



**AGENDA FOR THE REGULAR MEETING OF COUNCIL TO
COMMENCE AT 6:00 PM, IN THE COUNCIL CHAMBER, CITY
HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, NOVEMBER 4, 2019**

**MONDAY, NOVEMBER 4, 2019
COUNCIL MEETING – 6:00 PM**

“Live” Broadcast via City Website www.cnv.org/LiveStreaming
Complete Agenda Package available at www.cnv.org/CouncilMeetings

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 4, 2019

PROCLAMATION

Veterans’ Week – November 5 to 11, 2019

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, October 28, 2019

PUBLIC INPUT PERIOD

DELEGATION

Thea Loo, Learning and Outreach Coordinator, The Cinematheque, and Etienne Santiago, Film Program Participant – North Shore Youth in Film Program

Item 3 refers.

CORRESPONDENCE

3. Thea Loo, Learning and Outreach Coordinator, The Cinematheque – North Shore Youth in Film Program, October 16, 2019

PRESENTATION

2020-2029 Draft Preliminary Project Plan – Director, Finance, and Deputy Director, Finance

Item 4 refers.

REPORT

4. 2020-2029 Draft Preliminary Project Plan



PRESENTATION

Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes
– Manager, Transportation

Item 5 refers.

REPORT

5. Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714”
(M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue)

Public Hearing waived.

MOTION

7. Development Variance Permit No. DVP2018-00004 (1420 Forbes Avenue)

Public Meeting waived.

REPORTS

8. Temporary Use Permit – 92 Lonsdale Avenue – Mobile Boutique Clothing Store

9. Council Chambers Accessibility Improvements – Appropriation

10. Seaside Hotel Application for Extended Hours and Patron Participation
Endorsement: 130-125 Victory Ship Way

11. North Point Brewing Application for Lounge Endorsement – 266 East 1st Street

12. Economic Health Cluster Next Steps

13. Smoking Regulation Bylaw, 1998, No. 7026 Update



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
Regular Council Meeting Agenda – November 4, 2019

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COUNCIL REPORT

Each Council member is permitted 5 minutes to report on their activities.

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*, Section 90(1)(e) [land matter].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



THE CORPORATION OF THE CITY OF NORTH VANCOUVER Regular Council Meeting Agenda – November 4, 2019

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CALL TO ORDER

APPROVAL OF AGENDA

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2. Regular Council Meeting Minutes, October 28, 2019

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".



DELEGATION

Thea Loo, Learning and Outreach Coordinator, The Cinematheque, and Etienne Santiago, Film Program Participant

Re: North Shore Youth in Film Program

Item 3 refers.

CORRESPONDENCE

3. Thea Loo, Learning and Outreach Coordinator, The Cinematheque, October 16, 2019
– File: 01-0230-01-0001/2019

Re: North Shore Youth in Film Program

RECOMMENDATION:

THAT the correspondence from Thea Loo, Learning and Outreach Coordinator, The Cinematheque, dated October 16, 2019, regarding the “North Shore Youth in Film Program”, be received with thanks.

PRESENTATION

2020-2029 Draft Preliminary Project Plan – Director, Finance, and Deputy Director, Finance

Item 4 refers.

REPORT

4. 2020-2029 Draft Preliminary Project Plan – File: 05-1705-30-0019/2020

Report: Deputy Director, Finance, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Finance, dated October 23, 2019, entitled “2020-2029 Draft Preliminary Project Plan”:

THAT the members of Council provide input on the 2020-2029 Draft Preliminary Project Plan;

AND THAT the Plan be adjusted on the basis of feedback received and brought back at a subsequent meeting for consideration.



PRESENTATION

Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes
– Manager, Transportation

Item 5 refers.

REPORT

5. Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes
– File: 16-8480-01-0001/2019

Report: Manager, Transportation, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Transportation, dated October 23, 2019, entitled “Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes”:

THAT Council endorse the Corridor Prioritization Framework, as outlined in the report, to guide AAA mobility lane infrastructure investment decisions;

THAT Council direct staff to proceed with the phased implementation of the Recommended Priority Corridors, following the Planning and Implementation Strategy process, as outlined in the report;

AND THAT the planning and design for these priority AAA mobility lane corridors consider opportunities to accommodate the needs and abilities for other non-pedestrian and non-auto modes of travel, including but not limited to: electric bicycles, scooters and skateboards.

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714”
(M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714”
(M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue) be given third reading.

Public Hearing waived.



MOTION

7. Development Variance Permit No. DVP2018-00004 (1420 Forbes Avenue)
– File: 08-3090-20-0242/1

RECOMMENDATION:

THAT Development Variance Permit No. DVP2018-00004 (1420 Forbes Avenue) be issued to Mario D. Ventura and Remedios G. Ventura, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign and seal Development Variance Permit No. DVP2018-00004.

Public Meeting waived.

REPORTS

8. Temporary Use Permit – 92 Lonsdale Avenue – Mobile Boutique Clothing Store
– File: 08-3400-20-0006/1

Report: Planner 1, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated October 23, 2019, entitled “Temporary Use Permit – 92 Lonsdale Avenue – Mobile Boutique Clothing Store”:

THAT Temporary Use Permit No. PLN2019-00006 (Maplewood Properties Ltd., Inc. No. 345644), to permit a mobile boutique clothing store at 92 Lonsdale Avenue for a three-year term, be considered;

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

AND THAT a Public Meeting be held.



REPORTS – Continued

9. Council Chambers Accessibility Improvements – Appropriation
– File: 02-0890-20-0008/1

Report: Deputy Director, Strategic and Corporate Services, October 18, 2019

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Strategic and Corporate Services, dated October 18, 2019, entitled “Council Chambers Accessibility Improvements – Appropriation”:

THAT (Funding Appropriation #1930) an amount of \$275,000 be appropriated from the Tax Sale Land Interest Reserve for the purpose of funding the design and tendering of accessibility upgrades to Council Chambers;

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 Tax Sale Land Interest Reserve.

10. Seaside Hotel Application for Extended Hours and Patron Participation
Endorsement: 130-125 Victory Ship Way – File: 09-4320-50-0002/2019

Report: Manager, Business and Community Partnerships, October 22, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships, dated October 22, 2019, entitled “Seaside Hotel Application for Extended Hours and Patron Participation Endorsement: 130-125 Victory Ship Way”:

THAT the application from the Seaside Hotel at 130-125 Victory Ship Way in The Shipyards for extended hours of liquor service to 1:00 am Fridays and Saturdays, and for a Patron Participation Endorsement as it applies to their Food Primary Liquor Licence, be approved.

Approval is granted on the basis that:

- The impact of noise on the community in the immediate vicinity of the establishment and the community in general is expected to be minimal if managed appropriately;

Continued...



REPORTS – Continued

10. Seaside Hotel Application for Extended Hours and Patron Participation
Endorsement: 130-125 Victory Ship Way – File: 09-4320-50-0002/2019 – Continued

- The proposed extended liquor serving hours and Patron Participation Endorsement are consistent with the vision for The Shipyards as a vibrant waterfront destination;
- The proposed extended liquor serving hours and Patron Participation Endorsement will not result in the service area being operated in a manner that is contrary to the primary purpose of the business; and
- The results of the public input conducted by City staff obtained through two signs posted on the business from September 30, 2019 to October 18, 2019 resulted in three written responses – two against due to potential noise and one in support.

11. North Point Brewing Application for Lounge Endorsement – 266 East 1st Street
– File: 09-4320-50-0002/2019

Report: Manager, Business and Community Partnerships, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships, dated October 23, 2019, entitled “North Point Brewing Application for Lounge Endorsement – 266 East 1st Street”:

THAT the application from North Point Brewing, 266 East 1st Street, for a Lounge Endorsement be approved subject to the following conditions to be added to the Business Licence:

- No music on the outdoor patio;
- 10:00 pm closure of the garage doors; and
- Signage be posted asking patrons to be respectful of area residents.

Approval is granted on the basis that:

- Impact on the adjacent community is expected to be minimal;
- Noise on nearby residents and the community in general is expected to be minimal if the business is managed appropriately; and
- The results of the public input obtained through signage on the business and direct mail out to all property owners within a 40 metre radius of the business resulted in four responses regarding concerns about potential noise and parking.



REPORTS – Continued

12. Economic Health Cluster Next Steps – File: 13-6750-01-0001/2019

Report: Manager, Business and Community Partnerships, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships, dated October 23, 2019, entitled “Economic Health Cluster Next Steps”:

THAT staff be directed to identify targeted opportunities to support the sustainability and growth of an Economic Health Cluster in the City Centre through existing Council initiatives as outlined in the report based on the following priority areas:

- Office space supply and requirements;
- Office connectivity;
- Mixed land uses;
- Public realm design;
- Placemaking specific to an office environment, hospital workers and medical/health services customers;
- Transportation/mobility; and
- Strategic partnership development;

THAT staff be directed to work with the Mayor’s Office to build a working relationship with Lions Gate Hospital, Lions Gate Hospital Foundation and Vancouver Coastal Health Authority for ongoing dialog, information sharing and identification of potential strategic initiatives and partnership opportunities;

THAT staff be directed to work with the Mayor’s Office to consult other medical and health services professionals such as the North Shore Division of Family Practice, dentists, physiotherapists, etc., for ongoing dialog, information sharing and identification of potential strategic initiatives in support of an Economic Health Cluster;

THAT staff be directed to develop and implement specific placemaking initiatives directed to office staff, hospital staff and medical/health services customers;

AND THAT staff report back to Council on the progress of this initiative.



REPORTS – Continued

13. Smoking Regulation Bylaw, 1998, No. 7026 Update – File: 09-3900-02-0001/2019

Report: Manager, Bylaw Services, October 23, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Bylaw Services, dated October 23, 2019, entitled “Smoking Regulation Bylaw, 1998, No. 7026 Update”:

THAT the “Smoke and Smoking” definition within “Smoking Regulation Bylaw, 1998, No. 7026”, be updated to include all manner of e-cigarettes and vaping and to replace “weed” with “cannabis”, as per Potential Action 1;

THAT “Smoking Regulation Bylaw, 1998, No. 7026”, be updated to include smoking restrictions in all City parks, plazas and multi-use pathways, as per Potential Action 2;

THAT staff review and report back on the “Don’t be a Butthead” cigarette butt reduction campaign to determine its effectiveness, as per Potential Action 3;

THAT staff work with Vancouver Coastal Health on strategies to address cigarette butt litter in a manner which continues to support reduced smoking rates and second hand smoke exposure, as per Potential Action 4;

AND THAT the City author a letter to the main Canadian cigarette manufacturers suggesting that they make personal ashtrays available free of charge at all cigarette vendor locations, as per Potential Action 5.



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Regular Council Meeting Agenda – November 4, 2019

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COUNCIL REPORT

Each Council member is permitted 5 minutes to report on their activities.

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*, Section 90(1)(e) [land matter].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



PROCLAMATION

VETERANS' WEEK

WHEREAS Canada has grown into a vibrant country, a nation shaped by its people, their courage, and their commitment to protecting and defending human rights whenever and wherever they are threatened; and

WHEREAS Peace and Freedom are not just words; they are values and beliefs worthy of sacrifice yesterday, today and tomorrow; and

WHEREAS Canadian sacrifice and valour will be remembered forever as a rich legacy of peace, freedom and identity;

NOW THEREFORE I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **November 5 to 11, 2019** as **VETERANS' WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tseil-Waututh Nations.

So proclaimed on Monday, November 4, 2019

A handwritten signature in black ink that reads 'Linda C. Buchanan'. The signature is written in a cursive style.

Mayor Linda Buchanan

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MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, OCTOBER 28, 2019**

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
Councillor A. Girard
Councillor T. Valente

ABSENT

Councillor D. Bell
Councillor T. Hu
Councillor J. McIlroy

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
H. Reinhold, Deputy Director, Strategic and Corporate Services
S. Antoniali, Section Manager, Real Estate
B. Themens, Director, Finance
L. Garber, Deputy Director, Finance
K. Magnusson, Deputy Director, Engineering, Parks and Environment
M. Epp, Director, Planning and Development
S. Galloway, Manager, Planning
D. Johnson, Development Planner
M. Friesen, Planner 2
E. Macdonald, Planner 1
C. French, Planning Assistant

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

APPROVAL OF AGENDA

Moved by Councillor Girard, seconded by Councillor Back

1. Regular Council Meeting Agenda, October 28, 2019

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Girard, seconded by Councillor Back

2. Regular Council Meeting Minutes, October 22, 2019

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

- Ron Sostad, 231 East 15th Street, North Vancouver, spoke regarding the North Vancouver Chamber of Commerce and social partnership.

CONSENT AGENDA

Item *3 is listed in the Consent Agenda for consideration.

Moved by Councillor Valente, seconded by Councillor Back

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAW – ADOPTION

- *3. “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703, Amendment Bylaw, 2019, No. 8736” (Revised Financial Plan)

Moved by Councillor Valente, seconded by Councillor Back

THAT “Financial Plan for the Years 2019 to 2028 Bylaw, 2019, No. 8703, Amendment Bylaw, 2019, No. 8736” (Revised Financial Plan) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

REPORTS

4. Cycling Without Age Update – File: 16-8330-05-0001/1

Report: Planning Assistant, Transportation, October 16, 2019

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Planning Assistant, Transportation, dated October 16, 2019, entitled “Cycling Without Age Update”:

THAT Council direct staff to make the necessary arrangements to allow Cycling Without Age trishaws to use designated on- and off-street bicycle routes and other multi-use paths identified in the report.

CARRIED UNANIMOUSLY

REPORTS – Continued

5. Funding Reallocation: Watermain and Sanitary Sewer Replacement 100 Block East 15th Street – File: 11-5600-01-0001/2019

Report: Manager, Engineering Planning and Design, October 23, 2019

Moved by Councillor Girard, seconded by Councillor Valente

PURSUANT to the report of the Manager, Engineering Planning and Design, dated October 24, 2019, entitled “Funding Reallocation: Watermain and Sanitary Sewer Replacement 100 Block East 15th Street”:

THAT \$228,000 of funding approved in the 2018 Water Utility Capital Plan for watermain replacement on the 1000 Block Heywood Street be reallocated to fund watermain replacement on the 100 Block East 15th Street between Lonsdale Avenue and St. Georges Avenue;

THAT \$47,000 of funding from Project 56100 Surplus from Completed Water Projects be reallocated to fund watermain replacement on the 100 Block East 15th Street between Lonsdale Avenue and St. Georges Avenue;

THAT \$155,000 of funding approved in the 2019 Sewer Utility Capital Plan for sanitary sewer replacement on St. Davids Avenue between East 1st Street and East 3rd Street be reallocated to fund sanitary sewer replacement on 100 Block East 15th Street between Lonsdale Avenue and St. Georges Avenue;

THAT the watermain replacement on 1000 Block Heywood Street be included for consideration in a future Water Utility Capital Plan;

AND THAT \$155,000 of funding for sanitary sewer replacement on St. Davids Avenue between East 1st Street and East 3rd Street be included for consideration in the 2020 Sewer Utility Capital Plan.

CARRIED UNANIMOUSLY

PUBLIC HEARING – 730 Westmoreland Crescent

Moved by Councillor Girard, seconded by Councillor Valente

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8716” (Westmoreland Holdings Ltd. / Bill Curtis & Associates Design Ltd., 730 Westmoreland Crescent)”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 6:10 pm and reconvened at 7:36 pm.

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8716” (Westmoreland Holdings Ltd. / Bill Curtis & Associates Design Ltd., 730 Westmoreland Crescent)

Moved by Councillor Valente, seconded by Councillor Girard

THAT Item 6 be deferred until the next Regular Council Meeting when all Council members are present.

CARRIED UNANIMOUSLY

PUBLIC HEARING – 339 East 13th Street

Moved by Councillor Valente, seconded by Councillor Girard

THAT the meeting recess to the Public Hearing regarding “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8717” (Hearth Architectural Inc., 339 East 13th Street, CD-720)”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 7:39 pm and reconvened at 8:26 pm.

BYLAW – THIRD READING

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8717” (Hearth Architectural Inc., 339 East 13th Street, CD-720)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8717” (Hearth Architectural Inc., 339 East 13th Street, CD-720) be given third reading.

CARRIED UNANIMOUSLY

PUBLIC MEETING – 658 East 3rd Street

Moved by Councillor Valente, seconded by Councillor Back

THAT the meeting recess to the Public Meeting regarding “Temporary Use Permit No. TUP2019-00001 (658 East 3rd Street)”.

CARRIED UNANIMOUSLY

The meeting recessed to the Public Meeting at 8:37 pm and reconvened at 8:42 pm.

MOTION

8. Temporary Use Permit No. TUP2019-00001 (658 East 3rd Street)
– File: 09-4520-20-0005/2019

Moved by Councillor Girard, seconded by Councillor Back

THAT Temporary Use Permit No. TUP2019-00001 (658 East 3rd Street) be issued to 1072555 B.C. Ltd., Inc. No. BC1072555, in accordance with Section 493 of the *Local Government Act*,

AND THAT the Mayor and City Clerk be authorized to sign and seal Temporary Use Permit No. TUP2019-00001.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Mayor Buchanan declared a recess at 8:42 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 Valente, seconded by Councillor Back

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 8:43 pm and reconvened at 9:13 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

9. 1301 Lonsdale Avenue Amenities and Off-Site Enhancements
– File: 08-3360-20-0376/1

Report: Director, Planning and Development, September 24, 2019

Moved by Councillor Back, seconded by Councillor Valente

PURSUANT to the report of the Director, Planning and Development, dated September 24, 2019, entitled "1301 Lonsdale Avenue Amenities and Off-Site Enhancements":

THAT staff be directed to prepare a landscape enhancement plan for the City Hall southern forecourt in conjunction with the lane improvements underway as part of the 1301 Lonsdale Avenue development, including the relocation of 6 parking stalls from City lands (currently accessed from the lane) to 144-148 West 14th Street (Hollyburn lands) and as outlined in the report;

Continued...

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION) – Continued

9. 1301 Lonsdale Avenue Amenities and Off-Site Enhancements
– File: 08-3360-20-0376/1 – Continued

THAT the City of North Vancouver enter into a lease with Hollyburn Properties Ltd. to secure 6 parking stalls, 24 hours per day, 52 weeks a year, unrestricted for the City's exclusive benefit located at 144-148 West 14th Street, owned by Hollyburn within the Civic Precinct, with an initial term of 40 years and 2 additional term options of 30 years each at no charge to the City and at the sole discretion of the City;

THAT staff be directed to accept a \$50,000 contribution from Hollyburn Properties Ltd. as an amendment to the amenity package for 1301 Lonsdale Avenue, as described in the report, with the funds to go towards landscape enhancements of the civic lands south of City Hall;

AND THAT staff be directed to submit a project sheet for City Hall south forecourt enhancements for Council's consideration as part of the 2020 Capital Plan.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Valente, seconded by Councillor Girard

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:14 pm.

“Certified Correct by the City Clerk”

CITY CLERK

The Cinematheque

October 16, 2019

To Mayor and Council,

The Cinematheque would like to request a delegation to present two short youth-made films at the City Council meeting.

This past July, The Cinematheque led a youth film camp entitled "Action!" hosted by the North Vancouver City Library and funded by the North Shore Youth in Film Program. The theme of the camp was "Futuristic Cities" encouraging the participants to make films expressing their experience living in North Vancouver and exploring through filmmaking, areas in which they think their small healthy city could improve.

We would like to present two of these films to the City Council and have a young filmmaker speak briefly about his experience at the film camp. We want to share the great work these camp participants have done and their ideas regarding small healthy cities like North Vancouver.

Here are the two short films that we would like to present to the City Council:

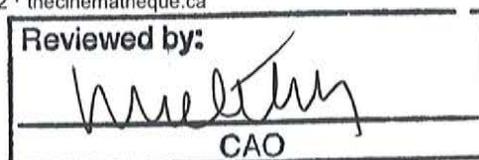
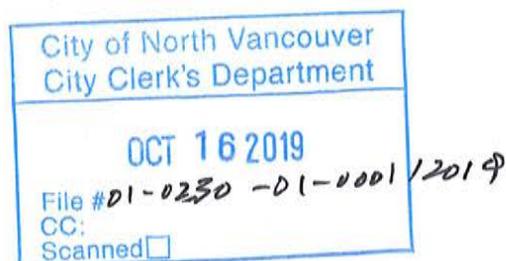
TaskIt (2m 23s)

Sheep Dogs Quest (2m 39s)

The latter film will be introduced by Etienne Santiago (12 years old), one of the camp participants.

Thank you,

Thea Loo
Learning and Outreach Coordinator
thea@thecinematheque.ca
605 688 8202



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2020-2029 Draft Preliminary Project Plan

Presented October 2019
Finance

2020-2029 Draft Preliminary Project Plan

To provide information and receive input on:

- 2020-2029 Draft Preliminary 10-Year Project Plan

Department staff are in attendance to respond to specific project or program questions.

No decisions required at this time, but staff are seeking direction to move the process forward.

2020-2029 Financial Plan Process/Schedule

Date	Items for Discussion
November 4, 2019	2020-2029 Draft Preliminary Project Plan
November 25, 2019	2020-2029 Preliminary Project Plan
December 2, 2019	2020-2029 Utility Operations & Rates Model (Water, Sewer, Storm, Refuse, Recycling)
January 20, 2020	Draft 2020 Program Plan (Operating Budget)
March 9, 2020	Final 2020-2029 Financial Plan (Project and Program)
April 6, 2020	Tax Rate Distribution Options

2020-2029 Draft Preliminary Project Plan

Projects submitted from departments based on:

- Assessed asset renewal needs
- 2018-2022 Council Strategic Plan
- New initiatives to meet service demands

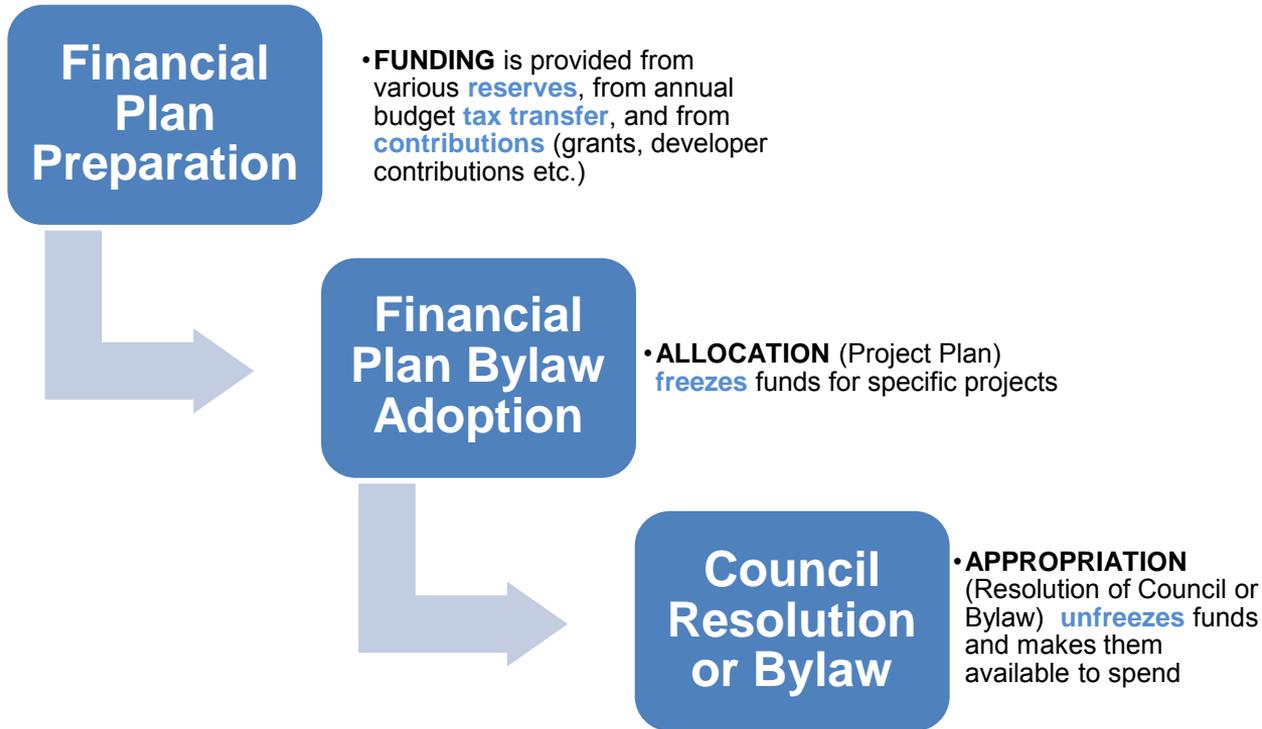
Project Types:

- Base Infrastructure Program (Green)
- New Initiatives Other Funding Sources (Blue)
- New Initiatives Internal Funding (Red)

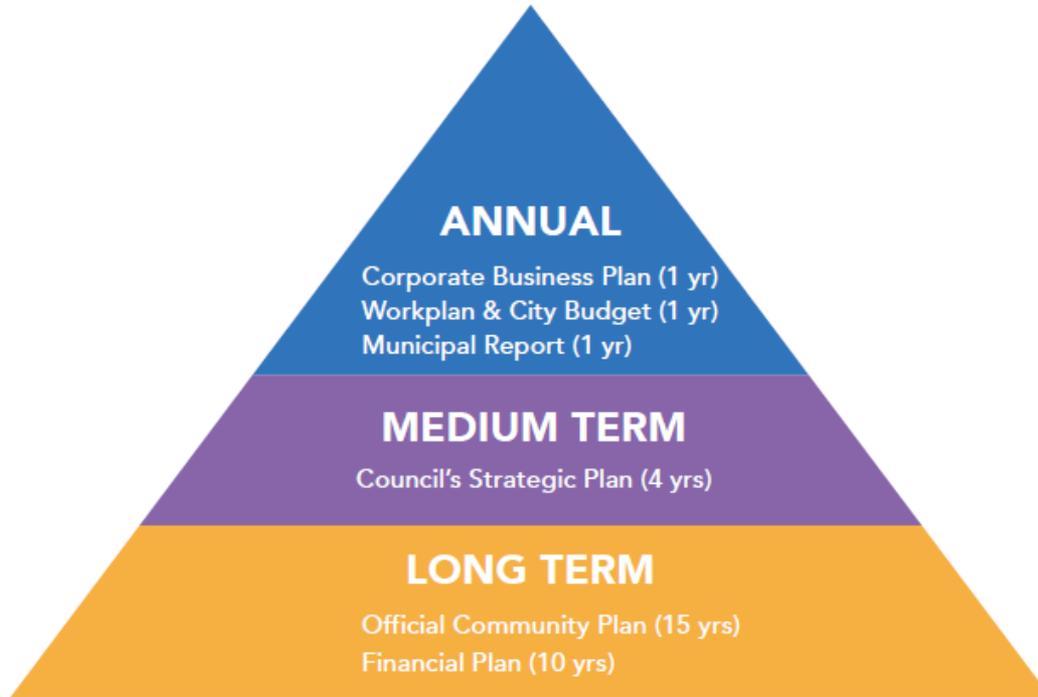
Project Funding Sources:

- Internal Funding Sources (reserves, operating transfers, land sales, interest)
- External Funding Sources (developer contributions, grants, debt, DCC's, etc.)

Funding the Project Plan: 3 Steps



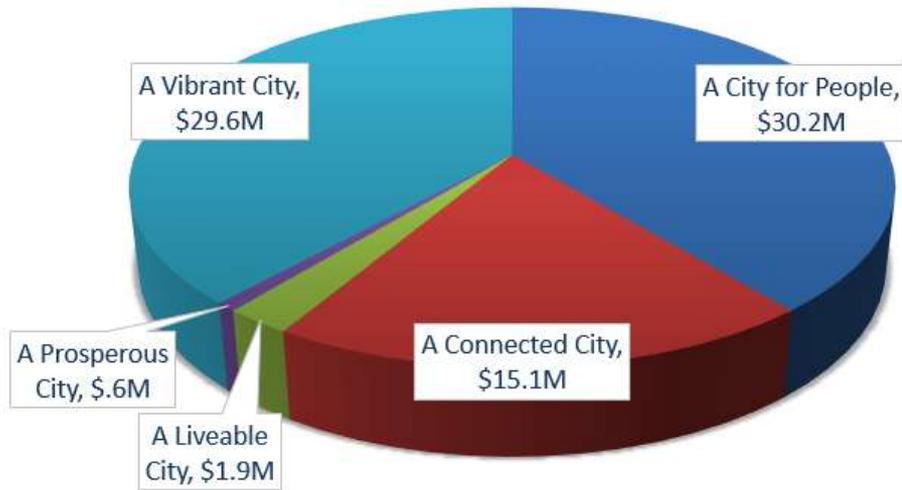
Our Planning Framework



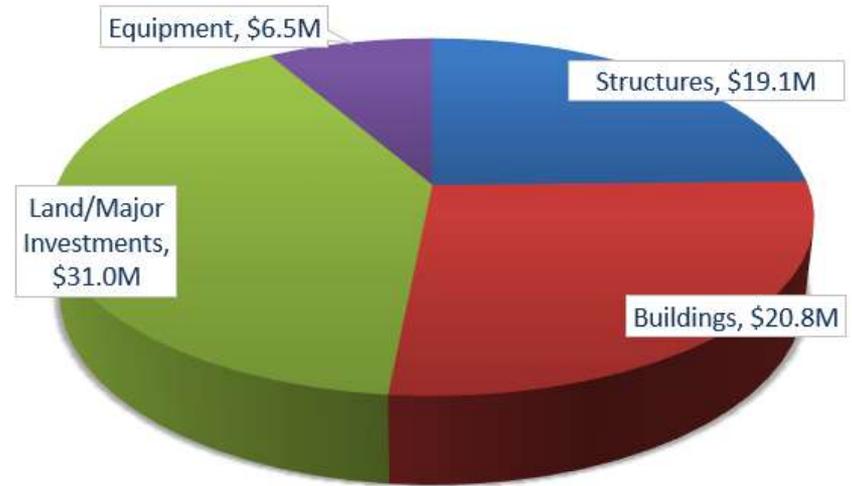
2020 Project Plan of \$77.4M



Vision & Priorities



Project Categories



A City for People



Projects:	2020\$
Harry Jerome Community Recreation Centre	\$13.1M
Child Care (City Facilities)	\$2.5M
Affordable Housing Reserve	\$2.2M
Sutherland Field Replacement	\$1.6M
Fire Equipment Replacement	\$1.1M
Other projects (parks, civic centre, etc.)	\$9.7M
Total 2020 Spend	\$30.2M

A Livable City



Projects:	2020\$
Equipment Replacement Program	\$468K
Electric Vehicle Strategy Implementation	\$305K
Environmental Strategy Implementation	\$225K
CleanBC Better Homes and Home Renovation Rebate Program	\$225K
Corporate Climate Action Implementation	\$150K
Other projects (climate action, tree planting, etc.)	\$495K
Total 2020 Spend	\$1.9M

A Vibrant City



Projects:	2020\$
Provision for External Funding and Contributions (Land)	\$15.0M
Provision for Parks Acquisition (DCC)	\$10.0M
Provision for Strategic Land Acquisition	\$3.5M
New North Shore Neighborhood House Facility (feasibility study)	\$115K
Civic Public Art Program	\$85K
Other projects (IT, recreation, etc.)	\$885K
Total 2020 Spend	\$29.6M

A Connected City



Projects:	2020\$
Casano Loutet Overpass	\$3.0M
Mosquito Creek Bridge	\$2.4M
Priority Mobility Networks	\$1.8M
Pavement Management	\$1.3M
New Traffic Signals	\$1.2M
Other projects (sidewalks, safety improvements, etc.)	\$5.5M
Total 2020 Spend	\$15.1M

A Prosperous City



Projects:	2020\$
Information Technology	\$100K
Data and Workflow Improvements	\$92K
Economic Development Strategy	\$70K
City Studio Partnership	\$60K
Fibre Infrastructure Improvement	\$50K
Other projects (User devices, Permits Clerk etc.)	\$215K
Total 2020 Spend	\$587K

2020-2029 Draft Preliminary Project Plan

Project Categories	2020 (Only)	Projects
Land/Major Investments	\$31.0 M	Provisions for Land and Park Acquisitions, Affordable Housing, City Cemetery Program
Buildings	\$20.8 M	Harry Jerome Community Recreation Centre, Child Care (City Facilities), Shipyards & Waterfront Ops
Structures	\$19.1 M	Casano/Loutet Overpass, Mosquito Creek Bridge, Pavement Management, Priority Mobility Network Improvements, Sutherland Field Renovation
Equipment	\$6.5 M	Engineering Equipment, Fire Equipment, Block Funding (unplanned Capital needs less than \$10K), Studies etc.
Total Requested	\$77.4 M	Funded in 2020-2029 Preliminary Project Plan

2020-2029 Draft Preliminary Project Plan Analysis

- 10 Year Project Plan requests total \$480.9 million of funding.
 - City/DCC funding of \$434.5 million, of which \$202.8 million relates to Harry Jerome.
 - External funding of \$46.4 million

- Shortfalls of \$6.6 million, \$0.5 million are seen in years 2021 and 2022, respectively.
 - After Year 1, not unusual to have annual shortfalls in some years of the Project Plan.
 - Projects proposed for these years will be reviewed with Council for prioritization.

- Overall the 10-Year Plan is fully funded.

2020-2029 Financial Plan Next Steps:

November 25 Council Meeting will review the following:

- ✓ 2020-2029 Preliminary Project Plan



Thank you.

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

REPORT

To: Mayor Linda Buchanan and Members of Council
From: Leslie Garber, Deputy Director - Finance
Subject: 2020-2029 DRAFT PRELIMINARY PROJECT PLAN
Date: October 23, 2019 File No: 05-1705-30-0019/2020

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 October 23, 2019, entitled "2020-2029 Draft Preliminary Project Plan":

THAT the members of council provide input on the 2020-2029 Draft Preliminary Project Plan;

AND THAT the Plan be adjusted on the basis of feedback received and brought back at a subsequent meeting for consideration.

ATTACHMENTS:

1. 2020-2029 Draft Preliminary Project Plan dated October 23, 2019 (CityDoc #1840355)

DISCUSSION:

This report presents the first draft of the Preliminary 2020-2029 Project Plan (**Attachment 1**).

The City's Project Plan represents the project portion of the City's required Financial Plan. Projects are those expenditures having a specific deliverable, and definite beginning and endpoint, as opposed to operational expenditures such as, maintenance, on-going programs, and energy costs which are relatively continuous.

While the Community Charter requires only that each municipality have a 5-year Financial Plan, the City's project planning is done on a 10-year basis, in order to provide a more realistic timeframe for planning, and to meet the requirements imposed by the legislation relating to Development Cost Charges.

The 2020-2029 Draft Preliminary Project Plan (**Attachment 1**) lists the projects proposed by staff for inclusion in the Project Plan, proposes various sources of funding for the projects, and represents the collective priorities determined by the City's Leadership Team. ***This is provided for information and discussion purposes at this time and should be considered a work in progress.***

The City typically prepares two versions of the 10-year Project Plan each year. In the fall, a preliminary version of the plan is presented to Council. The preliminary version covers the 10-year period starting the year immediately following the presentation of the fall version. Council is presented with the preliminary plan at that time to allow for discussion and early funding appropriations. The final version of the plan is incorporated into the City's overall Financial Plan Bylaw in the spring.

In late 2018, Mayor and Council began a strategic planning process resulting in the 2018-2022 Council Strategic Plan's adoption by Council July 22, 2019. The plan is intended to support Council's decision making and to provide guidance to City staff. Staff have prepared the 2020-2029 Draft Preliminary Project Plan with the 2018-2022 Council Strategic Plan as a guide to put forward for consideration a project plan that will advance Council's priorities.

Funding Sources

The 2020-2029 Draft Preliminary Project Plan is funded from the annual tax transfer from operations, tax sale land interest, external contributions and other City amenity and non-amenity reserves, etc. The 2020 funding transfer from Operations is budgeted at approximately \$10.5 million and the projected 2020 Tax Sale Land Interest is estimated to be around \$1.1 million. It is important to note that these sources of funds are used mainly to fund infrastructure renewal type projects such as pavement management, facilities capital, IT projects, etc.

The present version of the Plan funds the projects by substantially depleting the following reserves:

1. General Building Reserve,
2. Infrastructure Reserve,
3. General Equipment Reserve,
4. Fire Equipment Reserve,
5. Computer Equipment Reserve, and
6. Sustainable Transportation Reserve.

Of the above listed reserves, only the Fire equipment reserve will receive annual transfers in the first 5 years of the plan. Other reserves receiving annual transfers include the Civic Amenity Fund for Harry Jerome Community Recreation Centre (\$2.6 million), Sustainable Transportation (\$87,500), Public Art (\$85,000) and the Carbon Fund (\$65,000).

The reserves are meant to function as both an annual source of funds, and as a means to replace more costly assets over time. As there has not been excess general capital funding available for the last number of years projects have been funded directly through the annual tax levy and funding has not been transferred through the reserve funds.

In addition to depleting the above mentioned reserves the plan also makes use of the Civic Amenity Reserve Fund for many of the new initiatives included in the plan. A significant source of the Civic Amenity Reserve funding is the anticipated density bonus contribution from the Northmount development at 1325-1345 East 13th Street (\$5.1 million). Should the receipt of the density bonus payment not be received prior to the adoption of the 2020-2029 Financial Plan Bylaw, some projects currently shown as funded by the Civic Amenity Reserve Fund will need to be delayed until receipt of the funds.

While the first year of the plan must be balanced, it is important to note that there currently is approximately a **\$7.1 million** combined shortfall in Years 2 (2021) and 3 (2022) of the 10 year Plan. As per past practice, the renewal of existing infrastructure has been prioritized in the 2020-2029 Draft Preliminary Project Plan and sufficient funding exists for these projects. However, there is insufficient funding to provide for all new initiatives included in the Plan. Projects in Years 2 and 3 will be reviewed with Council in the coming months, taking into consideration potential external funding options that may be identified at that time and alignment with the Strategic Plan. Once this information is available, a decision regarding the potential deferral of projects to future years will be made and included in next year's 2021-2030 Financial Plan process.

2020-2029 DRAFT PRELIMINARY PROJECT PLAN ANALYSIS

The Draft Preliminary 10 year Project Plan includes proposed projects totaling \$480.9 million. The 2020 proposed projects total \$77.4 million. It should be noted that authority to spend these funds for such provisions will only be appropriated by a further motion of Council. The proposed projects are summarized as follows:

	2020 (Only)	Total 2020-2029
Land/Major Investments	\$ 31.0 m	\$ 33.7 m
Buildings	\$ 20.8 m	\$ 249.6 m
Structures	\$ 19.1 m	\$ 154.2 m
Equipment	\$ 6.5 m	\$ 43.4 m
Total Requested	\$ 77.4 m	\$ 480.9 m

* Note that 2020 figures are higher on an annual basis as it includes provisions for potential projects (Parkland Acquisition, External Contributions, various amenity project provisions etc.)

Land/Major Investments

This section of the Plan includes provisions for strategic land and park acquisitions, as well as providing potential funding for major investments such as Affordable Housing Potential Projects, and a provision for external funding and contributions. This portion of the Plan is currently fully funded.

Buildings

The Building Projects included in the Plan are further categorized as follows:

1. Capital Maintenance
2. Major Renovation
3. Proposed New Projects

The Plan includes \$20.8 million in overall Building Projects for 2020. There is \$2.2 million set aside for various Capital Maintenance projects at Civic Centre, Gerry Brewer Building, Fire Hall, City owned buildings, NVRC etc.

The Plan provides for \$10.8 million for the renewal of the Harry Jerome complex funded from the Civic Amenity Reserve and \$2.3 million for Harry Jerome related relocation and site development expenses.

The 2020 Plan also provides for approximately \$5.5 million in major new projects including Library Room Divider Replacement (\$135,000), NS Neighbourhood House feasibility study phase II (\$115,000), various Civic Centre Improvements (\$331,700), Childcare Capital Program (\$2,500,000).

In keeping with past practice of funding the first year of operations of major new infrastructure through the Project Plan, the Plan also includes funding for the Shipyards Public Realm of \$2,020,000. This is partially offset by \$1,000,000 in Waterfront related revenue also included in the plan.

Structures

This portion of the 2020 Project Plan includes projects totaling \$19.1 million which consists of the following:

1. Transportation and Streets - \$ 14.9 million
2. Parks and Environment - \$ 4.1 million
3. Public Art - \$ 0.1 million

It is important to note that the Plan assumes \$2.3 million in external funding and \$1.9 million in DCC's which results in a net City funding request of approximately \$14.9 million.

The Transportation and Streets projects includes funding for pavement management, pedestrian, cycling and transit improvements, greenways and other works. Pavement Management accounts for \$1.3 million, which is a reduction from the traditional \$2.0 million allocated to pavement management as there were synergies realized with rapid transit work being coordinated with TransLink. As well, note that the \$500,000 Provision for Local Area Services is funded from the Local Area Services fund. The 2020 Project Plan includes funding for Priority Mobility network Improvements (\$1,000,000 City Funding and \$800,000 External Funding), Casano Loutet Overpass (\$1,678,666 City Funding/DCC's and \$1,275,000 External Funding), and Mosquito Creek Bridge (\$2,400,000 City Funding).

The Parks and Environment 2020 requests include trail and forest restoration for Greenwood Park (\$250,000), Sutherland Field Renovation (\$1,600,000 City Funding and

\$40,000 External Funding), a temporary off-leash area (\$200,000), Hamersley Park Improvements (\$700,000 City Funding/DCC's), and Waterfront Park Master Plan (\$450,000 City Funding/DCC's).

Following a request of the Public Art Program Steering Committee, which was supported by Council in 2006, funds equal to 1% of the Lower Lonsdale Non-Tax Sale Land sales are being set aside to provide for integrated public art in the Lower Lonsdale area. This amount is provided in addition to the \$85,000 per year that is provided for Public Art from the tax levy transfer.

Equipment

The 2020 requests for the equipment section total \$6.5 million which consists of the following:

1. General Equipment - \$ 0.6 million
2. Information Technology - \$1.2 million
3. Engineering Equipment - \$ 0.5 million
4. Fire Equipment - \$1.1 million
5. Block Funding, On-Going Programs & One-Time Studies/Projects - \$3.1 million

The proposed 2020 IT projects include funding for a variety of maintenance and replacement items and NVRC IT projects.

The Engineering Equipment request includes the replacement three pick-up trucks, a mini dump truck and other park equipment. Funding for these projects is provided by the Engineering Equipment Reserve Fund.

The Fire equipment request includes the replacement of Fire Prevention Division vehicles, replacement of a ladder truck, turnout gear and other equipment.

Block funding (\$850,000) is allocated to various departments to provide flexibility for the acquisition of low dollar items, less than \$10,000, as the need arises through the year. Other projects include Economic Impact Assessment of FLR (\$200,000 External Funding), Community Engagement (\$160,000 City Funding), Environmental Strategy Implementation (\$225,000 City Funding), EV Strategy Implementation (\$205,050 City Funding and \$100,000 External Funding), Corporate Climate Action Implementation (\$150,000 City Funding and \$50,000 External Funding), CleanBC Better Homes Renovation Rebate Program (\$25,000 City Funding and \$200,000 External Funding) as well as other studies, events and engagement activities.

Funding Appropriations and Plan Modifications

Support for the current Plan is part of an ongoing process; Council will have many more opportunities to make modifications to funding provisions to projects in the 10-Year plan. Council must pass funding resolutions (or bylaws in the case of DCC funding) before spending can take place.

FINANCIAL IMPLICATIONS:

Financial implications are addressed throughout the report and on additional materials provided.

Note that supplementary information reports for the non-routine projects exceeding \$500,000 in the first five years of the Plan have been included in the November 4, 2019 Regular Council Agenda Package.

INTER-DEPARTMENTAL IMPLICATIONS:

The 2020-2029 Draft Preliminary Project Plan is a reflection of the policies of the City and the work plans of all City departments. Finance staff relies on their close working relationship with staff in other departments and the City's shared-cost agencies, in developing this Plan. Finance wishes to thank all the members of staff who contribute so much of their time and effort to this process.

The draft of the Plan presented here has been reviewed by the Leadership Team.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The preparation and approval of a Project Plan is consistent with the requirements of the Community Charter, with the 2020 Project Plan Objectives, with several of the objectives of the City's 2014 Official Community Plan and was prepared with consideration of the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



Leslie Garber
Deputy Director - Finance

2020 – 2029 Draft Preliminary Project Plan

October 23, 2019 | Finance Department



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Basic assumptions underlying the Plan include:

1. When provided, costs are based upon the best currently available information, and this means that some of the costs are more accurate than others. Factors affecting accuracy include the level of detailed planning which has been completed for the individual projects and plans, and the timing of the projects. In general, 2020 costs are more accurate than costs for future years.
2. There is an important exception. An estimated cost for Harry Jerome Redevelopment and Renewal will not be known until the scope of the project has been determined. The amount included in the Plan is a "placeholder" indicating the amount of funding the City may be able to provide toward the projects, assuming priorities are not changed.

Forecast Assumptions

3. The Plan reflects the current forecast for the budget year, and provides an allocation basis for subsequent year-to-year funding. Only the current year budgets will be used to appropriate funds; the subsequent years' budgets will be revised in the following years' Plans.
4. The Plan reflects the City's longstanding practice of using internal reserves as the basis for financing. The Plan is therefore sensitive to interest rate and reserve contribution fluctuations (including contributions from land sales), and also reflects the necessity to postpone projects until reserve funds are sufficient to support them.
5. The City currently has no debt, and there is no borrowing forecast in the Plan.

Contribution Assumptions

6. Contributions include amounts anticipated through fundraising and other private contributions, including those provided by developers, as well as contributions from senior levels of government, where these may be available.
7. Anticipated contributions from outside sources are shown as a source of funds for projects in the Plan, where it is reasonable to anticipate receipt of the funds. However, it should be noted that, for projects funded by contributions, the project scope as envisioned cannot be guaranteed if the contributions are not forthcoming.

Structure of the Plan

The materials included provide summary information, followed by complete detailed listings of all projects included in the Plan.

Projects are grouped into ten categories as follows:

1. Land and Major Investments;
2. Buildings;
3. Structures – Streets and Transportation;
4. Structures – Parks and Environment;
5. Structures – Public Art;
6. Equipment – General;
7. Equipment – Information Technology;
8. Equipment – Engineering;
9. Equipment – Fire; and
10. Block Funding, On-Going Programs and Other Projects.

It should also be noted that, the 10 sections are further summarized into four additional categories. The Plan information is summarized into those four categories on page 4 of the Plan:

1. Land/Major Investments - Section 1
2. Buildings - Section 2
3. Structures - Sections 3 to 5
4. Equipment - Sections 6 to 10

Project Types

Projects have been grouped into six project types, which are identified in the top right-hand corner of each project sheet:

1. Maintenance & Replacement;
2. Ongoing Program;
3. Provision;
4. Major Renovation;
5. New Capital Asset; and
6. Other Projects

It is the City's long-standing policy to place the maintenance of existing infrastructure as a first priority, and to only take on new facilities and programs when both an operating and capital source of funds sufficient to ensure successful completion and maintenance of facilities and ongoing program delivery can be identified. Based on this premise, and given the fact that there is generally little discretion about funding basic maintenance projects, the projects identified as "Maintenance & Replacement" are considered as being part of the Base Program. Also included in the Base Program are ongoing programs such as the annual allocation of \$85,000 to public art.

Provisions are included in the plan to provide Council with some flexibility to fund projects from various designated sources of funding are also included in the Base Program. Such provisions can only be appropriated after a project has been identified and approved by Council. These projects are mainly colour coded in Green at the top right-hand corner of the project sheets, as well as in the left-hand column of the detailed project listings following each tab. Because the priorities for maintenance are based primarily on condition and requirements of the infrastructure, these projects have been so coded by the respective Project Manager and funding for those projects has been identified.

Projects in the Major Renovation, New Capital Assets, and Other Projects categories would provide new facilities and/or new levels of service to the community. These projects have been colour coded in Blue or in Red in the left-hand column of the detailed project listings as well as in the top right-hand corner of the project sheets. Blue projects are those that have a dedicated source of funding in conformity with the terms of reference of the reserve bylaws. Red projects are projects that do not have a dedicated source of funding and for which a source of funding remains to be identified. Please note some maintenance and replacement projects have been colour coded Blue if they have a dedicated source of funds, for example, the Justice Administration Building Reserve. Council will be asked to rank Amenity and non-infrastructure projects.

A summary of the total value, including external funding, of base program projects vs. non-base program projects is as follows:

10 Year Summary (Excluding Utilities)

Section	Base Program	Dedicated Funds	New Initiatives	Total
1 - Land & Major Investments	\$ -	\$ 33,725,000	\$ -	\$ 33,725,000
2 - Buildings	10,950,280	204,656,993	33,986,750	249,594,023
3 - Streets & Transportation	29,560,000	39,761,240	54,965,426	124,286,666
4 - Parks & Environment	10,961,250	6,945,250	11,136,000	29,042,500
5 - Public Art	-	850,000	-	850,000
6 - General Equipment	4,268,893	1,085,407	-	5,354,300
7 - IT Equipment	5,550,403	472,150	4,567,000	10,589,553
8 - Engineering Equipment	-	6,904,000	-	6,904,000
9 - Fire Equipment	-	6,450,000	-	6,450,000
10 - Block Funding, Ongoing Progr, Other Projects	8,623,530	1,737,963	3,790,050	14,151,543
TOTAL	\$ 69,914,356	\$ 302,588,003	\$ 108,445,226	\$ 480,947,585

**2020 - 2029 PROJECT PLAN
SUMMARY**

	2020	2021	2022	2023	2024	2025-2029	TOTAL
LAND/MAJOR INVESTMENTS							
Funding Requested	31,025,000	300,000	300,000	300,000	300,000	\$1,500,000	\$33,725,000
City Funding	16,025,000	300,000	300,000	300,000	300,000	1,500,000	18,725,000
Contributions	15,000,000	-	-	-	-	-	15,000,000
Funded Amount	31,025,000	300,000	300,000	300,000	300,000	1,500,000	33,725,000
Funding Excess (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BUILDINGS							
Funding Requested	\$ 20,773,717	\$ 165,732,826	\$ 26,435,610	\$ 11,140,965	\$ 2,114,630	\$23,396,275	\$249,594,023
City Funding	20,509,074	164,670,577	25,803,935	11,036,898	2,716,971	23,082,955	247,820,408
Contributions	264,644	403,400	631,676	104,067	56,510	313,320	1,773,615
Funded Amount	20,773,717	165,073,976	26,435,610	11,140,965	2,773,480	23,396,275	249,594,023
Funding Excess (Shortfall)	\$0	(\$658,850)	\$0	\$0	\$658,850	\$0	\$0
STRUCTURES							
Funding Requested	\$ 19,097,666	\$ 22,652,000	\$ 18,242,000	\$ 39,341,500	\$ 12,802,000	\$42,044,000	\$154,179,166
City Funding	16,797,666	13,397,173	16,347,000	24,071,500	14,121,914	43,063,914	127,799,166
Contributions	2,300,000	4,635,000	1,425,000	15,740,000	1,390,000	890,000	26,380,000
Funded Amount	19,097,666	18,032,173	17,772,000	39,811,500	15,511,914	43,953,914	154,179,166
Funding Excess (Shortfall)	\$0	(\$4,619,827)	(\$470,000)	\$470,000	\$2,709,914	\$1,909,914	\$0
EQUIPMENT							
Funding Requested	\$ 6,454,543	\$ 5,894,867	\$ 4,373,717	\$ 4,266,167	\$ 3,645,967	\$ 18,814,135	\$ 43,449,396
City Funding	5,607,293	4,104,329	4,024,472	4,018,157	4,504,035	17,904,916	40,163,199
Contributions	847,251	423,251	349,246	298,011	459,221	909,220	3,286,197
Funded Amount	6,454,543	4,527,579	4,373,717	4,316,167	4,963,255	18,814,135	43,449,396
Funding Excess (Shortfall)	\$0	(\$1,367,288)	\$0	\$50,000	\$1,317,288	\$0	\$0
GENERAL CAPITAL TOTALS							
FUNDING REQUESTED	\$ 77,350,926	\$194,579,693	\$49,351,327	\$55,048,632	\$18,862,597	\$85,754,410	\$480,947,585
CITY FUNDING	58,939,032	182,472,078	46,475,406	39,426,555	21,642,919	85,551,784	434,507,773
CONTRIBUTIONS	18,411,894	5,461,650	2,405,921	16,142,078	1,905,730	2,112,540	46,439,812
FUNDING EXCESS (SHORTFALL)	\$0	(\$6,645,965)	(\$470,000)	\$520,000	\$4,686,052	\$1,909,914	\$0

**2020 - 2029 PROJECT PLAN
PROJECTS FUNDED MATCHED TO FUNDING SOURCES**

	2020	2021	2022	2023	2024	2025-2029	TOTAL
LAND & MAJOR INVESTMENTS - TAB 1							
Various Land Acquisitions	3,500,000	-	-	-	-	-	3,500,000
Parks Acquisition	10,000,000	-	-	-	-	-	10,000,000
Major Investments	17,200,000	200,000	200,000	200,000	200,000	1,000,000	19,000,000
Cemetery	325,000	100,000	100,000	100,000	100,000	500,000	1,225,000
Funding Requested	\$ 31,025,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 33,725,000
City Funding Provided							
TSL Principal	3,500,000	-	-	-	-	-	3,500,000
Parks DCC Reserve	9,900,000	-	-	-	-	-	9,900,000
General Reserve	100,000	-	-	-	-	-	100,000
Affordable Housing Reserve	2,200,000	200,000	200,000	200,000	200,000	1,000,000	4,000,000
Cemetery Development Reserve	325,000	100,000	100,000	100,000	100,000	500,000	1,225,000
City Funding Provided	16,025,000	300,000	300,000	300,000	300,000	1,500,000	18,725,000
Contributions	15,000,000	-	-	-	-	-	15,000,000
Total Funding Provided	31,025,000	300,000	300,000	300,000	300,000	1,500,000	33,725,000
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BUILDINGS - TAB 2							
Capital Maintenance							
Funding Requested	\$ 2,182,400	\$ 2,759,115	\$ 2,222,110	\$ 1,133,565	\$ 902,430	\$ 3,289,275	\$ 12,488,895
City Funding Provided							
Annual Budget	1,592,112	2,151,370	1,590,435	1,029,498	845,921	2,975,955	10,185,289
Justice Administration Building Reserve	39,140	4,346	-	-	-	-	43,486
Building Reserve	86,505	-	-	-	-	-	86,505
General Reserve	200,000	200,000	-	-	-	-	400,000
City Funding Provided	1,917,757	2,355,716	1,590,435	1,029,498	845,921	2,975,955	10,715,280
Contributions	264,644	403,400	631,676	104,067	56,510	313,320	1,773,615
Total Funding Provided	2,182,400	2,759,115	2,222,110	1,133,565	902,430	3,289,275	12,488,895
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Harry Jerome CRC							
Funding Requested	\$ 13,140,058	\$ 161,034,861	\$ 21,042,100	\$ 6,386,000	\$ 1,190,800	\$ -	\$ 202,793,819
City Funding Provided							
Civic Amenity Fund HJ Building Reserve	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
City Funding Provided	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
Contributions	-	-	-	-	-	-	-
Total Funding Provided	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
Unfunded	-	-	-	-	-	-	-
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Proposed New Projects							
Funding Requested	5,451,259	1,938,850	3,171,400	3,621,400	21,400	20,107,000	34,311,309
City Funding Provided							
Annual Budget	235,000	-	-	-	-	-	235,000
TSL Interest	-	-	-	-	-	-	-
Civic Amenity Fund	2,610,000	1,280,000	2,550,000	-	-	10,000,000	16,440,000
Heritage Reserve Fund	89,559	-	-	-	-	-	89,559
General Reserve	2,516,700	-	621,400	3,621,400	680,250	10,107,000	17,546,750
City Funding Provided	5,451,259	1,280,000	3,171,400	3,621,400	680,250	20,107,000	34,311,309
Contributions	-	-	-	-	-	-	-
Total Funding Provided	5,451,259	1,280,000	3,171,400	3,621,400	680,250	20,107,000	34,311,309
Unfunded	-	-	-	-	-	-	-
Excess Funding (Shortfall)	0	(658,850)	0	-	\$658,850	\$0	\$0
TOTAL Buildings							
Requirements	\$ 20,773,717	\$ 165,732,826	\$ 26,435,610	\$ 11,140,965	\$ 2,114,630	\$ 23,396,275	\$ 249,594,023
City Funding Provided	20,509,074	164,670,577	25,803,935	11,036,898	2,716,971	23,082,955	247,820,408
Contributions	264,644	403,400	631,676	104,067	56,510	313,320	1,773,615
Unfunded	-	-	-	-	-	-	-
Excess Funding (Shortfall)	\$0	(658,850)	\$0	\$0	\$658,850	\$0	\$0

**2020 - 2029 PROJECT PLAN
PROJECTS FUNDED MATCHED TO FUNDING SOURCES**

	2020	2021	2022	2023	2024	2025-2029	TOTAL
STRUCTURES							
STREETS MASTER PLAN - TAB 3							
Funding Requested	\$ 14,928,666	\$ 19,958,000	\$ 12,433,000	\$ 33,345,000	\$ 9,363,000	\$ 34,259,000	\$ 124,286,666
City Funding Provided							
Annual Budget	541,983	1,170,000	270,000	120,000	170,500	1,180,750	3,453,233
TSL Interest	683,970	1,006,553	759,678	758,660	810,000	3,850,000	7,868,862
Civic Amenity Fund	6,863,093	5,250,250	4,302,000	10,256,000	2,906,250	9,928,750	39,506,343
Marine Drive Amenity	9,833	-	-	-	-	-	9,833
Infrastructure Fund	925,108	613,000	613,000	613,000	313,000	1,565,000	4,642,108
LAS Fund	500,000	-	-	-	-	-	500,000
Parking Fund	-	-	-	-	-	-	-
Transportation DCCs	1,345,740	1,509,750	2,178,000	2,134,000	1,163,250	1,509,750	9,840,490
Sustainable Transportation	175,000	136,790	80,000	80,000	80,000	-	551,790
Carbon Fund	-	-	-	-	-	-	-
General Reserve	1,623,939	1,016,829	2,335,322	4,113,339.64	5,239,914	17,244,664	31,574,007
City Funding Provided	12,668,666	10,703,173	10,538,000	18,075,000	10,682,914	35,278,914	97,946,666
Contributions	2,260,000	4,635,000	1,425,000	15,740,000	1,390,000	890,000	26,340,000
Total Funding Provided	14,928,666	15,338,173	11,963,000	33,815,000	12,072,914	36,168,914	124,286,666
Unfunded							
Excess Funding (Shortfall)	\$0	(\$4,619,827)	(\$470,000)	\$470,000	\$2,709,914	\$1,909,914	\$0
PARKS MASTER PLAN- TAB 4							
Funding Requested	\$ 4,084,000	\$ 2,609,000	\$ 5,724,000	\$ 5,911,500	\$ 3,354,000	\$ 7,360,000	\$ 29,042,500
City Funding Provided							
Annual Budget	2,509,000	559,000	324,000	474,000	2,054,000	5,041,250	10,961,250
Civic Amenity Fund	956,873	1,406,500	2,801,250	2,962,500	1,300,000	1,700,000	11,127,123
Parks DCC Fund	569,250	643,500	2,598,750	2,475,000	-	618,750	6,905,250
Lower Lonsdale Amenity	8,877	-	-	-	-	-	8,877
City Funding Provided	4,044,000	2,609,000	5,724,000	5,911,500	3,354,000	7,360,000	29,002,500
Contributions	40,000	-	-	-	-	-	40,000
Total Funding Provided	4,084,000	2,609,000	5,724,000	5,911,500	3,354,000	7,360,000	29,042,500
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PUBLIC ART PROGRAM - TAB 5							
Funding Requested	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 425,000	\$ 850,000
City Funding Provided							
Public Art Fund	85,000	85,000	85,000	85,000	85,000	425,000	850,000
City Funding Provided	85,000	85,000	85,000	85,000	85,000	425,000	850,000
Contributions	-	-	-	-	-	-	-
Total Funding Provided	85,000	85,000	85,000	85,000	85,000	425,000	850,000
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL Structures							
Funding Required	\$ 19,097,666	\$22,652,000	\$18,242,000	\$39,341,500	\$12,802,000	\$42,044,000	\$ 154,179,166
Funding provided	16,797,666	13,397,173	16,347,000	24,071,500	14,121,914	43,063,914	127,799,166
Contributions	2,300,000	4,635,000	1,425,000	15,740,000	1,390,000	890,000	26,380,000
Unfunded	-	-	-	-	-	-	-
Excess Funding (Shortfall)	\$0	(\$4,619,827)	(\$470,000)	\$470,000	\$2,709,914	\$1,909,914	\$0

**2020 - 2029 PROJECT PLAN
PROJECTS FUNDED MATCHED TO FUNDING SOURCES**

	2020	2021	2022	2023	2024	2025-2029	TOTAL
EQUIPMENT							
GENERAL EQUIPMENT - TAB 6							
Funding Requested	\$ 575,000	\$ 568,950	\$ 652,000	\$ 660,950	\$ 758,300	\$ 2,139,100	\$ 5,354,300
City Funding Provided							
Annual Budget	434,430	340,015	552,969	541,903.50	637,633	1,679,676	4,186,625
General Equipment Fund	47,134	13,499	-	-	21,636	-	82,269
City Funding Provided	481,564	353,514	552,969	541,904	659,269	1,679,676	4,268,893
Contributions	93,437	165,437	99,032	169,047	99,032	459,425	1,085,407
Total Funding Provided	575,000	518,950	652,000	710,950	758,300	2,139,100	5,354,300
Unfunded	-	-	-	-	-	-	-
Excess Funding (Shortfall)	\$0	(\$50,000)	\$0	\$50,000	\$0	\$0	\$0
INFORMATION TECHNOLOGY - TAB 7							
Funding Requested	\$ 1,209,953	\$ 842,700	\$ 1,284,500	\$ 1,215,000	\$ 1,352,450	\$ 4,684,950	\$ 10,589,553
City Funding Provided							
Computer Equipment Fund	62,686	8,464	-	-	20,918	-	92,068
Annual Budget	627,917	288,886	1,156,750	1,210,500	1,045,807	4,407,475	8,737,335
General Reserve	470,000	-	100,000	-	518,000	200,000	1,288,000
General Equipment	-	-	-	-	-	-	-
TSL Interest	-	-	-	-	-	-	-
City Funding Provided	1,160,603	297,350	1,256,750	1,210,500	1,584,725	4,607,475	10,117,403
Contributions	49,350	27,350	27,750	4,500	285,725	77,475	472,150
Total Funding Provided	1,209,953	324,700	1,284,500	1,215,000	1,870,450	4,684,950	10,589,553
Excess Funding (Shortfall)	\$0	(\$518,000)	\$0	\$0	\$518,000	\$0	\$0
ENGINEERING EQUIPMENT - TAB 8							
Funding Requested	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
City Funding Provided							
Engineering Equipment Fund	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
General Reserve	-	-	-	-	-	-	-
TSLI	-	-	-	-	-	-	-
City Funding Provided	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
Contributions	-	-	-	-	-	-	-
Total Funding Provided	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FIRE EQUIPMENT - TAB 9							
Funding Requested	\$ 1,115,000	\$ 1,690,000	\$ 215,000	\$ 590,000	\$ 70,000	\$ 2,770,000	\$ 6,450,000
Fire Equipment Fund	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
City Funding Provided	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
Contributions	-	-	-	-	-	-	-
Total Funding Provided	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
Excess Funding (Shortfall)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BLOCK FUNDING, ON-GOING PROGRAMS & OTHER PROJECTS - TAB 10							
Funding Requested	\$ 3,086,590	\$ 1,917,217	\$ 1,541,217	\$ 1,135,217	\$ 960,217	\$ 5,511,085	\$ 14,151,543
City Funding Provided							
Annual Budget	1,246,057	775,753	970,753	810,753	810,753	4,113,765	8,727,834
Tax Sale Land Interest	383,854	-	83,000	50,000	-	-	516,854
Environmental Stewardship Fund	32,842	-	-	-	-	-	32,842
General Reserve Fund	505,000	-	175,000	150,000	874,288	1,025,000	2,729,288
Child Care Improv Fund	9,323	-	-	-	-	-	9,323
Carbon Fund	205,050	92,142	90,000	-	-	-	387,192
Sustainable Transportation	-	19,570	-	-	-	-	19,570
City Funding Provided	2,382,126	887,465	1,318,753	1,010,753	1,685,041	5,138,765	12,422,903
Contributions	704,464	230,464	222,464	124,464	74,464	372,320	1,728,640
Total Funding Provided	3,086,590	1,117,929	1,541,217	1,135,217	1,759,505	5,511,085	14,151,543
Excess Funding (Shortfall)	\$0	(\$799,288)	\$0	\$0	\$799,288	\$0	\$0
TOTAL Equipment							
Requested	\$ 6,454,543	\$ 5,894,867	\$ 4,373,717	\$ 4,266,167	\$ 3,645,967	\$ 18,814,135	\$ 43,449,396
City Funding provided	5,607,293	4,104,329	4,024,472	4,018,157	4,504,035	17,904,916	40,163,199
Contributions	847,251	423,251	349,246	298,011	459,221	909,220	3,286,197
Excess Funding (Shortfall)	\$0	(\$1,367,288)	\$0	\$50,000	\$1,317,288	\$0	\$0
TOTAL Requirements							
Land	31,025,000	300,000	300,000	300,000	300,000	1,500,000	33,725,000
Buildings	20,773,717	165,732,826	26,435,610	11,140,965	2,114,630	23,396,275	249,594,023
Structures	19,097,666	22,652,000	18,242,000	39,341,500	12,802,000	42,044,000	154,179,166
Equipment	6,454,543	5,894,867	4,373,717	4,266,167	3,645,967	18,814,135	43,449,396
	\$ 77,350,926	\$ 194,579,693	\$ 49,351,327	\$ 55,048,632	\$ 18,862,597	\$ 85,754,410	\$ 480,947,585

**2020-2029 PROJECT PLAN
LAND AND MAJOR INVESTMENTS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
Various Land Acquisitions									
1 - 2	TSL Princ	Strategic Land Acquisition	3,500,000	-	-	-	-	-	3,500,000
			\$ 3,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000
Parks Acquisition - DCC Bylaw Commitment									
1 - 3	Park DCC / Gen. Res.	Provision for Park Acquisition - DCC	10,000,000	-	-	-	-	-	10,000,000
			\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
Major Investments									
1 - 4	Aff Hsing	Affordable Housing Reserve	2,200,000	200,000	200,000	200,000	200,000	1,000,000	4,000,000
	External	Provision for External Funding and Contributions	15,000,000	-	-	-	-	-	15,000,000
			\$ 17,200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 19,000,000
Cemetery									
1 - 5	Cemetery	City Cemetery Program	200,000	100,000	100,000	100,000	100,000	500,000	1,100,000
1 - 6	Cemetery	Cemetery Accessible Public Restroom and Staff Facility	125,000	-	-	-	-	-	125,000
			\$ 325,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	\$ 1,225,000
TOTAL FUNDING REQUESTED IN PROJECT SHEETS			\$ 31,025,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 33,725,000
TOTAL CONTRIBUTIONS			\$ 15,000,000	\$ -	\$ 15,000,000				
NET FUNDING REQUESTED			\$ 16,025,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 18,725,000

**2020-2029 PROJECT PLAN
BUILDINGS**

	2020	2021	2022	2023	2024	2025-2029	Total
Summary of Building Projects							
FUNDING REQUESTED IN PROJECT SHEETS							
Capital Maintenance	2,182,400	2,759,115	2,222,110	1,133,565	902,430	3,289,275	12,488,895
Harry Jerome CRC	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
Proposed New Projects	5,451,259	1,938,850	3,171,400	3,621,400	21,400	20,107,000	34,311,309
TOTAL FUNDING REQUESTED	\$ 20,773,717	\$ 165,732,826	\$ 26,435,610	\$ 11,140,965	\$ 2,114,630	\$ 23,396,275	\$ 249,594,023
CONTRIBUTIONS							
Capital Maintenance	264,644	403,400	631,676	104,067	56,510	313,320	1,773,615
Harry Jerome CRC	-	-	-	-	-	-	-
Proposed New Projects	-	-	-	-	-	-	-
TOTAL CONTRIBUTIONS	\$ 264,644	\$ 403,400	\$ 631,676	\$ 104,067	\$ 56,510	\$ 313,320	\$ 1,773,615
NET FUNDING REQUESTED							
Capital Maintenance	1,917,757	2,355,716	1,590,435	1,029,498	845,921	2,975,955	10,715,280
Harry Jerome CRC	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
Proposed New Projects	5,451,259	1,938,850	3,171,400	3,621,400	21,400	20,107,000	34,311,309
TOTAL CITY FUNDING REQUESTED	\$ 20,509,074	\$ 165,329,427	\$ 25,803,935	\$ 11,036,898	\$ 2,058,121	\$ 23,082,955	\$ 247,820,408

**2020-2029 PROJECT PLAN
BUILDINGS**

			2020	2021	2022	2023	2024	2025-2029	Total
Page	Funding Source	Capital Maintenance							
2 - 4	Annual Bud / Gen Build.	Maintenance & Replacement for Civic Centre	222,560	252,520	342,400	38,520	56,710	247,170	1,159,880
2 - 6	Ann. Budget / Justice	Maintenance & Replacement for Gerry Brewer Building	208,357	317,601	497,325	81,933	44,491	246,680	1,396,385
2 - 6	External	Maintenance & Replacement for Gerry Brewer Building - Required outside funding	264,644	403,400	631,676	104,067	56,510	313,320	1,773,615
2 - 8	Ann. Budget	Maintenance & Replacement for Fire Hall	113,955	117,165	51,895	25,145	46,545	296,925	651,630
2 - 10	Ann. Budget	Maintenance & Replacement for City Owned/Non-City Used Buildings	393,760	688,545	60,990	47,615	48,150	233,795	1,472,855
2 - 12	Ann. Budget	Maintenance & Replacement for Parks Buildings	89,880	89,880	89,880	73,830	73,830	369,150	786,450
2 - 14	Ann. Budget	Maintenance & Replacement for Operations Centre	74,365	33,705	47,615	15,515	26,215	131,075	328,490
2 - 16	Ann. Budget	Maintenance & Replacement for Civic Library	89,880	96,300	20,330	151,940	14,980	201,160	574,590
2 - 18	Ann. Budget	The Shipyards - Lot 3 Building Maintenance	160,000	160,000	160,000	160,000	160,000	800,000	1,600,000
North Vancouver Recreation & Culture Commission									
2 - 19	Ann. Budget	Harry Jerome Community Recreation Centre	75,000	75,000	75,000	75,000	-	-	300,000
2 - 20	Ann. Budget	Memorial Community Recreation Centre	15,000	15,000	15,000	15,000	-	-	60,000
2 - 21	Ann. Budget	Mickey McDougall Community Recreation Centre	15,000	15,000	15,000	15,000	-	-	60,000
2 - 22	Ann. Budget	Centennial Theatre	110,000	265,000	140,000	280,000	325,000	200,000	1,320,000
2 - 24	Ann. Budget	John Braithwaite Community Centre	75,000	30,000	75,000	50,000	50,000	250,000	530,000
2 - 26	Ann. Budget	Harry Jerome Community Recreation Centre - Minor 4-year Pool Shutdown	75,000	-	-	-	-	-	75,000
2 - 28	General Res.	Harry Jerome Complex - Major Repairs	200,000	200,000	-	-	-	-	400,000
TOTAL REQUESTED IN PROJECT SHEETS			\$ 2,182,400	\$ 2,759,115	\$ 2,222,110	\$ 1,133,565	\$ 902,430	\$ 3,289,275	\$ 12,488,895
CONTRIBUTIONS			\$ 264,644	\$ 403,400	\$ 631,676	\$ 104,067	\$ 56,510	\$ 313,320	\$ 1,773,615
NET FUNDING REQUESTED			\$ 1,917,757	\$ 2,355,716	\$ 1,590,435	\$ 1,029,498	\$ 845,921	\$ 2,975,955	\$ 10,715,280
Major Renovation									
Harry Jerome CRC									
2 - 27	Civic Amenity - HJ	Harry Jerome Community Recreation Centre	10,825,058	161,034,861	21,042,100	6,386,000	1,190,800	-	200,478,819
2 - 29	Civic Amenity - HJ	Harry Jerome Neighbourhood Lands Site Development Plan	150,000	-	-	-	-	-	150,000
2 - 50	Civic Amenity - HJ	HJ Precinct Related Relocation Expenses	2,165,000	-	-	-	-	-	2,165,000
TOTAL REQUESTED IN PROJECT SHEETS			\$ 13,140,058	\$ 161,034,861	\$ 21,042,100	\$ 6,386,000	\$ 1,190,800	\$ -	\$ 202,793,819
CONTRIBUTIONS			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NET FUNDING REQUESTED			\$ 13,140,058	\$ 161,034,861	\$ 21,042,100	\$ 6,386,000	\$ 1,190,800	\$ -	\$ 202,793,819

**2020-2029 PROJECT PLAN
BUILDINGS**

			2020	2021	2022	2023	2024	2025-2029	Total
Page	Funding Source	Proposed New Projects							
		<i>Library</i>							
2 - 31	Ann. Budget	Room Divider Replacement	135,000	-	-	-	-	-	135,000
		<i>Shipyards site</i>							
2 - 35	Civic Amenity	Shipyards Commons Site Improvements	85,000	50,000	50,000	-	-	-	185,000
2 - 36	General Bud. - NEW	Shipyards & Waterfront Operations (previously known as Central Waterfront Public Realm)	2,020,000	-	-	-	-	-	2,020,000
2 - 37	Civic Amenity	Shipyards Commons Branding and Marketing Start Up	25,000	25,000	-	-	-	-	50,000
		<i>City</i>							
2 - 38	Civic Amenity	Lonsdale Quay Public Realm	-	480,000	-	-	-	-	480,000
2 - 39	General Bud. - NEW	2025 New North Shore Neighborhood House Facility	115,000	-	-	-	-	20,000,000	20,115,000
2 - 41	General Bud. - NEW	Civic Centre Addition Feasibility Study	-	25,000	-	3,000,000	-	-	3,025,000
2 - 42	Ann. Budget	Fire Hall Vestibule	100,000	-	-	-	-	-	100,000
2 - 43	General Bud. - NEW	Civic Centre Improvements	331,700	58,850	21,400	21,400	21,400	107,000	561,750
2 - 45	General Bud. - NEW	Replacement of City Hall Single Glazed Windows	50,000	550,000	600,000	600,000	-	-	1,800,000
2 - 46	Civic Amenity	Burrard Dry Dock Electrical Building	-	350,000	-	-	-	-	350,000
2 - 47	Civic Amenity	PGE Station Provision	-	400,000	-	-	-	-	400,000
2 - 48	Heritage	Heritage Reserve Fund	89,559	-	-	-	-	-	89,559
2 - 49	Civic Amenity	Child Care Capital Program (City Facilities)	2,500,000	-	2,500,000	-	-	-	5,000,000
TOTAL REQUESTED IN PROJECT SHEETS			\$ 5,451,259	\$ 1,938,850	\$ 3,171,400	\$ 3,621,400	\$ 21,400	\$ 20,107,000	\$ 34,311,309
CONTRIBUTIONS									
NET FUNDING REQUESTED			\$ 5,451,259	\$ 1,938,850	\$ 3,171,400	\$ 3,621,400	\$ 21,400	\$ 20,107,000	\$ 34,311,309
Base Program									
DCC's Fund									
Dedicated Fund									
New Initiatives									

**2020-2029 PROJECT PLAN
STRUCTURES SUMMARY**

	2020	2021	2022	2023	2024	2025-2029	Total
Summary of Structure Projects							
FUNDING REQUESTED IN PROJECT SHEETS							
Streets and Transportation	14,928,666	19,958,000	12,433,000	33,345,000	9,363,000	34,259,000	124,286,666
Parks	4,084,000	2,609,000	5,724,000	5,911,500	3,354,000	7,360,000	29,042,500
Public Art	85,000	85,000	85,000	85,000	85,000	425,000	850,000
TOTAL FUNDING REQUESTED	\$ 19,097,666	\$ 22,652,000	\$ 18,242,000	\$ 39,341,500	\$ 12,802,000	\$ 42,044,000	\$ 154,179,166
CONTRIBUTIONS							
Streets and Transportation	2,260,000	4,635,000	1,425,000	15,740,000	1,390,000	890,000	26,340,000
Parks	40,000	-	-	-	-	-	40,000
Public Art	-	-	-	-	-	-	-
TOTAL CONTRIBUTIONS	\$ 2,300,000	\$ 4,635,000	\$ 1,425,000	\$ 15,740,000	\$ 1,390,000	\$ 890,000	\$ 26,380,000
DCC FUNDING							
Streets and Transportation	1,345,740	1,509,750	2,178,000	3,564,000	1,163,250	2,920,500	12,681,240
Parks	569,250	643,500	2,598,750	2,475,000	-	618,750	6,905,250
Public Art	-	-	-	-	-	-	-
TOTAL DCC FUNDING	\$ 1,914,990	\$ 2,153,250	\$ 4,776,750	\$ 6,039,000	\$ 1,163,250	\$ 3,539,250	\$ 19,586,490
NET FUNDING REQUESTED							
Streets and Transportation	11,322,926	13,813,250	8,830,000	14,041,000	6,809,750	30,448,500	85,265,426
Parks	3,474,750	1,965,500	3,125,250	3,436,500	3,354,000	6,741,250	22,097,250
Public Art	85,000	85,000	85,000	85,000	85,000	425,000	850,000
TOTAL CITY FUNDING REQUESTED	\$ 14,882,676	\$ 15,863,750	\$ 12,040,250	\$ 17,562,500	\$ 10,248,750	\$ 37,614,750	\$ 108,212,676

**2020-2029 PROJECT PLAN
TRANSPORTATION AND STREETS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
Active Transportation & Safe Mobility									
3 - 7	TSL Int. - NEW	Existing Infrastructure Safety Improvements	300,000	390,000	390,000	390,000	390,000	1,950,000	3,810,000
3 - 7	External	Existing Infrastructure Safety Improvements - ROF	50,000	50,000	50,000	50,000	50,000	250,000	500,000
3 - 8	Civic Amenity	New Sidewalks to Complete Pedestrian Network	151,500	252,500	252,500	252,500	252,500	1,262,500	2,424,000
3 - 8	DCC	New Sidewalks to Complete Pedestrian Network-DCC	148,500	247,500	247,500	247,500	247,500	1,237,500	2,376,000
3 - 9	TSL Int./ General Bud.	Sidewalk Infill & Reconstruction	170,000	170,000	170,000	170,000	170,000	850,000	1,700,000
3 - 10	Civic Amenity	New Sidewalks on East side St Andrews: Keith Road to 13th Str	220,000	-	-	-	-	-	220,000
3 - 11	Civic Amenity	New Sidewalks 400 Block E 2nd Street	-	450,000	-	-	-	-	450,000
3 - 12	Civic Amenity	Greenways and AT Wayfinding Program	25,000	25,000	100,000	30,000	30,000	150,000	360,000
3 - 13	Annual Bud.	Fell Avenue: Slope stability and Retaining Walls	-	750,000	-	-	-	-	750,000
3 - 14	Civic Amenity	Semisch Greenway (W3rd to Semisch Park)	50,500	151,500	-	-	-	-	202,000
3 - 14	DCC	Semisch Greenway (W3rd to Semisch Park) - DCC	49,500	148,500	-	-	-	-	198,000
3 - 15	Civic Amenity	Priority Mobility Network Improvements	1,000,000	454,500	1,262,500	2,146,250	656,500	-	5,519,750
3 - 15	External	Priority Mobility Network Improvements - ROF	800,000	200,000	600,000	1,900,000	1,200,000	-	4,700,000
3 - 15	DCC	Priority Mobility Network Improvements - DCC	-	445,500	1,237,500	2,103,750	643,500	-	4,430,250
3 - 18	Civic Amenity	East Keith Road Multi-Modal Corridor Improvements, East Grand to Brooksbank	-	-	-	300,000	-	-	300,000
3 - 19	Civic Amenity	Covered Bike Shelter & Secured Bike Parking	-	-	25,000	50,000	50,000	40,000	165,000
3 - 20	Civic Amenity	Micro Mobility (E-Bike Docking)	50,000	50,000	-	-	-	-	100,000
3 - 21	Civic Amenity	Active & Safe Routes to School Implementation	200,000	300,000	50,000	50,000	50,000	250,000	900,000
3 - 22	Civic Amenity	Casano Loutet Overpass	847,726	-	-	-	-	-	847,726
3 - 22	External	Casano/Loutet Overpass - ROF	1,275,000	-	-	-	-	-	1,275,000
3 - 22	DCC	Casano Loutet Overpass - DCC	830,940	-	-	-	-	-	830,940
3 - 23	Civic Amenity - NEW	Upper Levels Greenway - Lonsdale to Lynn Valley Road	50,500	505,000	-	-	-	-	555,500
3 - 23	External	Upper Levels Greenway - ROF	-	2,000,000	-	-	-	-	2,000,000
3 - 23	DCC	Upper Levels Greenway - Lonsdale to Lynn Valley Road - DCC	49,500	495,000	-	-	-	-	544,500
3 - 24	Civic Amenity - NEW	Upper Levels Greenway - Lonsdale to Westview	-	-	505,000	-	-	-	505,000
3 - 24	External	Upper Levels Greenway - ROF	-	-	600,000	-	-	-	600,000
3 - 24	DCC	Upper Levels Greenway - Lonsdale to Westview - DCC	-	-	495,000	-	-	-	495,000
3 - 25	Civic Amenity	Queensbury Avenue Greenway Connection	-	-	-	350,000	-	-	350,000
3 - 25	External	Queensbury Avenue Greenway Connection -ROF	-	-	-	650,000	-	-	650,000
3 - 26	TSL Int. - NEW	Cloverley Access Management Adjustments	30,000	80,000	-	-	-	-	110,000

**2020-2029 PROJECT PLAN
TRANSPORTATION AND STREETS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
3 - 27	Civic Amenity	Installation of Accessible Pedestrian Signal Units	35,000	35,000	35,000	35,000	35,000	175,000	350,000
3 - 29	Civic Amenity	Pedestrian Scale Lighting - Green Necklace	250,000	650,000	-	-	-	-	900,000
3 - 30	Civic Amenity	Pedestrian and Roadway Lighting Implementation	151,500	176,750	202,000	227,250	227,250	1,136,250	2,121,000
3 - 30	DCC	Pedestrian and Roadway Lighting Implementation - DCC	148,500	173,250	198,000	222,750	222,750	1,113,750	2,079,000
3 - 32	Civic Amenity	New Traffic Signals	995,000	940,000	1,010,000	1,040,000	1,010,000	5,000,000	9,995,000
3 - 34	Civic Amenity	New Pedestrian Crossing Facilities	300,000	685,000	745,000	670,000	500,000	1,500,000	4,400,000
Total - Active Transportation & Safe Mobility			\$ 8,178,666	\$ 9,825,000	\$ 8,175,000	\$ 10,885,000	\$ 5,735,000	\$ 14,915,000	\$ 57,713,666
Transit Improvement Program									
3 - 36	General Bud. - NEW	Transit Stop Improvements	65,000	65,000	65,000	65,000	65,000	325,000	650,000
3 - 36	External	Transit Stop Improvements - ROF	65,000	65,000	65,000	65,000	65,000	325,000	650,000
3 - 37	Civic Amenity	City Transit Shelter Program	-	-	40,000	20,000	20,000	40,000	120,000
3 - 37	External	City Transit Shelter Program - ROF	-	-	40,000	20,000	20,000	40,000	120,000
3 - 38	General Bud. - NEW	Bus Speed and Reliability	50,000	50,000	50,000	50,000	50,000	250,000	500,000
3 - 38	External	Bus Speed and Reliability - ROF	50,000	50,000	50,000	50,000	50,000	250,000	500,000
Total - Transit Improvements Program			\$ 230,000	\$ 230,000	\$ 310,000	\$ 270,000	\$ 270,000	\$ 1,230,000	\$ 2,540,000
Traffic Engineering Program									
3 - 39	General Bud. - NEW	Traffic Signal System Upgrades	250,000	180,000	470,000	300,000	300,000	2,500,000	4,000,000
3 - 41	General Bud. - NEW	Traffic Signal Pre-emption for Fire Emergency Vehicles	80,000	80,000	80,000	-	-	-	240,000
3 - 43	General Bud.	Street Light and Traffic Signal Aging Pole Replacement	350,000	250,000	50,000	50,000	50,000	500,000	1,250,000
3 - 45	Annual Bud.	Traffic Signal LED Replacement	-	300,000	-	-	-	-	300,000
3 - 46	General Bud. - NEW	City-Wide LED Streetlight upgrade	150,000	250,000	250,000	-	-	-	650,000
3 - 47	Civic Amenity	Moodyville Traffic Signals	121,200	-	-	-	-	-	121,200
3 - 47	DCC	Moodyville Traffic Signals - DCC	118,800	-	-	-	-	-	118,800
3 - 48	General Bud. - NEW	Street Lighting Central Management System	-	100,000	-	-	-	-	100,000
Total - Traffic Engineering Program			\$ 1,070,000	\$ 1,160,000	\$ 850,000	\$ 350,000	\$ 350,000	\$ 3,000,000	\$ 6,780,000
Public Realm and Streetscapes Program									
3 - 49	General Bud.	Street Banner And Furnishing Program	60,000	35,000	60,000	35,000	60,000	225,000	475,000
3 - 50	General Bud. - NEW	Seasonal Decorations - Lonsdale Street Light Poles	-	-	-	-	-	85,000	85,000
3 - 51	Civic Amenity	New Street Activation	25,000	75,000	75,000	75,000	75,000	375,000	700,000
3 - 52	Annual Bud.	Living City Tree Planting Program	120,000	120,000	120,000	120,000	120,000	600,000	1,200,000
3 - 52	External	Living City Tree Planting Program - ROF	5,000	5,000	5,000	5,000	5,000	25,000	50,000
3 - 53	Civic Amenity	Sidewalk Patios - Lower Lonsdale	-	150,000	-	-	-	-	150,000

**2020-2029 PROJECT PLAN
TRANSPORTATION AND STREETS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
3 - 54	Annual Bud. - NEW	200 East 2nd Street - Parking & Streetscape improvements	-	-	-	-	50,500	-	50,500
3 - 54	DCC	200 East 2nd Street - Parking & Streetscape improvements-DCC	-	-	-	-	49,500	-	49,500
3 - 55	Annual Bud. - NEW	100 East 2nd Street - Parking & Streetscape Improvements	-	-	-	-	-	227,250	227,250
3 - 55	DCC	100 East 2nd Street - Parking & Streetscape Improvements-DCC	-	-	-	-	-	222,750	222,750
3 - 56	Annual Bud. - NEW	100 East 1st Street - Streetscape Improvements	-	-	-	-	-	353,500	353,500
3 - 56	DCC	100 East 1st Street - Streetscape Improvements - DCC	-	-	-	-	-	346,500	346,500
Total - Public Realm and Streetscapes Program			\$ 210,000	\$ 385,000	\$ 260,000	\$ 235,000	\$ 360,000	\$ 2,460,000	\$ 3,910,000

Major Projects

3 - 57	Civic Amenity - BASE / Marine Dr Amenity	Mosquito Creek Bridge	2,400,000	-	-	-	-	-	2,400,000
3 - 58	Civic Amenity	Marine Drive Bridge Replacement over Mackay Creek	-	-	-	1,010,000	-	-	1,010,000
3 - 58	External	Marine Drive Bridge Replacement over Mackay Creek - ROF	-	-	-	4,000,000	-	-	4,000,000
3 - 58	DCC	Marine Drive Bridge Replacement over Mackay Creek - DCC	-	-	-	990,000	-	-	990,000
3 - 59	Civic Amenity	Lonsdale Corridor Transit & Safety Improvements (Esplanade to 29th)	-	-	-	1,400,000	-	-	1,400,000
3 - 59	External	Lonsdale Corridor Transit & Safety Improvements (Esplanade to 29th) - ROF	-	-	-	400,000	-	-	400,000
3 - 60	General Bud. - NEW	Marine-Main Corridor Improvements	-	350,000	-	2,600,000	-	-	2,950,000
3 - 61	External	Marine-Main Corridor Improvements - ROF	-	250,000	-	8,600,000	-	-	8,850,000
3 - 62	General Bud. - NEW	Esplanade Complete Streets	100,000	3,000,000	-	-	-	-	3,100,000
3 - 62	External	Esplanade Complete Streets - ROF	-	2,000,000	-	-	-	-	2,000,000
Total - Major Projects			\$ 2,500,000	\$ 5,600,000	\$ -	\$ 19,000,000	\$ -	\$ -	\$ 27,100,000

Pavement and Bridge Management

3 - 63	TSL Int.	Traffic Signs and Pavement Markings	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
3 - 64	TSL Int.	Major Structure Rehabilitation	75,000	75,000	75,000	75,000	75,000	375,000	750,000
3 - 65	TSL Int.	Integrated Survey Monument Update	35,000	-	-	-	-	-	35,000
3 - 66	General Res /Annual Bud/ Infrastr. Res	Pavement Management: Streets and Lanes	1,300,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000	19,300,000
3 - 68	TSL Int.	Pavement Condition Testing	25,000	75,000	25,000	25,000	75,000	175,000	400,000
Total - Pavement Management			\$ 1,535,000	\$ 2,250,000	\$ 2,200,000	\$ 2,200,000	\$ 2,250,000	\$ 11,050,000	\$ 21,485,000

**2020-2029 PROJECT PLAN
TRANSPORTATION AND STREETS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
Local Area Services									
3 - 69	LAS	Provision for Local Area Services - City Share	500,000	-	-	-	-	-	500,000
Total - Local Area Services			\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
TOTAL FUNDING REQUESTED - ENGINEERING DEP			\$ 14,223,666	\$ 19,450,000	\$ 11,795,000	\$ 32,940,000	\$ 8,965,000	\$ 32,655,000	\$ 120,028,666
TOTAL CONTRIBUTIONS			\$ 2,245,000	\$ 4,620,000	\$ 1,410,000	\$ 15,740,000	\$ 1,390,000	\$ 890,000	\$ 26,295,000
TOTAL DCC STREETS AND TRANSPORTATION			\$ 1,345,740	\$ 1,509,750	\$ 2,178,000	\$ 3,564,000	\$ 1,163,250	\$ 2,920,500	\$ 12,681,240
NET FUNDING REQUESTED			\$ 10,632,926	\$ 13,320,250	\$ 8,207,000	\$ 13,636,000	\$ 6,411,750	\$ 28,844,500	\$ 81,052,426
Planning and Development									
3 - 70	General Bud. - NEW	Rapid Transit Planning Office	-	-	150,000	150,000	150,000	750,000	1,200,000
3 - 71	General Bud. - NEW	Community & School Active Travel Planning	175,000	168,000	168,000	100,000	93,000	479,000	1,183,000
3 - 71	External	Community & School Active Travel Planning-ROF	15,000	15,000	15,000	-	-	-	45,000
3 - 73	Sust. Transport	Mobility Plan Implementation - Curbside Management	-	-	80,000	80,000	80,000	-	240,000
3 - 74	General Bud. - NEW	Mobility Plan	100,000	-	-	-	-	-	100,000
3 - 75	Annual Bud. - NEW	Great Streets - Corridor Studies	150,000	150,000	150,000	-	-	-	450,000
3 - 75	External	Great Streets - Corridor Studies - ROF	-	-	-	-	-	-	-
3 - 77	Sust Transport -New	INSTPP Implementation (Previously known as North Shore Transportation Improvements)	175,000	175,000	75,000	75,000	75,000	375,000	950,000
3 - 78	General Bud. - NEW	Bicycle Master Plan Update & Bicycle Route Conceptual Design	90,000	-	-	-	-	-	90,000
Total - Planning			\$ 705,000	\$ 508,000	\$ 638,000	\$ 405,000	\$ 398,000	\$ 1,604,000	\$ 4,258,000
TOTAL FUNDING REQUEST - PLANNING DEP			\$ 705,000	\$ 508,000	\$ 638,000	\$ 405,000	\$ 398,000	\$ 1,604,000	\$ 4,258,000
TOTAL CONTRIBUTIONS			\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ 45,000
TOTAL DCC STREETS AND TRANSPORTATION									
NET FUNDING REQUESTED			\$ 690,000	\$ 493,000	\$ 623,000	\$ 405,000	\$ 398,000	\$ 1,604,000	\$ 4,213,000

**2020-2029 PROJECT PLAN
TRANSPORTATION AND STREETS**

Page Funding Source

	2020	2021	2022	2023	2024	2025-2029	Total
TOTAL FUNDING REQUEST IN PROJECT SHEETS	\$ 14,928,666	\$ 19,958,000	\$ 12,433,000	\$ 33,345,000	\$ 9,363,000	\$ 34,259,000	\$ 124,286,666
TOTAL CONTRIBUTIONS	\$ 2,260,000	\$ 4,635,000	\$ 1,425,000	\$ 15,740,000	\$ 1,390,000	\$ 890,000	\$ 26,340,000
TOTAL DCC STREETS AND TRANSPORTATION	\$ 1,345,740	\$ 1,509,750	\$ 2,178,000	\$ 3,564,000	\$ 1,163,250	\$ 2,920,500	\$ 12,681,240
NET FUNDING REQUESTED	\$ 11,322,926	\$ 13,813,250	\$ 8,830,000	\$ 14,041,000	\$ 6,809,750	\$ 30,448,500	\$ 85,265,426
Base Program							
DCC's Fund							
Dedicated Fund							
New Initiatives							

**2020-2029 PROJECT PLAN
PARKS AND ENVIRONMENT**

Page	Funding Source	Park Specific	2020	2021	2022	2023	2024	2025-2029	Total
4 - 3	Ann. Budget	Greenwood Park Trail and Forest Restoration	250,000	-	-	-	-	-	250,000
4 - 4	Ann. Budget	Sutherland Field Renovation	1,600,000	-	-	-	-	-	1,600,000
4 - 4	External	Sutherland Field Renovation - ROF	40,000	-	-	-	-	-	40,000
4 - 5	Civic Amenity	Temporary Dog Off leash Facilities	200,000	-	-	-	-	-	200,000
4 - 6	Civic Amenity	Mahon Park Beach Volleyball	35,000	-	-	-	-	-	35,000
4 - 7	Civic Amenity	Hamersley Park Improvements	353,500	-	-	-	-	-	353,500
4 - 7	DCC	Hamersley Park Improvements - DCC	346,500	-	-	-	-	-	346,500
4 - 8	Ann. Budget	St. Andrews Park Infrastructure Replacement	300,000	-	-	-	-	-	300,000
4 - 9	Civic Amenity / LL Amenity	Waterfront Park Master Plan & Implementation	227,250	-	2,525,000	2,525,000	-	-	5,277,250
4 - 9	DCC	Waterfront Park Master Plan & Implementation - DCC	222,750	-	2,475,000	2,475,000	-	-	5,172,750
4 - 10	Civic Amenity	1600 Eastern Avenue Park	-	555,500	-	-	-	-	555,500
4 - 10	DCC	1600 Eastern Avenue Park - DCC	-	544,500	-	-	-	-	544,500
4 - 11	Civic Amenity	Green Necklace Outdoor Fitness Equipment Stations	-	400,000	-	-	-	-	400,000
4 - 12	Civic Amenity	Victoria Park Washroom	-	200,000	-	-	-	-	200,000
4 - 13	Civic Amenity	St. Andrews Park Washrooms	-	101,000	-	-	-	-	101,000
4 - 13	DCC	St. Andrews Park Washrooms - DCC	-	99,000	-	-	-	-	99,000
4 - 14	Civic Amenity	Sunrise Park Trail Improvements	-	-	126,250	-	-	-	126,250
4 - 14	DCC	Sunrise Park Trail Improvements - DCC	-	-	123,750	-	-	-	123,750
4 - 15	Civic Amenity	Casano Park Trail & Habitat Improvements	-	-	-	400,000	-	-	400,000
4 - 16	Ann. Budget	Mahon Park Playground and Spray Park Replacement	-	-	-	250,000	1,800,000	-	2,050,000
4 - 17	Civic Amenity	Park Picnic Shelters	-	-	-	-	850,000	-	850,000
4 - 18	Civic Amenity	High Place Park Development	-	-	-	-	250,000	-	250,000
4 - 19	Ann. Budget	Wagg Park Playground Replacement	-	-	-	-	100,000	550,000	650,000
4 - 20	Civic Amenity	Gravel Sports Field Turf Conversion	-	-	-	-	200,000	1,700,000	1,900,000
4 - 21	Ann. Budget	Confederation Field Turf Replacement	-	-	-	-	-	900,000	900,000
4 - 22	Ann. Budget	Derek Inman Park Renovations	-	-	-	-	-	631,250	631,250
4 - 22	DCC	Derek Inman Park Renovations - DCC	-	-	-	-	-	618,750	618,750
4 - 23	Ann. Budget	Tempe Heights Park Playground Replacement	-	-	-	-	-	670,000	670,000
4 - 24	Ann. Budget	Loutet Park Playground Replacement	-	-	-	-	-	670,000	670,000

**2020-2029 PROJECT PLAN
PARKS AND ENVIRONMENT**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
4 - 25	Ann. Budget	Fen Burdett Turf Replacement	-	-	-	-	-	900,000	900,000
4 - 26	Ann. Budget	Victoria Park Master Plan	-	-	-	-	-	250,000	250,000
4 - 36	Civic Amenity - NEW	Public School Playground Funding	150,000	150,000	150,000	37,500	-	-	487,500
Total - Park Specific			\$ 3,725,000	\$ 2,050,000	\$ 5,400,000	\$ 5,687,500	\$ 3,200,000	\$ 6,890,000	\$ 26,952,500

City Wide Programs

4 - 27	Ann. Budget	Play Equipment Replacement	35,000	35,000	-	-	-	-	70,000
4 - 28	Ann. Budget	Natural Area and Urban Forest Management	100,000	100,000	100,000	-	-	-	300,000
4 - 29	Ann. Budget	Chafer Beetle Turf Restoration	45,000	45,000	45,000	45,000	-	-	180,000
4 - 30	Ann. Budget	Wooden Bridge and Stair Replacement	25,000	25,000	25,000	25,000	-	-	100,000
4 - 31	Ann. Budget	Grass Sports Field Renovations	75,000	75,000	75,000	75,000	75,000	75,000	450,000
4 - 32	Ann. Budget	Irrigation System Upgrades	34,000	34,000	34,000	34,000	34,000	170,000	340,000
4 - 33	Ann. Budget	Park & Greenways Trail Resurfacing	10,000	10,000	10,000	10,000	10,000	50,000	100,000
4 - 34	Ann. Budget	Parks Furnishings and Signage	35,000	35,000	35,000	35,000	35,000	175,000	350,000
4 - 35	Ann. Budget	Parks Master Plan Update	-	200,000	-	-	-	-	200,000
Total - City Wide Programs			\$ 359,000	\$ 559,000	\$ 324,000	\$ 224,000	\$ 154,000	\$ 470,000	\$ 2,090,000

TOTAL FUNDING REQUESTED IN PROJECT SHEETS	\$ 4,084,000	\$ 2,609,000	\$ 5,724,000	\$ 5,911,500	\$ 3,354,000	\$ 7,360,000	\$ 29,042,500
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TOTAL CONTRIBUTIONS	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000
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TOTAL CONTRIBUTIONS - DCC FUNDING	\$ 569,250	\$ 643,500	\$ 2,598,750	\$ 2,475,000	\$ -	\$ 618,750	\$ 6,905,250
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NET FUNDING REQUESTED	\$ 3,474,750	\$ 1,965,500	\$ 3,125,250	\$ 3,436,500	\$ 3,354,000	\$ 6,741,250	\$ 22,097,250
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Base Program
DCC's Fund
Dedicated Fund
New Initiatives

**2020-2029 PROJECT PLAN
PUBLIC ART**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
5 - 2	Public Art	Civic Public Art Program	85,000	85,000	85,000	85,000	85,000	425,000	850,000
TOTAL FUNDING REQUESTED IN PROJECT SHEETS			\$ 85,000	\$ 425,000	\$ 850,000				
NET FUNDING REQUESTED			\$ 85,000	\$ 425,000	\$ 850,000				

**2020-2029 PROJECT PLAN
EQUIPMENT SUMMARY**

	2020	2021	2022	2023	2024	2025-2029	Total
Summary of Equipment Projects							
FUNDING REQUESTED IN PROJECT SHEETS							
General Equipment	575,000	568,950	652,000	660,950	758,300	2,139,100	5,354,300
Information Technology Equipment	1,209,953	842,700	1,284,500	1,215,000	1,352,450	4,684,950	10,589,553
Engineering Equipment	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
Fire Equipment	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
Block Funding & Other Projects	3,086,590	1,917,217	1,541,217	1,135,217	960,217	5,511,085	14,151,543
TOTAL FUNDING REQUESTED	\$ 6,454,543	\$ 5,894,867	\$ 4,373,717	\$ 4,266,167	\$ 3,645,967	\$ 18,814,135	\$ 43,449,396
CONTRIBUTIONS							
General Equipment	93,437	165,437	99,032	169,047	99,032	459,425	1,085,407
Information Technology Equipment	49,350	27,350	27,750	4,500	285,725	77,475	472,150
Engineering Equipment	-	-	-	-	-	-	-
Fire Equipment	-	-	-	-	-	-	-
Block Funding & Other Projects	704,464	230,464	222,464	124,464	74,464	372,320	1,728,640
TOTAL CONTRIBUTIONS	\$ 847,251	\$ 423,251	\$ 349,246	\$ 298,011	\$ 459,221	\$ 909,220	\$ 3,286,197
NET FUNDING REQUESTED							
General Equipment	481,564	403,514	552,969	491,904	659,269	1,679,676	4,268,893
Information Technology Equipment	1,160,603	815,350	1,256,750	1,210,500	1,066,725	4,607,475	10,117,403
Engineering Equipment	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
Fire Equipment	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
Block Funding & Other Projects	2,382,126	1,686,753	1,318,753	1,010,753	885,753	5,138,765	12,422,903
TOTAL CITY FUNDING REQUESTED	\$ 5,607,293	\$ 5,471,617	\$ 4,024,472	\$ 3,968,157	\$ 3,186,747	\$ 17,904,916	\$ 40,163,199

**2020-209 PROJECT PLAN
GENERAL EQUIPMENT**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
6 - 2	Annual Bud	Furniture and Equipment	107,000	90,950	107,000	90,950	96,300	246,100	738,300
6 - 4	Gen Equip	Gerry Brewer Furniture	47,134	47,134	47,134	47,134	47,134	141,401	377,068
6 - 4	External	Gerry Brewer Furniture - Required Outside Funding	59,867	59,867	59,867	59,867	59,867	179,600	478,932
6 - 6	Annual Bud	Pool Vehicle Replacement	50,000	5,000	50,000	50,000	40,000	155,000	350,000
6 - 8	Annual Bud	Police Pool Vehicle Replacement	26,430	26,430	30,835	19,820	30,835	154,175	288,525
6 - 8	External	Police Pool Vehicles Repl - Required outside Funding	33,570	33,570	39,165	25,180	39,165	195,825	366,475
6 - 9	Annual Bud	Bylaw Vehicles Replacement	-	-	45,000	-	-	-	45,000
6 - 10	Annual Bud	NVRC Maintenance Vehicles	-	36,000	-	42,000	-	42,000	120,000
6 - 10	External	NVRC Maintenance Vehicles - Required Outside Funding	-	72,000	-	84,000	-	84,000	240,000
6 - 12	Annual Bud	NVRC Recreation Program Equipment	183,000	130,000	155,000	225,000	445,000	695,000	1,833,000
6 - 14	Annual Bud	Automated Materials Handling & RFID System Replacements	18,000	18,000	68,000	17,000	-	196,000	317,000
6 - 16	Annual Bud	Self-Service Payment Renewal	-	-	-	-	-	20,000	20,000
6 - 17	Annual Bud	A/V Systems Renewal	-	-	-	-	-	30,000	30,000
6 - 18	Annual Bud	Automated Traffic Counters	50,000	50,000	50,000	-	-	-	150,000
TOTAL FUNDING REQUESTED IN PROJECT SHEETS			\$ 575,000	\$ 568,950	\$ 652,000	\$ 660,950	\$ 758,300	\$ 2,139,100	\$ 5,354,300
TOTAL CONTRIBUTIONS			\$ 93,437	\$ 165,437	\$ 99,032	\$ 169,047	\$ 99,032	\$ 459,425	\$ 1,085,407
NET FUNDING REQUESTED			\$ 481,564	\$ 403,514	\$ 552,969	\$ 491,904	\$ 659,269	\$ 1,679,676	\$ 4,268,893

**2020-2029 PROJECT PLAN
INFORMATION TECHNOLOGY**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
I.T. Department									
7 - 3	Annual Bud / Comp Equip.	User Device Replacements	150,000	150,000	150,000	150,000	150,000	750,000	1,500,000
7 - 4	Annual Bud	Data Centre Infrastructure	125,000	50,000	350,000	250,000	150,000	875,000	1,800,000
7 - 5	Annual Bud	Fibre Infrastructure Improvement	50,000	50,000	50,000	50,000	50,000	250,000	500,000
7 - 6	General Bud. - NEW	Enhanced VOIP Solutions	200,000	-	-	-	-	-	200,000
7 - 7	General Bud. - NEW	Open Data & GIS 3D Modeling	120,000	100,000	100,000	-	-	200,000	520,000
7 - 8	General Bud. - NEW	Business Intelligence & Reporting	150,000	100,000	-	-	-	-	250,000
7 - 9	Annual Bud	CNV Website Refresh	50,000	-	75,000	-	200,000	650,000	975,000
7 - 10	Annual Bud - NEW	Parks IPS Asset Management	-	-	125,000	125,000	-	-	250,000
7 - 11	Annual Bud	Data and Workflow Improvements	92,253	-	-	-	-	-	92,253
7 - 12	Annual Bud - NEW	Permits Clerk	65,000	68,000	-	-	-	-	133,000
7 - 13	Annual Bud	Engineering Business Process Owner	100,000	-	-	-	-	-	100,000
7 - 14	Annual Bud - NEW	Enterprise Application Lifecycle Planning	-	120,000	350,000	550,000	350,000	1,600,000	2,970,000
Total - I.T. Department			\$ 1,102,253	\$ 638,000	\$ 1,200,000	\$ 1,125,000	\$ 900,000	\$ 4,325,000	\$ 9,290,253
Library									
7 - 16	Annual Bud - NEW	Integrated Library System (ILS) Renewal	-	50,000	-	-	-	-	50,000
7 - 17	Annual Bud	Library Website Renewal	5,000	80,000	-	-	-	85,000	170,000
Total - Library			\$ 5,000	\$ 130,000	\$ -	\$ -	\$ -	\$ 85,000	\$ 220,000
North Vancouver Museum & Archives									
7 - 18	Annual Bud	IT Refresh	15,350	7,350	7,750	4,500	5,725	37,475	78,150
7 - 18	External	Museum & Archives Technology Refresh - Required Outside Funding	15,350	7,350	7,750	4,500	5,725	37,475	78,150
Total - North Vancouver Museum & Archives			\$ 30,700	\$ 14,700	\$ 15,500	\$ 9,000	\$ 11,450	\$ 74,950	\$ 156,300

**2020-2029 PROJECT PLAN
INFORMATION TECHNOLOGY**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total				
North Vancouver Recreation & Culture Commission													
7 - 19	Annual Bud	Facility Desktop Hardware Refresh	21,000	21,000	21,000	21,000	21,000	105,000	210,000				
7 - 21	Annual Bud	Perfect Mind Implementation: Integration Project	10,000	10,000	10,000	-	10,000	20,000	60,000				
7 - 21	External	Perfect Mind Implementation: Integration Project - ROF	20,000	20,000	20,000	-	20,000	40,000	120,000				
7 - 22	Annual Bud	Network Hardware Replacements	-	-	-	30,000	-	35,000	65,000				
7 - 23	Annual Bud - NEW	Public Wifi Upgrade	-	-	-	30,000	-	-	30,000				
7 - 24	Annual Bud - NEW	Mobile Device Applications	-	9,000	18,000	-	-	-	27,000				
7 - 25	Annual Bud - NEW	VOIP Phone System Upgrade	-	-	-	-	65,000	-	65,000				
7 - 25	External	VOIP Phone System Replacement - Required Outside Funding	-	-	-	-	130,000	-	130,000				
7 - 26	Annual Bud - NEW	Website Content Management Program Upgrade	-	-	-	-	65,000	-	65,000				
7 - 26	External	Website Content Management Program Upgrade - ROF	-	-	-	-	130,000	-	130,000				
7 - 27	Annual Bud - NEW	Digital Tools Development Plan	7,000	-	-	-	-	-	7,000				
7 - 27	External	Digital Tools Development Plan - ROF	14,000	-	-	-	-	-	14,000				
Total - North Vancouver Recreation Commission			\$ 72,000	\$ 60,000	\$ 69,000	\$ 81,000	\$ 441,000	\$ 200,000	\$ 923,000				
TOTAL FUNDING REQUESTED IN PROJECT SHEETS			\$ 1,209,953	\$ 842,700	\$ 1,284,500	\$ 1,215,000	\$ 1,352,450	\$ 4,684,950	\$ 10,589,553				
TOTAL CONTRIBUTIONS			\$ 49,350	\$ 27,350	\$ 27,750	\$ 4,500	\$ 285,725	\$ 77,475	\$ 472,150				
NET FUNDING REQUESTED			\$ 1,160,603	\$ 815,350	\$ 1,256,750	\$ 1,210,500	\$ 1,066,725	\$ 4,607,475	\$ 10,117,403				
<table border="1"> <tr> <td>Base Program</td> </tr> <tr> <td>DCC's Fund</td> </tr> <tr> <td>Dedicated Fund</td> </tr> <tr> <td>New Initiatives</td> </tr> </table>										Base Program	DCC's Fund	Dedicated Fund	New Initiatives
Base Program													
DCC's Fund													
Dedicated Fund													
New Initiatives													

**2020-2029 PROJECT PLAN
ENGINEERING EQUIPMENT**

Page	Funding Source	2020	2021	2022	2023	2024	2025-2029	Total
8 - 2	Eng Equip	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
TOTAL FUNDING REQUESTED IN PROJECT SHEETS		\$ 468,000	\$ 876,000	\$ 681,000	\$ 665,000	\$ 505,000	\$ 3,709,000	\$ 6,904,000
TOTAL CONTRIBUTIONS								
NET FUNDING REQUESTED		\$ 468,000	\$ 876,000	\$ 681,000	\$ 665,000	\$ 505,000	\$ 3,709,000	\$ 6,904,000

**2020-209 PROJECT PLAN
FIRE EQUIPMENT**

Page	Funding Source	2020	2021	2022	2023	2024	2025-2029	Total	
9 - 2	Fire Equip	Fire Equipment Replacement Program	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
TOTAL FUNDING REQUESTED IN PROJECT SHEETS		\$ 1,115,000	\$ 1,690,000	\$ 215,000	\$ 590,000	\$ 70,000	\$ 2,770,000	\$ 6,450,000	
TOTAL CONTRIBUTIONS									
NET FUNDING REQUESTED		\$ 1,115,000	\$ 1,690,000	\$ 215,000	\$ 590,000	\$ 70,000	\$ 2,770,000	\$ 6,450,000	

**2020-2029 PROJECT PLAN
BLOCK FUNDS, ONGOING PROGRAMS AND OTHER PROJECTS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
Block Funds									
10 - 3	Annual Bud.	Block Funding - City Used Buildings	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
10 - 4	Annual Bud.	Block Funding - Non-City Used Building	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
10 - 5	Annual Bud.	Block Funding - Gerry Brewer Building	28,728	28,728	28,728	28,728	28,728	143,640	287,280
10 - 5	External	Gerry Brewer Building - Required Outside Funding	36,489	36,489	36,489	36,489	36,489	182,445	364,890
10 - 6	Annual Bud.	Block Funding - Information Technology	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
10 - 7	Annual Bud.	Block Funding - Parks Infrastructure	75,000	75,000	75,000	75,000	75,000	375,000	750,000
10 - 8	Annual Bud.	Block Funding - Transportation	30,000	30,000	30,000	30,000	30,000	150,000	300,000
10 - 9	Annual Bud.	Block Funding - Engineering Equipment	50,000	50,000	50,000	50,000	50,000	250,000	500,000
10 - 10	Annual Bud.	Block Funding - Waterfront Asset Infrastructure	50,000	50,000	50,000	50,000	50,000	250,000	500,000
10 - 11	Annual Bud.	Block Funding - Shipyards Waterfront	25,000	25,000	50,000	50,000	50,000	250,000	450,000
10 - 12	Annual Bud.	Block Funding - Planning & Development	10,000	10,000	10,000	10,000	10,000	50,000	100,000
10 - 13	Annual Bud.	Block Funding - Fire Department	50,000	50,000	50,000	50,000	50,000	250,000	500,000
10 - 13	Annual Bud.	Block Funding - Police Equipment	22,025	22,025	22,025	22,025	22,025	110,125	220,250
10 - 14	External	Block Funding - Police Equipment - Required Outside Funding	27,975	27,975	27,975	27,975	27,975	139,875	279,750
10 - 15	Annual Bud.	Block Funding - Library Equipment	20,000	20,000	20,000	20,000	20,000	100,000	200,000
10 - 15	Annual Bud.	Block Funding - Museum and Archives	10,000	10,000	10,000	10,000	10,000	50,000	100,000
10 - 16	External	Museum & Archives - Required Outside Funding	10,000	10,000	10,000	10,000	10,000	50,000	100,000
10 - 17	Annual Bud.	Block Funding - NVRC	75,000	75,000	75,000	80,000	80,000	410,000	795,000
10 - 18	Annual Bud.	NVRC Emergency Capital Replacement Fund	30,000	30,000	30,000	35,000	35,000	185,000	345,000
TOTAL - BLOCK FUNDS			\$ 850,217	\$ 850,217	\$ 875,217	\$ 885,217	\$ 885,217	\$ 4,446,085	\$ 8,792,170
On-Going Programs									
10 - 19	CCCIF	Child Care Capital Improvement Fund	9,323	-	-	-	-	-	9,323
TOTAL - ON-GOING PROGRAMS			\$ 9,323	\$ -	\$ 9,323				
Other Projects									
10 - 21	General Bud. - NEW	Economic Development Strategy	70,000	-	-	-	-	-	70,000
10 - 22		Economic Impact Assessment of Fixed Link Rapid Transit to North Shore	-	-	-	-	-	-	-
10 - 22	External	Economic Impact Assessment of FLR - Required Outside Funding	200,000	-	-	-	-	-	200,000
10 - 23	General Bud. - NEW	City Plaza Programming	25,000	25,000	25,000	-	-	-	75,000
10 - 24	TSL Int	City Studio Partnership with CapU	30,000	36,000	48,000	50,000	-	-	164,000
10 - 24	External	City Studio Partnership - Required Outside Funding	30,000	36,000	48,000	50,000	-	-	164,000
10 - 25	TSL Int	Placemaking	40,000	40,000	-	-	-	-	80,000

**2020-2029 PROJECT PLAN
BLOCK FUNDS, ONGOING PROGRAMS AND OTHER PROJECTS**

Page	Funding Source		2020	2021	2022	2023	2024	2025-2029	Total
10 - 27	TSL Int	CNV4ME - School The City Implementation	15,000	15,000	-	-	-	-	30,000
10 - 28	TSL Int - NEW	Community Engagement	160,000	-	-	-	-	-	160,000
10 - 29	General Bud. - NEW	Library Services for Lower Lonsdale	-	200,000	-	-	-	-	200,000
10 - 30	General Bud. - NEW	Child Minding for Council Meetings	25,000	25,000	25,000	25,000	25,000	125,000	250,000
10 - 31	General Bud. - NEW	Child Care Strategy Implementation Projects	40,000	-	-	-	-	-	40,000
10 - 32	General Bud. - NEW	Land Use Studies - OCP Review	-	-	-	-	50,000	900,000	950,000
10 - 33	General Bud. - NEW TSL Int / Annual Bud.	Special Study, Site Planning and Development	-	-	100,000	100,000	-	-	200,000
10 - 34	NEW	Environmental Strategy Implementation	225,000	125,000	125,000	-	-	-	475,000
10 - 34	External	Environmental Strategy Implementation - Required Outside Funding	-	50,000	50,000	-	-	-	100,000
10 - 35	Carbon Fund - NEW	Electric Vehicle Strategy Implementation	205,050	135,000	-	-	-	-	340,050
10 - 35	External	Electric Vehicle Strategy - Required Outside Funding	100,000	20,000	-	-	-	-	120,000
10 - 36	General Bud. - NEW	E-Bike and Micromobility Coordinator	75,000	25,000	25,000	25,000	-	-	150,000
10 - 36	External	E-Bike and Micromobility Coordinator - ROF	50,000	-	-	-	-	-	50,000
10 - 37	Enviro Steward / Annual Bud.	Corporate Climate Action Implementation	150,000	150,000	150,000	-	-	-	450,000
10 - 37	External	Corporate Climate Action Implementation - Required Outside Funding	50,000	50,000	50,000	-	-	-	150,000
10 - 38	Annual Bud. - NEW	COR (Certificate of Recognition)	60,000	-	20,000	-	-	40,000	120,000
10 - 39	Annual Bud.	Strategic & Corporate Planning	100,000	100,000	-	-	-	-	200,000
10 - 40	TSL Int	Community Recreation Strategy	67,000	35,000	-	-	-	-	102,000
10 - 41	General Bud. - NEW	Review of Human Resources Policy Manual	120,000	-	-	-	-	-	120,000
10 - 42	TSL Int - NEW	Exempt Compensation Market Review	40,000	-	-	-	-	-	40,000
10 - 44	General Bud. - NEW	Lonsdale Energy Corporation Renewable Energy Strategy	100,000	-	-	-	-	-	100,000
10 - 45	General Bud. - NEW	Where Matters 2.0 - Measuring Health Impacts of Built Environment and Policy	25,000	-	-	-	-	-	25,000
10 - 46	General Bud. - NEW	CleanBC Better Homes and Home Renovation Rebate Program - Municipal Top-Up Rebates	25,000	-	-	-	-	-	25,000
10 - 46	External	CleanBC Better Homes and Home Renovation Rebate Program - Municipal Top-Up Rebates -Required Outside Funding	200,000	-	-	-	-	-	200,000
TOTAL - OTHER PROJECTS			\$ 2,227,050	\$ 1,067,000	\$ 666,000	\$ 250,000	\$ 75,000	\$ 1,065,000	\$ 5,350,050
TOTAL FUNDING REQUESTED IN PROJECT SHEETS			\$ 3,086,590	\$ 1,917,217	\$ 1,541,217	\$ 1,135,217	\$ 960,217	\$ 5,511,085	\$ 14,151,543
TOTAL CONTRIBUTIONS			\$ 704,464	\$ 230,464	\$ 222,464	\$ 124,464	\$ 74,464	\$ 372,320	\$ 1,728,640
NET FUNDING REQUESTED			\$ 2,382,126	\$ 1,686,753	\$ 1,318,753	\$ 1,010,753	\$ 885,753	\$ 5,138,765	\$ 12,422,903

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

Average for the Year 3.00% 3.00% 3.00% 3.00% 3.00% 3.00%

Each year an amount is transferred from the annual budget to fund various capital projects. These funds are unrestricted and can be used for any capital project. Approximately 15% of the City's annual tax levy is transferred to capital projects or to fund capital reserves.

	2020	2021	2022	2023	2024	2025-2029	Total
Tax Levy	\$ 10,453,800	10,953,800	11,453,800	11,953,800	12,453,800	\$ 69,769,000	\$ 127,038,000
Total Available	\$ 10,453,800	10,953,800	\$ 11,453,800	\$ 11,953,800	\$ 12,453,800	\$ 69,769,000	\$ 127,038,000
Allocated to :							
Tax Sale Land						-	-
Civic Amenity	2,600,000	2,600,000	2,600,000				7,800,000
General Building							-
General Equipment							-
Fire Equipment	429,802	1,690,000	350,000	455,000	350,000	2,573,239	5,848,041
Computer Equipment							-
General Reserve		1,024,607	3,397,599	7,124,646	6,301,687	46,609,390	64,457,928
TSLI		116,670	3,795				120,465
Public Art	85,000	85,000	85,000	85,000	85,000	425,000	850,000
Affordable Housing							-
Sustainable Transportation	87,500	87,500	87,500	87,500	87,500	437,500	875,000
Carbon Fund	65,000	65,000	65,000	65,000	65,000	325,001	650,001
Total to Reserves	3,267,302	5,668,777	6,588,894	7,817,146	6,889,187	50,370,130	80,601,435
Transfer to Annual Budget	\$ 7,186,498	5,285,023	\$ 4,864,906	\$ 4,136,655	\$ 5,564,613	\$ 24,963,484	\$ 46,436,565

ANNUAL BUDGET - Direct Transfer to Capital

	2020	2021	2022	2023	2024	2025-2029	Total
	\$ 7,186,498	5,285,023	\$ 4,864,906	\$ 4,136,655	\$ 5,564,613	19,398,871	46,436,565
Available Balance	\$ 7,186,498	5,285,023	\$ 4,864,906	\$ 4,136,655	\$ 5,564,613	\$ 19,398,871	\$ 46,436,565
Withdrawals							
Base							
Buildings							
Capital Maintenance	1,727,112	2,151,370	1,590,435	1,029,498	845,921	2,975,955	10,320,289
Fire Hall Vestibule	100,000	-	-	-	-	-	100,000
Structures							
Traffic & Transportation							
Fell Avenue: Slope stability and Retaining Walls	-	750,000	-	-	-	-	750,000
Traffic Signal LED Replacement	-	300,000	-	-	-	-	300,000
200 East 2nd Street - Parking & Streetscape improvements	-	-	-	-	50,500	-	50,500
100 East 2nd Street - Parking & Streetscape Improvements	-	-	-	-	-	227,250	227,250
100 East 1st Street - Streetscape Improvements	-	-	-	-	-	353,500	353,500
Living City Tree Planting Program	120,000	120,000	120,000	120,000	120,000	600,000	1,200,000
Great Streets - Corridor Studies	150,000	-	150,000	-	-	-	300,000
Pavement Management: Streets and Lanes	271,983	-	-	-	-	-	271,983
Parks & Environment							
City Wide Programs	359,000	559,000	324,000	224,000	154,000	470,000	2,090,000
Sutherland Field Renovation	1,600,000	-	-	-	-	-	1,600,000
Replacements and Restoration Projects	550,000	-	-	250,000	1,900,000	4,571,250	7,271,250
Equipment							
Over \$10,000							
General	434,430	340,015	552,969	491,904	637,633	1,679,676	4,136,625
IT	627,917	288,886	1,156,750	1,210,500	1,045,807	4,407,475	8,737,335
Block Funding							
One-time studies/projects							
Ongoing Programs	775,753	775,753	800,753	810,753	810,753	4,073,785	8,047,530
COR (Certificate of Recognition)	60,000	-	20,000	-	-	40,000	120,000
Strategic & Corporate Planning	100,000	-	-	-	-	-	100,000
Corporate Climate Action Implementation	117,158	-	150,000	-	-	-	267,158
Environmental Strategy Implementation	193,146	-	-	-	-	-	193,146
Total Expended	\$ 7,186,498	\$ 5,285,023	\$ 4,864,906	\$ 4,136,655	\$ 5,564,613	\$ 19,398,871	\$ 46,436,565
Closing Balance	\$ -	\$ -					

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

TAX SALE LAND Principal

The Tax Sale Lands Fund is made up of the proceeds of sale of all lands sold by the City which originally became City property through non-payment of taxes. Most of this land came to the City in the 1930's, during the Great Depression. The balance in the Tax Sale Land reserve is used to invest in projects that have a prospective rate of return equal to or greater than the City's benchmark rate of return; to invest in infrastructure and land management, in order to enhance the marketability and increase the value of marketed lands, or to invest in the purchase of land assets to be held by the City. By long-standing Council policy, Tax Sale Land principal is not used to fund depreciable assets such as civic buildings, infrastructure or equipment.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance (unappropriated)	\$ 31,387,774	27,937,774	\$ 27,987,774	\$ 71,510,524	\$ 91,560,524	\$ 91,610,524	\$ 31,387,774
Loan repayments:							
-AT Field User Fee rpmt	50,000	50,000	50,000	50,000	50,000	250,000	500,000
Proceeds of Sale:			62,375,000				62,375,000
-Land Sales - LL							
-Land Sales - Alder Str		-	22,347,750				22,347,750
Loans/Transfers							
-Transfer to CAF HJFUND			(20,000,000)	20,000,000			
-Land Sale			(21,250,000)				(21,250,000)
-Transfer from General Buildings							
-Transfer to Public Art							
Available Balance	\$ 31,437,774	\$ 27,987,774	\$ 71,510,524	\$ 91,560,524	\$ 91,610,524	\$ 91,860,524	\$ 95,360,524
-Purchases							
Strategic Land Purchase	3,500,000						3,500,000
Other Sites							
	\$ 3,500,000	\$ -	\$ 3,500,000				
-Other Withdrawals - Capital Funding							
	\$ -						
Total Expenditures	\$ 3,500,000	\$ -	\$ 3,500,000				
Closing Balance	\$ 27,937,774	\$ 27,987,774	\$ 71,510,524	\$ 91,560,524	\$ 91,610,524	\$ 91,860,524	\$ 91,860,524

TAX SALE LANDS interest

The previous year's earned interest of the Tax Sales Land reserve is unrestricted and is used to fund various projects. Along with the Annual Budget tax levy, this is the major unrestricted source that the City has for funding capital projects.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 1,067,824	889,883	838,883	1,492,474	2,446,066	\$ 26,194,629	\$ 32,929,759
Transfer from Annual		116,670	3,795				120,465
Transfer to General				(704,328)	(1,685,148)	(2,047,193)	(4,436,669)
Interest for the year				20,514	49,082	670,339	739,935
Available Balance	1,067,824	1,006,553	842,678	808,661	810,000	24,817,775	29,353,490
Withdrawals							
Streets and Transportation							
Pavement and Bridge Management	235,000	250,000	200,000	200,000	250,000	1,050,000	2,185,000
Existing Infrastructure Safety Improvements	300,000		390,000	390,000	390,000	1,950,000	3,420,000
Sidewalk Infill & Reconstruction	118,970	160,553	169,678	168,660	170,000	850,000	1,637,862
Cloverley Access Management Adjustments	30,000						30,000
Pavement Management: Streets and Lanes		596,000					596,000
	\$ 683,970	\$ 1,006,553	\$ 759,678	\$ 758,660	\$ 810,000	\$ 3,850,000	\$ 7,868,862
Block Funding							
Placemaking	40,000						40,000
CNV4ME - School The City Implementation	15,000						15,000
Community Engagement	160,000						160,000
Community Recreation Strategy	67,000						67,000
City Studio Partnership with CapU	30,000		48,000	50,000			128,000
Environmental Strategy Implementation	31,854		35,000				66,854
Exempt Compensation Market Review	40,000						40,000
	\$ 383,854	\$ -	\$ 83,000	\$ 50,000	\$ -	\$ -	\$ 516,854
Total Expended	\$ 1,067,824	\$ 1,006,553	\$ 842,678	\$ 808,660	\$ 810,000	\$ 3,850,000	\$ 8,385,716
Closing Balance	\$ -	\$ (0)	\$ -	\$ 0	\$ 0	\$ 20,967,775	\$ 20,967,775

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

CIVIC AMENITY - HARRY JEROME FUND

The CAF HJF is specifically dedicated to fund Harry Jerome Recreation Centre and Lands capital projects . In 2013, Council approved a 1% tax rate increase to be set aside for the Harry Jerome Recreation Centre project. This provided \$400,000 in annual funding for this purpose. Council approved similar increases in following years bringing the annual amount set aside for the Harry Jerome Recreation Project to \$2.6million.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 10,540,058	-	\$ -	\$ 69,145,344	\$ 65,359,344	\$ 14,065,389	\$ 10,540,058
Completed Projects						-	-
Early Appropriations						-	-
Contributions:						-	-
- Amenity Levy	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	-	13,000,000
Land lease - HJNL		68,434,861	87,587,444		37,296,845	-	193,319,150
Transfer from TSL						-	-
MFA debt		90,000,000			(90,000,000)	-	-
Interest for the year						-	-
Available Balance	\$ 13,140,058	\$ 161,034,861	\$ 90,187,444	\$ 71,745,344	\$ 15,256,189	\$ 14,065,389	\$ 216,859,208
Withdrawals							
Harry Jerome Community Recreation Centre	10,825,058	161,034,861	21,042,100	6,386,000	1,190,800	-	200,478,819
Harry Jerome Neighbourhood Lands Site Development Plan	150,000	-	-	-	-	-	150,000
HJ Precinct Related Relocation Expenses	2,165,000	-	-	-	-	-	2,165,000
						-	-
Total Expended	13,140,058	161,034,861	21,042,100	6,386,000	1,190,800	-	202,793,819
Closing Balance	\$ -	\$ -	\$ 69,145,344	\$ 65,359,344	\$ 14,065,389	\$ 14,065,389	\$ 14,065,389

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

CIVIC AMENITY

The City also owns land that was acquired through purchase, i.e., not through tax defaults. Such property is considered as being a non-Tax Sale land property. The proceeds of sale are placed in the City Amenity fund. The CAF is specifically dedicated to fund capital projects which will enhance the use and enjoyment of the City by members of the public, such as parks, recreation centers, libraries, plazas, and other community amenities.

	2020	2021	2022	2023	2024	2025-2029	Total
	\$ 8,600,218	\$ 3,663,515	\$ 455,018	\$ 23,212,098	\$ 13,419,456	\$ 12,615,652	\$ 8,600,218
Opening Balance							
Completed Projects	204,000						204,000
Early Appropriations							-
Contributions:							
- CAC estimate		3,000,000	3,000,000	3,000,000	3,000,000	15,000,000	27,000,000
- Land sales - Lower Lonsdale							
- Land sales - Alder Str			7,449,250				7,449,250
- Centennial Seat Surcharge	35,000	35,000	35,000	35,000	35,000	175,000	350,000
- West 23rd							1,680,000
- Northmount Medical	5,147,558	1,680,000					5,147,558
Transfer to TSL Principal							-
Land Sale			21,250,000				21,250,000
1% of LL Land Sales to Public Art							-
Interest for the year	106,704	13,253	676,081	390,858	367,446	470,651	2,024,993
Available Balance	\$ 14,093,481	\$ 8,391,768	\$ 32,865,348	\$ 26,637,956	\$ 16,821,902	\$ 28,261,304	\$ 73,706,020
Withdrawals							
Buildings							
Shipyards Commons Site Improvements	85,000	50,000	50,000				185,000
Shipyards Commons Branding and Marketing Start Up	25,000						25,000
Lonsdale Quay Public Realm		480,000					480,000
2025 New North Shore Neighborhood House Facility						10,000,000	10,000,000
Burrard Dry Dock Electrical Building		350,000					350,000
PGE Station Provision		400,000					400,000
Child Care Capital Program (City Facilities)	2,500,000		2,500,000				5,000,000
Parks							
Temporary Dog Off leash Facilities	200,000						200,000
Mahon Park Beach Volleyball	35,000						35,000
Hammersley Park Improvements	353,500						353,500
Waterfront Park Master Plan & Implementation	218,373		2,525,000	2,525,000			5,268,373
1600 Eastern Avenue Park		555,500					555,500
Green Necklace Outdoor Fitness Equipment Stations		400,000					400,000
Victoria Park Washroom		200,000					200,000
St. Andrews Park Washrooms		101,000					101,000
Sunrise Park Trail Improvements			126,250				126,250
Casano Park Trail & Habitat Improvements				400,000			400,000
Park Picnic Shelters					850,000		850,000
High Place Park Development					250,000		250,000
Gravel Sports Field Turf Conversion					200,000	1,700,000	1,900,000
Public School Playground Funding	150,000	150,000	150,000	37,500			487,500
Streets and Transportation							
New Sidewalks to Complete Pedestrian Network	151,500	252,500	252,500	252,500	252,500	1,262,500	2,424,000
New Sidewalks on East side St Andrews: Keith Road to 13th Str	220,000						220,000
New Pedestrian Crossing Facilities	300,000	685,000	745,000	670,000	500,000	1,500,000	4,400,000
New Sidewalks 400 Block E 2nd Street		450,000					450,000
Greenways and AT Wayfinding Program	25,000	25,000	100,000	30,000	30,000	150,000	360,000
Semisch Greenway (W3rd to Semisch Park)	50,500	151,500					202,000
Priority Mobility Network Improvements	1,000,000	454,500	1,262,500	2,146,250	656,500		5,519,750
East Keith Road Multi-Modal Corridor Improvements, East Grand to Brooksbank				300,000			300,000
Covered Bike Shelter & Secured Bike Parking			25,000	50,000	50,000	40,000	165,000
Micro Mobility (E-Bike Docking)	50,000	50,000					100,000
Active & Safe Routes to School Implementation	200,000	300,000	50,000	50,000	50,000	250,000	900,000
Casano Loutet Overpass	847,726						847,726
Upper Levels Greenway - Lonsdale to Lynn Valley Road	50,500	505,000					555,500
Upper Levels Greenway - Lonsdale to Westview			505,000				505,000
Queensbury Avenue Greenway Connection				350,000			350,000
Installation of Accessible Pedestrian Signal Units	35,000	35,000	35,000	35,000	35,000	175,000	350,000
Pedestrian Scale Lighting - Green Necklace	250,000						250,000
Pedestrian and Roadway Lighting Implementation	151,500	176,750	202,000	227,250	227,250	1,136,250	2,121,000
City Transit Shelter Program			40,000	20,000	20,000	40,000	120,000
Moodyville Traffic Signals	121,200						121,200
New Street Activation	25,000	75,000	75,000	75,000	75,000	375,000	700,000
Sidewalk Patios - Lower Lonsdale		150,000					150,000
Mosquito Creek Bridge	2,390,167						2,390,167
Marine Drive Bridge Replacement over Mackay Creek				1,010,000			1,010,000
Lonsdale Corridor Transit & Safety Improvements (Esplanade to 29th)				1,400,000			1,400,000
Marine-Main Corridor Improvements		350,000		2,600,000			2,950,000
Pedestrian Scale Lighting - Green Necklace		650,000					650,000
New Traffic Signals	995,000	940,000	1,010,000	1,040,000	1,010,000	5,000,000	9,995,000
Total Expended	10,429,966	7,936,750	9,653,250	13,218,500	4,206,250	21,628,750	67,073,466
Closing Balance	\$ 3,663,515	\$ 455,018	\$ 23,212,098	\$ 13,419,456	\$ 12,615,652	\$ 6,632,554	\$ 6,632,554

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

LOWER LONSDALE AMENITY

The LLAF was originally created to set aside funds from non-Tax Sale land or density transfer in Lower Lonsdale. Funding from this source was to be used with respect to capital projects in the Lower Lonsdale area relating to the provision of affordable and adaptable rental housing, a community arts gallery, a photographic and media arts gallery, a museum, a 150-200 seat theatre, a multi-purpose activity centre, and other Lower Lonsdale amenities. In 2011, Council adopted a bylaw that requires all land sales to be consolidated into one reserve, the Civic Amenity Reserve Fund. While no new funding will be set aside in the LLAF, funds that are in place will be used toward the construction of Lower Lonsdale amenities as it was originally intended.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 8,877	-	-	-	-	-	8,877
Early Appropriations							
Contributions:							
- LL Non-TSL Sales							
- Transfer from CEF							
- Other							
- Completed Projects							
Interest for the year							
Available Balance	\$ 8,877	-	-	-	-	-	8,877
Withdrawals							
Waterfront Park Master Plan & Implementation	8,877						8,877
Total Expended	\$ 8,877	-	-	-	-	-	8,877
Closing Balance	-	-	-	-	-	-	-

MARINE DRIVE AMENITY

This reserve originally aimed to set aside proceeds from land sales of non-Tax Sale properties in the Marine Drive area for the purpose of funding projects in the area. In 2011, Council adopted a bylaw that requires all land sales to be consolidated into one reserve, the Civic Amenity Reserve Fund. While no new funding will be set aside in this reserve, funds that are in place will be used toward projects in the Marine Drive area.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 9,833	-	-	-	-	-	9,833
Contributions:							
Interest for the year							
Available Balance	\$ 9,833	-	-	-	-	-	9,833
Withdrawals							
Mosquito Creek Bridge	9,833						9,833
Closing Balance	-	-	-	-	-	-	-

GENERAL BUILDING

The General Building Reserve is used for capital building maintenance, renovation, and building replacement. The City owns in excess of \$100m in buildings. The GB reserve was established in 1995 to begin the process of setting aside sufficient funds to replace these buildings as required.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 86,505	(0)	(0)	(0)	(0)	(0)	86,505
- Budgeted							
NVRC Surplus							
Completed projects							
Interest for the year		(0)	(0)	(0)	(0)	(0)	(0)
Available Balance	\$ 86,505	(0)	(0)	(0)	(0)	(1)	86,504
Withdrawals							
Capital Maintenance	86,505						86,505
Total Expended	\$ 86,505	-	-	-	-	-	86,505
Closing Balance	\$ (0)	(0)	(0)	(0)	(0)	(1)	(1)

JUSTICE ADMINISTRATION BUILDING

The Justice Administration Building Reserve is used for capital building maintenance, renovation, and replacement of the Gerry Brewer Building. Because the Justice Administration (Gerry Brewer) Building is co-owned with the District of North Vancouver, it has its own replacement reserve.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 43,486	4,346	0	0	0	0	43,486
Early Appropriations							
Contributions:							
- Completed projects							
Interest for the year			0	0	0	0	0
Available Balance	\$ 43,486	4,346	0	0	0	0	43,486
Withdrawals							
GB Building	39,140	4,346					43,486
Total Expended	\$ 39,140	\$ 4,346	-	-	-	-	43,486
Closing Balance	\$ 4,346	\$ 0	0	0	0	0	0

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

INFRASTRUCTURE

The Infrastructure Reserve funds engineering infrastructure replacement projects such as those included in the category "Structures". A long term goal for the fund would be to more closely match the amount transferred each year to this reserve from the annual budget with the City's infrastructure maintenance requirements. This would be achievable only over many years, because the value of the required infrastructure reinvestment is high.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 312,108	- \$	312,108				
Gas Tax	313,000	313,000	313,000	313,000	313,000	1,565,000	3,130,000
MRN Capital	300,000	300,000	300,000	300,000	-	-	1,200,000
Contributions:							
- Budgeted	-	-	-	-	-	-	-
- Levy	-	-	-	-	-	-	-
- Affordable Housing Re-direction	-	-	-	-	-	-	-
Interest for the year	-	-	-	-	-	-	-
Available Balance	\$ 925,108	613,000	613,000	613,000	313,000	1,565,000	4,642,108
Withdrawals							
Pavement Management: Streets and Lanes	925,108	613,000	613,000	613,000	313,000	1,565,000	4,642,108
Total Expended	\$ 925,108	613,000	613,000	613,000	313,000	1,565,000	4,642,108
Closing Balance	\$ -	- \$	-				

GENERAL EQUIPMENT

Used for general equipment and machinery replacement including office equipment, and pool and bylaw vehicles.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 48,277	7,563	478	7,394	14,723	87	48,277
Completed Projects	-	-	-	-	-	-	-
Contributions:							
- Budgeted	-	-	-	-	-	-	-
- Eq. Sales proceeds	6,200	6,400	6,700	6,900	7,000	35,000	68,200
Interest for the year	220	14	215	429	-	3,293	4,171
Available Balance	\$ 54,697	13,977	7,394	14,723	21,723	38,379	120,648
Withdrawals							
Furniture and Equipment	47,134	13,499	-	-	21,636	-	82,269
Total Expended	47,134	13,499	-	-	21,636	-	82,269
Closing Balance	\$ 7,563	478	7,394	14,723	87	38,379	38,379

FIRE EQUIPMENT

Used for fire equipment, and replacement and upgrades.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 685,198	(0)	(0)	139,050	4,171	292,697	685,198
Closed projects	-	-	-	-	-	-	-
Contributions:							
- Budgeted	429,802	1,690,000	350,000	455,000	350,000	2,573,239	5,848,041
- Transfer from General Reserve	-	-	-	-	-	-	-
- Fire Consortium	-	-	-	-	-	-	-
Expiring Bylaw	-	-	-	-	-	-	-
Interest for the year	-	-	4,050	121	8,525	22,514	35,211
Available Balance	\$ 1,115,000	1,690,000	354,050	594,171	362,697	2,888,450	6,568,450
Withdrawals							
Equipment and Vehicles	1,115,000	1,690,000	215,000	590,000	70,000	2,770,000	6,450,000
Closing Balance	\$ (0)	(0)	139,050	4,171	292,697	118,450	118,450

COMPUTER EQUIPMENT

Used for computer equipment replacement and upgrades.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 62,686	-	-	8,718	17,697	5,401	62,686
Closed Projects	-	-	-	-	-	-	-
Contributions:							
- 1% Levy	-	-	-	-	-	-	-
- Budgeted	-	8,464	8,464	8,464	8,464	42,320	76,176
- Sale of equipment	-	-	-	-	-	-	-
Interest for the year	-	-	254	515	157	4,825	5,751
Available Balance	\$ 62,686	8,464	8,718	17,697	26,319	52,545	144,614
Withdrawals							
User Device Replacements	62,686	8,464	-	-	20,918	-	92,068
Closing Balance	\$ -	-	8,718	17,697	5,401	52,545	52,545

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

ENGINEERING EQUIPMENT

Used for engineering equipment and vehicle replacement. Engineering has a fleet of several vehicles. Contributions to the Reserve are based on the hourly rates charged to the different projects and programs using the vehicles.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 1,396,708	1,368,570	\$ 919,347	\$ 708,997	\$ 508,817	\$ 518,932	\$ 1,396,708
Closed Projects							-
Contributions:							-
- Budgeted	400,000	400,000	450,000	450,000	500,000	3,369,077	5,569,077
- Eq. Sales proceeds							-
Interest for the year	39,861	26,777	20,650	14,820	15,115	70,992	188,215
Available Balance	\$ 1,836,570	\$ 1,795,347	\$ 1,389,997	\$ 1,173,817	\$ 1,023,932	\$ 3,959,000	\$ 7,154,000
Withdrawals							-
Vehicles	468,000	876,000	681,000	665,000	505,000	3,709,000	6,904,000
Closing Balance	\$ 1,368,570	\$ 919,347	\$ 708,997	\$ 508,817	\$ 518,932	\$ 250,000	\$ 250,000

LOCAL AREA SERVICES

Local Area Services (LAS) Projects, formerly called Local Improvement Projects, are jointly funded by the City and the benefiting property owner. The Community Charter requires that LAS Reserve funds be used only to fund the city share of new local area services projects.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 721,163	227,798	\$ 234,632	\$ 241,671	\$ 248,921	\$ 256,389	\$ 721,163
Contributions:							-
- Levies from Property Owners							-
- Other							-
Interest for the year	6,635	6,834	7,039	7,250.12	7,468	40,836	76,062
Available Balance	\$ 727,798	\$ 234,632	\$ 241,671	\$ 248,921	\$ 256,389	\$ 297,225	\$ 797,225
Withdrawals							-
City Share of LAS Projects	500,000	-	-	-	-	-	500,000
Closing Balance	\$ 227,798	234,632	\$ 241,671	\$ 248,921	\$ 256,389	\$ 297,225	\$ 297,225

PARKING

This reserve has been funded from parking revenues from 1998-2002. Moneys in the fund and any interest thereon shall be expended for purchase, acquisition, construction, installation or improvement of new and existing on and off-street parking spaces.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 145,178	149,534	\$ 154,020	\$ 158,640	\$ 163,399	\$ 168,300	\$ 145,178
Completed Projects							-
Contributions:							-
- Pay in lieu of Parking							-
Interest for the year	4,355	4,486	4,621	4,759	4,902	26,806	49,929
Available Balance	\$ 149,534	154,020	\$ 158,640	\$ 163,399	\$ 168,300	\$ 195,105	\$ 195,107
Withdrawals							-
Total Expended	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Closing Balance	\$ 149,534	154,020	\$ 158,640	\$ 163,399	\$ 168,300	\$ 195,105	\$ 195,107

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

PARKS DCC

The Parks DCC fund can only be used to fund the purchase of parkland and certain specific parks improvements. DCC's in general are to be used to create capital works required due to growth, therefore the City plans to use these funds to provide parks and improvements in areas impacted by growth.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 13,363,426	\$ 3,912,390	\$ 4,232,414	\$ 1,962,834	\$ 3,949	\$ 1,792,920	\$ 13,363,426
Contributions:							
- Lease revenue 15 Chesterfield							
- Levy	1,900,000	1,900,000	1,900,000	1,900,000	1,900,000	9,500,000	19,000,000
- Completed projects							
Loan to Transportation DCC	(896,740)	(416,250)	(1,133,000)	(1,384,000)	(163,250)		(3,993,240)
Repayment from Transportation DCC						9,347,820	9,347,820
Interest for the year	113,953	123,274	57,170	115	52,221	1,690,233	2,036,966
Available Balance	\$ 14,480,640	\$ 5,519,414	\$ 5,056,584	\$ 2,478,949	\$ 1,792,920	\$ 22,330,972	\$ 39,754,972
Withdrawals							
New Parks	9,900,000	-	-	-	-	-	9,900,000
Hamersley Park Improvements - DCC	346,500	-	-	-	-	-	346,500
Waterfront Park Master Plan & Implementation - DCC	222,750	-	2,475,000	2,475,000	-	-	5,172,750
1600 Eastern Avenue Park - DCC	-	544,500	-	-	-	-	544,500
St. Andrews Park Washrooms - DCC	-	99,000	-	-	-	-	99,000
Sunrise Park Trail Improvements - DCC	-	-	123,750	-	-	-	123,750
Derek Inman Park Renovations - DCC	-	-	-	-	-	618,750	618,750
Semisch Greenway (W3rd to Semisch Park) - DCC	49,500	148,500	-	-	-	-	198,000
Upper Levels Greenway - Lonsdale to Lynn Valley Road - DCC	49,500	495,000	-	-	-	-	544,500
Upper Levels Greenway - Lonsdale to Westview - DCC	-	-	495,000	-	-	-	495,000
Total Expended	\$ 10,568,250	\$ 1,287,000	\$ 3,093,750	\$ 2,475,000	\$ -	\$ 618,750	\$ 18,042,750
Closing Balance	\$ 3,912,390	\$ 4,232,414	\$ 1,962,834	\$ 3,949	\$ 1,792,920	\$ 21,712,222	\$ 21,712,222

TRANSPORTATION DCC

Transportation DCC's are to be used for transportation projects required due to growth.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Levy	350,000	450,000	550,000	750,000	1,000,000	10,981,141	14,081,141
Repayment to Parks DCC						(9,347,820)	(9,347,820)
Loan from Parks DCC	896,740	416,250	1,133,000	1,384,000	163,250		3,993,240
Available Balance	\$ 1,246,740	\$ 866,250	\$ 1,683,000	\$ 2,134,000	\$ 1,163,250	\$ 1,633,321	\$ 8,726,561
Withdrawals							
New Sidewalks to Complete Pedestrian Network-DCC	148,500	247,500	247,500	247,500	247,500	495,000	1,633,500
Casano Loutet Overpass - DCC	830,940	-	-	-	-	-	830,940
Pedestrian and Roadway Lighting Implementation - DCC	148,500	173,250	198,000	222,750	222,750	445,500	1,410,750
Moodyville Traffic Signals - DCC	118,800	-	-	-	-	-	118,800
Priority Mobility Network Improvements - DCC	-	445,500	1,237,500	673,750	643,500	-	3,000,250
Marine Drive Bridge Replacement over Mackay Creek - DCC	-	-	-	990,000	-	-	990,000
200 East 2nd Street - Parking & Streetscape improvements-DCC	-	-	-	-	49,500	-	49,500
100 East 2nd Street - Parking & Streetscape Improvements-DCC	-	-	-	-	-	222,750	222,750
100 East 1st Street - Streetscape Improvements - DCC	-	-	-	-	-	346,500	346,500
Closing Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,571	\$ 123,571

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

AFFORDABLE HOUSING

The Affordable Housing Reserve had been funded by a contribution from taxes collected set at \$260,000 per year - this was suspended once the reserve fund balance exceeded \$2.5M. As of the adoption of the revised Community Benefits Policy in 2015, the reserve is funded by a 20% allocation of the Community Benefit Cash Contributions received by the City. The fund is to be used for the provision of new non-market and special needs housing units.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 4,401,911	3,593,465	\$ 4,267,769	\$ 4,962,302	\$ 5,677,671	\$ 6,414,501	\$ 4,401,911
Contributions:							
- Levy	-	750,000	750,000	750,000	750,000	3,750,000	6,750,000
- Wall Phase 1							
- Northmount Medical	1,286,890						1,286,890
Interest for the year	104,664	124,304	144,533	165,369	186,830	1,279,289	2,004,989
Available Balance	\$ 5,793,465	4,467,769	\$ 5,162,302	\$ 5,877,671	\$ 6,614,501	\$ 11,443,790	14,443,790
Withdrawals							
Projects & Grants	2,200,000	200,000	200,000	200,000	200,000	1,000,000	4,000,000
Total expended	\$ 2,200,000	200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	4,000,000
Closing Balance	\$ 3,593,465	\$ 4,267,769	\$ 4,962,302	\$ 5,677,671	\$ 6,414,501	\$ 10,443,790	10,443,790

SUSTAINABLE TRANSPORTATION

Created in 2008, The Sustainable Transportation Reserve Fund sets aside funding for the implementation of sustainable transportation initiatives included in the City's Transportation Plan.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 156,360	68,860	\$ 0	\$ 7,725	\$ 15,682	\$ 23,877	156,360
Contributions:							
- Annual	87,500	87,500	87,500	87,500	87,500	437,500	875,000
- Budgeted							
- Completed Projects							
Interest for the year			225	457	695	44,789	46,166
Available Balance	\$ 243,860	\$ 156,360	\$ 87,725	\$ 95,682	\$ 103,877	\$ 506,166	1,077,526
Mobility Plan Implementation - Curbside Management	-	-	80,000	80,000	80,000	-	240,000
Electric Vehicle Strategy Implementation		19,570					19,570
INSTPP Implementation (Previously known as North Shore Transportation Improvements)	175,000	136,790					311,790
Total expended	\$ 175,000	\$ 156,360	\$ 80,000	\$ 80,000	\$ 80,000	\$ -	571,360
Closing Balance	\$ 68,860	0	\$ 7,725	\$ 15,682	\$ 23,877	\$ 506,166	506,166

PUBLIC ART

This reserve is funded by a contribution from taxes collected, currently set at \$85,000 annually. It is used to fund public art projects as recommended to Council by the Public Art program Steering Committee.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 291,577	300,325	\$ 309,334	\$ 318,614	\$ 328,173	\$ 338,018	291,577
Closed Projects							
Contributions:							
- Budgeted	85,000	85,000	85,000	85,000	85,000	425,000	850,000
Transfer from TSL	-	-	-	-	-	-	-
Transfer from Civic Amenity Fund	-	-	-	-	-	-	-
Interest for the year	8,747	9,010	9,280	9,558	9,845	53,837	100,278
Available Balance	\$ 385,325	394,334	\$ 403,614	\$ 413,173	\$ 423,018	\$ 816,855	1,241,855
Withdrawals							
Public Art Projects	85,000	85,000	85,000	85,000	85,000	425,000	850,000
Public Art - 1% of LL Land Sales	-	-	-	-	-	-	-
Total expended	\$ 85,000	\$ 425,000	850,000				
Closing Balance	\$ 300,325	\$ 309,334	\$ 318,614	\$ 328,173	\$ 338,018	\$ 391,855	391,855

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

OTHER FUNDING SOURCES

Cemetery Development Fund

The Cemetery Development Fund is a non-statutory reserve which is used to fund capital improvement projects in the city's cemetery. It is generally funded by net cemetery revenues. In 2004, the Cemetery Fund also received a contribution of \$954,000 from the GVRD because of the impact of the Region's watermain project on the cemetery

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 1,107,600	809,828	\$ 731,123	\$ 650,056	\$ 566,558	\$ 480,555	\$ 1,107,600
Contributions:							
Interest for the year	27,228	21,295	18,934	16,501.69	13,997	29,699	127,654
Available Balance	\$ 1,134,828	831,123	\$ 750,056	\$ 666,558	\$ 580,555	\$ 510,254	\$ 1,235,254
Withdrawals							
Cemetery Accessible Public Restroom and Staff Facility	125,000	-	-	-	-	-	125,000
Cemetery Provision	200,000	100,000	100,000	100,000	100,000	500,000	1,100,000
Closing Balance	\$ 809,828	\$ 731,123	\$ 650,056	\$ 566,558	\$ 480,555	\$ 10,254	\$ 135,254

Child Care Capital Improvement Fund

The Child Care Capital Improvement Fund is a non-statutory reserve used to provide grants to child care services in the City. It was created in 1997 with a \$150,000 sale of density transfer from the old library site to a developers. Over the years, it has provided grants to Heywood House, St. Andrew's Daycare, Mahon Park Child Care, North Shore Neighbourhood House and Lonsdale Creek Daycare.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 9,323	-	\$ -	\$ -	\$ -	\$ -	\$ 9,323
Contributions:							
Available Balance	\$ 9,323	-	\$ -	\$ -	\$ -	\$ -	\$ 9,323
Child Care Capital Improvement Fund	9,323	-	-	-	-	-	9,323
Closing Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Carbon Fund

The Carbon Fund is to be used for greenhouse gas emissions reducing initiatives within the City of North Vancouver, such as sustainable transportation initiatives, building energy retrofits, solar hot water, geo-exchange, fleet conversion, urban forestry and other emissions-reducing improvements. Funding is provided by an annual budget contribution as well as the Climate Action Revenue Incentive Program (CARIP).

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 117,192	2,142	\$ (0)	\$ (0)	\$ 90,000	\$ 180,000	\$ 117,192
Contributions:							
Early Appropriations							
CARIP	25,000	25,000	25,000	25,000	25,000	125,001	250,001
Annual Budget	65,000	65,000	65,000	65,000	65,000	325,001	650,001
Available Balance	\$ 207,192	92,142	\$ 90,000	\$ 90,000	\$ 180,000	\$ 630,002	\$ 1,017,194
Withdrawals							
Environmental Strategy Implementation			90,000	-	-	-	90,000
Electric Vehicle Strategy Implementation	205,050	92,142	-	-	-	-	297,192
Closing Balance	\$ 2,142	\$ (0)	\$ (0)	\$ 90,000	\$ 180,000	\$ 630,002	\$ 630,002

Heritage Reserve

The Heritage Reserve Fund was established in 1994 and received additional funding from the sale of Hammersley House in 1998. The purpose of the Reserve Fund is to fund projects on an as-needed basis that support the City's Heritage Program and goals in the Official Community Plan related to the conservation of heritage resources on the Heritage Register.

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 92,053	2,569	\$ 2,646	\$ 2,725	\$ 2,807	\$ 2,891	\$ 92,053
Contributions:							
Interest for the year	75	77	79	82	84	447	760
Available Balance	\$ 92,128	2,646	\$ 2,725	\$ 2,807	\$ 2,891	\$ 3,338	\$ 92,813
Withdrawals							
Heritage Reserve Fund	89,559	-	-	-	-	-	89,559
Closing Balance	\$ 2,569	\$ 2,646	\$ 2,725	\$ 2,807	\$ 2,891	\$ 3,338	\$ 3,254

Environmental Stewardship Fund

Fund originated from unused projects(s) related to Environmental cleanup, and has been balanced and maintained by the City since.

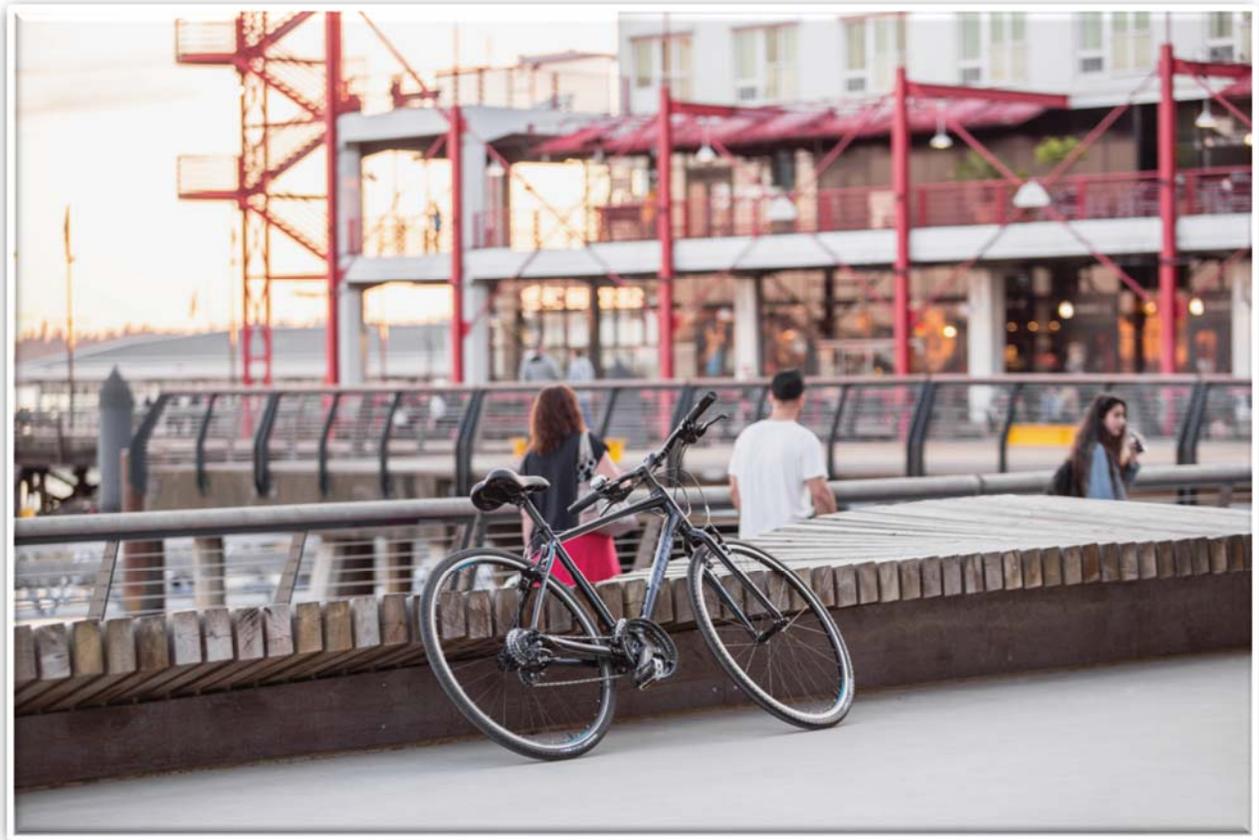
	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 32,842	(0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 32,842
Contributions:							
Interest for the year							
Available Balance	\$ 32,842	(0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ 32,842
Withdrawals							
Corporate Climate Action Implementation	32,842	-	-	-	-	-	32,842
Closing Balance	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)	\$ (0)

2020-2029 PROJECT PLAN

RESERVES AND OTHER FUNDING

General Reserve

	2020	2021	2022	2023	2024	2025-2029	Total
Opening Balance	\$ 4,444,522	\$ 192,222	\$ (0)	\$ 165,877	\$ 580,111	\$ 5,940,546	\$ 4,444,522
Contributions:							
2019 Revised Budget	163,340						163,340
Transfer from Annual Budget	-	1,024,607	3,397,599	7,124,646	6,301,687	46,609,390	64,457,928
Transfer from TSLI				704,328.33	1,685,147.68	2,047,193	4,436,669
Waterfront Revenue	1,000,000						1,000,000
Available Balance	\$ 5,607,862	\$ 1,216,829	\$ 3,397,599	\$ 7,994,851	\$ 8,566,946	\$ 54,597,128	\$ 74,502,459
Land Acquisition 1% Municip Assist	100,000						100,000
Harry Jerome Complex - Major Repairs	200,000	200,000					400,000
IT							
Enhanced VOIP Solutions	200,000						200,000
Open Data & GIS 3D Modeling	120,000		100,000			200,000	420,000
Business Intelligence & Reporting	150,000						150,000
Buildings							
Civic Centre Addition Feasibility Study				3,000,000			3,000,000
Civic Centre Improvements	331,700		21,400	21,400	21,400	107,000	502,900
Replacement of City Hall Single Glazed Windows	50,000		600,000	600,000			1,250,000
Shipyards & Waterfront Operations (previously known as Central Waterfront Public Realm)	2,020,000						2,020,000
2025 New North Shore Neighborhood House Facility	115,000					10,000,000	10,115,000
Shipyards Commons Branding and Marketing Start Up							
Streets, Traffic and Transportation							
Pavement Management: Streets and Lanes	102,909	722,383	1,387,000	1,387,000	1,687,000	8,435,000	13,721,292
Sidewalk Infill & Reconstruction	51,030	9,447	322	1,340			62,138
Street Banner And Furnishing Program	60,000	35,000	60,000	35,000	60,000	225,000	475,000
Seasonal Decorations - Lonsdale Street Light Poles						85,000	85,000
Esplanade Complete Streets	100,000						100,000
Transit Stop Improvements	65,000		65,000	65,000	65,000	325,000	585,000
Bus Speed and Reliability	50,000		50,000	50,000	50,000	250,000	450,000
Traffic Signal Pre-Emption for Fire Emergency Vehicles	80,000		80,000				160,000
Street Light and Traffic Signal Aging Pole Replacement	350,000	250,000	50,000	50,000	50,000	500,000	1,250,000
City-Wide LED Streetlight upgrade	150,000		250,000				400,000
Street Lighting Central Management System							
Traffic Signal System Upgrades	250,000			300,000	300,000	2,500,000	3,350,000
Priority Mobility Network Improvements				1,430,000			1,430,000
New Sidewalks to Complete Pedestrian Network-DCC						742,500	742,500
Pedestrian and Roadway Lighting Implementation - DCC						668,250	668,250
Planning and Development							
Rapid Transit Planning Office			150,000	150,000	150,000	750,000	1,200,000
INSTPP Implementation (Previously known as North Shore Transportation Improvements)			75,000	75,000	75,000	375,000	600,000
Community & School Active Travel Planning	175,000		168,000	100,000	93,000	479,000	1,015,000
Mobility Plan	100,000						100,000
Great Streets - Corridor Studies							
Bicycle Master Plan Update & Bicycle Route Conceptual Design	90,000						90,000
Block							
Land Use Studies - OCP Review					50,000	900,000	950,000
Special Study, Site Planning and Development			100,000	100,000			200,000
Environmental Strategy Implementation							
Review of Human Resources Policy Manual	120,000						120,000
Economic Development Strategy	70,000						70,000
City Plaza Programming	25,000		25,000				50,000
Library Services for Lower Lonsdale							
Child Minding for Council Meetings	25,000		25,000	25,000	25,000	125,000	225,000
Child Care Strategy Implementation Projects	40,000						40,000
Electric Vehicle Strategy Implementation							
E-Bike and Micromobility Coordinator	75,000		25,000	25,000			125,000
Lonsdale Energy Corporation Renewable Energy Strategy	100,000						100,000
Where Matters 2.0 - Measuring Health Impacts of Built Environment and Policy	25,000						25,000
CleanBC Better Homes and Home Renovation Rebate Program - Municipal Top-Up Rebates	25,000						25,000
Total expended	\$ 5,415,639	\$ 1,216,829	\$ 3,231,722	\$ 7,414,740	\$ 2,626,400	\$ 26,666,750	\$ 46,572,080
Closing Balance	\$ 192,222	\$ (0)	\$ 165,877	\$ 580,111	\$ 5,940,546	\$ 27,930,378	\$ 27,930,378



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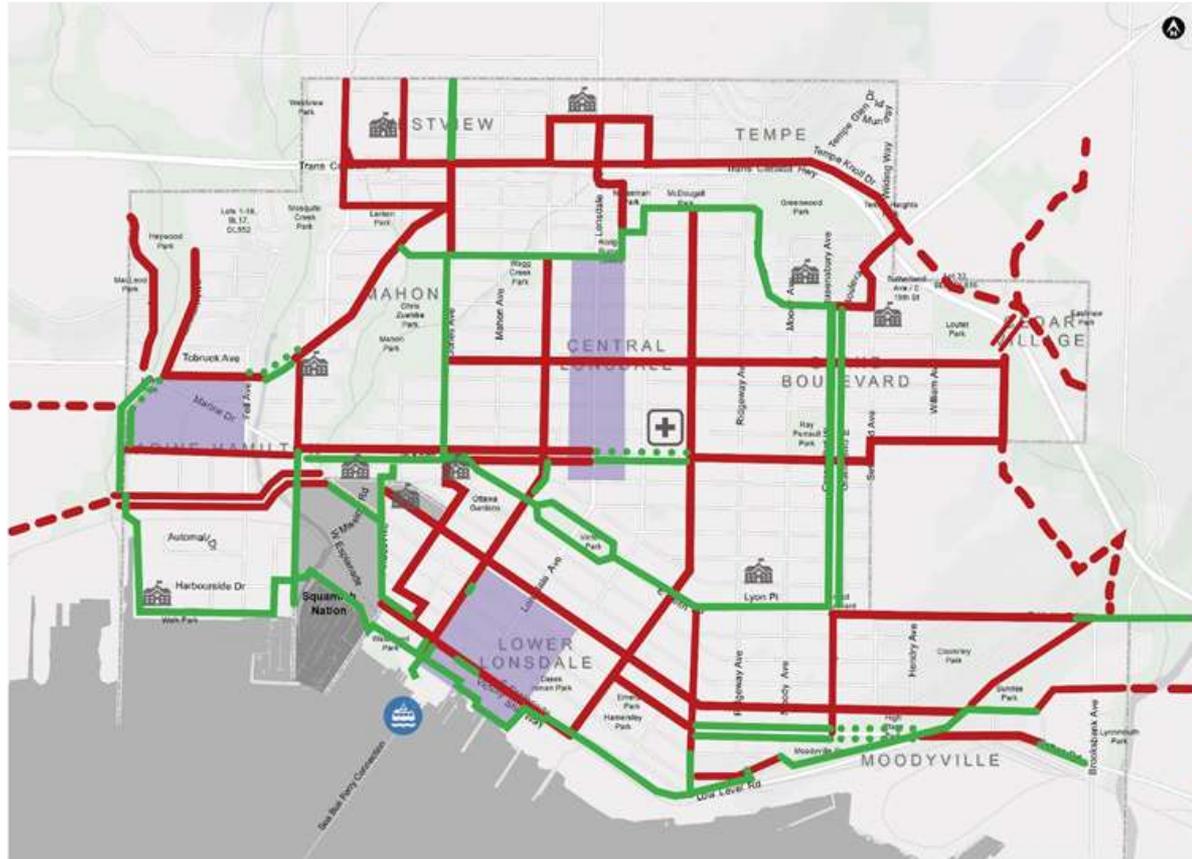
Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes

Presented November 2019

Planning and Development Department

The City has an established long-term AAA network vision

- Existing AAA infrastructure corridor
- Existing separated infrastructure corridor
- AAA Network Vision corridor not yet delivered
- AAA Network Vision corridor requiring coordination with DNV not yet delivered



Source: City of North Vancouver AAA Long-Term Network Vision (2014)

Recommended priority corridors will direct near-term investment towards:

- Connecting key destinations
- Filling gaps in high demand areas
- Making high collision areas safer

- Existing AAA infrastructure corridor
- Existing separated infrastructure corridor
- Priority AAA infrastructure corridor
- - - Priority AAA infrastructure corridor requiring coordination with DNV



Planning and design will explore different options, considering diverse community and other street user needs of each corridor



Thank you.



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Andrew Devlin, Manager, Transportation

Subject: PRIORITY CORRIDORS FOR ALL AGES AND ABILITIES (AAA)
MOBILITY LANES

Date: October 23, 2019 File No: 16-8480-01-001/2019

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

RECOMMENDATION

PURSUANT to the report of the Manager, Transportation, dated October 23, 2019, entitled "Priority Corridors for All Ages and Abilities (AAA) Mobility Lanes":

THAT Council endorse the Corridor Prioritization Framework, as outlined in this report, to guide AAA mobility lane infrastructure investments decisions;

THAT Council direct staff to proceed with the phased implementation of the Recommended Priority Corridors, following the Planning and Implementation Strategy process, as outlined in this report;

AND THAT the planning and design for these priority AAA mobility lane corridors consider opportunities to accommodate the needs and abilities for other non-pedestrian and non-auto modes of travel, including but not limited to: electric bicycles, scooters, and skateboards.

ATTACHMENTS

1. Council Notice of Motion, July 24, 2019 (Document #[1812074](#))
2. All Ages and Abilities (AAA) Facility Design Types (Document #[1839877](#))
3. All Ages and Abilities (AAA) Long-Term Network Vision and Existing Network (Document #[1837618](#))
4. Strava "Heat Map" of High Demand Cycling Routes (Document #[1837685](#))

5. Collision Hotspots (Document #[1837689](#))
6. Corridor Analysis (Document #[1835974](#))
7. Recommended Priority Corridors and Phasing (Document #[1840553](#))

PURPOSE

The purpose of this report is to provide guiding direction for staff to systematically address shortcomings in the City's "All Ages and Abilities" (AAA) mobility network. This will be accomplished by creating a framework for prioritizing investments and improvements, a near-term priority network of corridors, and an implementation process to ensure planning and design appropriately involve the community and Council in decision making. These recommendations are intended to support accelerating City efforts to improve safety and comfort for a growing variety of active transportation users and modes.

BACKGROUND

On July 24, 2019, Council endorsed a Notice of Motion directing staff to identify priority corridors for AAA mobility lanes and report back by early fall with a phased implementation plan and budget implications for each phase (see Attachment 1).

AAA mobility infrastructure provides safe and comfortable facilities for a diverse range of active transportation users.

AAA mobility infrastructure consists of facilities that help to separate slower-moving road users from automobiles and pedestrians. These facilities are comprised of three types of design: (1) separated lanes using physical barriers, (2) off-street paths, and (3) signed neighbourhood bikeways (see Attachment 2). Generally, separated lanes or off-street paths are warranted on streets with higher traffic speeds and volumes, while neighbourhood bikeway designs are appropriate on streets with less traffic volumes and slower speeds.

If properly designed, AAA mobility infrastructure can benefit more than just people on bicycles, but also those on scooters, skateboards, and a growing number of people-powered and electric-assist modes. Delivering a network of high-quality AAA mobility lanes will help to ensure that a greater variety of more vulnerable users can travel safely and comfortably across the City.

A city-wide AAA network vision was endorsed by Council in 2014.

A long-term network concept for AAA facilities was endorsed by Council in 2014 (see Attachment 3). Once built out, it is estimated that over 90% of key destinations in the City – including schools, community centres, health service facilities, and retail areas – would be served by this network.

Delivering the AAA network vision to date has focused primarily on completing the City's network of off-street multi-use pathways.

By the end of 2019, the City will have constructed 15 km of AAA infrastructure and facilities or about 30% of the long-term network vision. A large portion of this investment has been focused on completing the City's primary multi-use, off-street pathway network, comprised of the Green Necklace and Spirt Trail. Implementation of AAA facilities beyond these corridors has been largely focused on filling in gaps as opportunities arise through property and street redevelopment.

DISCUSSION

Corridor Prioritization Framework

To identify priority corridors for AAA mobility infrastructure, staff reviewed routes included in the AAA network vision that have not yet been developed or delivered against the following criteria:

1. **Demand:** Measured as the level of existing or potential demand along the corridor. The higher the demand, especially for different types of users, the greater the corridor should be considered a priority for investment. Corridor-specific demand and utilization data for active transportation modes is not readily available nor collected on a City-wide scale. In general, demand should be higher in close proximity to jobs and higher density residential housing and along corridors that connect key destinations, provide direct routes, and have reasonable topography. To assess demand, staff considered information from Strava (an on-line fitness network used to track cycling and running activities) that shows preferential corridors among cyclists who track their routes (see Attachment 4 for Strava "heat map" showing reported cycling trips in the City) and feedback/ suggestions from HUB North Shore and the City's Integrated Transportation Committee on desired routes and corridors.
2. **Safety:** Measured as the number of reported collisions or conflicts between active transportation users and other modes along the corridor. The more frequent collisions or conflicts occur, the greater the corridor should be considered a priority for investment. Collision data collected by ICBC and the North Vancouver RCMP between 2011 and 2015 was used to identify "hotspots" where conflicts and collisions between cyclists and other road users occur (see map in Attachment 5).
3. **Feasibility:** Measured as the likelihood that a functional AAA route can be constructed along the corridor with reasonable/supportable costs and without significant trade-offs. Key factors influencing the feasibility of delivering AAA mobility infrastructure on a corridor may include right-of-way availability, supply, utilization, and siting of on-street parking or other facilities, driveways, business/commercial loading zones, etc. The less complex a corridor is to deliver AAA mobility infrastructure, the greater the corridor should be considered a priority for investment.

4. **Funding:** Measured as the likelihood of the corridor being a candidate for external funding to support implementation. Projects that are along the Major Bike Network identified in the Regional Cycling Strategy for Metro Vancouver, connect or are within urban centres and meet a AAA standard for comfort and safety are mostly likely to be successful in securing available external funding. The higher the likelihood, the greater the corridor should be considered a priority for investment.

A summary of the corridor analysis is provided in Attachment 6. Note that some corridors have multiple segments with different contexts and conditions. Each corridor segment has been reviewed separately.

Recommended Priority Corridors

By applying the prioritizing criteria above to the remaining corridors in the long-term AAA network concept, the following emerge as the highest priority for investment (these corridors are illustrated on the map in Attachment 7):

- Chesterfield South: North-south corridor that parallels Lonsdale Avenue. Provides connections between Central Lonsdale, Lonsdale Quay, and the SeaBus.
- Marine-Main West: East-west corridor from MacKay Road to Lonsdale Avenue via Marine Drive, W 3rd Street and Esplanade. Connects higher density residential and mixed-use areas, with links to SeaBus and adjacent cycling facilities in the District of North Vancouver.
- Midtown: East-west corridor from Marine Drive/Bewicke Avenue area to proposed Casano-Loutet crossing via W Keith Rd, 13th Street, and 14th Street. Connects Lynn Valley Town Centre, Central Lonsdale, Green Necklace, and the Marine-Hamilton neighbourhood.
- Moodyville – St. Davids: North-south corridor between Esplanade and E Keith Road. Connects Moodyville neighbourhood to the Green Necklace, Spirit Trail and Central Lonsdale.
- Upper Levels Greenway (East and West): Combination of east-west and north-south corridors that between Westview Drive and Lynn Valley Road via 25th Street, Jones Avenue and Tempe Heights. Connect residential areas to several schools, recreational facilities, Lynn Valley Town Centre, and provides linkages across Highway 1.

AAA mobility infrastructure investments on these corridors would increase the total length of AAA facilities in the City to 25 km, or approximately 50 % of the total length outlined in the long-term AAA network vision.

Planning and Implementation Strategy

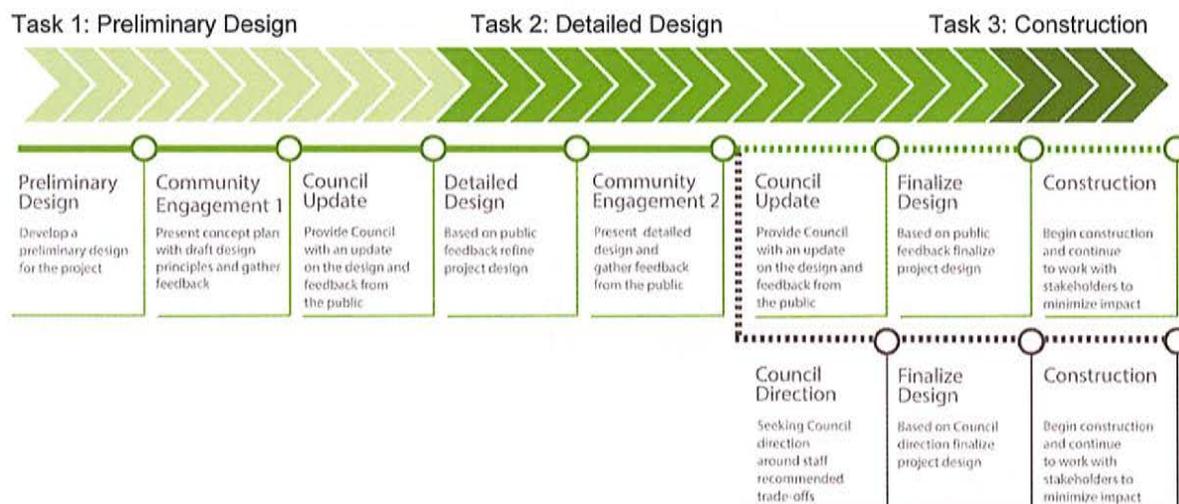
A phased approach to planning, designing, and implementing AAA facilities on the priority corridors is recommended and outlined in Table 1. A phased approach will allow a more cost-effective allocation of budget and resources and ensure sufficient time is available for staff to develop design options, consult with corridor residents and business, and optimize applications for external funding grants.

Table 1: Phasing strategy

Phase	Corridors and Corridor Segments
Phase 1: Deliver committed connections	<ul style="list-style-type: none"> Upper Levels West: Jones Ave - W 21st St – Hwy 1 Midtown: Casano-Loutet Bridge Marine-Main West: Off-Marine Dr (1st St and 2nd St)
Phase 2: Priority east-west connections	<ul style="list-style-type: none"> Midtown: W Keith Rd/13th St, 14th St/Rufus Ave Marine-Main West: Esplanade Upper Levels East: Lonsdale Ave to Lynn Valley Rd
Phase 3: Priority north-south connections	<ul style="list-style-type: none"> Chesterfield South: Esplanade to 13th St Moodyville: St. Davids Ave Upper Levels West: W 25th St - Westview Dr to Lonsdale Ave

Implementation of all priority corridors will follow the planning, design, consultation and decision-making approach outlined in Figure 1.

Figure 1: Design, consultation, and decision-making process



In preliminary design, staff will work to identify a range of routing and design options for each corridor informed by technical analysis and input from the residents and businesses about key issues or needs. In detailed design, staff will identify a preferred route and design and seek community input and feedback on changes needed to finalize the project before implementation.

Council will receive updates on design progress and community input during both preliminary and detailed design. Council direction on corridor routing or design will be sought in situations where significant trade-offs or issues exist, as determined by staff. These may include, but are not limited to: costs, impacts to other road users/road capacity (e.g., parking, general purpose traffic lanes), and property impacts. Timelines for planning, design, and implementation of each phase is expected to vary depending on funding availability, the complexity of designs for each corridor, and

nature of trade-offs that need to be addressed/resolved. In general, corridors that can be delivered using simple designs, with minimal construction, limited right-of-way changes, or minor trade-offs/issues may be deliverable in less time.

Designing priority corridors to meet the needs of a greater variety of people-powered and electric-assist active transportation modes.

New forms of people-powered and electric-assist modes, including scooters and e-bicycles, are becoming more common on City streets. Other modes, like e-scooters and motorized skateboards, while currently not legally permitted to operate on roads or sidewalks in British Columbia, may soon be legalized, pending revisions to the Motor Vehicle Act, currently under consideration by the Province. These modes provide a greater variety of alternatives to automobiles for both local and longer-distance trips.

The higher speed of these modes is likely to present risks to other active transportation users – including pedestrians and people on conventional bicycles – if not adequately accommodated on City streets and facilities. If properly designed, staff believe that AAA mobility lanes can provide safe and comfortable facilities for both conventional and new forms of people-powered and electric-assist modes. Staff will consider opportunities for more progressive facilities designs to accommodate a growing variety of modes, as space and resources allow.

ADVISORY BODY INPUT

The Integrated Transportation Committee was consulted with and provided input on an early draft of the Corridor Prioritization Framework and Recommended Priority Corridors. The Committee's request to ensure that the needs of a broader variety of users (e.g., non-commuter) has been considered by staff in developing the final recommendations.

COMMUNITY CONSULTATION

The Recommended Priority Corridors in this report include routes identified by HUB Cycling - North Shore Chapter for priority investment in the City in their delegation to Council on October 7, 2019. Pending endorsement of the recommendations, the planning and design of each priority corridor will include consultation and engagement with local residents, businesses and other road users. A public awareness and engagement strategy will be developed to share information about these projects with the community. Stakeholder groups will be kept informed as these projects move ahead and, when appropriate, those who want to be involved will be given the opportunity to share their feedback.

FINANCIAL IMPLICATIONS

In the last 4 years, the City has invested approximately \$3 to \$5 million annually on the planning and implementation of AAA mobility infrastructure. Staff estimate that proceeding with the planning and implementation of the Recommended Priority Corridors in this report, this level of investment will grow to approximately \$4 to 8 million annually in the near-term, which includes new temporary staff resources to deliver the work. This estimate is based on preliminary, high-level AAA concept designs developed for each corridor to assess feasibility and also considers previously committed funding to support design and consultation for the Casano-Loutet Bridge and Off-Marine Dr corridors in Phase 1. Staff will be seeking access to regional funding available through TransLink to support planning and implementation that will reduce the City's overall contributions. Final costs for each corridor will be determined through the design and/or tender process, with funds approved and allocated each year through the Council approved capital budget. Currently these costs are identified in the City's Draft 2020-2029 Project Plan.

INTER-DEPARTMENTAL IMPLICATIONS

This report and its recommendations were developed in consultation with staff from Engineering, Parks and Environment (EPE). Pending endorsement of the recommendations; the design, consultation and construction of the Recommended Priority Corridors will be led by EPE staff.

POLICY IMPLICATIONS

The recommendations in this report support the following goals and objectives in the City's Official Community Plan:

- 2.1. Prioritize walking, cycling transit and goods movement over single-occupancy vehicles.
- 2.3. Support a safe, accessible, resilient, and affordable transportation system.
- 3.1. Enhance well-being and quality of life for all community members.

STRATEGIC PLAN IMPLICATIONS

Increasing the kilometers of protected bike lanes is a key action outlined in the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



Andrew Devlin, MCIP RPP
Manager, Transportation

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, JULY 22, 2019

NOTICE OF MOTION

24. Mobility Lanes – File: 16-8480-03-0001/2019

Moved by Councillor Valente, seconded by Councillor McIlroy

WHEREAS the City has long-term, key cycling routes identified in the North Vancouver Bicycle Master Plan;

WHEREAS Council has identified active transportation as a key priority in this term;

WHEREAS the Provincial government recently completed a British Columbia Active Transportation Design Guide to help guide communities in building safe, effective active transportation infrastructure, and highlighted the importance of All Ages and Abilities (AAA) infrastructure, which is important for positive health, climate action and economic growth;

AND WHEREAS AAA active transportation infrastructure can be referred to as “mobility lanes” providing protection and separation from people walking and motor vehicle traffic for active modes, like bicycles and other people-powered and electric assist devices;

THEREFORE BE IT RESOLVED that staff review the City portion of the North Vancouver Bicycle Master Plan and identify priority AAA active transportation infrastructure corridors and report back to Council by early Fall with a phased implementation plan and budget implications for each phase.

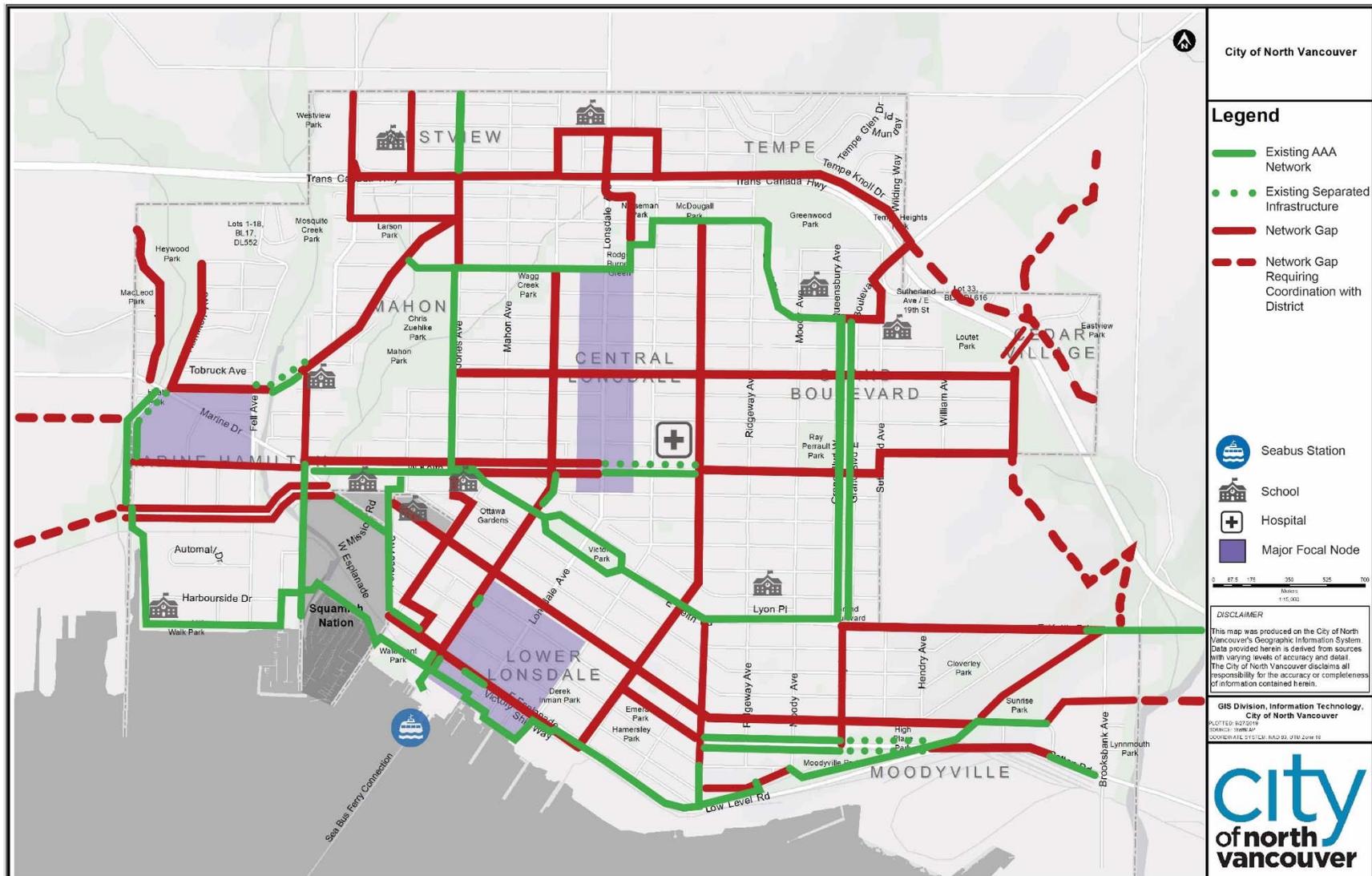
CARRIED UNANIMOUSLY

All Ages and Abilities (AAA) Facility Design Types

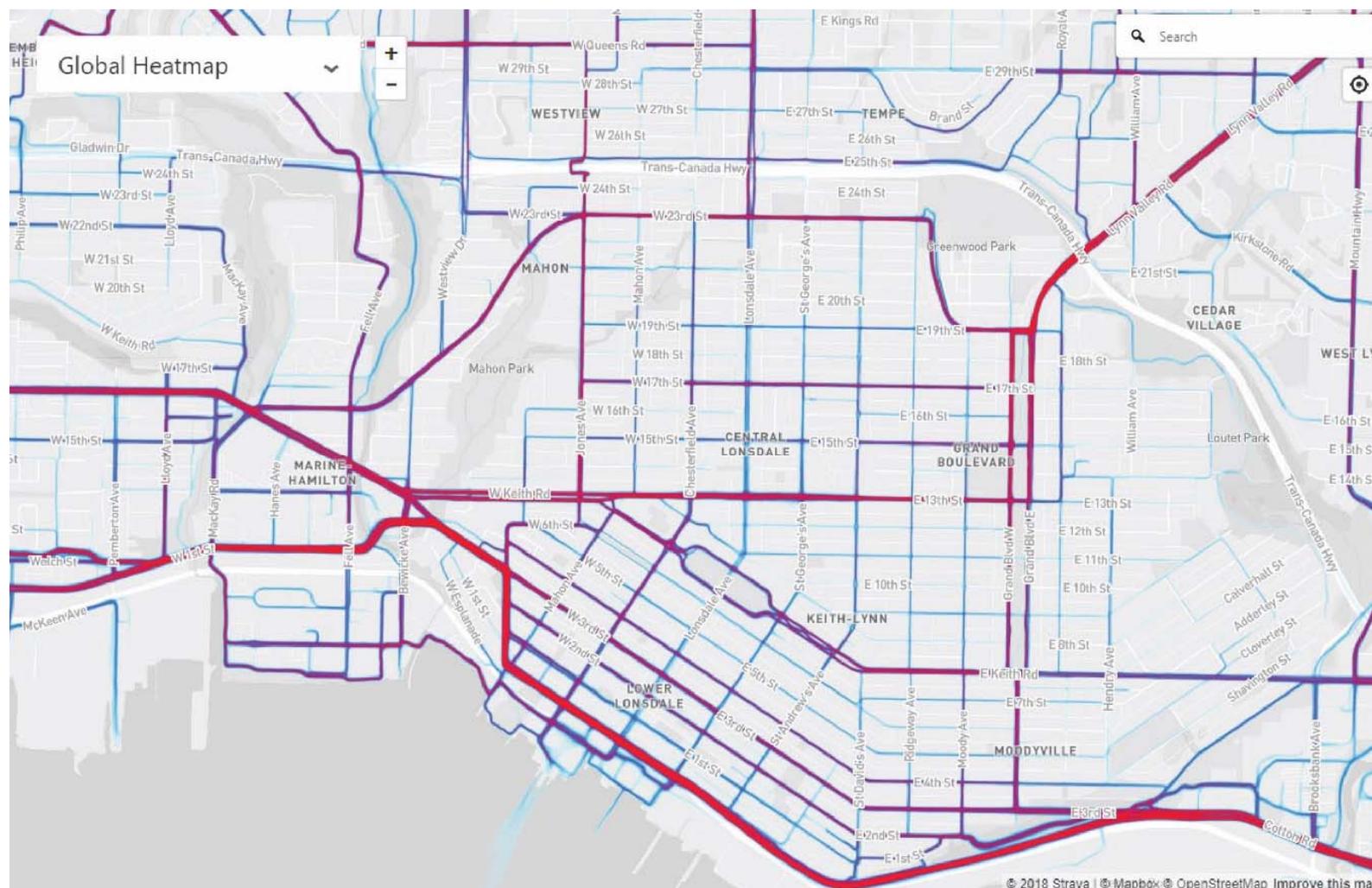


Source: Transportation Design Guidelines: All Ages and Abilities Cycling Routes (City of Vancouver, 2017)

All Ages and Abilities (AAA) Existing Network and Long-Term Network Vision

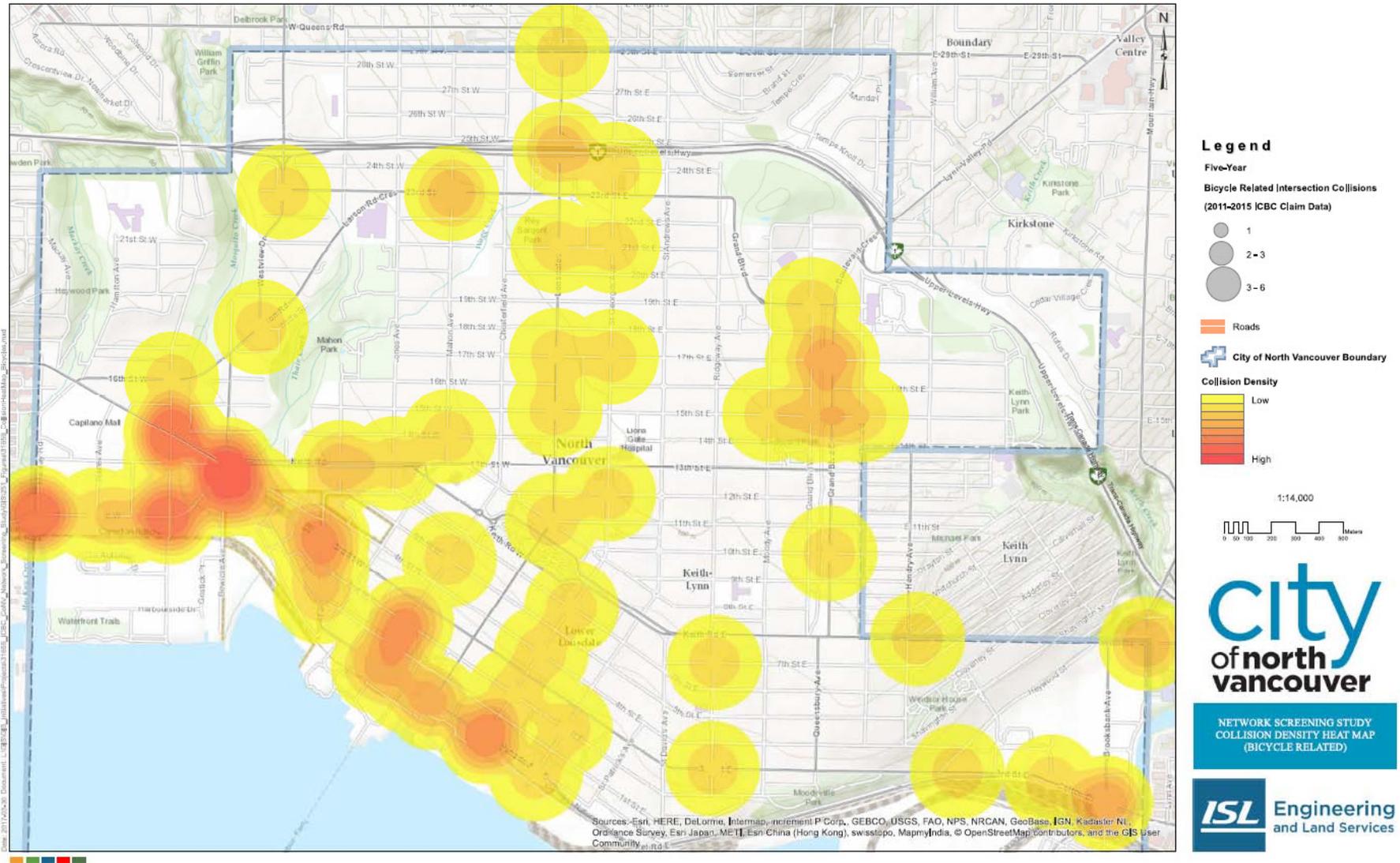


Strava “Heat Map” of High Demand Cycling Routes



Strava is an on-line social fitness network used to track cycling and running activities. The map above illustrates a “heat map” produced by Strava that shows recorded cycling activities in the City during the last two years. The bolder/darker a line is, the more activity is recorded using that corridor.

Collision Hotspots

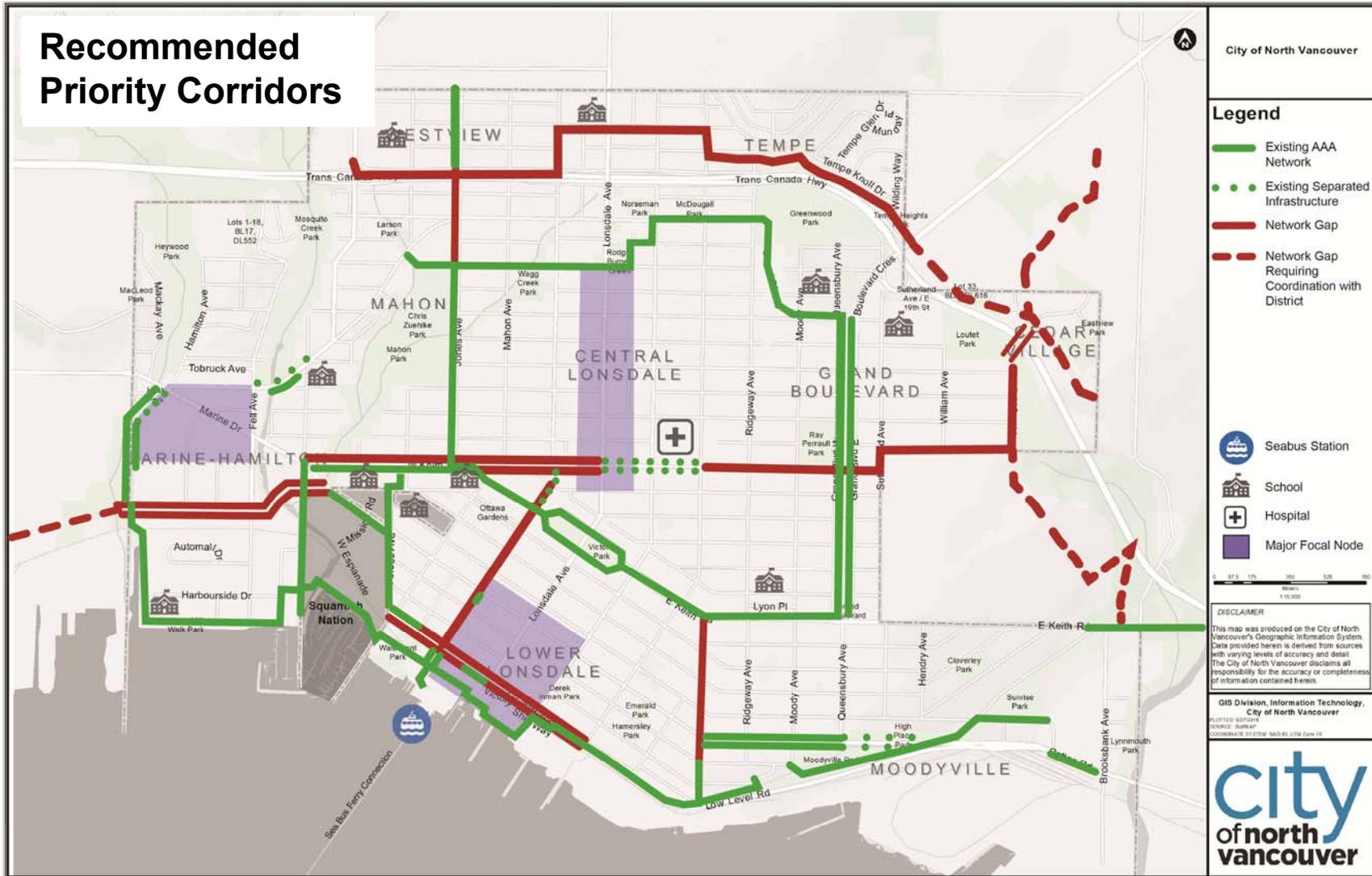


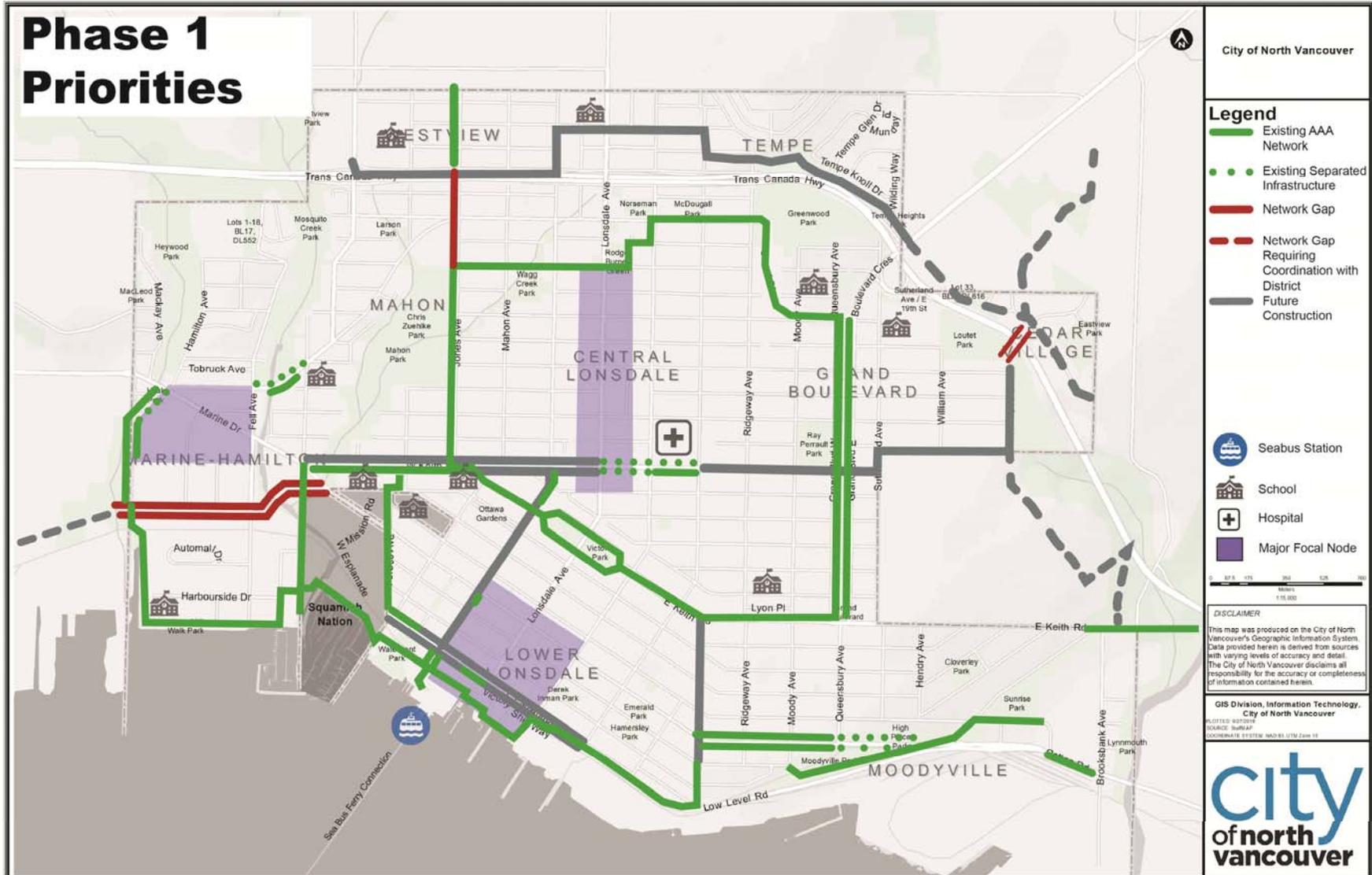
Corridor and Corridor Segment Analysis

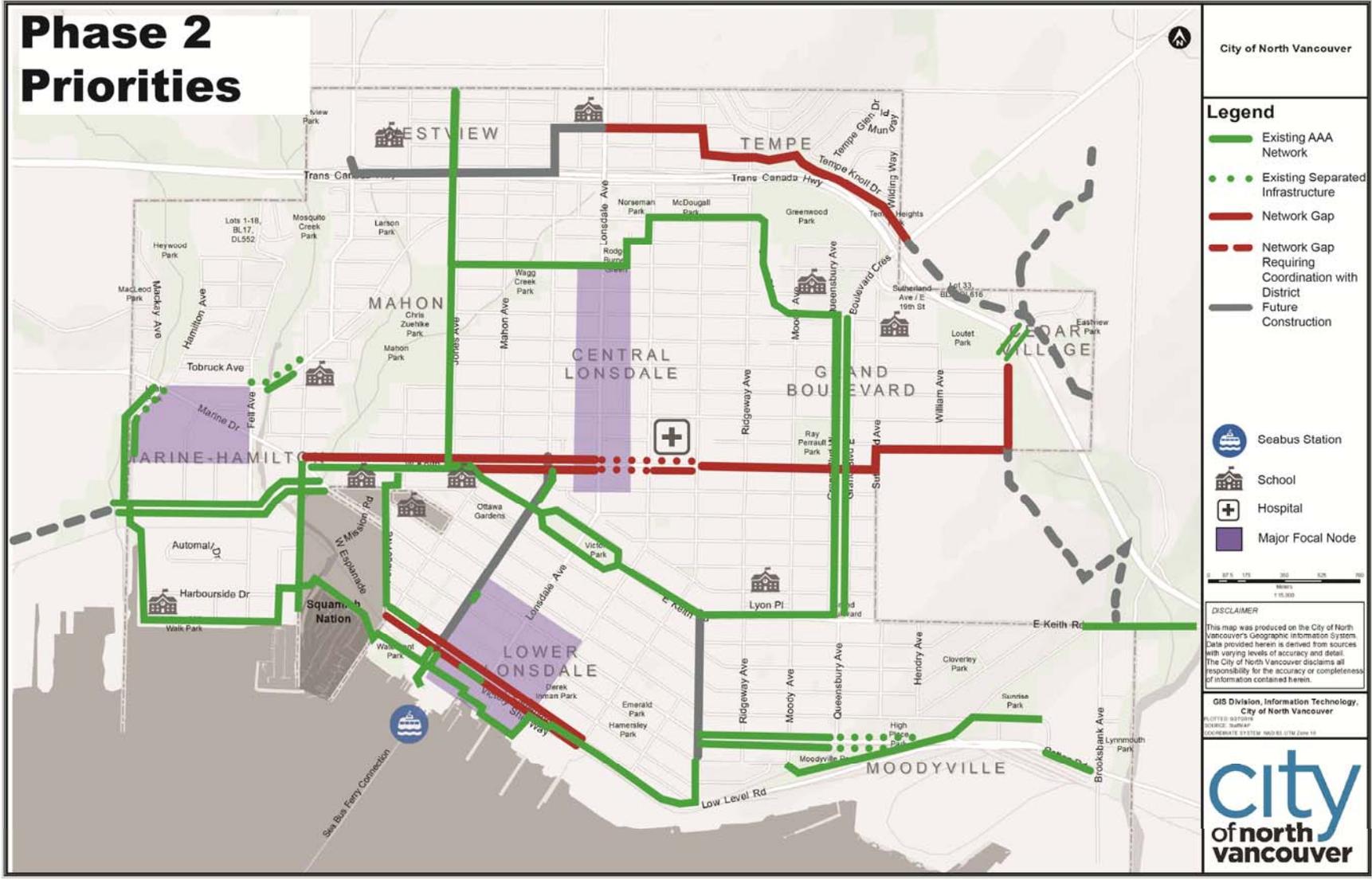
Corrdior	Corridor Segment	Demand Existing	Demand Potential	Safety	Feasibility	Funding	Priority Ranking
3rd Street	St. Andrews to St. David	Low-Moderate	Moderate	Moderate	Low-Moderate	Moderate****	Low
4th Street	Forbes Ave to Heywood St	Low-Moderate	Low-Moderate	Low	Moderate-High	Low	Low
Chesterfield South	Esplanade to 13th	Moderate	High	High	Moderate	Moderate-High	High
Chesterfield North	13th St to 21st St	Low	Moderate	High	Low-Moderate	Moderate	Medium
Hamilton	21st St to Marine Dr	Low	Low	Low	Moderate	Low	Low
Larson	Hamilton to Larson Rd	Moderate	Moderate-High	Moderate	Moderate	Moderate	Medium
Mahon	Esplanade to W Keith	Low	Low	Low	High	Low-Moderate	Low
Marine-Main East	Low Level Rd	High	High	Moderate	Low	Moderate	Low
	Cotton Road Bridge	High	High*	Moderate	Low	Moderate	Low
Marine-Main West	Off-Marine Dr (1st St and 2nd St)	High	High*	High	High	High	High
	Esplanade	High	High	High	Low-Moderate	High	High
Midtown	W Keith Rd	Moderate-High	High	Moderate	High	Moderate	High
	13th St	Moderate-High	High	Moderate	High	Moderate	High
	14th St/Rufus Ave	Low	High	Low	High	Low	High
	Casano Loutet Bridge	NA	High	NA**	Moderate***	High	High
Moodyville	St Davids Ave	Low	Moderate-High	Moderate	High	Low-Moderate	High
	Queensbury Ave	Moderate	Moderate	Moderate	Moderate	Low-Moderate****	Medium
	Heywood St Spirit Trail	Low	Low-Moderate	Low	High	Low-Moderate	Low
St Andrews	Esplanade to 23rd St	Low	Moderate	Moderate	Moderate-High	Moderate	Low
Upper Levels East	Lonsdale to Lynn Valley Road	Low-Moderate	Moderate-High	Low	High	Moderate-High	High
Upper Levels West	W 25th St - Westview Dr to Lonsdale Ave	Low	Moderate	Moderate	High	Moderate	High
	Jones - 21st St to Hwy 1	Moderate	High	Moderate	High	Moderate	High

Legend:

- * Alternate Route Possible
- ** Existing Alternate Route Experience is poor
- *** Existing design, to be funded
- **** Potential for development funding









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 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Wendy Tse, Planner 2

Subject: REZONING APPLICATION: 1420 FORBES AVENUE
(M. & R. VENTURA / FARZIN YADEGARI ARCHITECT INC.)

Date: September 4, 2019 File No: 08-3360-20-0470/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated September 4, 2019, entitled "Rezoning Application: 1420 Forbes Avenue (M. & R. Ventura / Farzin Yadegari Architect Inc.):

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714" (M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue) be considered and the Public Hearing be waived;

THAT Development Variance Permit No. DVP2018-00004 be considered for issuance under Section 498 of the *Local Government Act* and the Public Meeting be waived;

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

ATTACHMENTS:

1. Context Map (Doc#[1820757](#))
2. Architectural and Landscape Plans (East Lot), dated August 2019 (Doc#[1821073](#))
3. Architectural and Landscape Plans (West Lot), dated August 2019 (Doc#[1821071](#))
4. Public Consultation Summary (Doc#[1820718](#))
5. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714" (Doc#[1820429](#))
6. Development Variance Permit 2018-00004 (Doc#[1820438](#))

PROJECT DESCRIPTION

The development proposes the subdivision of 1420 Forbes Avenue into two lots, each with a frontage of 9.9 metres (32.5 feet) and an overall size of approximately 424.6 square metres (4,570 square feet). A new single-family dwelling with secondary suite is proposed on each of the new lots. Each lot will also have a detached garage for two vehicles, accessed from the lane.

The requested zone change and variances to the Zoning Bylaw to permit the proposed development are identified in Table #1. The proposed development complies with the majority of requirements in the One-Unit Residential 2 (RS-2) Zone and the requested variances are minor in nature.

Table #1. Requested Changes to the Zoning By-law

East Lot

	Current Designation/Regulation	Proposed Designation/Regulation
Zoning	RS-1	RS-2
Lot Frontage	Minimum 10 metres (32.8 feet)	9.9 metres (32.5 feet)
Rear Lot Line	Minimum 14.9 metres (49 feet) (0.35 times the lot depth)	14 metres (46 feet) (0.33 times the lot depth)

West Lot

	Current Designation/Regulation	Proposed Designation/Regulation
Zoning	RS-1	RS-2
Lot Frontage	Minimum 10 metres (32.8 feet)	9.9 metres (32.6 feet)
Exterior Side Lot Line	Minimum 1.9 metres (6.3 feet) (0.2 times the Lot width)	1.2 metres (4 feet) (0.12 times the Lot width)
Accessory Structure	A trellis or a gazebo with no waterproof roof, up to 2.4 metres (8 feet) in height, may be sited anywhere on the lot	One entry trellis, up to 3.7 metres (12 feet) in height, may be sited in the exterior setback.

POLICY FRAMEWORK

The subject site is designated Residential Level 1 in the Official Community Plan (OCP). This designation allows for ground-oriented housing in the form of detached single family dwellings with non-strata accessory uses, including secondary suites and Coach Houses.

Metro Vancouver Regional Growth Strategy (Metro 2040)	
Goal 1 <i>Create a Compact Urban Area</i>	The proposal presents a form of intensification that is appropriately scaled to the surrounding neighbourhood and contributes to a compact urban area.
Goal 2 <i>Support a Sustainable Economy</i>	Proposed secondary suites provide rental housing options that can support a diversity of income levels, including individuals who work in the community.
Goal 4 <i>Develop Complete Communities</i>	The proposed development adds to the diversity of housing forms in the City to promote the ability for people to age-in-place and stay in their neighbourhood through all stages of life.
Goal 5 <i>Support Sustainable Transportation Choices</i>	The site is well serviced by transit, bicycle and pedestrian infrastructure, including the 240 bus to Vancouver City Centre and the Green Necklace (bicycle and pedestrian facility) on Jones Avenue and West Keith Road.

Official Community Plan	
Policy 1.1.2 <i>Align growth with the development community amenities and infrastructure</i>	Intensification of the site supports the use of existing amenities, including the Green Necklace and Mahon Park.
Policy 1.3.1 <i>Ensure that new development is compatible with the established urban form of the City, reflecting the primacy of the Lonsdale Regional City Centre and the transition through mid- and low-rise buildings to lower-density residential neighbourhoods</i>	The proposed development on the site is appropriately scaled to the neighbourhood and supports the primacy of the Lonsdale Regional City Centre.
Policy 1.3.5 <i>Encourage design excellence in developments through carefully considered, high quality architecture and landscaping, with varied designs which are interesting, sensitive and reflective of their surroundings</i>	The surrounding neighbourhood does not have a consistent character. The site to the east, 458 West 14 th Street, is a 'B' ranked heritage building ("the Smellie Residence") in the City's 2013 Heritage Register. The proposed development complements the heritage character of the adjacent building and is appropriate for a Residential Level 1 neighbourhood.
Policy 1.3.6 <i>Encourage architecture that responds to the unique context of the City in a sensitive, sustainable, and aesthetically compatible manner</i>	Design and materials are consistent with those found in the local context. Landscaping utilizes native plant species.

<p>Policy 1.5.1 <i>Provide opportunities for a range of housing densities, diversified in type, size and location</i></p>	<p>The proposed development creates two modest size single family homes, each with a rental suite, promoting smaller and more affordable housing forms.</p>
<p>Housing Action Plan</p>	
<p>Action #5 <i>To increase rental options in lower density areas to support renters and provide homeowners with additional rental income, while retaining neighbourhood scale and character</i></p>	<p>The proposed development includes rental suites. The suites can provide owners with rental income, in addition to increasing the supply of rental units available in a lower density area that is walkable and well-serviced by transit.</p>
<p>Sustainable Development Guidelines</p>	
<p>Natural Systems <i>The ability of natural systems, both global and local, to support life. Parks and green spaces help regulate the climate, clean and filter water and air, and provide recreational and aesthetic benefits. Maintaining healthy natural systems will reduce strain on municipal infrastructure, support local wildlife and enhance quality of life for community members</i></p>	<p>The proposed landscaping is primarily permeable, with permeable pavers used for outdoor areas and walkways. All plants included in the landscape plan are native species.</p>

PLANNING ANALYSIS

Site Context and Surrounding Use

The site is located on the northeast corner of Forbes Avenue and West 14th Street, in close proximity to Mahon Park to the north and West Keith Road to the south (Attachment #1). The subject site is on a block with all single family dwellings. The area transitions to slightly higher densities to the north, east, and south with the allowance for duplexes, triplexes, and multi-unit apartments. The buildings and uses immediately surrounding the subject site are outlined in Table #2.

Table #2. Surrounding Uses

Direction	Address	Description	Zoning
North	465 West 15 th Street	Single family dwelling	RS-1
South	1348 Forbes Avenue	Single family dwelling	RS-1
East	458 West 14 th Street	Single family dwelling ('B' ranked heritage building)	RS-1
West	502 West 14 th Street	Single family dwelling	RS-1
	1409 Forbes Avenue	Single family dwelling	RS-1
	1417 Forbes Avenue	Single family dwelling	RS-1
	1429 Forbes Avenue	Single family dwelling	RS-1
Southwest	1345 Forbes Avenue	Single family dwelling with suite	RS-2
	505 West 14 th Street	Single family dwelling with suite	RS-2

Use

The policy framework applicable to the subject site supports the proposed development. The site is located in close proximity to transit, recreation facilities, commercial areas and schools. Additionally, the units will support affordable homeownership through the inclusion of rental suites, which will also benefit the overall rental housing stock.

Intensity

The proposed rezoning would allow for the subdivision of the existing lot, creating two new lots of 9.9 metres (32.5 feet) in width, slightly below the minimum lot width requirement of 10 metres (32.8 feet) for One-Unit Residential Use 1 (RS-1) zoned lots. Architectural and landscape plans for the proposed developments are provided in Attachments #2 and #3. The design shows that the future lots can accommodate the proposed principal dwellings and suites with required parking. The proposed density is consistent with the Official Community Plan at 0.5 Floor Space Ratio (FSR) and is similar to surrounding properties.

Form

The proposed form of the development complies with most of the RS-2 Zone requirements and is appropriate in character for the low-density residential context, particularly with existing smaller lots across the streets on Forbes Avenue and West 14th Street. The minor zoning variances requested are outlined in Zoning Amendment Bylaw No. 8714 (Attachment #5) and Development Variance Permit No. DVP2018-00004 (Attachment #6).

COMMUNITY CONSULTATION

A Developer's Information Session was held on September 13, 2018 and was attended by 11 individuals. A total of 18 comment forms were received, of which one expressed concern about the project, primarily in relation to traffic in the area and pedestrian safety. A summary of the public consultation, as prepared by the applicant, is available in Attachment #4.

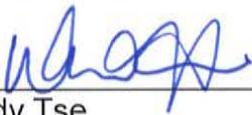
Given the limited concerns identified from the surrounding neighbourhood, staff is recommending that the Public Hearing be waived. Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714" (M. and R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue) be considered and referred to a Public Hearing;.

CONCLUSION

This proposal represents good planning. The subject site's proximity to existing recreational infrastructure, commercial areas, and transit and active transportation facilities make it an appropriate site for densification. The project would result in a net increase of one principal unit and two accessory suites, while maintaining the development form of the surrounding properties as single-family dwellings. The proposed parking is one space per unit, as per the Zoning Bylaw, which is adequate given the proximity to transit along Jones Avenue and West Keith Road. Policy and planning analysis supports the proposed rezoning.

RESPECTFULLY SUBMITTED:



Wendy Tse
Planner 2

1420 FORBES - (LOT B) EAST LOT



100 2240 CHIPPENDALE ROAD
WEST VANCOUVER, B.C. V7S 3J5
T 778 340 4142 WWW.FYARCH.CA

1420 FORBES - (LOT A) WEST LOT



100 2240 CHIPPENDALE ROAD
WEST VANCOUVER, B.C. V7S 3J5
T 778 340 4142 WWW.FYARCH.CA

No.	Date
1	Revision 1 JAN 2019
2	Revision 2 MAY 2019
3	Revision 3 JULY 2019
4	Revision 4 AUG 2019

PROJECT:
1420 FORBES-LOT A

DRAWN BY:
F.Y.-A.A.

CHECKED BY:
Checker

SCALE:
1/4" = 1'-0"

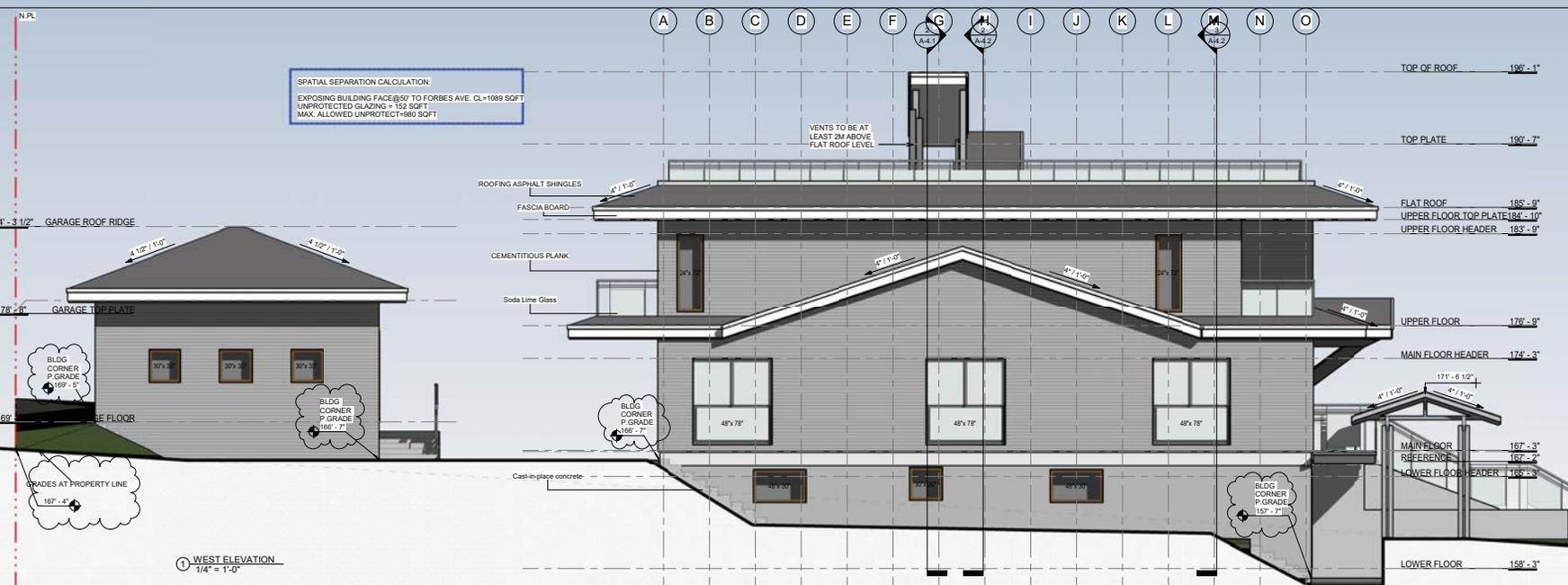
DATE:
2018-06-01

TITLE:
WEST AND EAST ELEVATION

SHEET NO:
A-3.2

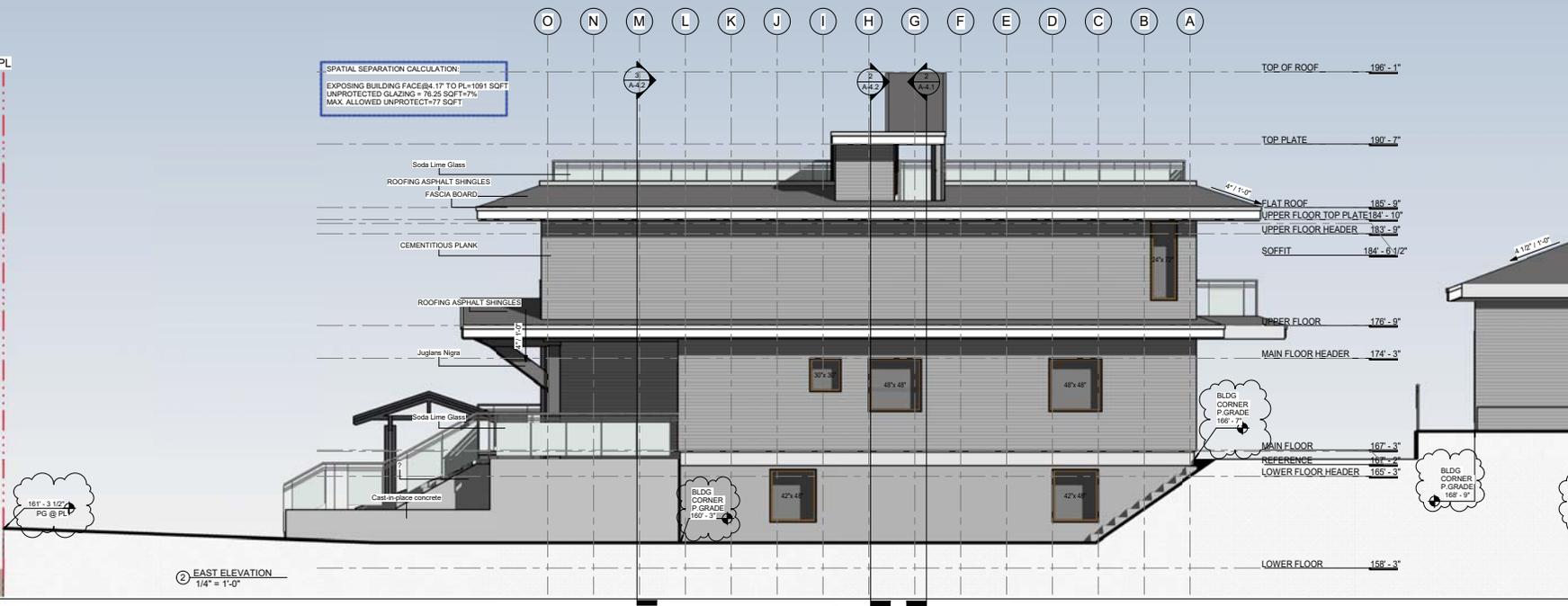
NOTE: THIS DRAWING IS FOR COORDINATION/REVIEW ONLY AND NOT FOR CONSTRUCTION UNLESS THE DRAWING IS SEALED AND SIGNED. ALL RIGHTS RESERVED. THIS DRAWING AND ALL THE DESIGN THEREIN IN ANY MEDIA FORMAT ARE THE SOLE AND EXCLUSIVE PROPERTY OF THE ARCHITECT. FOR ALL TIME AND MAY NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT OF THE ARCHITECT. ARCHITECT

SPATIAL SEPARATION CALCULATION:
 EXPOSING BUILDING FACE@50° FORBES AVE. CL=1089 SOFT
 UNPROTECTED GLAZING = 152 SQFT
 MAX. ALLOWED UNPROTECT=680 SQFT



WEST ELEVATION
 1/4" = 1'-0"

SPATIAL SEPARATION CALCULATION:
 EXPOSING BUILDING FACE@41° TO PL=1091 SOFT
 UNPROTECTED GLAZING = 76.25 SQFT+7%
 MAX. ALLOWED UNPROTECT=77 SQFT



EAST ELEVATION
 1/4" = 1'-0"



Seraj Construction Inc.

1345 Forbes Ave. North Vancouver, V7M 2X9

604-719-2921

nobari_r@yahoo.com

Open House Report Summary for 1420 Forbes Avenue

Date:

The open house was held on Thursday September 13th, 2018

Report:

8 people attended the open house, and 4 full set of drawings were available for reviewing. The drawings were not review by anyone, and discussion were mainly regarding the sidewalk of another project in the neighbourhood. This sidewalk is yet to be done by the city, and is out of the control of the residents. I explained how there is a schedule set in place by the city operation group to do concrete work for the sidewalk, and that neither I nor anyone else has the ability to move the date forward.

One neighbour asked for the possibility of keeping in place an existing small retaining wall, since he liked it. The applicant explained how there are numerous reasons why it is not possible to keep a wall of this size during construction, such as safety concerns during excavation.

Reason for subdivision were discussed, and the applicant explained that this property is one of the largest properties in lower and central Lonsdale, and how it would not be proper use of the land, and not in the benefit of the public, if there were only to be a single-family home built on this large property. The applicant also wishes to give their children, who are married with children, the possibility of residing in this neighbourhood and close to home.



NOTICE OF PUBLIC HEARING AND PUBLIC MEETING (WAIVED)

- WHO:** Seraj Construction Inc.
- WHAT:** Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714
Development Variance Permit
No. 2018-00004
- WHERE:** 1420 Forbes Avenue
- WHEN:** Monday, November 4, 2019 at 7:00 pm
Council Chamber, City Hall
141 West 14th Street, North Vancouver

Notice is hereby given that Council will consider:

Zoning Amendment Bylaw, 2019, No. 8714 and Development Variance Permit No. DVP2018-00004 to rezone the subject property from an RS-1 (One-Unit Residential 1) Zone to an RS-2 (One-Unit Residential 2) Zone to permit the subdivision of the site into 2 lots, each a minimum lot width of 9.9 metres (32.5 feet). A new one-family dwelling with a secondary suite, at a maximum density of 0.5 times the lot area, would be built on each lot. Minor variances to setbacks are proposed for each lot.



If you believe you may be affected by the above proposal, please forward written or email submissions, including your name and address, to the City Clerk, at **input@cnv.org**, or by mail or delivered to City Hall. Submissions must be received no later than 4:00 pm, Monday, November 4, 2019, to ensure their availability to Council. No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw, Development Variance Permit and background material will be available for viewing at City Hall between 8:30 am and 5:00 pm, Monday to Friday, except Statutory Holidays, from October 25, 2019, and online at **cnv.org/PublicHearings**.

Please direct any inquiries to **Wendy Tse**, Planner, at **wtse@cnv.org** or **604-982-3942**.

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9
T 604 985 7761 / F 604 985 9417 / CNV.ORG



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8714

A Bylaw to amend “Zoning Bylaw, 1995, No. 6700”

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 “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714**” (M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lots as henceforth being transferred, added to and forming part of RS-2 (One-Unit Residential 2) Zone:

Lot	Block	D.L.	Plan	
25	46	271	1062	from RS-1

READ a first time on the 16th day of September, 2019.

READ a second time on the 16th day of September, 2019.

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

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

MAYOR

CITY CLERK

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER
DEVELOPMENT VARIANCE PERMIT

Permit No. DVP2018-00004

File: 08-3090-20-0242/1

Issued to owner(s): **Mario D. Ventura and Remedios G. Ventura**

Respecting the lands located at **1420 Forbes Avenue**, North Vancouver, BC, legally described as:

LOT 25 BLOCK 46 DL 271 PLAN 1062 PID: 008-225-893

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Development Variance Permit is issued pursuant to Section 498 of the *Local Government Act*.
-

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” are hereby varied as follows:
 - A. Section 412(2)(f) shall be varied so that, notwithstanding the regulations under Subsections 412(2)(b) and (c), one entry trellis, up to 3.7 metres (12 feet), may be sited in the exterior setback on the West Lot;
 - B. Section 509(5)(d) shall be varied so that the Principal Building on the West Lot shall not be sited less than 1.2 metres (4 feet) from the Exterior Side Lot Line; and,
 - C. Section 509(5)(b) shall be varied so that the Principal Building on the East Lot shall not be sited less than 14 metres (46 feet) from the Rear Lot Line.

Special Terms and Conditions of Use:

3. The Buildings and Structures shall be developed in accordance with the plans dated and listed on the attached Schedule A "List of Plans" and filed in the offices of the City, approved by Council, and in compliance with the regulations and conditions listed hereunder including:
 - A. Building Permits shall be obtained for the construction of all buildings and structures.
 4. No variances other than those specifically set out in this permit are implied or to be construed.
 5. All plans attached to this Permit and specifications referred to above are subject to any changes required by the Building Inspector or other officials of the City where such plans and specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted by this Development Variance Permit. The Lands may be subject to additional regulations, restrictive covenants and agreements which may affect their use, development and amenities, if any section or lesser portion of this Development Variance Permit is held invalid for any reason the invalid portion shall be severed from this Development Variance Permit and the validity of the remainder of the Development Variance Permit shall not be affected.
-

General Terms and Conditions:

6. Pursuant to Section 504 of the *Local Government Act*, this Permit lapses if the work authorized herein is not commenced within 24 months following issuance of this Development Variance Permit. In the event the Owner is delayed or interrupted or prevented from commencing or continuing the construction on or about the subdivision by reason of any Act of God, labour unrest (including strike and lockouts), weather conditions or any similar cause reasonably beyond the control of the Owner, the time for the completion of the works shall be extended for a period equal to the duration of the contingency that occasioned the delay, interruption or prevention, provided that the commercial or financial circumstances of the Owner shall not be viewed as a cause beyond the control of the Owner.
7. This Development Variance Permit shall not vary the permitted uses or densities of land use in the applicable zoning bylaw nor a flood plain specification designated under Section 524(3) of the *Local Government Act*.
8. Nothing in this Permit shall in any way relieve Land Owner/Developers obligation to ensure that the development proposal complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.

9. Nothing in this Permit shall in any way relieve the Land Owner/Developers obligation to comply with all setback regulations for construction of structures or provision of on-site services pursuant to the *Health Act*, the *Fire Services Act*, the *Electrical Energy Inspection Act*, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Karla Graham, City Clerk

Date Signed: _____
Year / Month / Day

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Development Variance Permit No. DVP2018-00004.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 1420 Forbes Avenue

Designer	Project Name	Sheet Description	Sheet No.	Sheet Date	CityDocs File Number
Farzin Yadegari Architect Inc.	1420 Forbes – Lot A	Site Plan	A-1.1	2018-06-01	#1820900
Farzin Yadegari Architect Inc.	1420 Forbes – Lot A	South and North Elevations	A-3.1	2018-06-01	#1820900
Farzin Yadegari Architect Inc.	1420 Forbes – Lot A	West and East Elevation	A-3.2	2018-06-01	#1820900
Farzin Yadegari Architect Inc.	1420 Forbes – Lot A	Landscape	L-1.1	2018-06-01	#1820900
Farzin Yadegari Architect Inc.	1420 Forbes – Lot B	Site Plan	A-1.1	2018-06-01	#1820896
Farzin Yadegari Architect Inc.	1420 Forbes – Lot B	South and North Elevations	A-3.1	2018-06-01	#1820896
Farzin Yadegari Architect Inc.	1420 Forbes – Lot B	East and West Elevation	A-3.2	2018-06-01	#1820896
Farzin Yadegari Architect Inc.	1420 Forbes – Lot B	Landscape	L-1.1	2018-06-01	#1820896



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: TEMPORARY USE PERMIT – 92 LONSDALE – MOBILE BOUTIQUE CLOTHING STORE

Date: October 23, 2019 File No: 08-3400-20-0006/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated October 23, 2019, entitled "Temporary Use Permit – 92 Lonsdale Avenue – Mobile Boutique Clothing Store":

THAT Temporary Use Permit No. PLN2019-00006 to permit a mobile boutique clothing store at 92 Lonsdale Avenue for a three-year term be considered;

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

AND THAT a Public Meeting be held.

ATTACHMENTS:

1. Context Map (doc# [1838553](#))
2. Letter from Applicant (doc# [1839138](#))
3. Site Plan, dated September 4, 2019 (doc# [1838428](#))
4. Parking Observation Study (doc# [1838426](#))
5. Temporary Use Permit No. PLN2019-00006 (doc# [1838427](#))

PROJECT DESCRIPTION

This application proposes the temporary use of the existing parking area at 92 Lonsdale Avenue as a retail clothing store, “Double the Love”, operating in a mobile trailer. The Site Plan (Attachment #3) shows the proposed location of the trailer, which would be sited within one of the five existing parking spaces currently available on site. Table 1 below illustrates the proposed change.

The Temporary Use Permit would allow for the business to operate at 92 Lonsdale Avenue at any time, however, the applicant has expressed an intention to move to other sites. The business currently operates at the Lonsdale Quay under a Business License for that location, though the owner would like to have the option of operating at 92 Lonsdale Avenue as well to allow them to move to accommodate other uses of their current space at the Quay (e.g. for Christmas tree sales).

Table 1. Request for 92 Lonsdale Avenue

	Current Designation/Regulation	Proposed Designation/Regulation
Zone	LL-2	LL-2/TUP

POLICY FRAMEWORK

The subject site has a land use designation in the Official Community Plan (OCP) of Mixed Use Level 4A (MU4A), which allows for a mix of residential and commercial uses in the form of mid- and high-rise buildings. The following policies apply to the site:

Table 2. Supporting Policies

Official Community Plan	
Goal 6.2.2	Promote Lower Lonsdale as the City’s primary cultural precinct, combining heritage, arts practice, arts venues, public art, and complementary businesses to create a vibrant, urban hub unique to Metro Vancouver;
Goal 7.1.1	Support existing businesses in the City and encourage innovation and the development of small businesses;

The following conditions apply to applications for Temporary Use Permits:

Table 3. Temporary Use Permits

Official Community Plan	
Policy 2.7 Temporary Use Permits	<p>The OCP grants the ability for Temporary Use Permits (TUP) to be issued for short-term uses to site-specific locations that are otherwise not permitted under current zoning.</p> <p>The OCP designates all areas of the City to be a TUP area where TUP's can be granted, should the temporary use be in the interest of the public in general.</p> <p>Temporary Use Permits are good for three years when approved by Council and can only be renewed by Council once for a another three year term. The permit can not exceed the combined six year term.</p>

PLANNING ANALYSIS

Site Context and Surrounding Use

The subject site is located at the corner of Lonsdale Avenue and East 1st Street (Attachment #1) and is zoned Lower Lonsdale 2 (LL-2), which permits various commercial uses, civic uses, child care and accessory residential. The existing building was constructed in 1910 and is identified in the City of North Vancouver Heritage Registry as an A-Ranked Heritage Building. The current tenants are Obsession Bikes and West of Java on the ground floor, and other businesses on upper floors.

The buildings and uses immediately surrounding the subject site are described in Table 4 below.

Table 4. Surrounding Uses

Direction	Address	Description	Zoning
North (across East 1 st St)	100 East 1 st / 120 Lonsdale Ave	Commercial Building (Heritage A)	Lower Lonsdale 2 (LL-2)
South (across lane)	88 Lonsdale Ave	Mixed-Use Building (Heritage A)	Lower Lonsdale 2 (LL-2)
East	109-115 East 1 st St	Mixed-Use Building (Heritage A)	Lower Lonsdale 2 (LL-2)
West (across Lonsdale)	107-113 East 1 st St	Mixed-Use Building (Heritage A)	Lower Lonsdale 2 (LL-2)

Use

The proposed retail use is currently permitted in the Zone, however, it cannot be permitted in a trailer. As a general provision in the Zoning Bylaw, uses located within a trailer or mobile cart are prohibited, unless expressly permitted in the Zone. The Temporary Use Permit (TUP) is required as the LL-2 Zone does not specifically allow for a use located in a trailer or mobile cart.

The retail use is consistent with other uses in the area, which include retail, restaurant/café, office and other commercial uses, and accessory residential uses.

Intensity

The proposal represents a small increase in floor area dedicated to a commercial retail use. Expected increases in demand for parking are minimal as the items sold would not require transport by car. Due to the location of the site, it is expected that most customers would access the business by foot or by transit.

The current parking available on site does not meet minimum parking requirements as the building and parking area existed prior to the adoption of the Zoning Bylaw. The displacement of one parking space is not considered to be a concern as there is a public parking lot located across from the site and on-street parking along East 1st Street.

A Parking Observation Study (Attachment # 4) was conducted by the applicant of the five existing parking spaces on site. Observations were conducted, during several periods throughout the week and weekend, during a typical week. There were a minimum of two parking spaces that were vacant at all times.

Form

The proposed form is unlike other commercial units in the area and across the City. Due to prohibitions on uses in trailers, there are only a few sites where businesses of this type may operate. Through a TUP, the proposed form would be permitted in an area where it is not currently allowed, which provides opportunities for review and analysis that might inform Zoning and Policy requirements as they are updated and amended over time. Given that the use is occurring in a temporary trailer, there will be no permanent impact on the heritage designated resource.

COMMUNITY CONSULTATION

A sign with a description of the proposal was posted on site from September 12th to 30th. No questions or comments regarding the proposal were received by staff or the applicant in response to the sign.

CONCLUSION

The proposed TUP supports an innovative business model that is not currently permitted in the Zoning Bylaw. The proposal is consistent with the Goals in the Official Community Plan and presents no significant issues in terms of the proposed use, intensity and form.

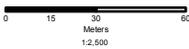
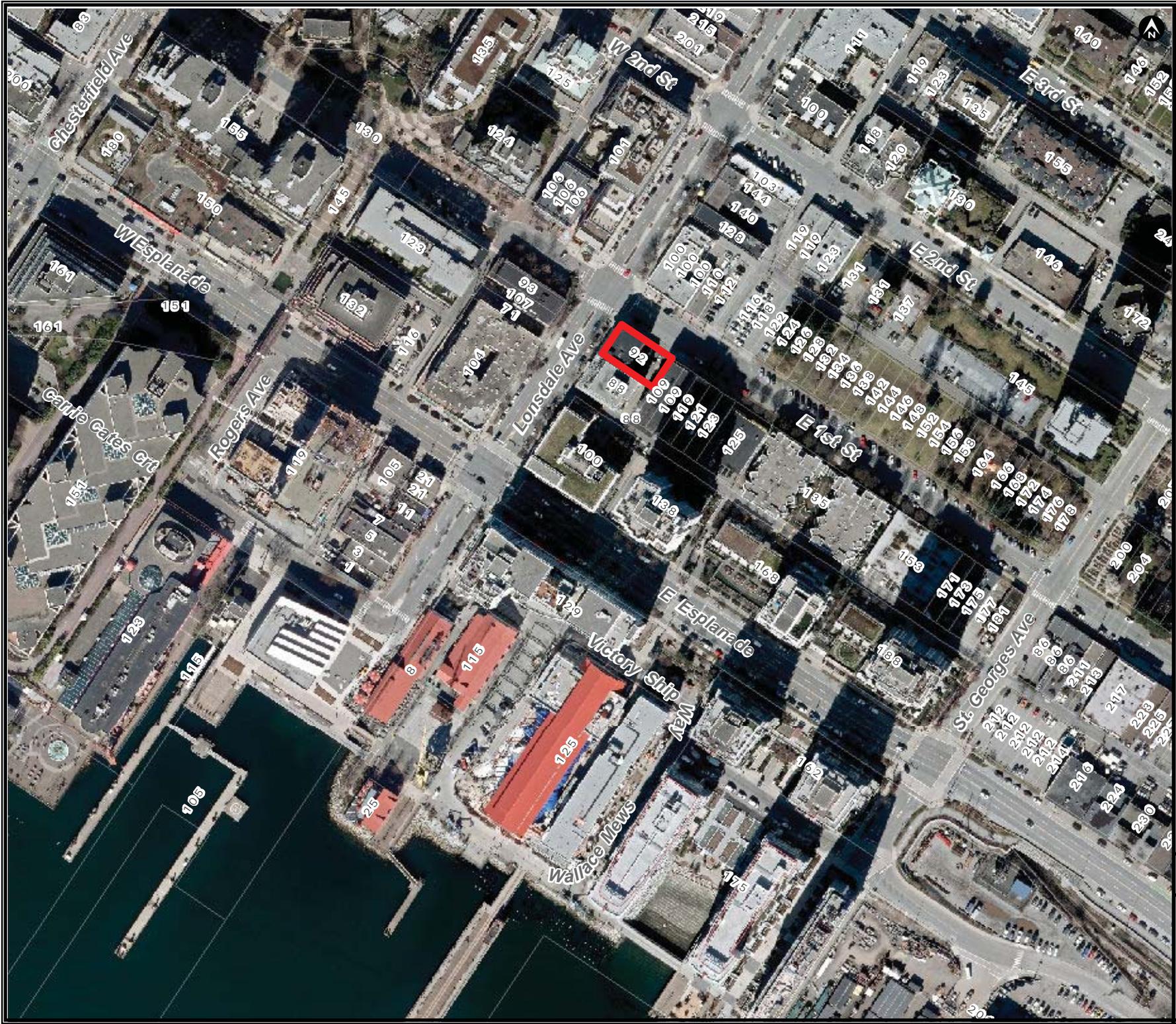
Should the proposed TUP be issued, a Business License will be required before the business can operate on the property.

RESPECTFULLY SUBMITTED:



Emily Macdonald
Planner 1

Legend
 Subject Site
 Legal_Parcels
Aerial 2019



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



Double The Love & Co.

Zofia Rodriguez
zofia@doublethelove.ca
604.362.6180
92 Lonsdale Ave. North Vancouver, BC

Double the Love is a mobile women's boutique and online store started by us - Zofia Rodriguez and April Robb. We are local to the area and are proud Capilano University alumni. We created Double the Love with a mission to promote self-love in two ways: by encouraging women to love their style and by encouraging women to love what's underneath - hence DOUBLE the Love!

Our mission statement is not the only unique component of our business plan; our retail space is the first of its kind in North Vancouver. We have taken a 20 foot cargo trailer and transformed it into a beautiful mobile boutique that you may have seen often parked at the Lonsdale Quay. The outside is bright pink and the interior has been completely renovated to bring our vision of Double the Love to life! If you travel throughout BC and Alberta, you may have also seen us at markets and festivals in Kelowna, Squamish, at the Calgary Stampede, or you may have come across us on Instagram. Though we have been making appearances in various cities, we are always proud to come home to North Vancouver and our loyal customer base in Lower Lonsdale.

Lower Lonsdale is quickly growing with more and more people, especially young residents, considering it to be the core of their community. With this, the competition for commercial and retail space is becoming more competitive. This is one reason that we believe in our business model because we have the ability to change Double the Love's location whenever needed and adapt to the changes in the community. Further, we have the ability to move into an underutilized space, make it vibrant, and attract customers to a new area. This innovative approach to retail space allows us to continue to grow our business in Lower Lonsdale while ensuring that there is enough space for other small businesses as well.

Cities such as Kelowna, Penticton, and Squamish have been turning unused alleyways into fun positive spaces for the community by inserting mobile shops just like ours! We are hoping the City of North Vancouver will consider doing the same. We would like the opportunity to give a private, unpaved, grass overgrown, garbage pick-up and parking spot some purpose by turning it into a vibrant, fun space for the east side of 1st street.

More specifically, the location we are hoping to transform is the small parking lot on East 1st & Lonsdale next to Obsession Bikes, by using it as a place to operate our mobile business. Our mobile shop does not require a lot of space - it is about the size of a truck. We have occupied this space in the past and received feedback that our presence helped to prevent loitering, crime and littering as without us it is a dark unlit, unused space.

Additionally, we have customers from all over the lower mainland and surrounding cities that travel to the Lonsdale Quay to come see us. By moving up to the parking lot on East 1st we would be redirecting some of that traffic from the busy Quay area towards the businesses on East 1st which, receives far less attention than the businesses surrounding the Shipyards District.

Details to consider of the space:

1) This parkade currently holds five official parking spots, however, there is ample street parking including a parking lot across the street. We have spoken with Obsession Bikes, who owns all of the parking spaces in this spot, and they have informed us that they don't need the additional parking spot that we would take up and are more than willing to allow us to use it.

2) Recycling is picked up every Wednesday and garbage is picked up every Saturday. The trailer being parked in the parking spot has no impact on the pickup of garbage and recycling, thus leaving it unaffected.

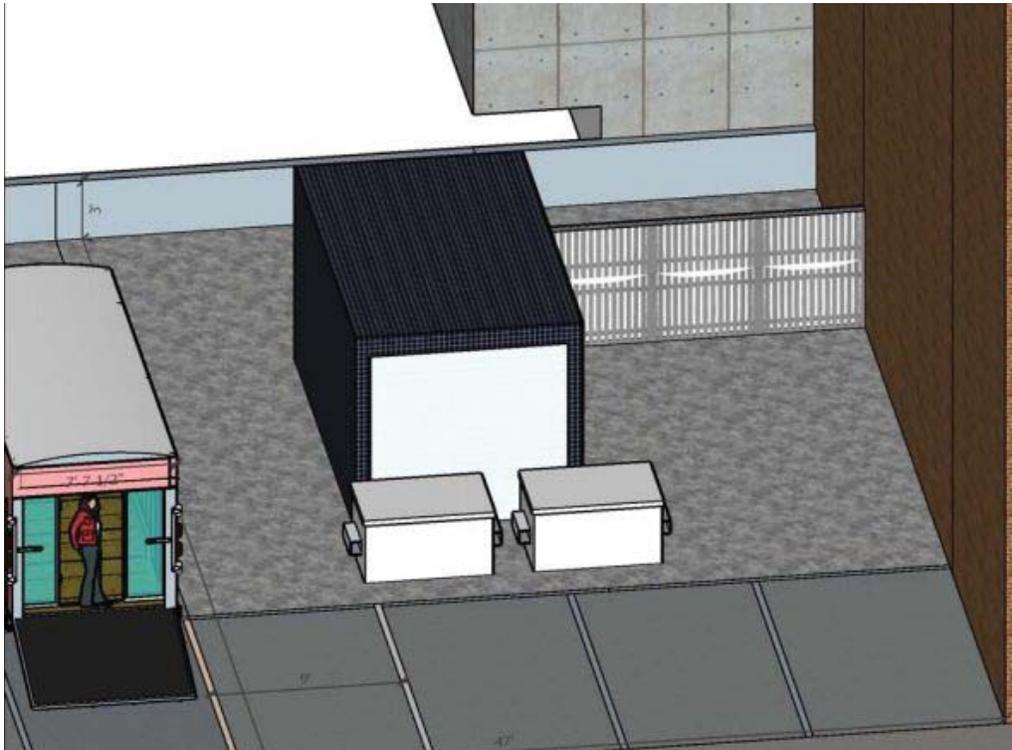
3) This space is currently an eyesore filled with litter within a community that is becoming more and more vibrant everyday. As store owners, it is in our best interest to keep the area clear of any mess by sweeping the area daily and removing any litter from the premises. We brighten up the area by adding a beautiful pink boutique that has become a staple of the Lower Lonsdale community and brings foot traffic to neighbouring businesses. For years the city has been requesting that this private property on Lower Lonsdale be cleaned and upgraded. Having a small business, such as Double the Love, situated in the space is the perfect opportunity to have someone take initiative to improve the overall look of the area.

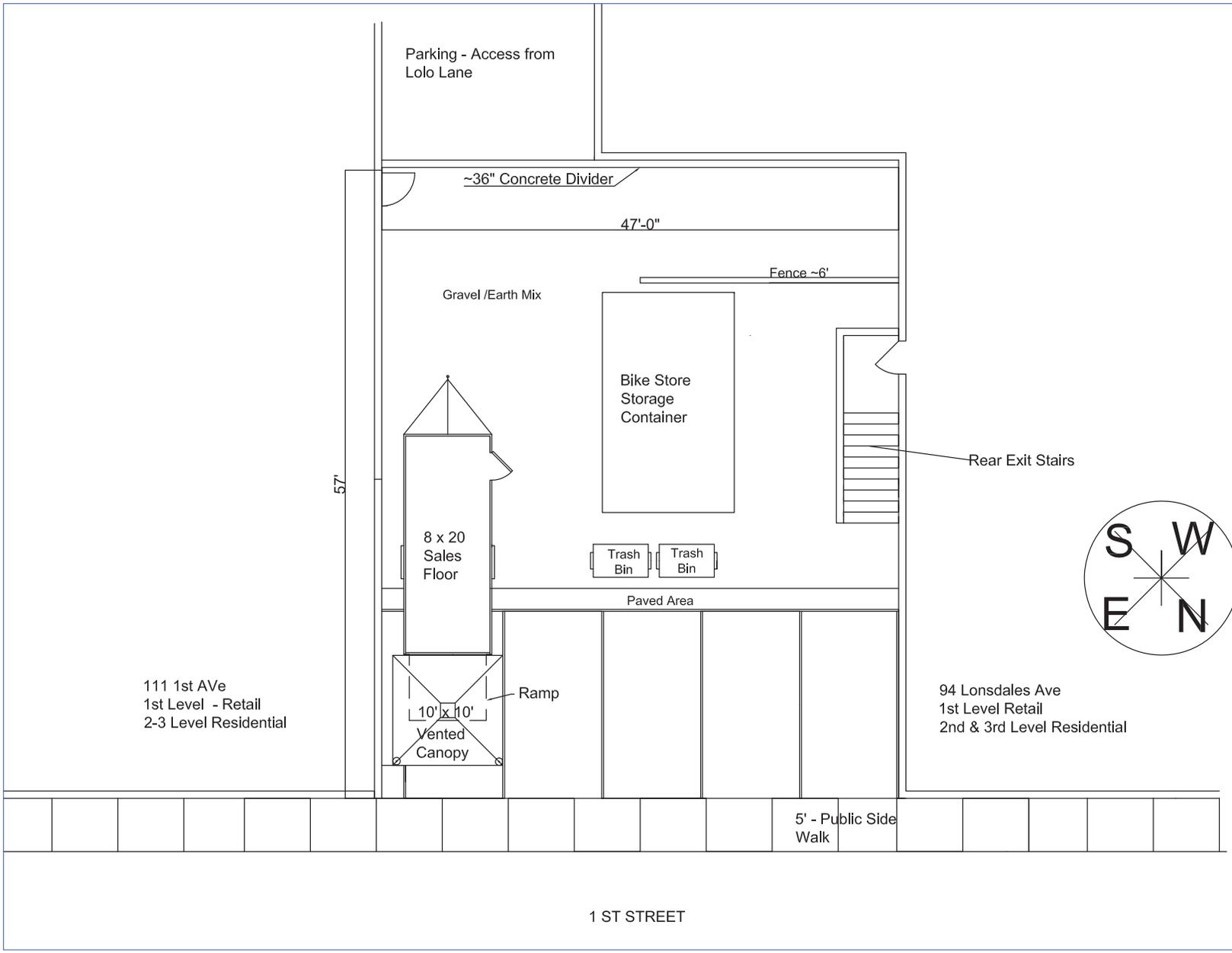
4) Neighbouring businesses will benefit from having an additional, popular, and established business near them.

5) Adding more boutique clothing stores in Lower lonsdale will complement the abundance of restaurants and fitness studios, making it a one-stop shop for consumer needs encouraging them to shop local as opposed to venturing downtown or to Park Royal.

Required Studies and Drawings

1) Site Plan:





General Notes

Issued for discussion		
No.	Revision/Issue	Date

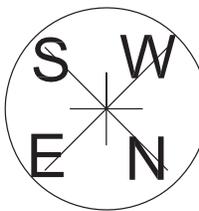
Firm Name and Address

WTS INC
778-994-3159

Project Name and Address

Double the Love
1st Steet Site

Project	Sheet
Sept 4/19	
Scale	
NTS	



Observational Study for Parking at Obsession Bikes

How are the parking spaces currently used?

Currently all parking is assigned to Obsession Bikes.

If the parking is not assigned, complete an occupancy study and mark down the number of vehicles parked at:

§ Morning (between 9am and 11am)

Thursday: Eight cars total during the entire two hour period, no more than three cars parked there at once, maximum time spent parked there 45 minutes. At least two spots were vacant at any given time.

Friday Six cars total during the entire two hour period, no more than two cars parked there at once, maximum time spent parked there 30 minutes. At least three spots were vacant at any given time.

Saturday Three cars total during the entire two hour period, no more than three cars parked there at once, maximum time spent parked there 40 minutes. At least two spots were vacant at any given time.

Sunday 1 car parked total during the entire two hour period, at least four spots were vacant at any given time.

§ Lunch time (between noon and 1pm)

Thursday Two cars total during the entire hour period, no more than Two cars parked there at once, maximum time spent parked there 60 minutes. At least three spots were vacant at any given time.

Friday Three cars total during the entire hour period, no more than three cars parked there at once, maximum time spent parked there 45 minutes. At least two spots were vacant at any given time.

Saturday Three cars total during the entire hour period, no more than three cars parked there at once, maximum time spent parked there 60 minutes. At least two spots were parked there at any given time.

Sunday Four cars total during the entire hour period, no more than three cars parked there at once, maximum time spent parked there 30 minutes. Two spots were vacant at any given time.

§ Evening (between 6pm and 8pm)

Thursday 1 car total during the entire two hour period. At least four spots vacant at any given time.

Friday 1 car total during the entire two hour period. At least four spots vacant at any given time.

Saturday 0 cars total during the entire two hour period. At least five spots vacant at any given time.

Sunday 0 cars total during the entire two hour period. At least five spots vacant at any given time.

Do this on a minimum of 2 weekdays and 2 weekend days which represent normal usage (e.g. not during a holiday or special event).



THE CORPORATION OF THE CITY OF NORTH VANCOUVER
TEMPORARY USE PERMIT

Permit No. PLN2019-00006

File: 08-3400-20-0006/1

Issued to owner(s): **Maplewood Properties Ltd., Inc. No. 345644**

Respecting the lands located at **92 Lonsdale Avenue**, North Vancouver, BC, legally described as:

LOT A (REFERENCE PLAN 1192) BLOCK 166 DISTRICT LOT 274 PLAN 878
PID: 008-549-061

(the “Lands”)

List of Attachments:

Schedule “A”: List of Plans

Authority to Issue:

1. This Temporarily Use Permit is issued pursuant to Section 493 of the *Local Government Act*.
-

Bylaws Supplemented or Varied:

2. The provisions of the City of North Vancouver “Zoning Bylaw, 1995, No. 6700” LL-2 Zone are hereby varied as follows:
 - A. This permit temporarily allows the Lands to be used for the purposes described below:
 - i. To permit a boutique clothing retail store to operate within a mobile trailer sited in the parking area;
 - ii. The total required off-street parking spaces for the property shall be reduced from five to four.
-

Special Terms and Conditions of Use:

3. Development upon or use of the lands shall conform to the following specifications:

A. This permit is subject to the following conditions, completed to the satisfaction of City staff:

i. A Business License shall be obtained prior to operation of the proposed business at this location.

4. This Permit is issued subject to an undertaking given by the applicant:

No: X

Yes, attached hereto and forming part of this Permit: not applicable

5. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. There is deposited with the City, security in the form of:

A. an Irrevocable Letter of Credit in the amount of \$not applicable

B. a certified cheque in the amount of \$not applicable

Total \$not applicable

Default under the Permit shall be deemed to have occurred should any of the conditions of the permit not be met.

In the event of default, the Permittee shall forfeit security to the City in the amount equal to the City in the amount equal to the costs incurred by the City, including administrative and legal costs, in performing the conditions required under Subsections III (1) and (2) hereof, or in carrying out the demolition, removal or restoration as required by the undertaking attached hereto, or both.

General Terms and Conditions:

6. This Temporary Use Permit is issued by the City of North Vancouver subject to compliance with all the applicable bylaws of the City except as specifically varied or supplemented by this Permit. No variances other than those specifically set out in this permit are implied or to be construed.

7. The Lands shall be used in accordance with the terms and conditions of this Permit. All terms and conditions are subject to any changes required by the Building Inspector or other officials of the City where such specifications do not comply with any bylaw or statute, and such non-compliance is not specifically permitted through the issuance of this Temporary Use Permit.

8. This Permit expires: three years from date of issuance.
 9. The Permit holder acknowledges that a Building Permit or other City Permits may be required. This is not a Building Permit.
 10. Nothing in this Permit shall in any way relieve Land Owner/Business Owners obligation to ensure that the use complies in every way with the statutes, regulations, requirements, covenants and licences applicable to the undertaking.
 11. Nothing in this Permit shall in any way relieve the Land Owner/Business Owners obligation to comply with regulations for construction of structures or provision of on-site services pursuant to the Health Act, the Fire Services Act, the Electrical Energy Inspection Act, and any other provincial statutes.
-

Authorized by Council: _____
Year / Month / Day

Expiry Date: _____
Year / Month / Day

Linda C. Buchanan, Mayor

Karla Graham, City Clerk

Date Signed: _____
Year / Month / Day

Note: As required by Section 503 of the *Local Government Act*, the City of North Vancouver shall file a notice of this permit in the Land Title Office stating that the land described in this Permit is subject to Temporary Use Permit No. PLN2019-00006.

Notice filed the _____ day of _____, 20_____.

THIS IS NOT A BUILDING PERMIT

Schedule A
List of Plans – 92 Lonsdale Avenue

Author	Sheet Name	Sheet No.	Sheet Date	CityDocs File Number
WTS INC	Double the Love 1 st Street Site	n/a	Sept 4, 2019	1838428



Department Manager	Director	CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC & CORPORATE SERVICES DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Heather Reinhold, Deputy Director, Strategic & Corporate Services

Subject: COUNCIL CHAMBERS ACCESSIBILITY IMPROVEMENTS –
APPROPRIATION

Date: October 18, 2019 File No: 02-0890-20-0008/1

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, dated October 18, 2019, entitled "Council Chambers Accessibility Improvements – Appropriation":

THAT (Funding Appropriation #1930) an amount of \$275,000 be appropriated from the Tax Sale Land Interest Reserve for the purpose of funding the design and tendering of accessibility upgrades to Council Chambers;

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.

DISCUSSION:

The current configuration of Council Chambers is not accessible. Design and construction to facilitate access for all throughout Council Chambers will be undertaken. Design is anticipated to be complete in early 2020 with construction scheduled for August 2020 to minimize disruption.

FINANCIAL IMPLICATIONS:

Funding in the amount of \$120,000 was appropriated for Council Chambers accessibility upgrades in 2017. This funding will be used for design, tendering and a portion of construction.

The 2019 Project Plan includes a total of \$385,200 for Civic Centre Minor Renovations. Within this amount, a total of \$275,000 was dedicated to Council Chamber accessibility improvements. This funding will be used for implementation of accessibility improvements. The proposed appropriation falls within the budgeted amount. Funding is to be provided from the Tax Sale Land Interest Reserve Fund.

INTER-DEPARTMENTAL IMPLICATIONS:

None

STRATEGIC PLAN IMPLICATIONS:

Providing accessibility for all within Council Chambers reinforces Council's priority of being A City for People.

RESPECTFULLY SUBMITTED:



Heather Reinhold
Deputy Director, Strategic & Corporate
Services



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Manager, Business and Community Partnerships

Subject: SEASIDE HOTEL APPLICATION FOR EXTENDED HOURS AND
PATRON PARTICIPATION ENDORSEMENT: 130-125 Victory Ship Way

Date: October 22, 2019 File No: 09-4320-50-0002/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships, dated October 22, 2019, entitled "Seaside Hotel Application for Extended Hours and Patron Participation Endorsement: 130-125 Victory Ship Way":

THAT the application from the Seaside Hotel at 130-125 Victory Ship Way in The Shipyards for extended hours of liquor service to 1:00 am Fridays and Saturdays and for a Patron Participation Endorsement as it applies to their Food Primary Liquor Licence be approved.

Approval is granted on the basis that:

- The impact of noise on the community in the immediate vicinity of the establishment and the community in general is expected to be minimal if managed appropriately;
- The proposed extended liquor serving hours and Patron Participation Endorsement are consistent with the vision for The Shipyards as a vibrant waterfront destination;
- The proposed extended liquor serving hours and Patron Participation Endorsement will not result in the service area being operated in a manner that is contrary to the primary purpose of the business; and
- The results of the public input conducted by City staff obtained through two signs posted on the business from September 30, 2019 to October 18, 2019

resulted in three written responses - two against due to potential noise and one in support.

PURPOSE:

This report seeks Council approval for an application from Seaside Hotel at 130-125 Victoria Ship Way in The Shipyards for extended service hours and a Patron Participation Endorsement on their Food Primary Liquor Licence.

DISCUSSION:

Seaside Hotel has applied to the Provincial Liquor and Cannabis Regulation Branch for a change to their Food Primary Liquor Licence. The proposed changes are to extend their liquor service hours to 1:00 am (from 12:00 am) on Friday and Saturday and for a Patron Participation Endorsement which would allow live music nights, DJ nights and private family celebrations such as birthdays and anniversaries that include dancing in their restaurant. The capacity of their Food Primary Licensed area is 91 persons and does not include a patio.

The Seaside Hotel is located in The Shipyards as part of the commercial development off Shipyards Common. The entrance to the Hotel is from a central corridor in the East building off Shipyards Common (the area shown in yellow in the photo below). There are residential uses to the immediate East Northeast of the hotel.



As Council is aware, in addition to restaurants, shops and a hotel, The Shipyards is an active event space that will become more animated over time, with the appointment of a Central Waterfront Team that will be actively programming the space year round. Events in The Shipyards are currently governed by the Shipbuilders Square Events and Rental Policy, which requires events to finish by 10:00 pm Sunday to Thursday and 11:00 pm Friday and Saturday. Exemptions to the closing time can be granted by Council on a case by case basis.

There are a number of restaurants in the vicinity with Food Primary Liquor Licenses that have provincial approval to serve alcohol past midnight, including:

- Pier 7 Restaurant (1:00 am Friday and Saturday)
- Joey Restaurant Shipyards (1:00 am Friday and Saturday)
- Tap and Barrel Shipyards (1:00 am Friday, Saturday and holidays)
- Cheshire Cheese (1:00 am Monday - Saturday)
- Colosseum Pizza (2:00 am Monday - Saturday)
- Raglan's Bistro (1:00 am Monday - Sunday)
- Gusto Di Quattro (2:00 am Monday - Sunday)
- Anatoli Souvlaki (1:00 am Monday - Saturday)
- Finch and Barley (1:00 am Monday - Saturday)
- Mythos (2:00 am Monday - Saturday)
- Boston Pizza (1:00 am Monday - Saturday)
- Yahachi Sushi (1:00 am Monday - Saturday)

Staff are not aware of any neighbourhood concerns about the later serving hours at these restaurants.

It should be noted that under current Liquor Licensing regulations, patrons are allowed to stay 30 minutes after last call, which occurs just before the approved end serving time (e.g. 1:30 am if the licence allows service to 1:00 am.)

Staff believe the proposed extended hours of liquor service and the Patron Participation Endorsement are reasonable requests and consistent with the vision for The Shipyards as a vibrant waterfront destination. The proposed extended hours of service is also consistent with a number of area restaurants as noted above. With the entrance to the Hotel being off a corridor with direct access to The Shipyards Common and considering the smaller size of the venue, staff do not believe that these proposed changes will result in any negative impact on area residents provided the venue is managed appropriately. The proposed extended liquor serving hours and Patron Participation Endorsement will not result in the service area being operated in a manner that is contrary to the primary purpose of the business.

Public Consultation

Current provincial government legislation requires local governments to gather public input if they wish to comment on proposed changes to service hours on Food Primary Liquor Licenses. The Liquor and Cannabis Regulation Branch requires specific municipal comments on:

- Potential noise impact on nearby residents
- Potential impact on the community if the application is approved
- If the proposed changes will result in the service area being operated in a manner that is contrary to the primary purpose
- The view of residents and the method used to gather views
- The Local Government recommendations (including whether or not the application be approved) and the reasons on which they are based.

City signage was posted on West and East side windows of the hotel requesting public input on the proposed changes from September 30, 2019 to October 18, 2019. The City received three written responses from area residents, two against the extended hours due to potential noise and one in favour of the extended hours because the responded felt the proposal was consistent with the vision for the Shipyards.

Options

1. Approve the proposed extended hours and Patron Participation Endorsement –
Recommended

The reasons for staff support have been outlined in this report.

2. Deny the proposed hours and Patron Participation Endorsement
Not Recommended

Staff does not support this option given the discussion in this report. However, if Council has concerns about the proposed new hours and the Patron Participation Endorsement a potential motion could be:

THAT the application from Seaside Hotel for extended liquor service hours and Patron Participation Endorsement be denied due to the potential for noise impact on adjacent residential uses.

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from this report.

INTER-DEPARTMENTAL IMPLICATIONS:

The Manager, Shipyards and Waterfront and staff in the Planning and Development Department were consulted in preparing this report and are supportive of the recommendation.

STRATEGIC PLAN IMPLICATIONS:

The proposed extended serving hours for the Seaside Hotel restaurant will not only contribute to the success of the business itself but also the vibrancy of The Shipyards. This is consistent with the Vibrant and Prosperous City Priorities in the 2018-2022 Strategic Plan. Additionally, the long-standing Vision approved by Council for The Shipyards is a vibrant waterfront destination and gathering place for people with a mix of retail, restaurants, accommodation (hotel and residential) and events.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business and Community
Partnerships

Attachments

LO/jb

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Manager, Business and Community Partnerships

Subject: NORTH POINT BREWING APPLICATION FOR LOUNGE
ENDORSEMENT – 266 EAST 1ST STREET

Date: October 23, 2019 File No: 09-4320-50-0002/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships dated October 23, 2019, entitled "North Point Brewing Application for Lounge Endorsement – 266 East 1st Street":

THAT the application from North Point Brewing at 266 East 1st Street for a Lounge Endorsement be approved subject to the following conditions to be added to the Business Licence:

- No music on the outdoor patio;
- 10:00 pm closure of the garage doors; and
- Signage be posted asking patrons to be respectful of area residents.

Approval is granted on the basis that:

- Impact on adjacent community is expected to be minimal;
- Noise on nearby residents and the community in general is expected to be minimal if the business is managed appropriately; and
- The results of the public input obtained through signage on the business and direct mail out to all property owners within a 40 meter radius of the business resulted in four responses regarding concerns about potential noise and parking.

PURPOSE:

This report seeks Council direction with regard to a Lounge Endorsement application from North Point Brewing at 266 East 1st Street.

BACKGROUND:

North Point Brewing Company at 266 East 1st Street has applied to the province to add a Lounge use to their craft beer manufacturing operation at 266 East 1st Street. The new use will include 64 indoor seats and an outdoor patio with 14 seats. The proposed hours of operations are 9:00am-11:00pm Monday to Sunday which are consistent with other craft breweries in the area. The 11:00 pm closer for the patio is consistent with our outdoor dining guidelines.

As the aerial photo below shows the location of North Point Brewing is within a light industrial area with residential uses to the east across St. Andrews and at the corner of east 1st Street and St. Andrews Ave. and to the north across the back lane. The front entrance to the business is off East 1st Street and the proposed patio will also front on East 1st Street. The proposed Lounge Endorsement will allow the brewery to serve full glasses of beer as opposed to just samples. As per provincial regulations, minimal food serve will also be required.



Staff obtained public input on the proposed Lounge Endorsement by posting signage on the business from September 12, 2019 to October 4, 2019 and sending out notices on September 5, 2019 to all property owners within a 40 meter radius of the business. Four responses were received that raised concerns about potential noise (3) and parking (2). The two respondents that raised parking concerns were other businesses on East 1st Street.

DISCUSSION:

As noted above, North Point Brewing is located in a light industrial zone with residential uses to the east and north. As the front entrance and patio use will be off East 1st Street staff do not anticipate any impact of the proposed changes to the residential uses to the north across the back lane. The closest residential use from the front entrance of North Point Brewing is at the southwest corner of East 1st Street and St Andrews which is 36 meters away.

To minimize potential noise impact on this residential use, staff suggest that music not be allowed on the patio and the garage doors be closed at 10:00 pm. Staff do not expect that parking will be an issue with the proposed use as experience has shown that most customers of craft breweries do not drive. The current parking and loading arrangement meets requirements. North Point Brewing owners have indicated that they will be able to provide four parking spaces off the back lane for customers.

Given the proximity of the residential use at the corner of East 1st Street and St. Andrews Ave. and the above discussion, staff recommend approval of the proposed Lounge endorsement with the following conditions to be added to the Business Licence:

- No music on the outdoor patio;
- 10:00 pm closure of the garage doors; and
- Signage be posted to ask patrons to be respectful of area residents.

Staff will monitor the operation of the new lounge use and should issues arise consideration could be given to adding additional conditions on the Business Licence.

FINANCIAL IMPLICATIONS:

There are no financial implications for the City resulting from this proposal.

INTER-DEPARTMENTAL IMPLICATIONS:

This report has been written with input from staff in the Planning and Development Department.

STRATEGIC PLAN IMPLICATIONS:

Allowing Lounge uses at craft breweries aligns with the Vibrant City and Prosperous City priorities of Council's Strategic Plan. Lounge uses will help make individual breweries more financially sustainable and will contribute to tourism and spin-off businesses.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business and Community
Partnerships

LO/jb



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Manager, Business and Community Partnerships

Subject: ECONOMIC HEALTH CLUSTER NEXT STEPS

Date: October 23, 2019 File No: 13-6750-01-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Business and Community Partnerships, dated October 23, 2019, entitled "Economic Health Cluster Next Steps":

THAT staff be directed to identify targeted opportunities to support the sustainability and growth of an Economic Health Cluster in the City Centre through existing Council initiatives as outlined in said report based on the following priority areas:

- Office space supply and requirements;
- Office connectivity;
- Mixed land uses;
- Public realm design;
- Placemaking specific to an office environment, hospital workers and medical/health services customers;
- Transportation/mobility; and
- Strategic partnership development.

AND THAT staff be directed to work with the Mayor's Office to build a working relationship with Lions Gate Hospital, Lions Gate Hospital Foundation and Vancouver Coastal Health Authority for ongoing dialog, information sharing and identification of potential strategic initiatives and partnership opportunities;

AND THAT staff be directed to work with the Mayor's Office to consult other medical and health services professionals such as the North Shore Division of Family Practice, dentists, physiotherapists etc. for ongoing dialog, information

sharing and identification of potential strategic initiatives in support of an Economic Health Cluster;

AND THAT staff be directed to develop and implement specific placemaking initiatives directed to office staff, hospital staff and medical/health services customers;

AND THAT staff report back to on the progress of this initiative.

PURPOSE:

The purpose of this report is to present to Council recommendations for potential next steps in supporting an economic health cluster in the Lonsdale City Centre.

BACKGROUND:

On July 17, 2017 Council resolved:

WHEREAS medical related services are one of the largest employers in the City of North Vancouver;

WHEREAS retaining and attracting new medical services is a significant economic development opportunity with direct and indirect benefits for the City of North Vancouver;

WHEREAS there is a potential opportunity to create an economic health cluster that goes beyond clinical services to include medical research and development, business and personal services, offices and advanced education services;

AND WHEREAS pursuing such an opportunity requires collaboration by the City of North Vancouver and Vancouver Coastal Health;

THEREFORE BE IT RESOLVED that staff be directed to explore and report back on the potential for an economic health cluster in Central Lonsdale.

What is an Economic Health Cluster

Economic clusters are a growing phenomenon in North America. According to the Harvard Institute for Strategy and Competitiveness, today's economic map of the world is characterized by "clusters". "Clusters" are defined as a dense area of business activity containing a critical mass of large and small companies, post-secondary and other research institutions. Economic clusters have a specific focus to capitalize on the concentration of various related economic activities. The concentration of activities can have a significant spinoff benefit for other businesses in a community.

The Federal Government's Innovations and Skills Plan (an agenda to spark growth and help Canada realize its potential as a global leader in innovation) recognizes clusters as a way to energize the economy and act as engines of growth. While high tech clusters are probably the most common, the Business Council of British Columbia's September 2016 report entitled "Innovation for Jobs and Productivity" specifically identified the role that health care hubs and health innovation clusters can play in building upon B.C.'s strengths in health research, health data, and life sciences. Thus, creating a more innovative and commercially successful healthcare system. Some examples of health related clusters are Baltimore's Medical Device Cluster, Boston's Life Sciences Hub of Innovation and more locally, New Westminster's IDEA Centre and Surrey's Innovation Boulevard.

New Westminster has devoted considerable resources to developing an economic health cluster (EHC) initiative with Fraser Health Authority and Royal Columbian Hospital that has a land use development focus based predominantly on hospital expansion/development plans. Surrey's Innovation Boulevard, also significantly resourced, is a partnership between the City of Surrey, Simon Fraser University and the Fraser Health Authority, with a focus on innovation with business, health institutions, higher education and government. Unlike New Westminster, the focus in Surrey is on the delivery of services as opposed to physical development. Fraser Health plays a significant role in this initiative, facilitating the introduction of new technologies and innovation in the public system.

To inform the process with more in-depth analysis of the concept of an EHC and the local context, staff engaged the services of Lions Gate Consulting to investigate the potential for an EHC in central Lonsdale. Lions Gate Consulting (LGC) collaborated with GenevaGroup Healthcare Consulting on the study.

LGC conducted a literature review on economic health clusters/hubs/innovation districts to gather reports, documents, statistical data and research for analysis. This review established baseline conditions in North Vancouver and a better understanding of the nature and experience of other jurisdictions regarding economic health clusters. LGC also conducted sixteen confidential interviews with economic development, healthcare, education, local government representatives and other key stakeholders as part of their research.

While the research findings from LGC provided some valuable local data, the study focused primarily on an innovation/high tech hub type model with a concentration of public, private sector and post-secondary commitments.

The key findings of the consultant's research were:

- There is a geographic concentration of medical/health services in the vicinity of Lions Gate Hospital predominantly linked to publically funded or subsidized health care.
- Labour force and business establishment data suggest some modest but potentially emerging cluster characteristics in some healthcare services in central Lonsdale. Data shows that one in seven of all business establishments in the City are delivering some form of health and social assistance services and that funding is increasing over time. A large majority but not all of these services are concentrated around Lions Gate Hospital.
- The study referred to a recent study commissioned by the Economic Partnership North Vancouver on foreign direct investment attraction and retention identified some biotechnology businesses in North Vancouver and confirmed a growing health care sector generally in the City.
- Lions Gate Hospital and Vancouver Coastal Health's focus on mental health services (HOpe Centre); Coastal Community of Care model – rural, isolated and First Nations communities; palliative and hospice care; investment in acute care services; growing emphasis on primary healthcare networks; the expanding role of technology; and future health care spending provide opportunities for future increasing health care/medical business and cluster development.
- Data reveals that the opportunity for an economic health cluster is oriented toward a cluster leveraging more the publically funded or subsidized healthcare system rather than private sector activities.
- Demographic, labour market, service delivery and overall healthcare system trends strongly suggest the healthcare industries will play an increasing role in the North Vancouver economy in the future.
- The concentration of health services around the Lions Gate Hospital and increasing public investment in health services suggests an opportunity to explore ways for the City to support this continued concentration of these services.
- Local barriers/challenges limiting the investment in the medical/health field (particularly by the private sector) which have an impact on the further development of an EHC were identified as: the cost of housing in North Vancouver, transportation, and potential lack of suitable office space.
- LGC felt there was a need for further study to define the specific scope of an EHC in the City, to start building partnerships in this initiative and to clarify a role for the City in supporting an EHC

Further staff research found that the Brookings Institute¹ and McKinsey Center for Government² have conducted extensive research on economic clusters and innovation districts that is relevant to the City of North Vancouver context. Some key findings of their research are:

¹ The Brookings Institute is a Washington, D.C. based research group/think-tank that conducts research and education on economics, urban policy, governance, foreign policy and global economy and development.

² The McKinsey Center for Government is a global consulting hub for research, collaboration and innovation in government productivity and performance.

- Most districts emerge organically as businesses choose to co-locate around a significant anchor such as a hospital.
- Dense, walkable and highly connected areas help nurture the increasingly collaborative and open culture of innovation.
- The ingredients for an innovation district include economic, physical and network assets to create a synergistic relationship between people, firms and places.
- Transformative placemaking can help create social connection with residents and businesses in a geographic area and can be successful in attracting new businesses, workers and residents.
- Transformative placemaking leverages place assets to drive inclusive growth.
- Districts need to be well connected – public transit, bike paths, attractive pedestrian realms (sidewalks, parks and plazas), high level of pedestrian accessibility, high-speed fibre optics, car sharing and adjacent residential.
- Mixed-use neighbourhoods with a broad range of amenities such as shopping, restaurants, housing, public spaces, child care and office space make an area a livable, sustainable, economically vibrant and an attraction to business investment;
- It's about building upon what's already there to make a place stronger and more durable.
- Over time the number of like businesses increase and leaders become more intentional about working together to leverage district assets.
- A key is to create a consistent quality of place to enable innovation and attract more like businesses.
- Strategies to strengthen connectivity, increase collaboration and interaction and reduce inefficiencies.
- Creating a sense of identity through high quality and unique urban design guidelines, branding and culture of space.

Encouraging entrepreneurship and start-up activity (private sector investment) where opportunities exist (not necessarily relevant to the City context at this time but may evolve to that):

- To flourish, entrepreneurial activity requires a concentration of talent, infrastructure, capital and networks. Local policy makers should think systematically about what it takes to support start-ups with a particular focus on addressing bottlenecks and constraints rather than picking winners by supporting investment in particular sectors or business models.
- Local government can support the development of suitable infrastructure and connectivity and communicate and market the attractiveness of the location.
- Local government can assist with bringing together and managing stakeholders.
- Local government can assist with creating a “delivery unit” with an outstanding leader (typically an outstanding entrepreneur) to drive and coordinate start-up activities (this tends to be more relevant to hi tech innovation districts).
- What does a geographic area need to attract and support the development of a vibrant start-up eco-system?

DISCUSSION:

The literature on economic clusters and innovation districts tends to deal more with those situations with concentrated activity that consists of large scale private sector and post-secondary education investment clustered in specific geographic areas. This scenario creates an opportunity for more dedicated and proactive management of the cluster to sustain it and support its further growth.

In the City of North Vancouver, the context consists largely of public sector investment through the health care system and the concentration of medical/health services in the proximity of Lions Gate Hospital in the City centre. Research has confirmed the priorities of VCH and LGH with a focus on mental health services (HOpe Centre); Coastal Community of Care model – rural, isolated and First Nations communities; palliative and hospice care; investment in acute care services; growing emphasis on primary healthcare networks; the expanding role of technology; and the potential for future health care spending to provide opportunities for increasing health care/medical services. While the consultant's research has identified some specialties at Lions Gate Hospital and within the Vancouver Coastal Health Region that may create an opportunity for City support, staff believe the focus for the City's support for an EHC at this time should be the geographic concentration of medical/health services.

The opportunity in the City of North Vancouver is about building upon what's already here to make the area stronger, more sustainable and to create opportunities to grow and diversify the cluster by attracting new medical and health services and potentially research and development. The primary focus for the City is determining how City policy and practice can support this vision for an EHC.

Proposed Next Steps

After considering the information in this report and the consultant findings, staff believe there are two priority areas of focus for the City in pursuing an EHC:

1. Identifying opportunities within the City's control (largely land-use and mobility policy) that support the existing and future growth and diversification of the cluster of medical/health services in the City centre; and
2. Developing working relationships and strategic partnerships with medical and health services in the area that encourages ongoing dialog and information sharing with a goal to identifying areas where the City can partner with these entities to support the EHC. This would include Lions Gate Hospital, Lions Gate Hospital Foundation, Vancouver Coastal Health Authority and other medical and health services practitioners such as N.S. Division of Family Practice, dentists, physiotherapists etc.

More specifically, staff recommend the City undertake the development of strategic actions under the following six areas to support the existing and future growth and diversification of the EHC in the City centre:

- Office space supply and requirements;
- Office connectivity;

- Mixed use land uses;
- Public realm design;
- Placemaking specific to an office environment and medical/health services customers;
- Transportation/mobility; and
- Strategic partnership development.

Staff from economic development, City planning, transportation, placemaking and public realm infrastructure considered opportunities for the City to support an EHC in addition to the areas of strategic actions listed above. Staff noted a number of existing Council directed initiatives could incorporate specific considerations to sustain and grow an EHC, including:

- Integrated Planning Strategy, related zoning bylaw changes and future OCP updates:
 - Adopt a no net loss office space policy for redevelopment projects to preserve the current supply of office space.
 - Review the City's current office incentive initiatives in the Zoning Bylaw and Official Community Plan and report back on potential further actions to attract more office investment.
 - Investigate office space supply and demand including barriers to office development and particularly specific requirements for medical/health service offices, to inform future policy.
 - Investigate and report back on the potential for the City to facilitate the creation of a fibre optic network in the City Centre.
 - Explore ways to optimize mixed use development in the City Centre including a mix of housing types.
- Community Well-Being Strategy:
 - Consider opportunities for improving the quality of life in the City Centre such as encouraging child care in new developments.
- Transportation Demand Management Guidelines, Rapidbus service for Lonsdale and higher orders of rapid transit within the City, transit network improvements and the Mobility Strategy:
 - Ensure employees and visitors have a choice of transportation options available including efficient connections with North Shore transportation hubs.
 - Identify opportunities for efficient and reliable transit network improvements through the Economic Assessment study of the Burrard Inlet rapid transit connection and other current transportation work.
 - Development of mode share and other targets through the Mobility Strategy and continue to apply our GoCNV individualized marketing program in support of a new hub.

- Placemaking Program:
 - Develop and implement specific placemaking initiatives directed to office staff, hospital staff and medical/health services customers.
 -
- Public Realm Design and Future High Street Planning:
 - Prepare targeted high quality public realm design guidelines that create a sense of place/identity, include a high standard of accessibility, provide for safe pedestrian and cycling movement, vibrant public spaces, high level of connectivity and considers the unique needs of medical/health service customers and employees.
- Strategic Partnership Development:
 - Community and Partner Engagement staff to work with the Mayor's Office to build working relationships with Lions Gate Hospital, Lions Gate Hospital Foundation and Vancouver Coastal Health Authority for ongoing dialog, information sharing and identification of strategic initiatives and partnerships.
 - Community and Partner Engagement staff to work with the Mayor's Office to consult other medical and health services professionals such as the North Shore Division of Family Practice, dentists, physiotherapists etc. for ongoing dialog, information sharing and identification of potential strategic initiatives.
 - Community and Partner Engagement staff to engage the business community in the City Centre in cooperation with the Chamber of Commerce to explore other potential considerations for supporting an EHC.

As most of the proposed actions are medium to long term and are part of existing initiatives which take time to plan and implement, consideration should be given to more immediate/short-term opportunities. More immediate/short term opportunities should focus on building partnerships with Lions Gate Hospital, Lions Gate Hospital Foundation and Vancouver Coastal Health, initiating a conversation with area businesses about an EHC and initiating placemaking initiatives that target office users, hospital workers and medical/health services customers.

As the recommendations in this report span a number of Departments and work areas, the author will create a staff working group to ensure consideration of specific actions to support an EHC are part of the various Council directed initiatives mentioned in this report.

FINANCIAL IMPLICATIONS:

Staff have included a project sheet in the 2020-2028 Project Plan for an Economic Development Strategy that will include considerations for an EHC including office supply, requirements and connectivity. All other recommendations in this report can be implemented within existing budgets.

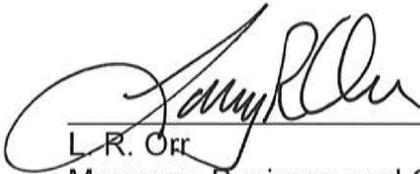
INTER-DEPARTMENTAL IMPLICATIONS:

This report and recommendations have been prepared with input from staff in the Community and Partner Engagement; Planning and Development; and Engineering, Parks and Environment Departments.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The recommendations in this report are consistent with the Prosperous City and Vibrant City objectives/priorities of the Council Strategic Plan.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business and Community
Partnerships

Attachments

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Paul Duffy, Manager, Bylaw Services

Subject: SMOKING REGULATION BYLAW, 1998, No. 7026 UPDATE

Date: October 23, 2019 File No: 09-3900-02-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Bylaw Services dated October 2nd, 2019, entitled "Smoking Regulation Bylaw, 1998, No. 7026 Update":

THAT the "Smoke and Smoking" definition within Smoking Regulation Bylaw, 1998, No. 7026 be updated to include all manner of e-cigarettes and vaping and replace "weed" with "cannabis" as per Proposed Action 1;

THAT the Smoking Regulation Bylaw, 1998 No. 7026, be updated to include smoking restrictions in all city parks, plazas and multi-use pathways, as per Proposed Action 2;

THAT staff review and report back on the "Don't be a Butthead" cigarette butt reduction campaign to determine its effectiveness, as per Proposed Action 3;

THAT staff work with Vancouver Coastal Health on strategies to address cigarette butt litter in a manner which continues to support reduced smoking rates and second hand smoke exposure, as per Proposed Action 4;

AND THAT the City author a letter to the main Canadian cigarette manufacture's suggesting that they make personal ashtrays available free of charge at all cigarette vendor locations, as per Proposed Action 5.

ATTACHMENTS:

1. Smoking Regulation Bylaw, 1998 No. 7026 (Doc # [1824831](#))
2. Vancouver Coastal Health Recommendations (Doc# [1824821](#))
3. Information Report Dated March 29, 2018 titled Cigarette Butt Litter Reduction Initiative Launch Update (Doc # [1631172](#))
4. Smoking Regulation Bylaw Amendment (Doc # [1158783](#))
5. Current Smoking Regulations in British Columbia (Doc # [1833134](#))
6. Policy L31: Voluntary No-Smoking Zone – 100 Block W 1st Street (Doc # [1396079](#))
7. Schedule A: Park Inventory Map

PURPOSE: On May 6th, 2019, Council resolved:

WHEREAS the City of North Vancouver has recently set the targets of being one of the healthiest, live-able and sustainable cities worldwide, and as such, smoking in public areas plays an important role in reaching these goals;

WHEREAS the Community Charter authorizes Council by bylaw to regulate, prohibit and impose requirement in relation to public health;

AND WHEREAS research shows there is no risk-free level of exposure to second hand smoke, and enhanced smoking bylaws decrease negative role modeling for children while supporting smokers trying to quit;

THEREFORE BE IT RESOLVED that staff be directed to report back with input from the RCMP and Vancouver Coastal Health with recommended updates to the Smoking Regulation Bylaw, specifically to incorporate a ban on smoking in all parks and plazas and on multi-use pathways, and to update the definition of smoking given the legalization of cannabis and the increased use of vaporizers.

AND THAT staff be directed to report back to Council on a specific educational campaign to reduce cigarette waste in the City of North Vancouver as soon as possible.

The purpose of this report is to respond to this resolution and to provide a number of potential actions Council may consider in regards to the Smoking Regulation Bylaw, 1998 No.7026.

DISCUSSION:

Municipal governments have the authority to ban or restrict smoking in public places within their jurisdiction and to create smoking bylaws that exceed BC smoking regulations. Similar to the intentions of the Smoking Regulation Bylaw in 1998 which prohibited smoking inside buildings, these recommendations will be an introduction to expand on that social progress by including outdoor public spaces and expanding the definition of smoking. Original prohibitions on smoking in enclosed spaces have reduced indoor air pollution and related health risks for non-smokers. While quitting smoking is an individual

decision, further smoking restrictions may facilitate decision making which will reduce the health risks of second-hand smoke for non-smoking residents.

In 2014, the City amended the Smoking Regulation Bylaw (Attachment 4) bringing the City in-line with the other two North Shore municipalities in regards to smoking restrictions. It was during this amendment that the no smoking setbacks were increased from 6 metres to 7.5 metres, two of our current five plazas, Jack Loucks Court and Rogers Plaza and smoking within 7.5 metres of a City trail were added to the smoking restrictions.

In 2016, the City also explored the option of using City Policy to restrict smoking in public spaces. Council adopted a voluntary no-smoking policy for the 100 block of West 1st Street in response to a request from area businesses (Attachment 6). The idea behind this policy is to take a less restrictive approach that puts the onus on smokers to adhere to no smoking signage in the area. This policy has had limited success but businesses in the area support the street designation and the policy's intent.

Smoking not only impacts the health of individuals but cigarette butt waste is the last socially acceptable form of littering in what has become an increasingly health and environmentally conscious world. Cigarette litter is toxic, ubiquitous and costly to clean up. Municipal governments are solely responsible for cigarette litter cleanup. In 2018, the Great Canadian Shoreline Cleanup found cigarette butts to be the most commonly found litter in Canada. Research has suggested that all municipalities struggle with cigarette litter. Campaigns to reduce cigarette litter have ranged from educational, adding additional cigarette receptacles, providing portable ashtrays and additional enforcement. All campaigns have reported varied success. Some or all of these strategies will assist in reducing cigarette litter however the tobacco industry need to take responsibility for the lifecycle of their products and do their part to reduce their environmental impact. The tobacco industry have an interest in cigarette butt litter as it could be used as a potential target of tobacco control.

The Canadian Charter of Rights and Freedoms have yet to provide protection against discrimination as smokers. Judges have consistently ruled that the Charter does not recognize smokers as a group suffering social, political or legal disadvantage in society, nor is smoking deemed a physical disability under the Charter. These past judgements may not prohibit subsequent challenges and the City could be susceptible to a Charter or a Human Rights Code challenge. Any subsequent amendments to the smoking bylaws should be viewed through an equity lens which takes into consideration the impact on those that do not have options for a private place to smoke.

Input on the City's Smoking Regulation Bylaw, 1998 No. 7026 has been provided by Vancouver Coastal Health (Attachment 2), the RCMP, and Parks and Environment staff.

POTENTIAL ACTIONS:

There are 5 potential actions Council may consider in regards to the Smoking Regulation Bylaw in response to Council's resolution of May 6th, 2019. Due to the considerable number of potential actions, each action is individually set out and can be discussed individually or grouped with other potential actions. In regards to Potential Actions 2 and

2A, while Vancouver Coastal Health and staff recommend Potential Action 2, an alternative and less restrictive option was provided as Potential Action 2A.

Potential Action 1:

Update the "Smoke or Smoking" definition to the Smoking Regulation Bylaw, 1998, No.7026

Extend and strengthen the "smoke or smoking" definition of the Smoking Regulation Bylaw to include all manner of e-cigarettes and vaping. Along with e-cigarettes and vaping, the word "weed" will be replaced with "cannabis".

Opportunities

The opportunities in changing this definition would be that all smoking activities would be encompassed by this definition. Regardless of the smoked substance, enforcement would be consistent in applying the Smoking Regulation Bylaw. Signage and enforcement would remain the same with no significant increase in complaints with a change in definition.

Challenges

There are no challenges with changing the definition of the smoking bylaw other than making a bylaw amendment to the Smoking Regulation Bylaw, 1998 No. 7026.

This proposed action is supported by Vancouver Coastal Health and is considered the current standard that most municipalities will be adopting with the recent legalization of cannabis and the increase in e-cigarettes and vaping.

Potential Action 2:

Restrict smoking in Parks, Plazas and Multi-Use Pathways

Extend the no smoking restrictions to include all city parks, plazas and to multi-use pathway's, the Spirit Trail and the Green Necklace. This recommendation would include all parks listed in Schedule "A" of the Park Regulation Bylaw (Attachment 7), 1996 No.8663 and the following plazas; Roger's Plaza, Jack Loucks Court, Stella Jo Dean Plaza, Civic Plaza, and the Shipyards Commons. Currently, Roger's Plaza and Jack Loucks Court are subject to a no smoking zone from a voluntary policy created in 2016. (Attachment 6)

Opportunities

An increase in smoking restrictions would enhance the public health, safety and general welfare of person(s) exposed to second hand smoke by expanding the smoking restrictions to parks, plazas and multi-use pathways. This expanded smoking restriction would seek to reduce the rates of smoking through reducing the social cues for smoking. Additional smoking restrictions would ensure a cleaner and more hygienic environment for the City and its residents. While these restrictions may reduce the areas of smoking, it recognizes the threat to public health and the environment that smoking causes. It also recognizes the rights of residents and visitors to the City to be free from unwelcome second-hand smoke.

This option also provides an opportunity to align the Smoking Regulation Bylaw with the Cannabis Control and Licensing Act (CCLA). Currently, the CCLA prohibits smoking of cannabis in parks and adding parks to the Smoking Regulation Bylaw would bring consistency and eliminate the confusion in regards to smoking areas amongst the Smoking Regulation Bylaw and the Cannabis Control and Licensing Act. Lastly, during hot dry summers when the fire ratings become high or extreme the requirement to install temporary no smoking signage in parks would be eliminated with these additional restrictions. These additional restrictions would join other municipalities, Vancouver, Richmond, Squamish, Coquitlam and Whistler whom have gone smoke free in parks, trails and plazas.

Challenges

The greatest challenge of this option is enforcement. With an additional 14 kilometers of multi-use pathways, 50 parks and 5 plazas, Bylaw Services staff anticipate additional smoking complaints. Enforcement would be complaint driven using education as the main enforcement tool. For those not willing to comply with a new healthier approach to smoking in the community, Bylaw Services staff would consider a person's circumstances and ability to comply before determining whether enforcement is appropriate.

Estimating the number of complaints from these new smoking regulations is difficult. Since January 2018 to present, Bylaw staff have investigated 26 smoking related complaints. The low number of complaints could be interpreted in a number of ways, lack of reporting, self regulation or public intervention. Currently, Bylaw Services are working at capacity in trying to balance enforcement issues regarding dogs, construction, noise, parking and secondary suites. Police have indicated that enforcement of the Smoking Regulation Bylaw would be on the lower end of their priorities.

Vancouver Coastal Health supports this proposed option as they consider a comprehensive smoking ban the most effective method to protect the health of non-smokers. The RCMP have also supported this option as it provides for consistency in enforcement of the CCLA and the Smoking Regulation Bylaw. City Parks and Environment Department also support this potential action.

Potential Action 2A:

Restrict smoking in all city parks listed in Schedule "A" of the Park Regulation Bylaw, 1996 No.8663

In addition to expanding restricted areas in the City for smoking, this potential action would also align the current cannabis legislation public consumption restrictions to the Smoking Regulation Bylaw. The CCLA restricts the smoking of cannabis in regional and municipal parks and adding smoking restrictions in all city parks listed in Schedule "A" of the Park Regulation Bylaw would align the CCLA and the Smoking Regulation Bylaw.

Opportunities

Restricting smoking in all city parks, would allow for consistency in both enforcement by staff and consistency for the smoker regardless of the substance being smoked. The area restrictions would be the same for both regulations. Although such bans in parks are difficult to enforce, these additional restrictions in parks empower the public to

intervene if they or others are being exposed to second hand smoke. During hot dry summers when the fire ratings become high or extreme the requirement to install temporary no smoking signage in parks would be eliminated with these additional restrictions.

Challenges

The challenges associated to this proposed action is enforcement. With an additional 50 parks, Bylaw Services staff anticipate additional smoking complaints. These challenges are similar to those listed in Potential Action 2.

This option is provided as an alternative to Potential Action 2. It is not supported by Vancouver Coastal Health but they and the RCMP do recognize it as being a step forward from the City's present restrictions.

Potential Action 3:

Review the effectiveness of the current "Don't be a Butthead" cigarette butt litter reduction campaign and report back to Council.

Cigarette litter is toxic, ubiquitous and costly to clean up. Municipal governments are solely responsible for cigarette litter cleanup. In 2018, the Great Canadian Shoreline Cleanup found cigarette butts to be the most commonly found litter in Canada.

In April of 2018, a cigarette butt litter reduction education campaign (Attachment 3) was launched by the City. The campaign branded "Don't be a Butthead" was designed to encourage smokers to dispose of cigarette butts in a portable ashtray rather than on sidewalks. Over 1000 of these portable ashtrays were delivered to approximately 15 businesses that sold cigarettes.

A street litter audit was conducted in September of 2017, prior to the launch of this program and the City is currently conducting a follow up street litter audit with results expected in the fall. These results will assist in determining the success of this program. There is currently an interdepartmental staff street cleanliness working group that is also collaborating on an Information Report focusing on possible solutions to reduce all street litter in the City. This report is expected to be before Council sometime in the fall.

Staff recommend that they review this program upon receipt of the litter audit and report back to Council with its effectiveness and its prominence in a cigarette butt litter campaign.

Potential Action 4:

Strategically place cigarette butt receptacles in areas of the City

Another strategy to reduce cigarette butt litter is to strategically place cigarette butt receptacles in areas that have been identified as having the highest concentration of cigarette butt litter. The City of Vancouver has strategically placed over 100 of these cigarette receptacles in various areas of the City of Vancouver and are currently conducting a litter audit to determine their value.

While Vancouver Coastal Health recognizes the litter associated with smoking they have concerns about installing/placing cigarette receptacles in the City. Vancouver Coastal Health suggest that cigarette butt receptacles will become a de-facto smoking area which would increase exposure to second hand smoke, and could make smoking more socially acceptable. Finding a location which would comply with the 7.5 metre distances within the current smoking regulations could also be difficult. Instead, Vancouver Coastal Health recommends that the focus remains at actions designed to discourage smoking. Currently, the City works together with School District 44 and supports a number of programs associated to littering.

Staff recommend to work with Vancouver Coastal Health and School District 44 on strategies to address the cigarette butt litter concerns and in a manner which continues to support reduced smoking rates and second-hand smoke exposure.

Potential Action 5:

Council send a letter to the main Canadian cigarette manufacture's suggesting that they make personal ashtrays available free of charge at all cigarette vendor locations

The tobacco industry need to take responsibility for the lifecycle of their products and do their part to reduce their environmental impact. The tobacco industry have an interest in cigarette butt litter as it could be used as a potential target of tobacco control.

Staff recommend to leverage that interest with the main Canadian cigarette manufacturer's and send a letter suggesting that they make personal ashtrays available free of charge at all cigarette vendor locations.

ADDITIONAL ACTIONS NOT INCLUDED IN COUNCIL'S RESOLUTIONS

These two additional proposed actions were not included in Council's resolution however they were touched on by Vancouver Coastal Health and the RCMP. Staff have provided background on the two proposed actions should Council consider these options as part of any amendments to the Smoking Regulation Bylaw.

Potential Action 6:

Remove the Exemptions for "Outdoor Customer Service Areas for Liquor Primary Licensed Establishments" that are already in existence and operation.

In March of 2014, Council endorsed bylaw amendment 8330 (Attachment 4). Bylaw amendment 8330 increased the no smoking restrictions from 6 metres to 7.5 metres in relation to doors, windows and air intakes; on restaurant and pub patios; in City parks; and, on City trails. At that time Council exempted current licensed establishments with current permissible outdoor patios. In 2014, this exemption applied to 4 establishments. Only 2 continue to utilize this exemption.

Vancouver Coastal Health have recommended to remove the exemption for outdoor customer service areas for liquor primary licensed establishments that are already in existence and operation.

Should Council consider Potential Action 6, the following clause should be added to the recommendations;

THAT exemptions be removed for "Outdoor Customer Service Areas for Liquor Primary Licensed Establishments" that are already in existence and operation, as per Proposed Action 6.

Potential Action 7:

Review the penalties in both the CCLA and the Smoking Regulation Bylaw and unify the payment penalties

Currently under the CCLA, the fine associated to smoking cannabis in outdoor public spaces is \$230.00. Vaping cannabis in an outdoor public space is \$58.00. Under the Smoking Regulation Bylaw smoking where prohibited is \$50.00. For consistency in enforcement, regardless of the product smoked the fines should be equal. This would raise the smoking fines from \$50 to \$230.

The RCMP support the unification in fines, however the RCMP continues to have the ability to write tickets under both the Provincial legislation and the municipal bylaw using the current fine amount.

Should Council consider Potential Action 7, the following clause should be added to the recommendations;

THAT penalties be reviewed for both the CCLA and the Smoking Regulation Bylaw, seeking to unify the payment penalties, as per Proposed Action 7.

FINANCIAL IMPLICATIONS:

Enforcing additional no smoking areas within the City could result in increased Bylaw Services staffing costs for education and enforcement. Particularly as public expectations for smoke free environments increase. The City may also expect an increase in costs for signage with the additional no smoking areas. Although it is not anticipated that signage be installed in every park, plaza or multi-use pathway, signage will be continually reviewed and updated as required. Educational materials will be required to increase education on the new no smoking areas which should also include support and resources for people wanting to quit smoking.

INTER-DEPARTMENTAL IMPLICATIONS:

This report and recommendations were discussed with Engineering, Parks and Environment and Communications, Vancouver Coastal Health and the RCMP.

STRATEGIC PLAN IMPLICATIONS AND/OR POLICY IMPLICATIONS:

Designating additional no smoking areas would require an amendment to the City's Smoking Regulation Bylaw 1998, No. 7026. Additional smoking restrictions and educating the public on cigarette litter, would align with several of the City's Strategic Plan initiatives, including a "City for People" and a "Liveable City". Should Council agree with these additional smoking regulations, the Community Charter requires all bylaws which regulate an area of concurrent authority with the provincial government seek ministerial approval prior to the amendments being adopted.

CONCLUSION:

The recommended actions, while a challenge to enforce, is a strong message of Council's expectation about the health, well-being and liveability of the City.

RESPECTFULLY SUBMITTED:



Paul Duffy
Manager, Bylaw Services

PD/jb



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

“Smoking Regulation Bylaw, 1998 No. 7026”

CONSOLIDATED FOR CONVENIENCE – JUNE 15, 2015

Amendment Bylaw, 1999, No. 7107	Proprietor
Amendment Bylaw, 2001, No. 7317	Definitions and Section 3.1 (e)
Amendment Bylaw, 2001, No. 7342	Designated Smoking Room
Amendment Bylaw, 2009, No. 8032	Bylaw Notice Process
Amendment Bylaw, 2014, No. 8330	Updates to Standards
Amendment Bylaw, 2015, No. 8412	Smoking Restriction Amendment

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Bylaw No. 7026

A Bylaw to Regulate Smoking in Public Places and the Workplace, Pursuant to Section 523 of the *Municipal Act*

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

This bylaw may be cited as the “**Smoking Regulation Bylaw, 1998, No. 7026**”.

PART 1: INTERPRETATION *[Bylaw 8330/Oct 20/14]*

“**Building**” means a structure fully or substantially enclosed with walls and/or roofs, and used for the shelter or accommodation of persons, animals, chattels or things or any combination thereof;

“**Business**” means a business, trade, profession, or other occupation for which a person must obtain a licence under the Business Licence Bylaw, 2004, No. 7584, as amended;

“**Bylaw Enforcement Officer**” means a delegate of the Medical Health Officer, an Environmental Health Officer, an employee of the City whose duties include enforcement of the bylaws, or a Royal Canadian Mounted Police officer;

“**City Trail**” means a paved or unpaved path for pedestrian and/or cyclist and wheeled mobility aid use that may be in parks, on streets or on other public lands.

“**Common Area**” includes, but is not limited to, lobbies, foyers, stairwells, elevators, corridors, cloakrooms, washrooms, food fair seating areas, and other public areas of a building;

“**City**” means the Corporation of the City of North Vancouver;

“**Dwelling Unit**” means a Dwelling Unit as defined in the “Zoning Bylaw 1995, No. 6700”, as amended; including any adjacent outdoor space, accessed directly from the dwelling unit and for exclusive use of the dwelling unit;

“**Liquor Primary Licensed Establishments**” means establishments licensed primarily to serve liquor as defined by the B.C. Liquor Control and Licensing Branch;

“Outdoor Customer Service Area” means a part of private or public property located immediately outside of a restaurant, retail food service, neighbourhood public house or licensed lounge whether partially enclosed or unenclosed, including a balcony, patio, yard, or sidewalk that is connected to or associated with a Business or use in a Building or Premises that includes the service of food or beverages, which may include alcoholic drinks, to customers or other persons for consumption on site;

“Park” means any real property owned or occupied by the City for the purpose of pleasure, recreation or community use by the public, including but not limited to dedicated parks and Beaches, but does not include any City land leased to a third party;

“Premises” means a portion of a Building of which a person has exclusive possession;

“Responsible Person” means a person who owns, controls, manages, supervises, operates, or holds:

- (a) a Business or other use that occupies all or substantially all of a Building;
- (b) a Business or other use that occupies Premises;
- (c) an Outdoor Customer Service Area;
- (d) a Common Area;
- (e) a Vehicle For Hire; or
- (f) a permit for any outdoor public event or activity that the City has authorized by the issuance of a permit and to which this bylaw applies,

and, in respect of a Common Area, includes a strata corporation or cooperative association;

“Smoke” or “Smoking” means to purposely inhale or exhale smoke from or burn or carry, a lighted cigarette, cigar, pipe, e-cigarette *[Bylaw 8412/June 15/15]* or other lighted smoking equipment burning tobacco or any other weed or substance, but does not apply to the ceremonial use of tobacco in connection with a traditional aboriginal cultural activity;

“Swimming Beach” means an area adjacent to the shore of the ocean or other body of water that is used for swimming;

“Transit Shelter” means a building or other structure located on City property and constructed near a bus stop to provide seating and/or protection from the weather for the convenience of waiting passengers;

“Transit Stop” means a sign-posted location where public transit vehicles or Vehicles for Hire stop to pick up riders, and distances from a Transit Stop shall be measured from the sign that identifies the Transit Stop location; and

“Vehicle for Hire” means a Vehicle for Hire as defined in the “Cab Regulation Bylaw, 2006, No. 7787”, as amended.

PART 2: GENERAL SMOKING RESTRICTIONS *[Bylaw 8330/Oct 20/14]*

A person must not smoke:

- (a) in a Building, except in:
 - (i) a Dwelling Unit other than a Dwelling Unit in which a Business to which employees or the public are invited is carried on therein;
 - (ii) a hotel or motel room or suite designated for Smoking by a Responsible Person;
 - (iii) enclosed Premises:
 - (1) that are not open to the public, and
 - (2) where the only occupants are the owner or owners of the business carried on in the Premises;
- (b) in a Vehicle for Hire;
- (c) in any public transit vehicle, including a school bus, passenger bus, water taxi, or ferry;
- (d) in or within 7.5 metres of a Building, Transit Stop or Transit Shelter where people wait to board a Vehicle for Hire or public transit vehicle, provided that, subject to the other provisions of this bylaw;
- (e) in or within 7.5 metres of the perimeter of an Outdoor Customer Service Area except Outdoor Customer Service Areas for Liquor Primary Licensed Establishments that are already in existence and operation;
- (f) within 7.5 metres measured on the ground from a point directly below any opening into any Building including any door or window that opens or any air intake.

PART 3: SMOKING IN PARKS AND OTHER MUNICIPAL PROPERTY

[Bylaw 8330/Oct 20/14]

A person must not smoke in or within 7.5 metres of:

- (a) children's play equipment or a playground, playing field (if other persons are present), Swimming Beach, food concession, picnic area, skateboard park in a Park or City trail;
- (b) any part of a Park or other municipal property that is being used for any public event or activity that the City has authorized by the issuance of a permit with the exception of public walkways providing a public thoroughfare through the site;
- (c) the grounds of any municipal Building used for public recreation;
- (d) public plazas identified in Schedule "A". *[Bylaw 8412/June 15/15]*

PART 4: DUTIES OF RESPONSIBLE PERSON *[Bylaw 8330/Oct 20/14]*

Except as permitted by subsection 2(a), a Responsible Person must not suffer or allow a person to smoke in:

- (a) a Building or Outdoor Customer Service Area;
- (b) a Common Area or Premises;
- (c) an area described in subsections 2(e) or (f), except to the extent that all or part of such area is not part of the parcel on which the Building or Outdoor Customer Service Area is situated and is not an area over which such Responsible Person has possession or control; or
- (d) a Vehicle For Hire,

in each case, that is owned, controlled, managed, supervised, operated or held by that Responsible Person.

PART 5: SIGN REQUIREMENTS *[Bylaw 8330/Oct 20/14]*

A Responsible Person must display a sign at all times:

- (a) at each entrance to a Building, Outdoor Customer Service Area or Premises, or in a Vehicle For Hire, where section 3 prohibits Smoking, stating:

"THIS IS A SMOKE FREE ENVIRONMENT – NO SMOKING";
- (b) on each exterior wall of a Building, where section 3 prohibits Smoking, stating:

“SMOKING IS PROHIBITED WITHIN 7.5 METRES OF OPENINGS INTO THIS BUILDING INCLUDING DOORS AND WINDOWS THAT OPEN AND ANY AIR INTAKE”;

- (c) in an Outdoor Customer Service Area, clearly visible from each table or placed on each table, stating:

“THIS OUTDOOR CUSTOMER SERVICE AREA IS A SMOKE FREE ENVIRONMENT – NO SMOKING”;

- (d) on the exterior wall, Building, fence, railing or other structure indicating the boundary of an Outdoor Customer Service Area, stating:

“SMOKING IS PROHIBITED WITHIN 7.5 METRES OF OUTDOOR CUSTOMER SERVICE AREA”

- (e) on any advertisement or poster promoting a public event on City property for which the City has authorized by a permit, stating:

“THIS IS A SMOKE FREE EVENT”.

PART 6: CONDITIONS OF SIGNS *[Bylaw 8330/Oct 20/14]*

All signs referred to in section 6, except 6(e), must:

- (a) include the text “Bylaw 8330” in letters not less than one quarter of the height of all other letters on the sign;
- (b) display the international symbol to designate “No Smoking”, or, in areas where smoking is permissible, the international symbol to designate “Smoking Permitted”, provided that in each case the symbol must occupy at least 25% of the size of the sign;
- (c) consist of at least two contrasting colours, except that if the lettering is on a clear panel then the lettering must contrast to the colour of the background;
- (d) be at least 30 cm by 15 cm in size (or, with respect to subsection 6(c) of this bylaw, if a sign is placed on a table, it must be at least 10 cm by 5 cm in size);
- (e) be clearly visible; and

- (f) except for the text specified in subsection (a), consist of lettering, whether upper case or lower case, that is not less than the following heights based upon the following maximum viewing distances in direct line of sight:

Viewing Distance	Letter Height
Up to 3 metres	1 centimetre
Up to 6 metres	2 centimetres
Up to 12 metres	4 centimetres

PART 7: CONDITION OF SIGNS *[Bylaw 8330/Oct 20/14]*

A person must not remove, alter, conceal, deface or destroy any sign required under this bylaw.

PART 8: POWER TO INSPECT *[Bylaw 8330/Oct 20/14]*

A bylaw Enforcement Officer has the right of entry and may enter at all reasonable hours onto any land or into any Building to which this bylaw applies in order to ascertain whether the provisions of this bylaw are being complied with.

PART 9: OBSTRUCTION *[Bylaw 8330/Oct 20/14]*

A person must not interfere with, delay, obstruct or impede a Bylaw Enforcement Officer or designate or other person lawfully authorized to enforce this bylaw in the performance of duties under this bylaw.

PART 10: OFFENCE, PENALTIES AND ENFORCEMENT

1. Every person or proprietor who violates a provision of this bylaw, or consents, allows or permits an act or thing to be done in violation of a provision of this bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this bylaw, is guilty of an offence and is liable to the penalties imposed under this bylaw or any other applicable bylaw of the City, and is guilty of a separate offence each day that a violation continues to exist.
2. Any person who contravenes any of the provisions of this bylaw commits an offence punishable upon summary conviction and is liable to a fine of not more than \$10,000.00 or to imprisonment for not more than six months or to both. Each day that an offence continues shall constitute a separate offence.
3. Pursuant to Section 264 of the Community Charter, S.B.C. Chapter 26, any person designated as a Bylaw Enforcement Officer pursuant to the Bylaw Notice Enforcement Bylaw, 2005, No. 7675 or is named as the Enforcement Officer pursuant to the Ticket Information Utilization

Bylaw, 1992, No. 6300 is hereby authorized and empowered to enforce the provisions of this bylaw by Bylaw Notice or Municipal Ticket Information or as otherwise provided by this or any other bylaw of the City of North Vancouver.

PART 11: SEVERABILITY

If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this bylaw.

[Bylaw 8330/Oct 20/14]

PART 12: REPEAL

Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854” is repealed by Bylaw, 2014, No. 8329. *[Bylaw 8330/Oct 20/14]*

PART 13: EFFECTIVE DATE

This bylaw comes into force and effect six (6) months from the date of approval from the Minister of Health. *[Bylaw 8330/Oct 20/14]*

READ a first time by the Council on the 11th day of May, 1998.

READ a second time by the Council on the 11th day of May, 1998.

READ a third time and passed by the Council on the 11th day of May, 1998.

RECEIVED APPROVAL of the Minister of Health on the 24th day of June, 1998.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 13th day of July, 1998.

“John E. Loucks”

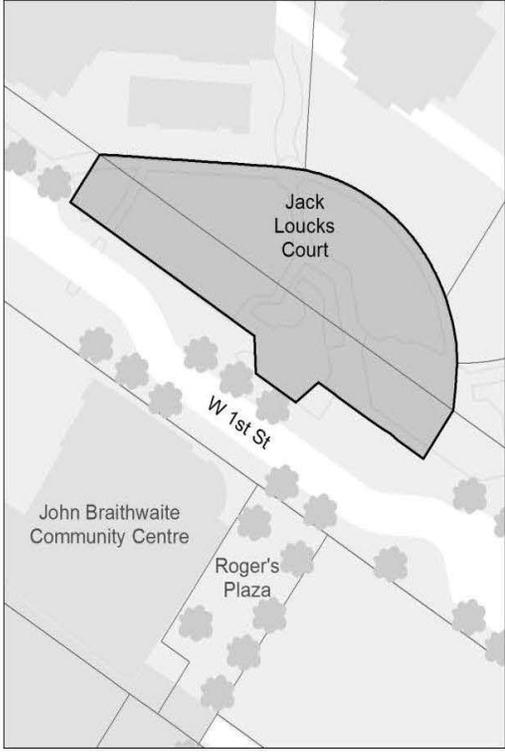
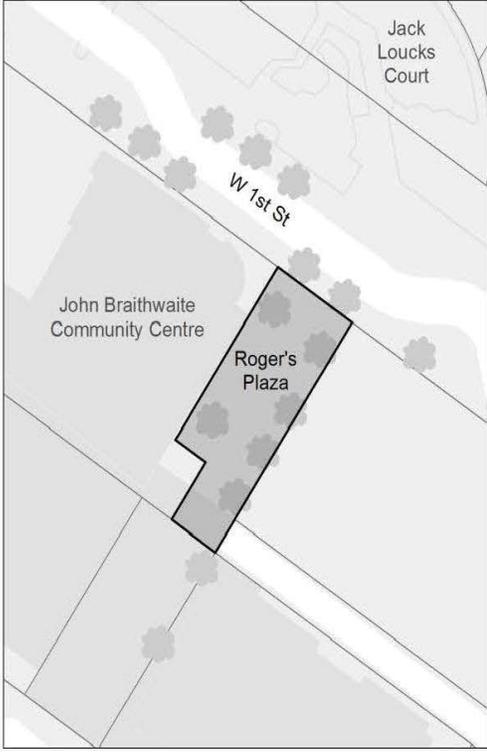
MAYOR

“Bruce Hawkshaw”

CITY CLERK

SCHEDULE "A"

CITY PLAZAS

<p><u>Jack Loucks Court</u></p> 	<p><u>Rogers Plaza</u></p> 
<p><i>Future Image</i></p>	<p><i>Future Image</i></p>

[Bylaw 8412/June 15/15]

Aug. 23, 2019

Mr. Paul Duffy
Manager, Bylaw Services
City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9

Dear Paul,

Re: Proposed amendments to Smoking Regulation Bylaw, 1988 No. 7026

Thank you for consulting with Vancouver Coastal Health regarding potential updates to the City's smoking bylaw. As the North Shore's Medical Health Officer I recommend the following amendments to City of North Vancouver Smoking Regulation Bylaw, 1988 No. 7026:

1. Update the definition of "smoke" or "smoking" to include cannabis and nicotine as well as reference to vapourizing and vaping devices

Recommended definition: "Smoke" or "Smoking" means to inhale, exhale, burn or carry a lighted cigarette, cigar, pipe, hookah pipe, vaping device, e-cigarette, or other lighted or activated electronic smoking device that burns or vapourizes tobacco, cannabis, nicotine, or other weed or substance, but does not apply to the ceremonial use of tobacco in connection with a traditional aboriginal cultural activity;

2. Remove the exemption for "Outdoor Customer Service Areas for Liquor Primary Licensed Establishments that are already in existence and operation"

An overwhelming majority of municipalities in the Lower Mainland and the Vancouver Coastal Health region have banned smoking and vaping on all outdoor customer service areas in an effort to protect the health of workers and patrons. Levels of tobacco smoke can be as high on outdoor patios as in indoor environments and second-hand smoke is a known carcinogen that causes cancer and coronary heart disease in non-smoking adults.

3. Include all parks, public plazas and multi-use trails in smoking restrictions

It is desirable to ban smoking in these settings because they are frequented by children who are particularly vulnerable to the effects of second-hand smoke. The public also uses many of these settings in an effort to improve their health.

The current bylaw only bans smoking in certain areas within parks. This could be expanded to include all areas within parks as all areas within parks can be frequented by children and be used in an effort to improve health. This would have the additional advantage of reducing the risk of wildfires which are frequently started by discarded cigarettes.

The current bylaw includes a definition of “city trail”. This could be updated to include special reference to key multi-use paths such as the Spirit Trail and Green Necklace so that it is clear that smoking is prohibited on these trails.

A complete ban on public plazas is easier for the public to comprehend and adhere to than the current ban which applies only to selected plazas.

Although such bans in parks, public plazas and multi-use trails are difficult to enforce, they empower the public to intervene if they or others are being exposed.

4. Remove the exception for “public walkways providing a public thoroughfare through the site” in Part 3 (b)

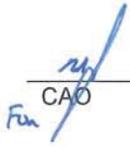
There is no safe level of exposure to second-hand smoke and a comprehensive smoking ban is the most effective method to protect the health of non-smokers attending public events.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Lysyshyn', with a long horizontal flourish extending to the right.

Mark Lysyshyn, MD, MPH, FRCPC
Medical Health Officer
Vancouver Coastal Health, North Shore



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING DEPARTMENT

INFORMATION REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: Jordan Tam, Environmental Sustainability Specialist
Jeff Klochnyk, Section Manager, Streets and Fleet

SUBJECT: CIGARETTE BUTT LITTER REDUCTION INITIATIVE LAUNCH UPDATE

Date: March 29, 2018 File No: 11-5380-01-0001/2018

PURPOSE:

The purpose of this report is to advise Council that the City will be launching the City's Cigarette Butt Litter Reduction Campaign on April 4, 2018.

BACKGROUND:

The purpose of the City's cigarette butt litter reduction education campaign is to reduce cigarette butt litter on sidewalks and streets across the City. The campaign, branded 'Don't be a Butthead', will encourage smokers to dispose of cigarette butts in portable pocket ashtrays and garbage bins rather than on sidewalks. The City's Communications staff have created the logo and brand, and produced the portable ash collectors, as well as accompanying display boxes.

The ashtrays are reusable and contain an interior foil pouch, intended to be safe to carry, reduce odours, and be used instead of dropping cigarette butts on the ground.

Staff will distribute the free pocket ashtrays to smokers throughout the City, in an effort to change current disposal behaviours and decrease the proliferation of cigarette litter on our sidewalks, streets and trails.

Staff will also provide supplies of the pouches to local businesses as distribution points, where the pouches will be visible and available to customers.

DISCUSSION:

In February 2018, City staff approached businesses that sell cigarette and tobacco products to assess interest levels in supporting the distribution of pocket ashtrays. Participating businesses

were asked to offer a personal reusable ashtray when a customer purchases a package of cigarettes.

A number of businesses have expressed interest in supporting the City's campaign. These businesses range from gas stations and large grocery chains to independent convenience stores and local community organizations.



CNV reusable pocket ashtray and display box

Materials will be delivered to businesses for distribution on April 4, 2018. Personal ashtrays will also be available at City Hall and at community events.

Communications staff will conduct an awareness program promoting the initiative through its platforms such as social media, Enews, and the City website www.cnv.org/binyourbutt.

Staff have consulted with staff from Vancouver Coastal Health (VCH) throughout the planning phase of the initiative. VCH staff support the City's approach and assisted in the program by providing the initial list of cigarette vendors within the City. Other municipalities have also launched similar cigarette butt litter programs using portable ashtrays.

Staff will monitor the success of the initiative and will provide further information to Council as information becomes available.

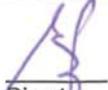
RESPECTFULLY SUBMITTED:


Jordan Tam, B.Sc., P. Ag.
Environmental Sustainability Specialist


for Jeff Klochnyk
Section Manager, Streets and Fleet

JT/JK/rf



 Dept. Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: L.R. Orr, Manager, Lands and Business Services

SUBJECT: SMOKING REGULATION BYLAW AMENDMENT

Date: July 2, 2014

File No: 4230-03

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Lands and Business Services, dated July 2, 2014, entitled "Smoking Regulation Bylaw Amendment":

THAT Bylaw No. 8330, No. 8329, No. 8374 and No. 8375, be considered.

ATTACHMENTS:

1. Smoking Regulation Bylaw, 1998, No. 7026, Amendment Bylaw, 2014, No. 8330
2. Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854, Repealed Bylaw, 2014, No. 8329
3. Bylaw Notice Enforcement Bylaw, 2005, No. 7675, Amendment Bylaw, 2014, No. 8374
4. Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2014, No. 8375

PURPOSE:

The purpose of this report is to respond to Council's resolution of March 10, 2014 which directed in part:

THAT staff bring forward amendments to the Smoking Bylaw to prohibit smoking within 7.5 metres of doors, windows and air intakes; on restaurant and pub patios; in City parks; and, on City trails;

AND THAT licensed establishments with current permissible outdoor patios be exempt from the proposed bylaw amendment."

DISCUSSION:

The proposed amendments will bring the City Smoking Bylaw in line with the other two North Shore municipal smoking bylaws and most Lower Mainland municipal bylaws with the exception that the City will allow smoking on patios of liquor primary licensed establishments in operation at the time of enactment of the amended Smoking Bylaw. All relevant businesses will be notified of the new Bylaw requirements should Council adopt the proposed Bylaw. It will be necessary to hold the Bylaw at third reading in order to advise the Ministry of Health before the Bylaw can be finally adopted.

If Council agrees with this direction, staff recommends that the proposed Bylaw take effect 6 months after the provincial approval in order to allow businesses with outdoor customer service areas to plan for the proposed change. Staff will undertake an information campaign to notify all affected businesses should Council decide to go forward with amendments.

Recently the Medical Health Officer for Vancouver Coastal Health sent a letter to Mayor and Council regarding the inclusion of e-cigarettes in the definition of "smoke" and "smoking" in the smoking bylaw. Staff will be reporting back separately on this matter.

Summary of Recommended Substantive Changes (Bylaw No. 8330)

Attachment #1 is the proposed amending bylaw to the Smoking Regulation Bylaw. The substantive changes include:

Part 1 Definitions

A number of definitions were removed and new ones were added to reflect the changes to the regulations.

Part 2 General Smoking Regulations

The most significant changes in this section include:

- the addition of 7.5 metre smoking setbacks to any opening to a building including doors, windows and air intake;
- the addition of no smoking in or within 7.5 metres of an outdoor customer service area (patio) excluding liquor primary licensed establishments in operation at the time of enactment of the amending Bylaw;

Part 3 Smoking in Parks and other Municipal Property

Smoking prohibition in Parks and on other municipal property was added to include:

- the addition of no smoking in or within 7.5 metres of children's play equipment or a playground, playing field (if other persons are present), swimming beach, food concession, picnic area, skateboard park in a park or City trails;
- the addition of no smoking in or within 7.5 metres of any part of a park or other municipal property that is being used for any public event or activity that the City has authorized by issuance of a permit;
- the addition of no smoking in or within 7.5 metres of the grounds of any municipal building used for public recreation.

Enforcement of smoking in Parks and other municipal property will be on a complaint basis as with current Bylaw enforcement practices. People caught smoking in the above noted situation by Bylaw staff would be requested to stop smoking or leave the area as an initial response.

Part 4 Duties of a Responsible Person

- was amended to place the onus on operators of the specified spaces to restrict smoking.

"Designated Smoking Room" is no longer permitted.

Signage requirements have also been amended accordingly.

Other Bylaw Changes

The regulation pertaining to smoking in bus shelters (Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854) has been incorporated into the proposed changes to the Smoking Regulation Bylaw 2(d) and therefore needs to be repealed (Attachment #2).

Bylaw Notice Enforcement Bylaw, 2005, 7675 needs to be amended to properly reference amended Schedule A (Attachment #3).

The Ticket Information Utilization Bylaw, 1992, No. 6300 needs to be amended to properly reference the amended Smoking Regulation Bylaw, 2014, 8330 (Attachment #4).

FINANCIAL IMPLICATIONS:

There are no financial implications resulting from adoption of the proposed amendment Bylaw other than minimal cost to print and distribute new no smoking signage. The Vancouver Coastal Health takes primary responsibility for enforcing the Smoking Bylaw on commercial property.

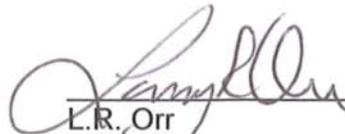
INTER-DEPARTMENTAL IMPLICATIONS:

The recommendation in this report has been endorsed by the Civic Projects Team (May 20, 2014) and is supported by the Medical Health Officer for Vancouver Coastal Health, North Shore.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Adopting a more progressive Smoking Bylaw is consistent with the City's vision to be a "vibrant, diverse and highly liveable community that strives to balance social, economic and environmental needs of the community".

RESPECTFULLY SUBMITTED:



L.R. Orr
Manager, Lands and Business
Services

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Bylaw No. 8330

A Bylaw to amend the “Smoking Regulation Bylaw, 1998, No. 7026”

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 “**Smoking Regulation Bylaw, 1998, No. 7026, Amendment Bylaw, 2014, No. 8330**” (Updates to Standards).
2. Smoking Regulation Bylaw, 1998, No. 7026, is hereby amended as follows:
 - (1) By deleting **PART 2: INTERPRETATION** in its entirety and replacing it with the following:

1. Definitions

“**Building**” means a structure fully or substantially enclosed with walls and/or roofs, and used for the shelter or accommodation of persons, animals, chattels or things or any combination thereof;

“**Business**” means a business, trade, profession, or other occupation for which a person must obtain a licence under the Business Licence Bylaw, 2004, No. 7584, as amended;

“**Bylaw Enforcement Officer**” means a delegate of the Medical Health Officer, an Environmental Health Officer, an employee of the City whose duties include enforcement of the bylaws, or a Royal Canadian Mounted Police officer;

“**City Trail**” means a paved or unpaved path for pedestrian and/or cyclist and wheeled mobility aid use that may be in parks, on streets or on other public lands.

“**Common Area**” includes, but is not limited to, lobbies, foyers, stairwells, elevators, corridors, cloakrooms, washrooms, food fair seating areas, and other public areas of a building;

“**City**” means the Corporation of the City of North Vancouver;

“**Dwelling Unit**” means a Dwelling Unit as defined in the “Zoning Bylaw 1995, No. 6700”, as amended; including any adjacent outdoor space, accessed directly from the dwelling unit and for exclusive use of the dwelling unit;

“**Liquor Primary Licensed Establishments**” means establishments licensed primarily to serve liquor as defined by the B.C. Liquor Control and Licensing Branch;

“**Outdoor Customer Service Area**” means a part of private or public property located immediately outside of a restaurant, retail food service, neighbourhood public house or licensed lounge whether partially enclosed or unenclosed, including a balcony, patio, yard, or sidewalk that is connected to or associated with a Business or use in a Building or Premises that includes the service of food or beverages,

which may include alcoholic drinks, to customers or other persons for consumption on site;

“Park” means any real property owned or occupied by the City for the purpose of pleasure, recreation or community use by the public, including but not limited to dedicated parks and Beaches, but does not include any City land leased to a third party;

“Premises” means a portion of a Building of which a person has exclusive possession;

“Responsible Person” means a person who owns, controls, manages, supervises, operates, or holds:

- (a) a Business or other use that occupies all or substantially all of a Building;
- (b) a Business or other use that occupies Premises;
- (c) an Outdoor Customer Service Area;
- (d) a Common Area;
- (e) a Vehicle For Hire; or
- (f) a permit for any outdoor public event or activity that the City has authorized by the issuance of a permit and to which this Bylaw applies,

and, in respect of a Common Area, includes a strata corporation or cooperative association;

“Smoke” or “Smoking” means to purposely inhale or exhale smoke from or burn or carry, a lighted cigarette, cigar, pipe, or other lighted smoking equipment burning tobacco or any other weed or substance, but does not apply to the ceremonial use of tobacco in connection with a traditional aboriginal cultural activity;

“Swimming Beach” means an area adjacent to the shore of the ocean or other body of water that is used for swimming;

“Transit Shelter” means a building or other structure located on City property and constructed near a bus stop to provide seating and/or protection from the weather for the convenience of waiting passengers;

“Transit Stop” means a sign-posted location where public transit vehicles or Vehicles for Hire stop to pick up riders, and distances from a Transit Stop shall be measured from the sign that identifies the Transit Stop location; and

“Vehicle for Hire” means a Vehicle for Hire as defined in the “Cab Regulation Bylaw, 2006, No. 7787”, as amended.

- (2) By deleting **PART 3: SMOKING RESTRICTIONS** in its entirety and replacing it with 2. **General Smoking Regulations** and 3. **Smoking in Parks and other Municipal Property**, as follows:

2. General Smoking Regulations

A person must not smoke:

(a) in a Building, except in:

(i) a Dwelling Unit other than a Dwelling Unit in which a Business to which employees or the public are invited is carried on therein;

(ii) a hotel or motel room or suite designated for Smoking by a Responsible Person;

(iii) enclosed Premises:

(1) that are not open to the public, and

(2) where the only occupants are the owner or owners of the business carried on in the Premises;

(b) in a Vehicle for Hire;

(c) in any public transit vehicle, including a school bus, passenger bus, water taxi, or ferry;

(d) in or within 7.5 metres of a Building, Transit Stop or Transit Shelter where people wait to board a Vehicle for Hire or public transit vehicle, provided that, subject to the other provisions of this bylaw;

(e) in or within 7.5 metres of the perimeter of an Outdoor Customer Service Area except Outdoor Customer Service Areas for Liquor Primary Licensed Establishments that are already in existence and operation;

(f) within 7.5 metres measured on the ground from a point directly below any opening into any Building including any door or window that opens or any air intake.

3. Smoking in Parks and other Municipal Property

A person must not smoke in or within 7.5 metres of:

(a) children's play equipment or a playground, playing field (if other persons are present), Swimming Beach, food concession, picnic area, skateboard park in a Park or City trail;

(b) any part of a Park or other municipal property that is being used for any public event or activity that the City has authorized by the issuance of a permit with the exception of public walkways providing a public thoroughfare through the site; or

(c) the grounds of any municipal Building used for public recreation.

(3) By deleting **PART 4: SIGNS** in its entirety and replacing it with four new sections as follows:

4. **Duties of Responsible Person** and 5. and 6. **Sign Requirements** and 7. **Condition of Signs**, as follows:

4. **Duties of Responsible Person**

Except as permitted by subsection 2(a), a Responsible Person must not suffer or allow a person to smoke in:

(a) a Building or Outdoor Customer Service Area;

(b) a Common Area or Premises;

(c) an area described in subsections 2(e) or (f), except to the extent that all or part of such area is not part of the parcel on which the Building or Outdoor Customer Service Area is situated and is not an area over which such Responsible Person has possession or control; or

(d) a Vehicle For Hire,

in each case, that is owned, controlled, managed, supervised, operated or held by that Responsible Person.

5. **Sign Requirements**

A Responsible Person must display a sign at all times:

(a) at each entrance to a Building, Outdoor Customer Service Area or Premises, or in a Vehicle For Hire, where section 3 prohibits Smoking, stating:

“THIS IS A SMOKE FREE ENVIRONMENT – NO SMOKING”;

(b) on each exterior wall of a Building, where section 3 prohibits Smoking, stating:

“SMOKING IS PROHIBITED WITHIN 7.5 METRES OF OPENINGS INTO THIS BUILDING INCLUDING DOORS AND WINDOWS THAT OPEN AND ANY AIR INTAKE”;

(c) in an Outdoor Customer Service Area, clearly visible from each table or placed on each table, stating:

“THIS OUTDOOR CUSTOMER SERVICE AREA IS A SMOKE FREE ENVIRONMENT – NO SMOKING”;

(d) on the exterior wall, Building, fence, railing or other structure indicating the boundary of an Outdoor Customer Service Area, stating:

“SMOKING IS PROHIBITED WITHIN 7.5 METRES OF OUTDOOR CUSTOMER SERVICE AREA”

(e) on any advertisement or poster promoting a public event on City property for which the City has authorized by a permit, stating:

“THIS IS A SMOKE FREE EVENT”.

6. All signs referred to in section 6, except 6(e), must:

- (a) include the text “Bylaw 8330” in letters not less than one quarter of the height of all other letters on the sign;
- (b) display the international symbol to designate “No Smoking”, or, in areas where smoking is permissible, the international symbol to designate “Smoking Permitted”, provided that in each case the symbol must occupy at least 25% of the size of the sign;
- (c) consist of at least two contrasting colours, except that if the lettering is on a clear panel then the lettering must contrast to the colour of the background;
- (d) be at least 30 cm by 15 cm in size (or, with respect to subsection 6(c) of this Bylaw, if a sign is placed on a table, it must be at least 10 cm by 5 cm in size);
- (e) be clearly visible; and
- (f) except for the text specified in subsection (a), consist of lettering, whether upper case or lower case, that is not less than the following heights based upon the following maximum viewing distances in direct line of sight:

Viewing Distance	Letter Height
Up to 3 metres	1 centimetre
Up to 6 metres	2 centimetres
Up to 12 metres	4 centimetres

7. **Condition of Signs**

A person must not remove, alter, conceal, deface or destroy any sign required under this bylaw.

- (4) By deleting **PART 5: BYLAW OFFICER RIGHT OF ENTRY** in its entirety and replacing it with two new sections - 8. **Power to Inspect** and 9. **Obstruction**, as follows:

8. **Power to Inspect**

A Bylaw Enforcement Officer has the right of entry and may enter at all reasonable hours onto any land or into any Building to which this bylaw applies in order to ascertain whether the provisions of this bylaw are being complied with.

9. **Obstruction**

A person must not interfere with, delay, obstruct or impede a Bylaw Enforcement Officer or designate or other person lawfully authorized to enforce this bylaw in the performance of duties under this bylaw.

- (5) By renumbering **PART 6: OFFENCE, PENALTIES AND ENFORCEMENT** to 10.
Offence, Penalties and Enforcement
- (6) By renumbering **PART 7: SEVERABILITY** and replacing it with:
- 11. Severability**
If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this bylaw.
- (7) By deleting **PART 8: EFFECTIVE DATE** and **PART 9: REPEAL** in their entirety and replacing them with **the following:**
- 12. Repeal**
“Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854” is repealed by Bylaw, 2014, No. 8329”.
- 13. Effective Date**
This bylaw comes into force and effect six (6) months from the date of approval from the Minister of Health.

READ a first time by the Council on the <> day of <>, 2014.

READ a second time by the Council on the <> day of <>, 2014.

READ a third time and passed by the Council on the <> day of <>, 2014.

RECEIVED by the Minister of Health on the <> day of <>, 2014.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2014.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8329

A Bylaw to repeal, “Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854”

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 **“Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854, Repealed Bylaw, 2014, No. 8329” (A Bylaw to repeal Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854).**
2. **“Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854,** and amendments thereto, is hereby repealed.

READ a first time by the Council on the <> day of <>, 2014.

READ a second time by the Council on the <> day of <>, 2014.

READ a third time and passed by the Council on the <> day of <>, 2014.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2014.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Bylaw No. 8374

A Bylaw to amend the “Bylaw Notice Enforcement Bylaw, 2005, No. 7675”

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 “**Bylaw Notice Enforcement Bylaw, 2005, No. 7675, Amendment Bylaw, 2014, No. 8374**” (Schedule A – Smoking Bus Shelters and Smoking Regulation).
2. Bylaw Notice Enforcement Bylaw, 2005, No. 7675, is hereby amended as follows:

by deleting from Schedule “A” – all references to “Smoking Bus Shelters No. 7854” and “Smoking Regulation No. 7026 and replacing it, in its entirety with:

Bylaw	Description	Section	A1 Compliance Agreement Available	A2 Penalty	A3 Early Payment Penalty	A4 Late Payment Penalty	A5 Compliance Agreement Discount
Smoking Regulation No. 8330	Smoking Where Prohibited	2(a)-(f) 3(a)-(c)	No	\$70	\$50	\$100	N/A
Smoking Regulation No. 8330	Permitting Smoking Where Prohibited	4(a)-(d)	No	\$120	\$100	\$150	N/A
Smoking Regulation No. 8330	Failure to Post Sign	5(a)-(e) 6(a)-(f)	No	\$120	\$100	\$150	N/A
Smoking Regulation No. 8330	Removing, Altering, Concealing, Defacing or Destroying a Sign	7	No	\$120	\$100	\$150	N/A
Smoking Regulation No. 8330	Interfere with Entry of Bylaw Officer	9	No	\$120	\$100	\$150	N/A

READ a first time by the Council on the <> day of <>, 2014.

READ a second time by the Council on the <> day of <>, 2014.

READ a third time and passed by the Council on the <> day of <>, 2014.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2014.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Bylaw No. 8375

A Bylaw to amend the “Ticket Information Utilization Bylaw, 1992, No. 6300”

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 “**Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2014, No. 8375**” (Updates to Schedule A and Schedule B11 - Smoking Regulation Bylaw and Renumbering Schedule B23 – Life Safety Upgrade Bylaw).
2. Ticket Information Utilization Bylaw, 1992, No. 6300, is hereby amended as follows:
 - A. Schedule A to Bylaw No. 6300 is amended by deleting Item 11. in its entirety and replacing it with the following:

DESIGNATED BYLAW	DESIGNATED BYLAW ENFORCEMENT OFFICER
11. “Smoking Regulation Bylaw, 2014, No. 8330”	- Bylaw Enforcement Officer - R.C.M.P. Officer

- B. And by deleting Item 23. “Smoking Prohibition in Bus Shelters Bylaw, 2007, No. 7854” in its entirety and by renumbering the remaining items in sequential order, as follows:

DESIGNATED BYLAW	DESIGNATED BYLAW ENFORCEMENT OFFICER
23. “Life Safety Upgrade Bylaw, 2011, No. 8090”	- Fire Chief and authorized Local Assistant to the Fire Commissioner - Fire Inspector - Building Officials

- C. And by deleting Schedule B11 in its entirety and replacing it with:

SCHEDULE B11 TO BYLAW 6300

SMOKING REGULATION BYLAW, 2014, NO. 8330

DESIGNATED EXPRESSION	SECTION	FINE
Smoking where prohibited	2(a)-(f), 3(a)-(c)	\$ 70.00
Permitting smoking where prohibited	4(a)-(d)	\$120.00
Failure to post sign	5(a)-(e), 6(a)-(f)	\$120.00
Removing, altering, concealing, defacing or destroying a sign	7	\$120.00
Interfere with entry of Bylaw Officer	9	\$120.00

D. And by renumbering the remaining items in sequential order, as follows:

SCHEDULE B23 TO BYLAW 6300

Life Safety Upgrade Bylaw, 2011, No. 8090

DESIGNATED EXPRESSION	SECTION	FINE
Maintain Fire Alarm Operational	304	\$500.00
Failure to apply for permit by January 1, 2014	404	\$500.00
Failure to finalize permit	404	\$500.00
Hindering member in execution of duty	505	\$500.00

READ a first time by the Council on the <> day of <>, 2014.

READ a second time by the Council on the <> day of <>, 2014.

READ a third time and passed by the Council on the <> day of <>, 2014.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the <> day of <>, 2014.

MAYOR

CITY CLERK

Current Smoking Regulations in British Columbia

Legislation is a key tool in reducing tobacco and vapor product use and protecting youth from accessing tobacco and vapor products. Legislation also protects people from the harmful effects of second-hand smoke and vapor emissions. In British Columbia, the sale and use of tobacco and vapor products is governed by a variety of laws. The following is current legislation that regulates smoking in BC.

Tobacco and Vapour Products Control Act

Provincial legislation that regulates the sale and advertisement of tobacco and vapour products. Prohibits the use of tobacco and vapour products on school property and health boards. Prohibits tobacco or vapour products in certain places, such as in any building, structure, vehicles or any other place that is fully or substantially enclosed, a place where the public is permitted access, a workplace or with a prescribed distance from a doorway, window or air intake of any above noted places.

Motor Vehicle Act

Protects children under the age of 16 from second hand smoke by prohibiting smoke in motor vehicles.

Residential Care Regulations

Restricts smoking in care facilities

Child Care Licensing Regulations

Restricts smoking in child care facilities

Occupational Health and Safety Regulations

Controls exposure of workers to tobacco and vapour products

Tobacco Act

Federal regulations on access, labelling and promotion

Cannabis Control and Licensing Act

Provincial legislation regulating the outdoor smoking and vaping of cannabis. The provincial regulations in British Columbia generally implicitly allow adults to use nonmedicinal cannabis in public spaces where tobacco and vaping are permitted. Areas and prescribed distances to the following places such as skating rinks, sports fields, swimming pools, playgrounds, skate parks, a spray

pool or wading pool, and includes a deck, seating area, viewing area or other place used in association to the above noted places are included in the regulations. Parks, regional parks and outdoor areas established by a local government for purposes of community recreation are also areas prohibited from smoking or vaping cannabis.

City of North Vancouver Smoking Regulation Bylaw, 1998, No. 7026

Municipal legislation regulating tobacco and vapour products. Current regulations prohibit smoking in buildings where employees and the public are invited, in a vehicle for hire, public transit, school bus, passenger bus, water taxi, ferry. Smoking is prohibited within 7.5 meters of a building, transit stop or transit shelter, outdoor customer service area except for liquor primary licensed establishments already in existence and operation, a building door, window or air intake. Smoking is also prohibited in or within 7.5 meters of children's play equipment, playground, playing field (if other people are present), swimming beach, food concession, picnic area, skateboard park or city trail. When a park or municipal property is being used for any public event, smoking is prohibited with the exception of public walkways providing a thoroughfare through the site.



Policy Name: Voluntary No Smoking Zone – 100 Block West 1st Street
Policy Number: L31

POLICY

Voluntary No Smoking Zone 100 Block West 1st Street.

REASON FOR POLICY

This Policy will create a voluntary no smoking zone in the 100 Block West 1st Street between Lonsdale Avenue and Chesterfield Avenue. This Policy will not be enforced by city staff. Compliance will be achieved by the voluntary actions of the employees, residents and visitors to the area. This “be a good neighbour/citizen” approach to reduce smoking in the area will complement the current Smoking Regulation Bylaw, 1998, No. 7026 as amended from time to time. The intent of this Policy is to voluntarily reduce the incidence of smoking in public areas, including sidewalks.

PROCEDURE

The City will produce and post signage in strategic locations in the 100 Block of West 1st Street to inform the public of the no smoking zone. Staff will consult with community representatives on the content, design and placement of the signs. Bylaw enforcement staff will not *actively* participate in the education of or compliance with the No Smoking Zone. This Policy will encourage voluntary compliance through the neighbourly actions of people in the area. The success of the No Smoking Zone will depend on the willingness of the people living, working and shopping in the area to comply the efforts of the community organizers to reduce public smoking and the approach taken by the organizers to educate the public about the No Smoking Zone.

Approval date:	May 2, 2016	Approved by:	Council
Amended	November 6, 2017		Council

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH VANCOUVER, BC, ON MONDAY, NOVEMBER 6, 2017.

REPORTS OF COMMITTEES, COUNCIL REPRESENTATIVES AND STAFF

8. West 1st Street No-Smoking Policy – File: 01-0340-50-0007/1

Report: Manager, Business Services, November 1, 2017

Moved by Councillor Keating, seconded by Councillor Buchanan

PURSUANT to the report of the Manager, Business Services, dated November 1, 2017, entitled “West 1st Street No-Smoking Policy”:

THAT the voluntary no-smoking designation for the 100 Block of West 1st Street continue;

THAT staff be directed to improve the visibility of the no-smoking signage in the 100 Block of West 1st Street;

AND THAT Policy L31: Voluntary No-Smoking Zone-100 Block West 1st Street be amended to remove reference to the policy being a pilot project.

CARRIED

Councillor Bookham and Councillor Clark are recorded as voting contrary to the motion.

Moved by Councillor Bookham, seconded by Councillor Clark

AND THAT staff be requested to report back on the efficacy of prohibiting smoking in City parks and plazas.

CARRIED UNANIMOUSLY



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY SERVICES DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: L. R. Orr, Manager, Business Services

SUBJECT: WEST FIRST STREET NO-SMOKING POLICY

Date: November 1, 2017

File No: 01-0340-50-0007/1

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Business Services, dated November 1, 2017, entitled "West First Street No-Smoking Policy":

THAT the voluntary no-smoking designation for the 100 Block of West 1st Street continue;

THAT staff be directed to improve the visibility of the no-smoking signage in the 100 Block of West 1st Street;

AND THAT, Policy L31: Voluntary No-Smoking Zone-100 Block West 1st Street be amended to remove reference to the policy being a pilot project.

ATTACHMENTS:

1. Policy L31: Voluntary No-Smoking Zone-100 Block West 1st Street (Document #1582999)
2. Voluntary No-Smoking Signage (Document #1414701)

PURPOSE:

The purpose of this report is to report back on the success of the voluntary no-smoking zone initiated in the 100 Block of West 1st Street.

BACKGROUND:

On May 2, 2016, Council adopted Policy L31: Voluntary No-Smoking Zone -100 Block West 1st Street (Attachment #1) as a pilot project. This policy was adopted in response to lobbying by local citizens to initiate measures to curb smoking in the 100 Block of West 1st Street between Lonsdale Ave. and Chesterfield Ave. After considerable discussions with the proponent, staff recommended that Council adopt a voluntary no-smoking policy with area signage as opposed to adopting further regulations through bylaw amendments. This approach was favoured given the difficulty City staff have with enforcing smoking regulations and the increased expectations of enforcement that regulations will create among the no-smoking proponents. Staff believe a voluntary compliance approach is a better approach. Staff was to monitor the impact of the policy and report back to Council.

Signage (Attachment #2) was installed at the Chesterfield Avenue and Lonsdale Avenue entrances to West 1st Street in late summer of 2016.

In order to gather evidence on the impact of the policy, Bylaw staff observed behaviour of people in the designated area and business operators were interviewed. A summary of the findings follows:

Bylaw staff observations

Bylaw staff collected observations of pedestrians within the designated area of West 1st Street in 4 hour sessions on 10 different days in May and June of 2017. During the 40 hours of observations, 36 people were observed smoking while passing through the area and 7 were observed smoking while sitting in the area. This equates to approximately 4 out of 10 four-hour sessions when smoking was not observed. Only 7 people were observed sitting and smoking in the area during the 40 hours of observations.

Local Business Survey

Staff surveyed the local businesses in the designated area in early October 2017. Ten out of approximately 18 businesses in the area responded to the telephone survey. The following provides the questions and responses received from the 10 respondents:

1. Have you noticed any decrease in smoking on West 1st Street since the signage was installed?
Yes - 2
No - 5
Don't know -3
2. Would you like to see more or different signage?
Yes - 6 (signage should be more visible)
No - 4
3. Should the City continue the voluntary no-smoking designation?
Yes - 9
No - 1

DISCUSSION:

While the results of the survey and observations cannot determine conclusively if the policy has resulted in a decrease in smoking in the designated area, staff believe the policy and particularly the signage will make smokers think twice about smoking. Staff also continues to believe using a voluntary compliance policy is a better approach than regulating smoking through the smoking bylaw for the reasons articulated earlier in this report. From the business survey results, 90% of the businesses surveyed would like the voluntary no-smoking designation to continue and 60% would like to see additional or more visible signage.

Given the above, staff recommend the voluntary no-smoking designation policy for the 100 Block of West 1st Street continue and the signage be made more visible. Staff further recommend that Policy L31 be amended to remove reference to this being a pilot project.

FINANCIAL IMPLICATIONS:

The only financial implications resulting from adopting the recommended motion in this report would be the cost of updating the signage, which staff estimates to be less than \$1,000. This cost is covered in the Community Services Department's existing budget.

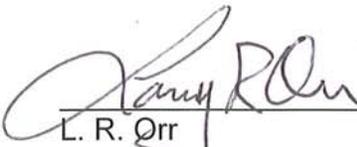
INTER-DEPARTMENTAL IMPLICATIONS:

The recommendation in this report was supported by the Civic Projects Teams at their meeting on October 31, 2017.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Reducing the incidence of smoking in public has both positive health and social outcomes.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business Services

LO:eb

City of North Vancouver
COUNCIL POLICY



Policy Name: Voluntary No Smoking Zone – 100 Block West 1st Street

Policy Number: -L30- L31

POLICY

Voluntary No Smoking Zone 100 Block West 1st Street.

REASON FOR POLICY

As directed by Council on April 11, 2016, this Policy will create a voluntary no smoking zone in the 100 Block West 1st Street between Lonsdale Ave. and Chesterfield Ave. as a pilot project until May 31, 2017 following which staff will report to Council on the results of the Policy. This Policy will not be enforced by city staff. Compliance will be achieved by the voluntary actions of the employees, residents and visitors to the area. This “be a good neighbour/citizen” approach to reduce smoking in the area will complement the current Smoking Regulation Bylaw, 1998, No. 7026 as amended from time to time. The intent of this Policy is to voluntarily reduce the incidence of smoking in public areas, including sidewalks.

PROCEDURE

The City will produce and post signage in strategic locations in the 100 Block of West 1st Street to inform the public of the no smoking zone. Staff will consult with community representatives on the content, design and placement of the signs. Bylaw Enforcement staff will not *actively* participate in the education of or compliance with the No Smoking Zone.

This Policy will encourage voluntary compliance through the neighbourly actions of people in the area. The success of the No Smoking Zone will depend on the willingness of the people living, working and shopping in the area to comply the efforts of the community organizers to reduce public smoking and the approach taken by the organizers to educate the public about the No Smoking Zone.

Approval date:	May 2, 2016	Approved by:	Council



city
of north
vancouver

Take a breath of fresh air

ENJOY THIS
SMOKE-FREE STREET

A voluntary neighbourhood initiative

As per City Council Policy



City of North Vancouver
COUNCIL POLICY



Policy Name: Voluntary No Smoking Zone – 100 Block West 1st Street

Policy Number: -L30- L31

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Approval date:	May 2, 2016	Approved by:	Council

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14th STREET, NORTH VANCOUVER, BC, ON MONDAY, MAY 2, 2016.

REPORTS OF COMMITTEES, COUNCIL REPRESENTATIVES AND STAFF

18. West 1st Street No Smoking Zone – File: 09-4000-01-0001/2016

Report: Manager, Business Services, April 27, 2016

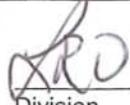
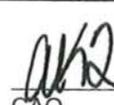
Moved by Councillor Buchanan, seconded by Councillor Back

PURSUANT to the report of the Manager, Business Services, dated April 27, 2016, entitled “West 1st Street No Smoking Zone”:

THAT the Policy entitled “West 1st Street No Smoking Zone” be endorsed.

CARRIED UNANIMOUSLY



 Division Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Darrell R. Mussatto and Members of Council

From: L. R. Orr, Manager, Business Services

SUBJECT: WEST 1ST STREET NO SMOKING ZONE

Date: April 27, 2016

File No: 09-4000-01-0001/2016

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Business Services, dated April 27, 2016, entitled "West 1st Street No Smoking Zone":

THAT the Policy entitled "West 1st Street No Smoking Zone" be endorsed.

ATTACHMENTS:

1. Proposed West 1st Street No Smoking Zone Policy (Document [#1380525](#))

PURPOSE:

This report is a response to the following resolution from Council passed at their regular meeting of April 11, 2016:

WHEREAS Gary Charbonneau submitted a petition in March 2014 requesting Council to implement a smoking prohibition on public land including sidewalks in the 100 Block of West 1st Street between Lonsdale and Chesterfield Avenues;

WHEREAS subsequent amendments to the City's "Smoking Regulation Bylaw, 1998, No. 7026", approved by Council did not achieve a smoking prohibition to the extent requested by the petition;

WHEREAS smoking in public spaces, including sidewalks and particularly in areas that have community centres and public plazas where people of all ages congregate, makes it unpleasant for people to enjoy the outdoor areas;

WHEREAS staff have identified concerns regarding the enforceability of a bylaw that restricts smoking on public streets;

AND WHEREAS after further discussion with Mr. Charbonneau, it was clarified that the petitioners would be satisfied with a voluntary compliance approach;

THEREFORE BE IT RESOLVED THAT staff report back on a way to discourage smoking on public lands, including sidewalks, on a voluntary compliance basis in the 100 Block of West 1st Street between Lonsdale and Chesterfield Avenues, on a pilot basis, without amending the City's "Smoking Regulation Bylaw, 1998, No. 7026".

BACKGROUND:

On March 10, 2014 Gary Charbonneau presented a petition to Council requesting that West 1st Street between Lonsdale Ave. and Chesterfield Ave. be designated a no smoking zone. Council referred the request to staff for a report. Council considered a report from staff on February 10, 2015 which presented three options in response to Mr. Charbonneau's request for a no smoking zone on West 1st Street. The three options were:

- Option One: Take no action at this time.
- Option Two: Prohibit smoking in all public plazas throughout the City.
- Option Three: Prohibit smoking on the 100 Block West 1st Street (Mr. Charbonneau's proposal).

Staff recommended Option 1 that no further action be taken at this time. The basis of staff's argument to recommend Option 1 was:

- The current 7.5 meter no smoking setback from any building opening established by the current Smoking Regulation Bylaw, 1998, No 7026, Amendment Bylaw, 2014, No 8330 will cover most public sidewalk areas on West 1st Street so adding additional restrictions would be redundant
- The caution provided to staff by the City solicitor that a geographically specific Bylaw may be seen as discriminatory or overbroad (a Principle of Judicial review that holds that a law is invalid if it punishes constitutionally protected speech or

conduct along with speech or conduct that the government may limit to further a compelling government interest).

- A concern about the potential expectations the Bylaw will create with regard to enforcement and the difficulty Bylaw staff will have to fulfill this expectation
- Smoking regulation is a senior government jurisdiction

Following extensive discussion by Council, a variation to staff's Option Two was approved by Council, as follows:

PURSUANT to the report of the Manager, Lands and Business Services, and the Manager, Bylaw Services, dated February 10, 2015, entitled "Proposed Non-Smoking Area for Lower Lonsdale - Gary Charbonneau":

THAT Mr. Charbonneau be thanked for his initiative to ban smoking in Lower Lonsdale;

THAT staff bring forward an amendment to the current Smoking Bylaw to include a smoking prohibition in public plazas in the West 1st Street area.

On April 13, 2015 Council considered and gave three readings to Bylaw No 8412 and subsequently adopted the Bylaw on June 15, 2015 that added smoking prohibition to Jack Loucks' Court and Rogers' Plaza on West 1st Street.

DISCUSSION:

Staff recently met with Mr. Charbonneau to better understand his concerns and preferred outcomes with respect to a no smoking zone on West 1st Street. While staff still has the same reservations about entrenching a geographically specific smoking ban in the Smoking Regulation Bylaw as outlined in our previous report to Council, staff believe there may be a way to achieve Mr. Charbonneau's (and the petitioners) outcomes while also meeting staff's concerns. Mr. Charbonneau has confirmed that he would be agreeable to a voluntary smoking prohibition zone as opposed to a regulated no smoking zone.

Given this, staff believes this can be achieved by way of a "good neighbour" Policy adopted by Council as opposed to entrenching further changes in the Smoking Regulation Bylaw. This approach will avoid the issues raised by the City Solicitor as policy is not law (and will be applied on a voluntary compliance basis) and will reduce the potential expectations from the public around enforcement. The Policy adopted by Council will then be implemented by way of signage on West 1st Street that identifies the voluntary no smoking zone. This is a softer, more educational approach than entrenching a geographical no smoking ban in the Smoking Regulation Bylaw. The Policy would also compliment the stricter more enforceable provisions of the Bylaw.

Staff have attached (Attachment #1) a proposed Policy for Council's consideration and adoption should Council agree with this approach. Staff recommend this be implemented on a one year trial period with staff reporting back at the end of that period with a review of the impact. Should the results be favourable Council could consider at that time if they would like to extend this approach to other public areas in the City.

FINANCIAL IMPLICATIONS:

While signage design and numbers have not yet been determined staff estimate costs will be in the order of \$1,000. This cost can be covered by the Community Development Operating Budget.

INTER-DEPARTMENTAL IMPLICATIONS:

This report was prepared with input from Bylaw Services staff and was discussed and approved by the Civic Projects Team on April 19, 2016.

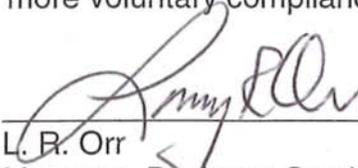
CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Council has traditionally supported stricter limits for smoking in public areas than is required by provincial legislation in an effort to address health, livability, and family friendly considerations for the enjoyment of public spaces by City residents and visitors. As our public spaces become more animated with events and general public use, efforts to reduce the prevalence of smoking in these spaces becomes important for achieving these goals.

CONCLUSION:

Reducing smoking in public areas has been accomplished in the City through numerous amendments to the Smoking Regulation Bylaw. As these restrictions become more onerous, the ability to enforce them and their constitutionality come into question. Therefore a better more educationally based approach may be to develop policy with a goal to reduce smoking in public spaces but on a more voluntary compliance basis.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business Services

Attachments

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