department.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

The development and implementation of the City's greenway system is consistent with the goals and objectives in the City's Official Community Plan, specifically Chapters 2, 3, and 5 (Transportation, Mobility and Access; Community Well-being; and Parks, Recreation, and Open Space). Specific objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;

- Objective 3.1: Enhance well-being and quality of life for all community members;
- Objective 5.2: Support, enhance and maintain recreation as a vital aspect of a healthy community.

RESPECTFULLY SUBMITTED:

*for*   
\_\_\_\_\_  
Karyn Magnusson  
Deputy Director, Engineering Parks and  
Environment



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**REPORT**

21. Marine-Main Corridor Improvements – Funding Appropriation  
– File: 16-8350-20-0033/1

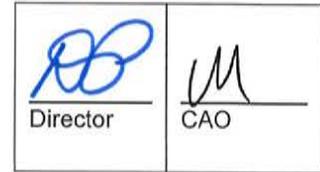
Report: Deputy Director, Engineering, Parks and Environment, March 27, 2019

**RECOMMENDATION:**

PURSUANT to the report of the Deputy Director, Engineering, Parks and Environment, dated March 27, 2019, entitled “Marine-Main Corridor Improvements – Funding Appropriation”:

THAT (Funding Appropriation #1927) an amount of \$1,525,000 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Marine-Main Corridor Improvements Project;

AND THAT should any of the amount remain unexpended as at December 31, 2022, the unexpended balance shall be returned to the credit of the Civic Amenity Reserve Fund.



The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS AND ENVIRONMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Karyn Magnusson, Deputy Director, Engineering Parks and Environment

SUBJECT: MARINE-MAIN CORRIDOR IMPROVEMENTS – FUNDING APPROPRIATION

Date: March 27, 2019

File No: 16-8350-20-0033/1

**RECOMMENDATION:**

**PURSUANT** to the report of the Deputy Director, dated March 27, 2019, entitled, "Marine-Main Corridor Improvements – Funding Appropriation":

**THAT** (Funding Appropriation #1927) an amount of \$1,525,000, be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Marine-Main Corridor Improvements Project;

**AND THAT** should any of the above amounts remain unexpended after December 31, 2022, the unexpended balance shall be returned to the credit of the said Reserve Fund.

**PURPOSE:**

The purpose of this report is to present a rationale for the proposed funding to design and construct street network improvements along the Marine-Main corridor to support the successful launch of the new B-Line service and improve transit service on the North Shore. The 2019 allocation will provide funding for capital improvements addressed in this report to augment TransLink's B-Line project by improving pedestrian access to transit stops, providing an east-west AAA cycling facility adjacent to Marine Drive, and fund the design for a replacement Cotton Road Bridge over Lynn Creek.

**DISCUSSION:**

**Improving Pedestrian Access to Transit Stops**

To ensure that our community can easily access the new B-Line stops, we plan to provide sidewalk network improvements. The focus will be on providing curb drops at corners, to install missing sidewalk along 2 key access routes and to improve a challenging section of sidewalk. These funds are being requested as part of 2019 capital budget so that design and construction can occur in advance of the B-Line going into service.

**Improving Critical Pinch Points**

Bridges and key intersections that are under designed to meet the needs of all modes create critical pinch points in our network. Council has already approved funding for replacement of the Mosquito Creek Bridge and that work is slated to commence in spring of 2019. Under a separate project sheet, Council will consider the replacement and widening of the aging McKay Creek Bridge. The final two pinch points along the B-Line corridor are nearing end of life and narrow Lynn Creek Bridge and the complex intersection of Low Level Road at Cotton Road and Kennard Avenue. Funds for the design of the Cotton Road Bridge over Lynn Creek is part of this allocation request.

**Off Marine Drive AAA Bike Route**

Currently Marine Drive has narrow painted bike lanes in the eastbound direction from Hamilton to Bewicke Avenue and westbound from Bewicke to MacKay Avenue. The introduction of longer bus stops and some dedicated bus lanes will degrade the cycling experience. This capital project will provide an alternative AAA route from Bewicke Avenue along West 3<sup>rd</sup> Street connecting to the new dyke trail along Hamilton Avenue over a new bridge (funded as part of the MacKay Creek flood proofing project) and onto West 15<sup>th</sup> Street in the District. In conjunction with this project, the District is planning upgraded cycling facilities on West 15<sup>th</sup> Street. A true AAA route from Bewicke to McGuire Avenue and then connecting to the Lions Gate Bridge will greatly improve cycling connectivity through the region. Funding for design and construction of this route is part of this allocation request.

**FINANCIAL IMPLICATIONS:**

The total estimated cost for the various localized projects within this corridor improvement project is \$13,950,000 with \$9,475,000 projected to come from external funding sources and remaining \$4,475,000 planned from the civic amenity reserve fund. This report seeks allocation of \$1,525,000 to advance a number of key sub projects in 2019.

	2019	2020	2021	2022	2023	2024-2028	Total
City Civic Amenity Reserve Fund	\$1,525,000	\$1,850,000	\$1,100,000	\$	\$	\$	\$4,475,000
External Contrib.	\$625,000	\$7,750,000	\$1,100,000	\$	\$	\$	\$9,475,000
<b>Total</b>	<b>\$2,150,000</b>	<b>\$9,600,000</b>	<b>\$2,200,000</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$13,950,000</b>

**INTER-DEPARTMENTAL IMPLICATIONS:**

None.

**CORPORATE PLAN AND/OR POLICY IMPLICATIONS:**

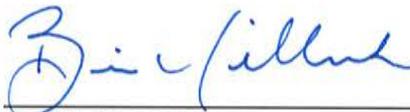
The development and implementation of the City's greenway system is consistent with the goals and objectives in the City's Official Community Plan, specifically Chapter 2 Transportation, Mobility and Access and Chapter 3 Community Well-being. Specific objectives include:

- Objective 2.1: Prioritize walking, cycling, transit and goods movement over single-occupancy vehicles;
- Objective 2.2.2: Strategically manage on and off-street transportation facilities to prioritize more sustainable forms of transportation by providing measures such as pedestrian-level lighting;
- Objective 3.1: Enhance well-being and quality of life for all community members.

**STRATEGIC PLAN IMPLICATIONS:**

None.

RESPECTFULLY SUBMITTED:

  
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*for* Karyn Magnusson  
Deputy Director, Engineering Parks and Environment



**THE CORPORATION OF THE CITY OF NORTH VANCOUVER**  
**Regular Council Meeting – April 8, 2019**

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**PUBLIC CLARIFICATION PERIOD**

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

**COUNCIL INQUIRIES**

**NEW ITEMS OF BUSINESS**

**NOTICES OF MOTION**

**CITY CLERK'S RECOMMENDATION**

THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Sections 90(1)(e) [land matter], 90(1)(g) [litigation], and 90(1)(i) [legal advice].

**REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)**

**ADJOURN**