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 25, 2019**

MONDAY, NOVEMBER 25, 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 25, 2019

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 18, 2019

PUBLIC INPUT PERIOD

PRESENTATION

Metro 2050: Updating the Regional Growth Strategy – Heather McNell, Director, Regional Planning and Electoral Area Services, Metro Vancouver

Information Report of the Manager, Planning, October 30, 2019 – "Regional Growth Strategy – 2050 Update"

Correspondence of Sav Dhaliwal, Chair, Metro Vancouver Board – November 4, 2019

REPORTS

3. 2019 Round Two Community Grant Recommendations

4. Update to Local Area Service Taxes Rates Bylaw

Item 5 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

5. "Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Schedule A)

REPORT

6. Casano Loutet Overpass Project – Funding Appropriation

Item 7 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

7. "Development Cost Charge (Transportation) Reserve Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project)

REPORT

8. Street and Traffic Bylaw, 1991, No. 6234 Amendment

   Item 9 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

9. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737" (Schedule C)

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

CITY CLERK'S RECOMMENDATION

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

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 25, 2019

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, November 18, 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".

PRESENTATION

Metro 2050: Updating the Regional Growth Strategy – Heather McNell, Director, Regional Planning and Electoral Area Services, Metro Vancouver

Information Report of the Manager, Planning, October 30, 2019 – "Regional Growth Strategy – 2050 Update"

Correspondence of Sav Dhaliwal, Chair, Metro Vancouver Board – November 4, 2019

REPORTS

3. 2019 Round Two Community Grant Recommendations
– File: 05-1850-20-0005/2019

Report: Chair, Social Planning Advisory Committee, and Community Planner, November 13, 2019

RECOMMENDATION:

PURSUANT to the report of the Chair, Social Planning Advisory Committee, and Community Planner, dated November 13, 2019, entitled "2019 Round Two Community Grant Recommendations":

THAT grants be allocated to the following organizations from the 2019 Community Grants budget:

AutismBC (Operating)	$1,200
AutismBC (Program – North Shore Information & Resources and Parent Community Group)	$1,000
Best Buddies Canada (Program – North Vancouver Expansion)	$1,000
Big Sisters of BC Lower Mainland (Operating)	$1,200
Family Services of the North Shore (Program – The First Step)	$5,000
Fresh Air Learning Society Vancouver (Operating)	$4,000
Greater Vancouver Youth Unlimited North Shore (Program – Mobile Youth Drop-In)	$6,000
Living Systems: Family Systems Counselling, Education, Training & Research Society (Program – Access Counselling)	$3,083
Muscular Dystrophy Canada (Program – Muscular Dystrophy Canada's Equipment Program)	$2,400
North Shore Alliance Church (Program – North Shore Community Christmas Dinner)	$2,500
North Shore Disability Resource Centre (Program – Mobile Snoezelen Multi-Sensory Room)	$2,000
North Shore Stroke Recovery Centre (Program – Young Survivor of Stroke)	$500
North Shore Table Tennis Society (Operating)	$8,000
North Shore Table Tennis Society (Program – Adapted Table Tennis Program for Persons with Disabilities)	$1,000
Spectrum Mothers Support Society	$5,000
Westcoast Family Centres Society (Program – Blended Families: Family Education)	$2,000
TOTAL	$45,883

Continued…

REPORTS – Continued

3. 2019 Round Two Community Grant Recommendations
– File: 05-1850-20-0005/2019 – Continued

AND THAT the following organizations be notified that their funding application for a 2019 Round Two Community Grant is denied:

Cousteau School (Program – Green Living Fair)
6 Field Engineer Squadron Museum Association (Operating)
Westcoast Family Centres Society (Program – Kids Have Stress Too!)

4. Update to Local Area Service Taxes Rates Bylaw – File: 11-5320-01-0001/2019

Report: Manager, Engineering Planning and Design, November 15, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Engineering Planning and Design, dated November 15, 2019, entitled "Update to Local Area Service Taxes Rates Bylaw":

THAT "Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Schedule A) be considered.

Item 5 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

5. "Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Schedule A)

RECOMMENDATION:

THAT "Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Schedule A) be given first, second and third readings.

REPORT

6. Casano Loutet Overpass Project – Funding Appropriation – File: 11-5400-02-0001/1

Report: Manager, Engineering Planning and Design, November 14, 2019

RECOMMENDATION:

PURSUANT to the report of the Manager, Engineering Planning and Design, dated November 14, 2019, entitled "Casano Loutet Overpass Project – Funding Appropriation":

THAT (Funding Appropriation #1931) an amount of $673,334 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Casano Loutet Overpass project;

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project), a Bylaw to appropriate an amount of $660,000 from the Development Cost Charge (Transportation) Reserve Fund to fund the project, be considered;

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

Item 7 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

7. "Development Cost Charge (Transportation) Reserve Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project)

RECOMMENDATION:

THAT "Development Cost Charge (Transportation) Reserve Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project) be given first, second and third readings.

REPORT

8. Street and Traffic Bylaw, 1991, No. 6234 Amendment – File: 02-0890-01-0001/2019

Report: Section Manager, Real Estate, November 20, 2019

RECOMMENDATION:

PURSUANT to the report of the Section Manager, Real Estate, dated November 20, 2019, entitled "Street and Traffic Bylaw, 1991, No. 6234 Amendment":

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737" (Schedule C) be considered.

Item 9 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

9. "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737" (Schedule C)

RECOMMENDATION:

THAT "Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737" (Schedule C) be given first, second and third readings.

PUBLIC CLARIFICATION PERIOD

The Public Clarification Period is limited to 10 minutes in total and is an opportunity for the public to ask a question regarding process or clarification on an item on the Regular Council Agenda. The Public Clarification Period concludes after 10 minutes and the Regular Council Meeting reconvenes.

COUNCIL INQUIRIES

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

CITY CLERK'S RECOMMENDATION

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

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

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MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, NOVEMBER 18, 2019**

PRESENT

COUNCIL MEMBERS	STAFF MEMBERS
Mayor L. Buchanan	L. McCarthy, CAO
Councillor H. Back	K. Graham, City Clerk
Councillor D. Bell	C. Baird, Deputy City Clerk
Councillor A. Girard	J. Peters, Assistant City Clerk
Councillor T. Hu	L. Garber, Deputy Director, Finance
Councillor J. McIlroy	B. Pearce, Director, Strategic and Corporate Services
Councillor T. Valente	R. Skene, Director, Community and Partner Engagement
	H. Reinhold, Deputy Director, Strategic and Corporate Services
	S. Antoniali, Section Manager, Real Estate
	M. Epp, Director, Planning and Development
	S. Galloway, Manager, Planning
	M. Friesen, Planner 2
	E. Macdonald, Planner 1
	C. Nichols, Manager, Human Resources
	K. Magnusson, Deputy Director, Engineering, Parks and Environment

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

APPROVAL OF AGENDA

Moved by Councillor McIlroy, seconded by Councillor Back

1. Regular Council Meeting Agenda, November 18, 2019

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor McIlroy, seconded by Councillor Girard

2. Regular Council Meeting Minutes, November 4, 2019

CARRIED UNANIMOUSLY

PROCLAMATION

Mayor Buchanan declared the following proclamation:

Sister City Chiba – 50th Anniversary

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the Public Input Period be extended to hear more than 5 speakers listed on the sign-up sheet.

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

- Ron Sostad, 231 East 15th Street, North Vancouver, spoke regarding Council, staff and AAA bike lanes.
- Joyce Griffiths, 986 Hampshire Road, North Vancouver, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.
- Don Peters, 678 West Queens Road, North Vancouver, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.
- Stephen von Sychowski, President, Vancouver and District Labour Council, 21537 124th Avenue, Maple Ridge, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.
- Kevin Lee, 15-133 West 13th Street, North Vancouver, on behalf of Harvest Project, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.
- Hallena Seifering, 201-2335 West 3rd Avenue, Vancouver, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.
- Sue LaFrance, 304-275 East 2nd Street, North Vancouver, spoke regarding Item #14 – Making the City of North Vancouver a Living Wage Employer.

CONSENT AGENDA

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the recommendations listed within the "Consent Agenda" be approved.

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

CORRESPONDENCE

*3. Board in Brief, Metro Vancouver Regional District, November 1, 2019 – File: 01-0400-60-0006/2019

Re: Metro Vancouver – Board in Brief

Moved by Councillor McIlroy, seconded by Councillor Back

THAT the correspondence of Metro Vancouver, dated November 1, 2019, regarding the "Metro Vancouver – Board in Brief", be received and filed.

(CARRIED UNANIMOUSLY)

CONSENT AGENDA – Continued

BYLAW – ADOPTION

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

Moved by Councillor McIlroy, seconded by Councillor Back

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8714" (M. & R. Ventura / Farzin Yadegari Architect Inc., 1420 Forbes Avenue) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

DELEGATION

Cpl. Crystal Shostak, Special Victims Unit, North Vancouver RCMP

Re: Strength and Remembrance Pole

Cpl. Crystal Shostak, Special Victims Unit, North Vancouver RCMP, provided a PowerPoint presentation regarding the "Strength and Remembrance Pole" and responded to questions of Council.

CORRESPONDENCE

5. Cpl. Crystal Shostak, Special Victims Unit, North Vancouver RCMP, October 23, 2019 – File: 01-0400-70-0001/2019

Re: Strength and Remembrance Pole

Moved by Councillor Girard, seconded by Councillor Bell

THAT the correspondence from Cpl. Crystal Shostak, Special Victims Unit, North Vancouver RCMP, dated October 23, 2019, regarding the "Strength and Remembrance Pole", be received with thanks.

CARRIED UNANIMOUSLY

6. Hootie Johnston, Sponsorship Coordinator, 2019 Operation Red Nose North Shore, October 12, 2019 – File: 01-0320-01-0001/2019

Re: Sponsoring Operation Red Nose 2019

Moved by Councillor Girard, seconded by Councillor Valente

THAT the correspondence from Hootie Johnston, Sponsorship Coordinator, 2019 Operation Red Nose North Shore, dated October 12, 2019, regarding "Sponsoring Operation Red Nose 2019", be received;

Continued…

CORRESPONDENCE – Continued

6. Hootie Johnston, Sponsorship Coordinator, 2019 Operation Red Nose North Shore, October 12, 2019 – File: 01-0320-01-0001/2019 – Continued

AND THAT Council support the 2019 Operation Red Nose North Shore with funding in the amount of $2,000, to be allocated from the Council Contingency Fund.

CARRIED UNANIMOUSLY

7. North Vancouver City Firefighters Local 296 Foundation, November 4, 2019 – File: 01-0230-01-0001/2019

Re: 2019 Park and Tilford Hi-Light Festival Sponsorship

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT the correspondence from Jeremy Brodtrick, Treasurer, North Vancouver City Firefighters Local 296 Foundation, dated November 4, 2019, regarding the "2019 Park and Tilford Hi-Light Festival Sponsorship", be received;

AND THAT Council support the Park and Tilford Hi-Light Festival with funding in the amount of $1,000, to be allocated from the Council Contingency Fund.

CARRIED UNANIMOUSLY

8. Chris Plagnol, Corporate Officer, Metro Vancouver, November 4, 2019 – File: 01-0400-60-0006/2019

Re: Consent to Metro Vancouver Regional Parks Service Amendment Bylaw No. 1290

Moved by Mayor Buchanan, seconded by Councillor Girard

THAT the City of North Vancouver Council consent to the approval of the adoption of "Metro Vancouver Regional District Regional Parks Service Amending Bylaw No. 1290, 2019" on behalf of the electors;

AND THAT staff be directed to notify the Metro Vancouver Regional District Board of its consent.

CARRIED UNANIMOUSLY

Moved by Councillor Valente, seconded by Councillor Bell

THAT Items 10, 11 and 12 be brought forward for consideration.

CARRIED UNANIMOUSLY

REPORTS

10. 2020 Schedule of Council Meetings – File: 01-0550-01-0001/2019

Report: City Clerk, November 6, 2019

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the City Clerk, dated November 6, 2019, entitled "2020 Schedule of Council Meetings":

THAT Council endorse the 2020 Schedule of Council Meetings.

CARRIED UNANIMOUSLY

11. Rezoning Application: 242 West 4th Street (Birmingham & Wood Architects and Planners, CD-721) – File: 08-3360-20-0475/1

Report: Planner 2, November 6, 2019

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Planner 2, dated November 6, 2019, entitled "Rezoning Application: 242 West 4th Street (Birmingham & Wood Architects and Planners, CD-721)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8738" (Birmingham & Wood Architects and Planners, 242 West 4th Street, CD-721) be considered and referred to a Public Hearing;

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

AND THAT the community benefits listed in the report in the section "Density Bonus and Community Benefits" be secured, through agreements at the applicant's expense and to the satisfaction of the Director of Planning and Development.

CARRIED

Mayor Buchanan is recorded as voting contrary to the motion.

BYLAW – FIRST AND SECOND READINGS

12. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8738" (Birmingham & Wood Architects and Planners, 242 West 4th Street, CD-721)

Moved by Councillor Bell, seconded by Councillor Girard

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8738" (Birmingham & Wood Architects and Planners, 242 West 4th Street, CD-721) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Back

THAT Item 13 be brought forward for consideration.

CARRIED UNANIMOUSLY

BYLAW – THIRD READING

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

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2019, No. 8716" (Westmoreland Holdings Ltd. / Bill Curtis & Associates Design Ltd., 730 Westmoreland Crescent) be given third reading.

CARRIED

Councillor Bell is recorded as voting contrary to the motion.

PUBLIC MEETING – 92 Lonsdale Avenue (PLN2019-00006)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT the meeting recess to the Public Meeting regarding "92 Lonsdale Avenue (PLN2019-00006)".

CARRIED UNANIMOUSLY

The meeting recessed to the Public Meeting at 7:12 pm and reconvened at 7:20 pm.

MOTION

9. Temporary Use Permit No. PLN2019-00006 (92 Lonsdale Avenue) – File: 08-3400-20-0006/1

Moved by Councillor Valente, seconded by Councillor Bell

THAT Temporary Use Permit No. PLN2019-00006 (92 Lonsdale Avenue) be issued to Maplewood Properties Ltd., in accordance with Section 493 of the *Local Government Act*;

AND THAT the Mayor and City Clerk be authorized to sign Temporary Use Permit No. PLN2019-00006.

CARRIED UNANIMOUSLY

NOTICE OF MOTION

14. Making the City of North Vancouver a Living Wage Employer – File: 07-2660-01-0001/2019

Moved by Councillor Girard, seconded by Councillor Hu

WHEREAS at least 30% of Metro Vancouver families with children are earning below a living wage, hence are unable to earn an income sufficient to meet their basic needs, even if both parents are working full time, forcing some families to choose between food or rent;

WHEREAS average earnings in the region have not been increasing, despite rising housing and living costs, resulting in greater inequality, child poverty and social costs;

WHEREAS a living wage strengthens families and communities by ensuring working families can enjoy basic economic security, participate fully in civic life and lift children from poverty;

WHEREAS the need for a living wage has been the focus of advocacy by the Living Wage for Families Campaign, First Call: BC Child and Youth Advocacy Coalition, the Canadian Centre for Policy Alternatives and local unions, including but not limited, to the Hospital Employees Union and the Canadian Union of Public Employees, as well as local labour councils, including the Vancouver and District Labour Council and the New Westminster and District Labour Council;

WHEREAS Metro Vancouver Alliance, a non-partisan, broad based alliance of 57 civil society institutions, including community and educational organizations, faith groups and trade unions, has mobilized to encourage public and private sector employers to commit to a living wage to reduce poverty and inequity;

WHEREAS living wage policies that apply to direct municipal employees and employees of contractors hired by municipalities have been adopted by numerous BC municipalities, including the following Metro Vancouver municipalities: New Westminster, Pitt Meadows, Port Coquitlam, Vancouver and most recently, Burnaby. Living wage policies have also been adopted by North Vancouver employers, including VanCity Credit Union and Capilano University Students' Union;

WHEREAS in the above municipalities where a living wage policy was adopted, municipal staff first prepared a full report on the costs, benefits and implications for the municipality prior to each respective Council determining whether to proceed with the policy;

AND WHEREAS living wage policies that apply to direct municipal employees and employees of contractors hired by the municipality of the City of North Vancouver would be consistent with the City's Strategic Plan (2019-2022) that is guided and informed by other City policies, and specifically two priorities of this plan, those being "A City for People" and "A Prosperous City";

THEREFORE BE IT RESOLVED THAT Council direct staff to report on the costs and benefits of the City of North Vancouver implementing a Living Wage Policy, as outlined by the Living Wage for Families Campaign, and the steps necessary to achieve this goal.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Mayor Buchanan declared a recess at 7:44 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 McIlroy, seconded by Councillor Valente

> THAT Council recess to the Committee of the Whole, Closed session, pursuant to the *Community Charter*, Sections 90(1)(b) [personal information] and 90(1)(e) [land matter].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole, Closed session, at 7:45 pm and reconvened at 8:24 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

15. Land Matter – File: 02-0890-20-0025/1

Report: Section Manager, Real Estate, November 6, 2019

Moved by Councillor McIlroy, seconded by Councillor Valente

> PURSUANT to the report of the Section Manager, Real Estate, dated November 6, 2019, regarding a land matter:
>
> THAT the action taken by the Committee of the Whole, Closed Session, be ratified;
>
> AND THAT the wording of the recommendation and the report of the Section Manager, Real Estate, dated November 6, 2019, regarding a land matter, remain in the Closed session.

CARRIED UNANIMOUSLY

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

16. Personal Information – File: 01-0290-20-0003/2019

Report: City Clerk, November 5, 2019

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the City Clerk, dated November 5, 2019, regarding personal information:

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

AND THAT the wording of the recommendation and the report of the City Clerk, dated November 5, 2019, regarding personal information, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:25 pm.

"Certified Correct by the City Clerk"

_____

CITY CLERK

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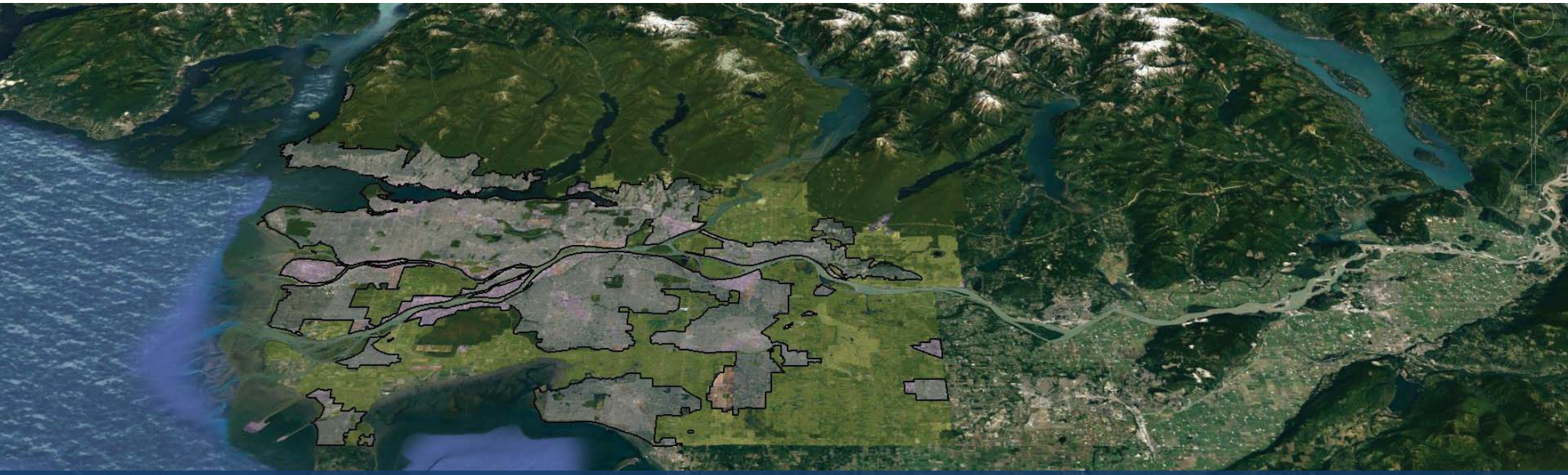


Metro 2050: Updating the Regional Growth Strategy

Heather McNell

DIRECTOR OF REGIONAL PLANNING AND ELECTORAL AREA SERVICES

City of North Vancouver Council, November 25, 2019

32448525

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Presentation Outline

- Regional Planning Service
- Growth Management in the Region
- Metro 2040
- City of North Vancouver Growth
- Updating the Regional Growth Strategy – timeline and engagement

Regional Planning

- Provide a strategic, long-range, cross-boundary, interdisciplinary lens
- Responsible for developing, implementing and stewarding *Metro 2040*, the regional growth strategy

Core Services

- Data and monitoring
- Policy research
- Convene on planning issues of regional interest
- Advocacy
- Provide a planning resource
- Leadership and Innovation

A Growing Region

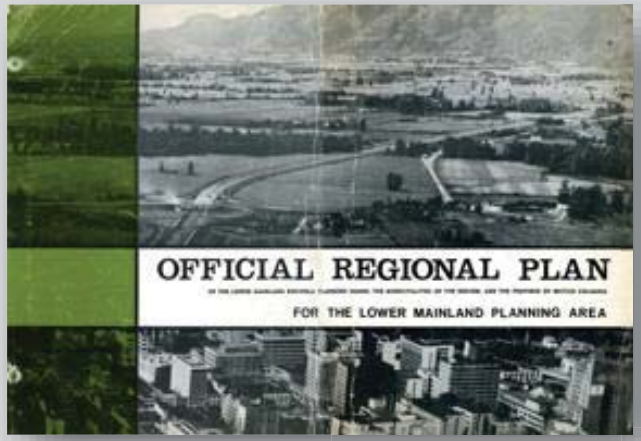
	2016	2040
	2,570,000	3,400,000
	975,000	1,300,000
	1,355,000	1,770,000

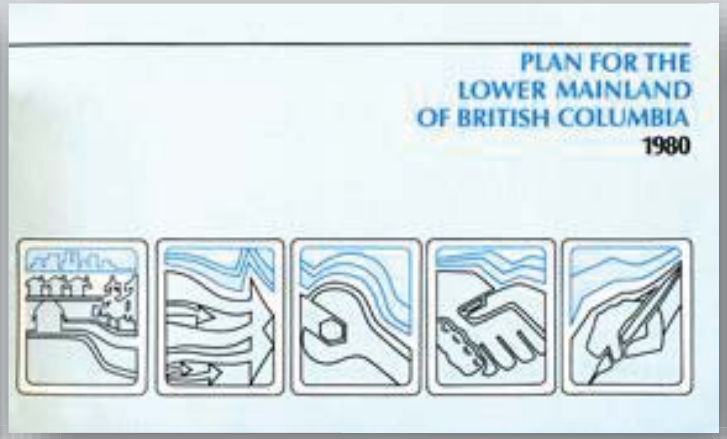
Legislative Mandate

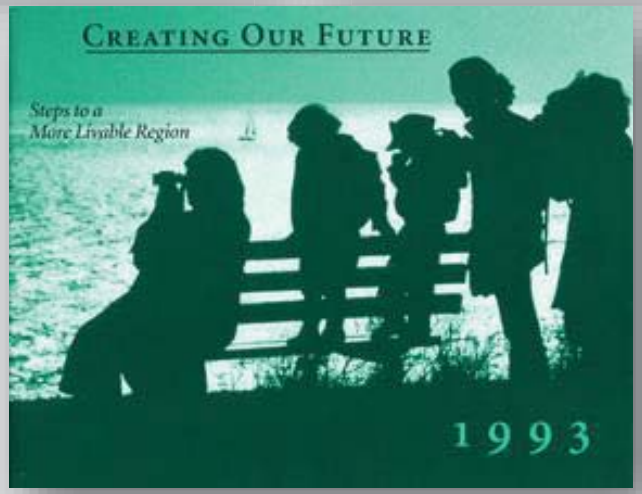
Local Government Act
Part 13 – Regional Growth Strategies

"The legislation provides a framework for interactive planning that relies on a cooperative process, rather than hierarchy. It ensures that municipalities and regional districts work to prepare a regional growth strategy as equal partners."

A Strong History of Regional Planning





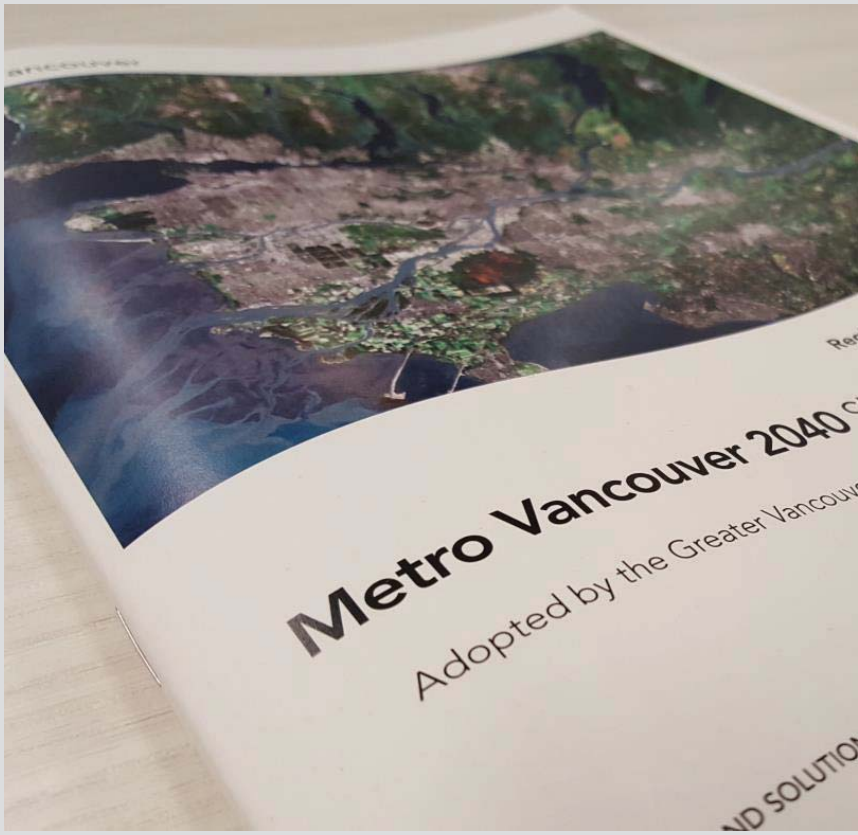


Regional Planning Principles

- Put growth in the right places
- Protect important lands (agricultural, conservation, industrial)
- Support complete communities
- Support diverse & affordable housing, better mobility & a prosperous economy
- Support efficient urban infrastructure (utilities, transit)

Metro 2040

- Adopted in 2011 by member jurisdictions, FVRD, SLRD, TransLink and MVRD Board
- Strong and effective long-term vision for collaboratively managing anticipated growth to the region



Metro 2040

Goal 1 Create a Compact Urban Area

Goal 2 Support a Sustainable Economy

Goal 3 Protect the Environment and Respond to Climate Change

Goal 4 Develop Complete Communities

Goal 5 Support Sustainable Transportation Choices

Building on plan success

Effective Tools

- Urban Containment Boundary
- Urban Centres and Frequent Transit Development Areas
- Regional Land Use Designations
- Minor Amendment Process
- Sewerage Extension Policies

Contain Growth – UCB

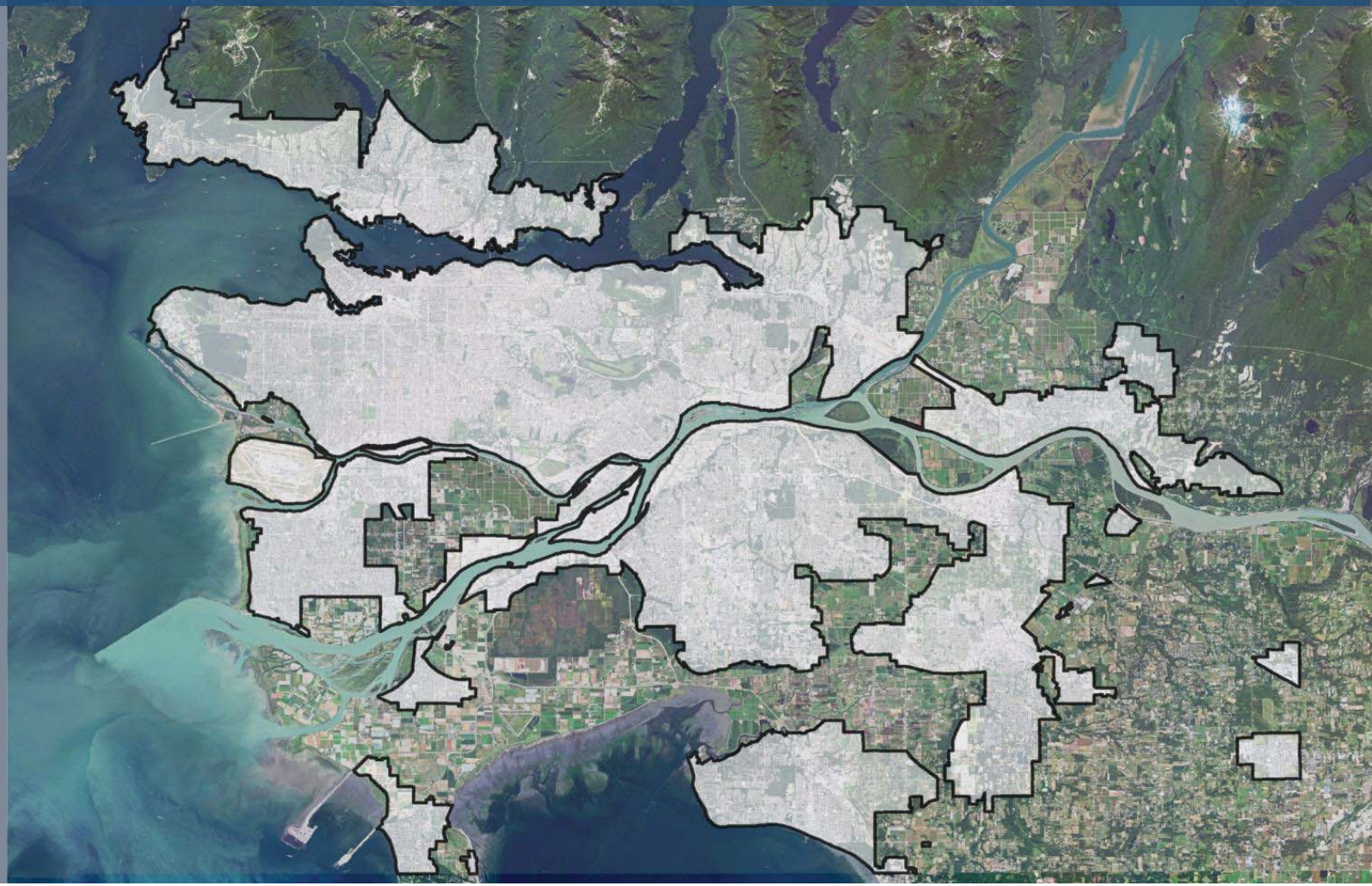
Target to 2040

98%

of growth within the UCB

Performance 2011-2016

98%



Structure Growth – Urban Centres

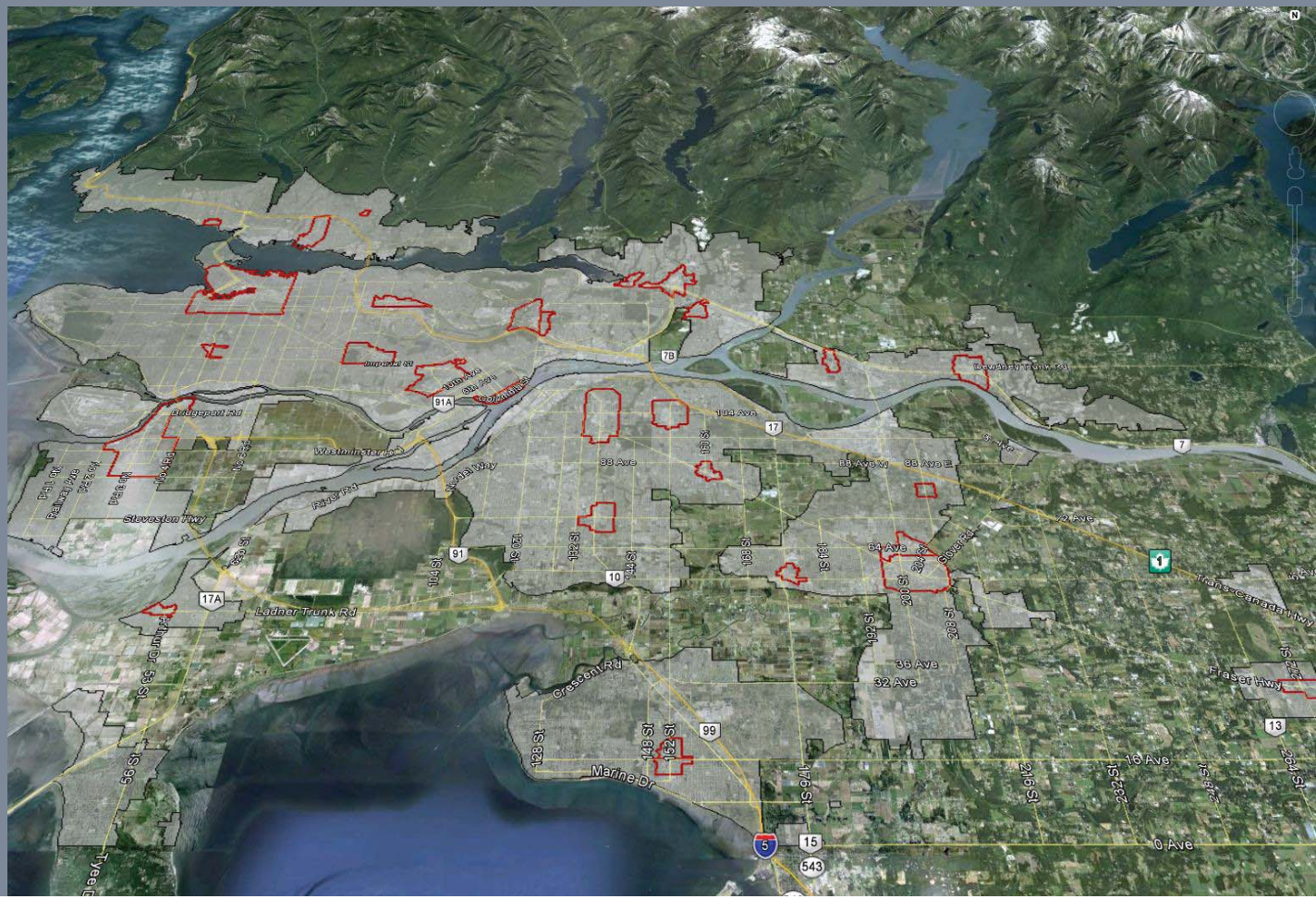
Target to 2040

40%

of housing and 50% of employment growth to **Urban Centres**

Performance 2011-2016

39%



Structure Growth – FTDAs / FTN

Target to 2041

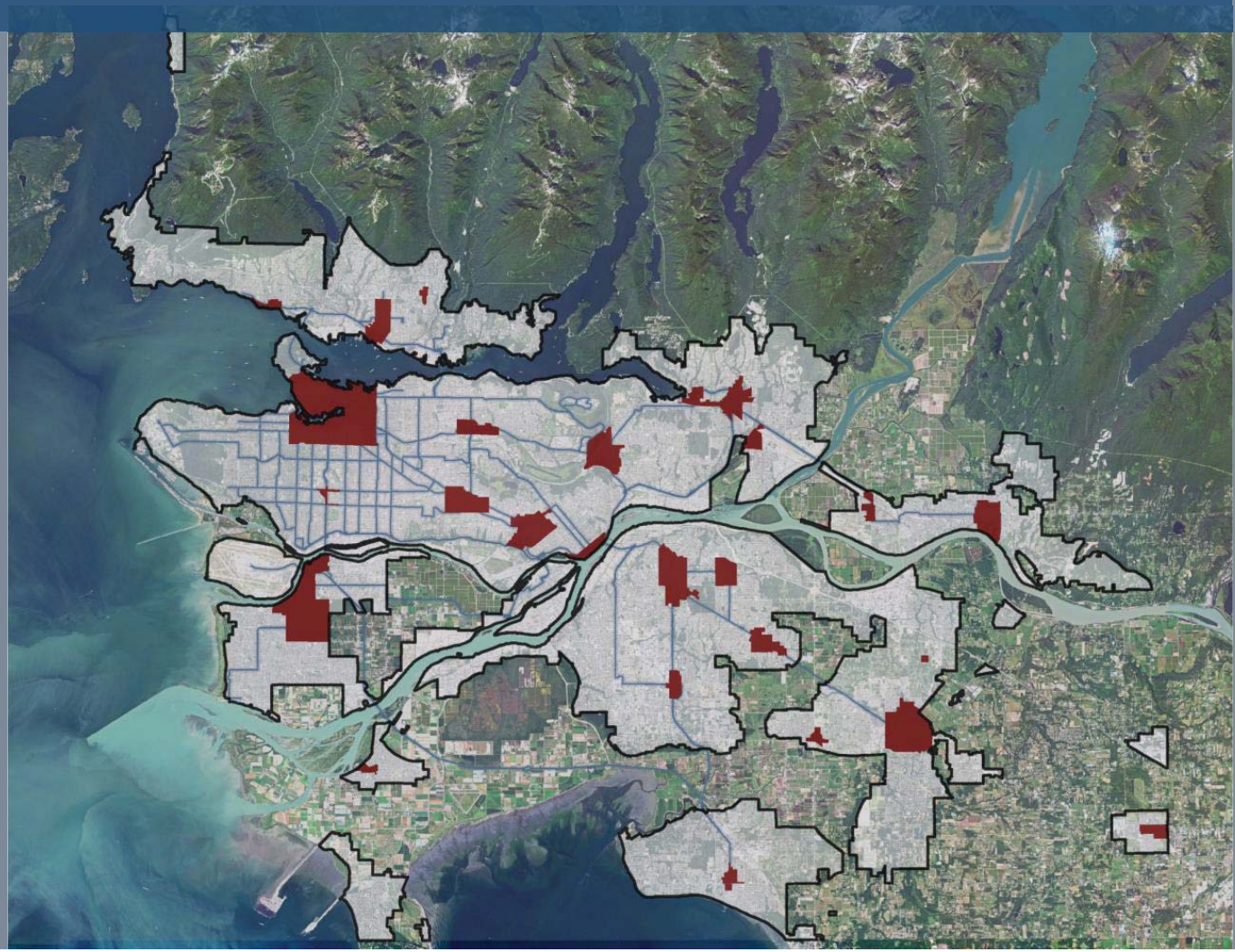
28%

of housing growth along the Frequent Transit Network

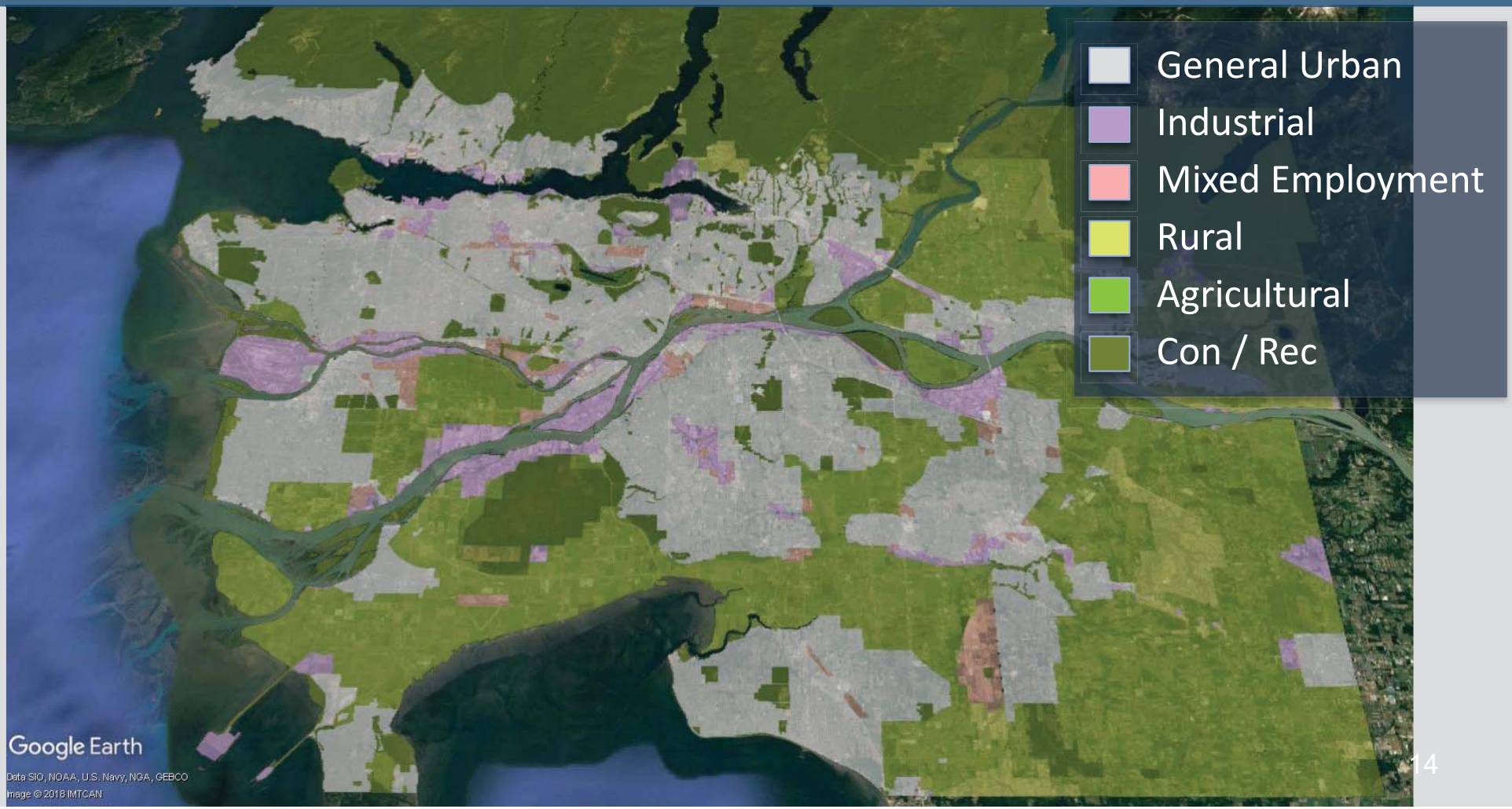
Performance 2011-2016

25%

Based on current FTN

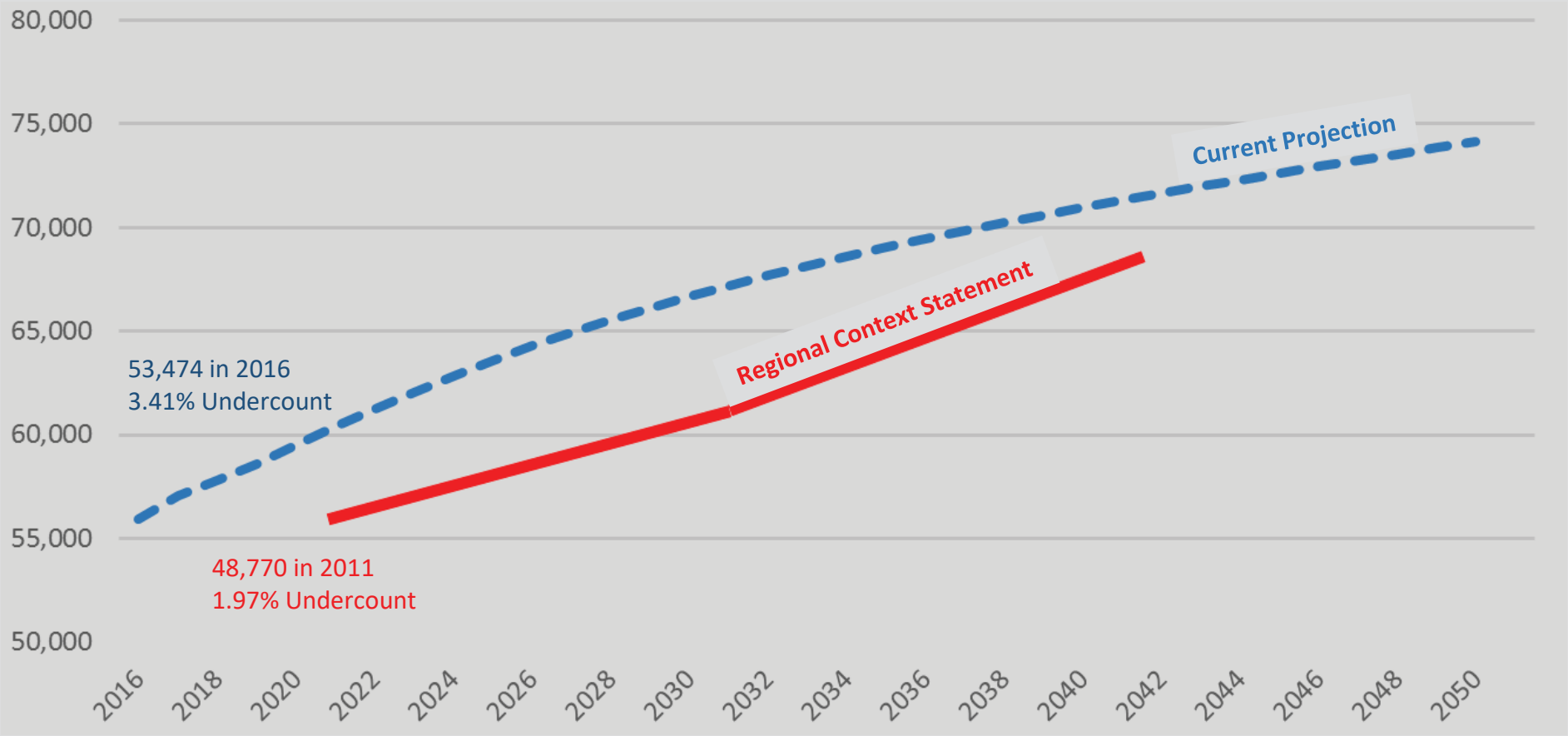


Regional Land Use Designations

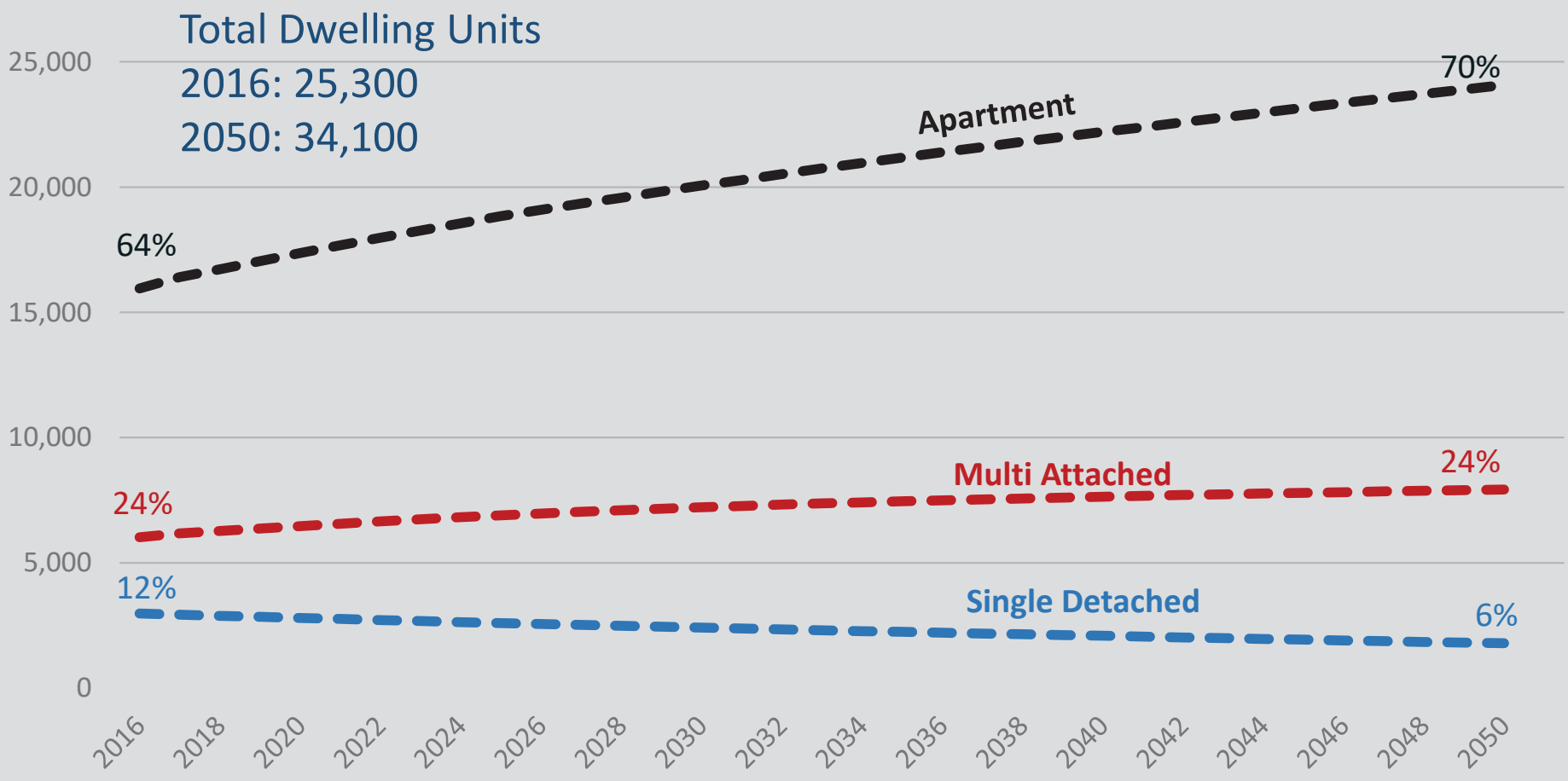


Regional Context Statements

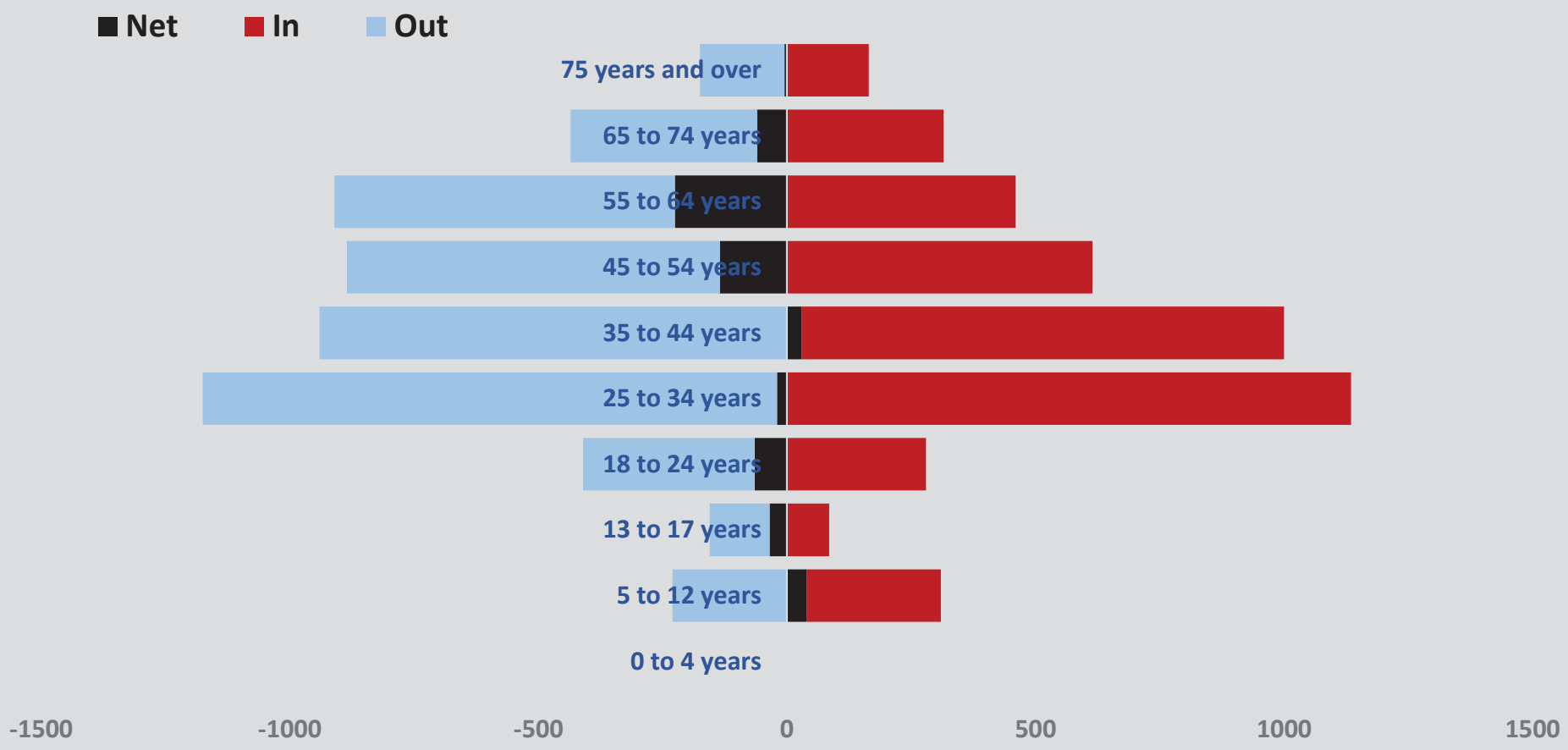
City of North Vancouver – Population Projections



CNV - Housing Projections Composition



Inter-municipal Mobility by Age (2011-2016)



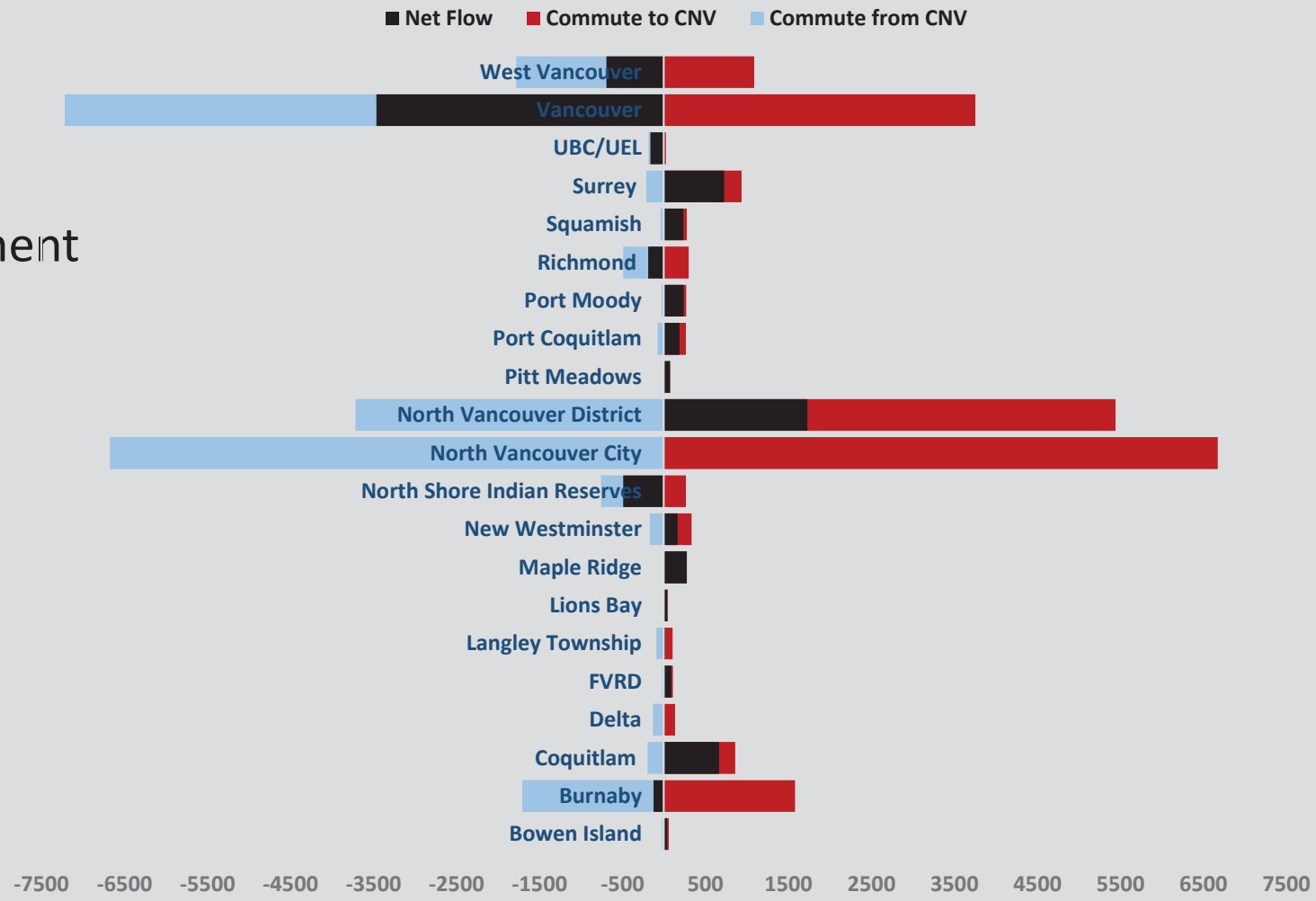
City of North Vancouver – Work Commuters

Projected Employment

2016 – 31,000

2035 – 37,000

2050 – 39,500



metrovancouver
METRO 2050

Why update Metro 2040?

- Extend to 2050; Update growth projections
- Integrate with Transport 2050
- Strengthen and update policies:
    - Climate change
    - Consider Equity
    - Housing
    - Environment
    - Structuring Growth

PROJECT TIMELINE

2019 | 2020 | 2021 | 2022

Phase 1: Policy Reviews & New Ideas

- Board Direction (April)
- Policy Review Reports
- Council Presentations

Phase 2: Drafting Metro 2050

- *Draft* Metro 2050 referral for comment
- Council Presentations

Phase 3: Approvals

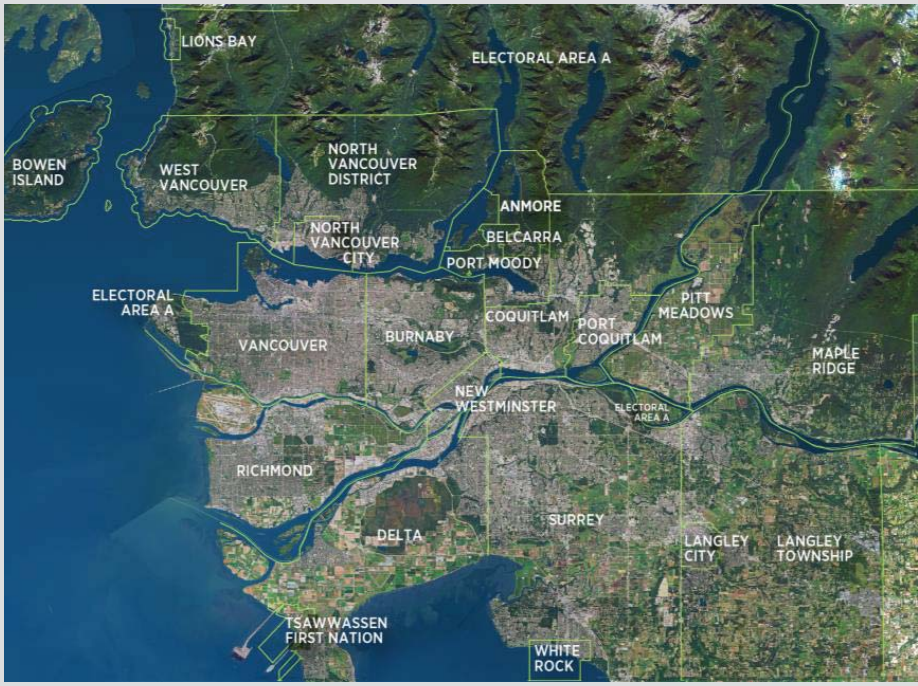
- Metro 2050 referral for acceptance
- Board Adoption July 2022

Engagement

- Different approaches for:
  - plan signatories,
  - non-signatory stakeholders,
  - First Nations, and
  - the public
- Engagement Plan adopted
- Focus on those most directly affected
- Focus on specific policy areas
- Leverage other relevant engagement processes

Signatory Engagement

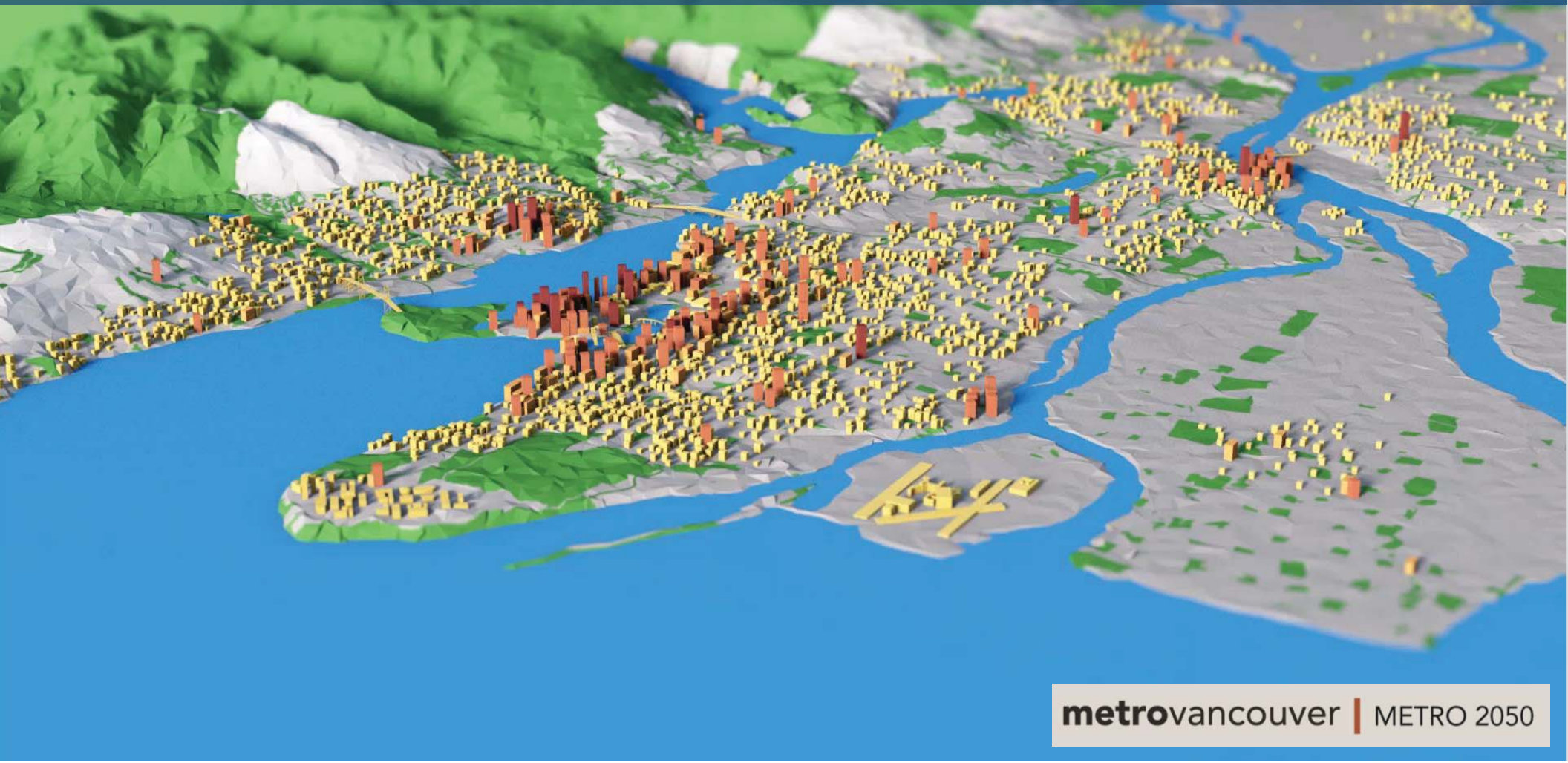
- Affected local governments (20 municipalities, 1 Treaty First Nation, TransLink, FVRD, SLRD)
- Engage through policy reviews, advisory committees, and Intergovernmental Advisory Committee
- Council presentations / workshops offered early and when Metro 2050 circulated for comment (Q1 2021)

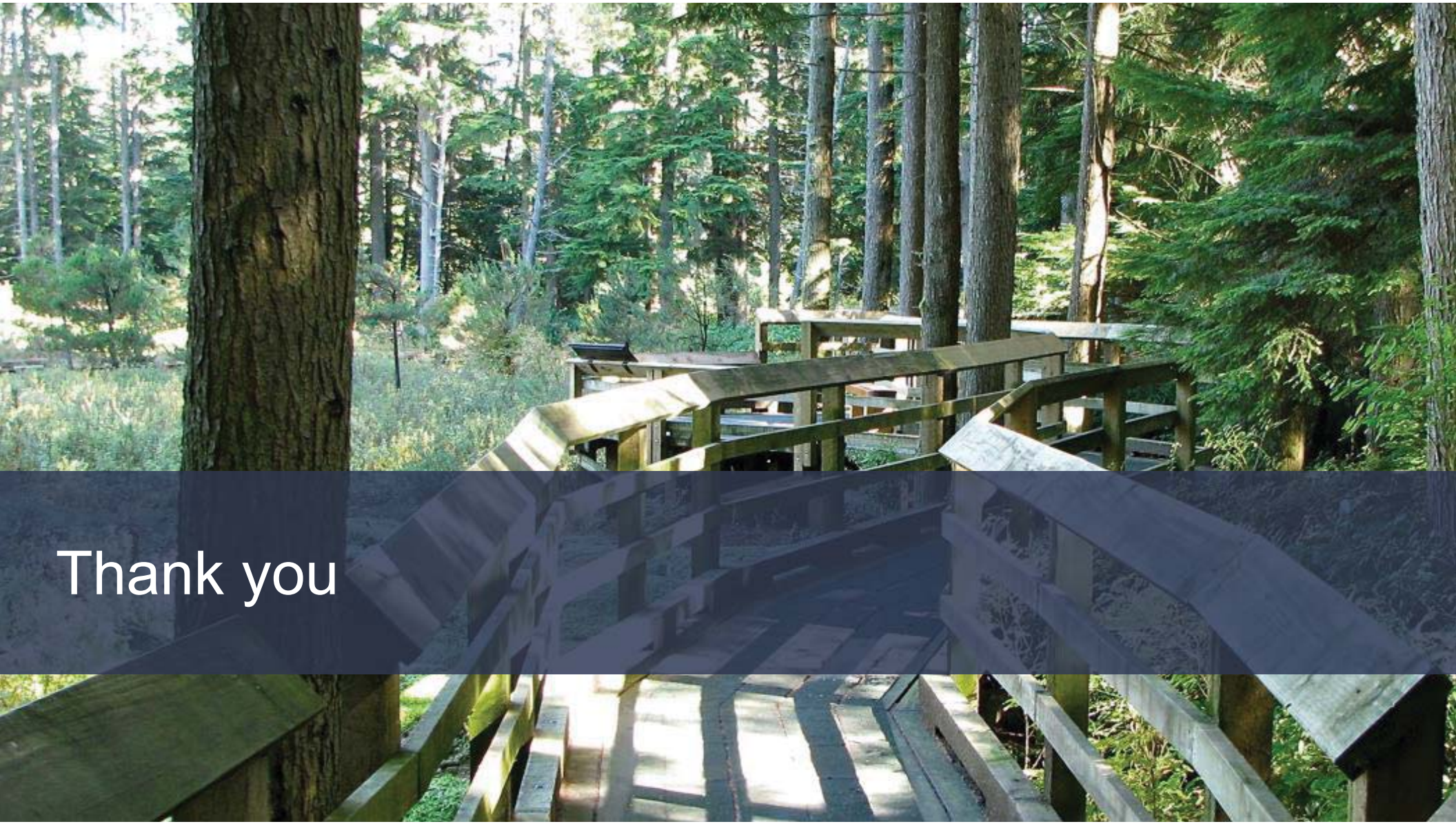


Public Engagement

- Joint survey with TransLink on vision and values for the future of the region
- Website with Comment Form
- Community Forums (3-5)
- Webinar(s) and video
- Offer of co-hosted public information meetings with Council presentations
- Regional Public Hearing
- Leverage outcomes from aligned engagement processes

Putting it all together





Thank you

Division Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To:	Mayor Linda Buchanan and Members of Council
From:	Sean Galloway, Manager, Planning
Subject:	REGIONAL GROWTH STRATEGY – 2050 UPDATE
Date:	October 30, 2019 File No: 13-6410-01-0001/2019

PURPOSE

This report provides a preliminary background to the Metro Vancouver 2050 Regional Long-Range Growth and Transportation Strategy (Metro 2050) planning process.

ATTACHMENTS

1. Regional Long-Range Growth and Transportation Scenarios Summary Report (Doc # 1843878)

BACKGROUND

Unlike most regional jurisdictions in North America, the Lower Mainland has had a long range plan in place for most of the post-World War II era. The current Regional Growth Strategy was adopted in 2011 and is known as Metro Vancouver 2040 – Shaping Our Future (Metro 2040). There was an additional update in 2017 to the Strategy; however, the overall framework has remained in place since its inception in 2011. Metro Vancouver, which is the Regional Planning Authority, is now moving forward approximately 10 years on from the original plan to revisit this Strategy and look towards the year 2050.

In general, the City's land use planning vision must be consistent with the region's goals for urban areas like the City. This is usually encapsulated through the Regional Context Statement found in the City's Official Community Plan. Notwithstanding, beyond the Regional Context Statement, the policies of Metro 2040 are used to evaluate development applications and various planning and overall city policies. In particular,

policies focused on the retention of employment lands and population projections for municipalities across the Lower Mainland are extremely important at both the City and Regional level. Overall, this Strategy assists in focusing the policy framework for planning and development related activities of the City and its Official Community Plan.

DISCUSSION

To date, most of the work and collaboration that has been undertaken by Metro Vancouver with the municipalities has surrounded two particular areas. First, has been the methodology and preparation of the population projections for the upcoming strategy. Second, has been undertaking scenario planning for the upcoming years to 2050. As it relates to the population projections, no official numbers have been proposed and further work is to be undertaken in that regard. For scenario planning, four initial scenarios have been proposed which look at a variety of factors that include (in no particular order):

- The impact of automation on the economy/jobs, housing and mobility in the overall regional area;
- Impact of differing levels of immigration to the region;
- How global geopolitical policies will impact the region, such as countries focusing on increased protectionism;
- If we maintain status quo how that will impact the region of the future; and,
- How will the region respond to various levels of climate mitigation.

Metro Vancouver has undertaken workshops related to the four scenarios (see Attachment #1 – Regional Long-Range Growth and Transportation Scenarios Summary Report) to seek feedback from their municipal partners. Metro Vancouver will now use that information to assist in the preparation of the Metro 2050 Regional Growth and Transportation Strategies.

RESPECTFULLY SUBMITTED:

Sean Galloway, MCIP, RPP
Manager, Planning

ATTACHMENT 1

Regional Long-Range Growth and Transportation Scenarios

SUMMARY REPORT

APRIL 19, 2019

metrovancouver | TRANSLINK

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Executive Summary

When we plan for the future, what sort of future are we planning for? Our current regional strategies are all premised on a future that looks much like the past. Recognizing that the future is always uncertain, the scenarios described in this report instead lay out four distinct futures, each considering what the year 2050 may look like in the Metro Vancouver region. Metro Vancouver and TransLink will use these four scenarios as a tool to better account for uncertainty and help to identify land use and transportation strategies that will be effective in a wider variety of circumstances.

The Long-Range Growth and Transportation Scenarios project began with an assessment of 25 key external forces that will likely influence the future of the region and narrowed down to the two with both the highest potential impacts and also the highest degree of variability: Technology and Automation and Economy and Trade.

These two forces provide the basis for four divergent but possible future scenarios:

Scenario A: Trend Forward which looks a lot like the current trajectory that we're on today – with a prosperous and diversified regional economy and steady population and job growth.

Scenario B: Automation-Driven Decline where foreign investment in a now highly automated economy keeps the regional economy going – despite higher unemployment and growing income inequality.

Scenario C: Self-Sufficiency where declines in global trade and a subsequent weakening of the national economy leads to federal restrictions on immigration and lower population and job growth. The regional economy re-orients to be more focused on local production and self-sufficiency.

Scenario D: Automation-Driven Boom where Canada's more open immigration policy attracts a highly mobile global work force to Metro Vancouver. Population and employment grow much faster as a result.

Each scenario presents opportunities the region could leverage and challenges the region might want to mitigate against. For example, high automation might improve our productivity but could also displace many livelihoods and worsen income inequality. Increasing global trade barriers might slow the national economy but could also create opportunities for new local production and manufacturing.

The scenarios also acknowledge that over the coming decades our region may see much more or much less population and employment growth, economic growth, federal investment, housing affordability, goods movement, and volume of passenger trips to name just a few key indicators. As we collectively plan for the future of the region, **these scenarios will serve as a useful tool to help us make better decisions today in the face of uncertainty about the future.**

What Sort of Future Are We Planning For?

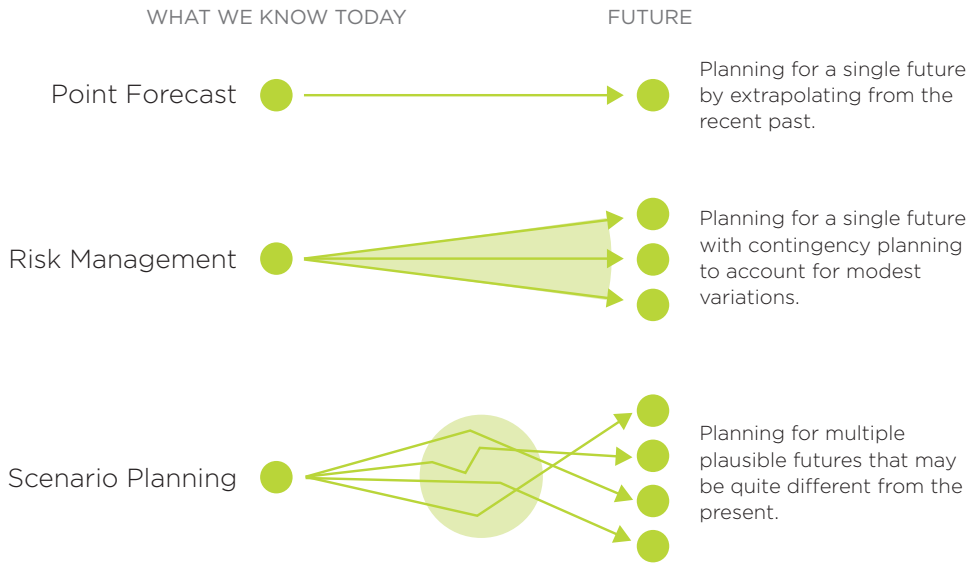
Metro Vancouver is known for its natural beauty and world-class livability. Home to Canada's biggest seaport and gateway to the Pacific, as well as growing creative and knowledge-based industries, the region enjoys one of the fastest growing economies in the country. As a result, Metro Vancouver remains an attractive place to live, work and play and has continued to experience significant population growth fuelled by immigration from abroad as well as migration from the rest of Canada.

Metro Vancouver 2040: Shaping our Future, the regional growth strategy, the *Regional Transportation Strategy* and the Mayors' *10-Year Vision for Transit and Transportation* provide a shared vision for managing regional growth and transportation over the coming decades. These regional plans assume a future where social, economic and environmental forces continue to look much like they do today. Some of the emerging trends and new realities facing the region, such as climate change and automation (i.e. new technologies such as artificial intelligence and robotics), were not thoroughly explored in these strategies, but have the potential to dramatically shape the future of the region.

Recognizing that the future is always uncertain, Metro Vancouver and TransLink have collaborated on this project to explore possible futures, along with the opportunities and challenges that result, to provide a new common starting point for long-range planning in the Metro Vancouver region.

While typical planning processes assume that past trends will continue forward, scenario planning allows the exploration of different potential futures that consider difficult-to-predict and new variables. With this approach, we can better manage uncertainty and identify strategies that will be more resilient.

Approaches to Planning for the Future



What is Scenario Planning?

In scenario planning, stories are crafted to represent a range of potential but realistic futures that could come about because of forces beyond our control. Broadly defined, external forces are trends and disruptors that could impact the future of the region in significant ways, change the availability and ways in which land might be used, and affect the ways in which people travel.

Scenario planning in Metro Vancouver

The scenario planning process began by identifying and exploring a list of these external forces. As a globally-connected metropolitan region, there are many external forces that will have potential impacts on Metro Vancouver. For many forces, we have a pretty good idea of scale of impact and how they are likely to unfold. For others, we know the impacts will likely be significant, but we have less ability to predict exactly how these impacts will play out in our region.

For the scenario building exercise, **25** external forces were identified. The external forces include emerging trends in technology, the economy, society, the environment, the nature of work and more. Both impact and variability for each external force were explored – looking at the degree to which each force is likely to impact the region as well as the variability in how and when the impacts may unfold.

25 external forces considered:

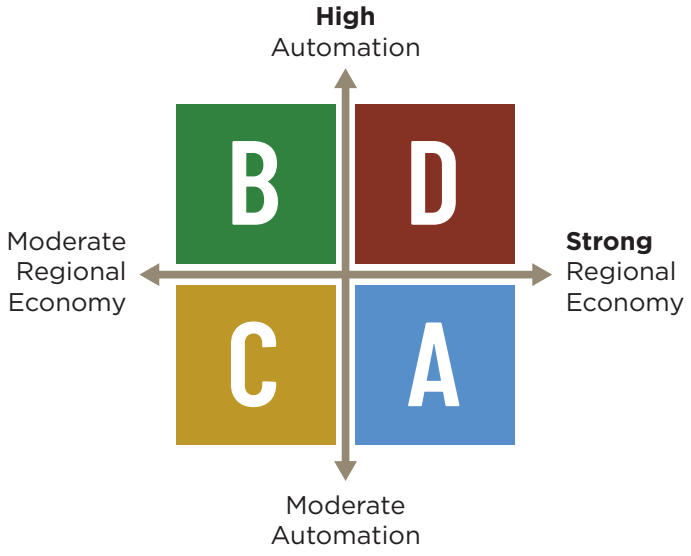
1. 3D Printing
2. Advanced Building Construction Technology
3. Aging Population / Changing Demographics
4. Agricultural Productivity & Food Security
5. Artificial Intelligence & Autonomous Things
6. Biotechnology & Gene Therapy
7. Changing Attitudes & Preferences
8. Climate Change & Natural Hazards
9. E-Commerce & Blockchain
10. Electric Mobility
11. Federal Immigration Policy
12. Federal Infrastructure Funding
13. Gig Economy & Precarious Employment
14. Global Outsourcing & Re-shoring
15. Green Energy Transition
16. Internet of Things & Digital Connectivity
17. Local Government's Growing Role
18. Nanomaterials
19. Quantum Computing
20. Real Estate Market Dynamics
21. Shared-Use Mobility
22. Sharing / Platform Economies
23. Shifting Global Economy & Trade
24. Urbanization
25. Virtual Reality / Augmented Reality

The Four Scenarios

The external forces were then grouped together into the two categories of forces with the **highest impact** and the **highest degree of variability.** These categories helped shape the four scenarios described below. The two catagories are:

Automation & Technology - which will likely have profound impacts across every sector of the economy, but in ways that we cannot yet reliably predict; and

Economy & Trade, which is entering a period of greater uncertainty driven by changes in technology and global political developments.



A **Trend Forward**
Current economic, growth and development trends continue

B **Automation-Driven Decline**
Automation-driven job losses and outmigration result in a regional economy in decline

C **Self-Sufficiency**
Barriers to global trade spur a more self-sufficient regional economy

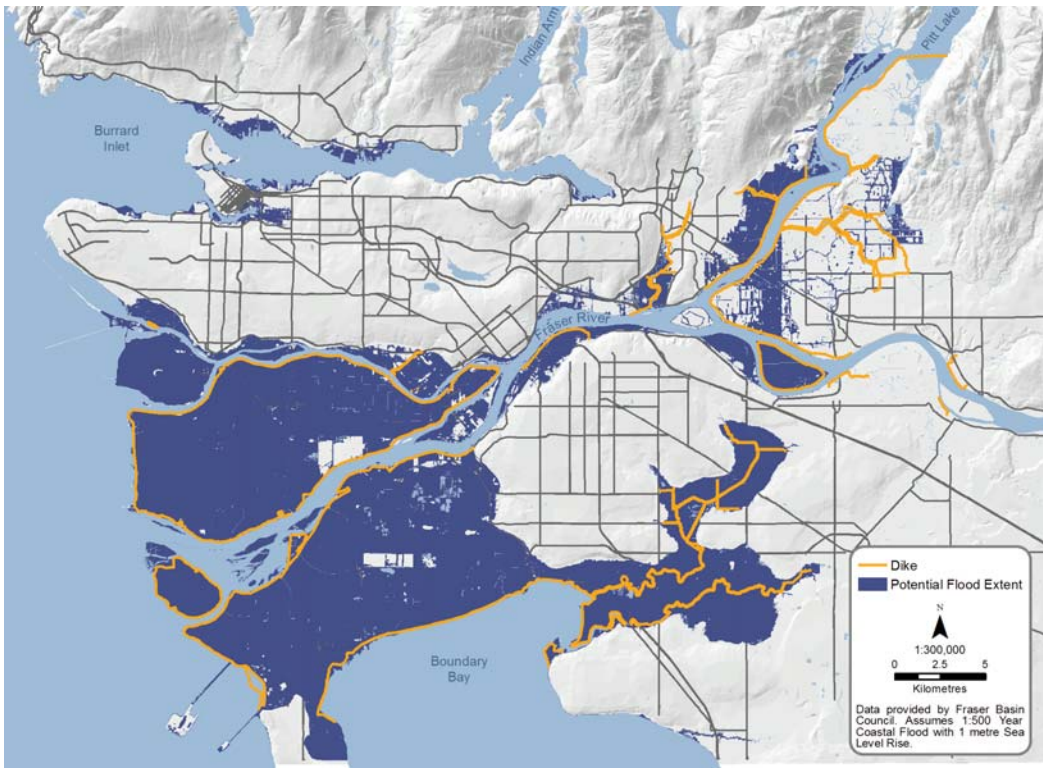
D **Automation-Driven Boom**
Automation drives a new economic boom led by new creative and knowledge sectors

Climate Change

Climate change is one of the greatest challenges of our time, and one that is already impacting the world and our region. In Metro Vancouver we are experiencing hotter and drier summers and warmer, wetter winters – both trends which are expected to become more severe. Detailed climate change projections have been completed for the region and significant work is underway to understand the impacts, including increased flood risk.

There is a higher level of confidence projecting climate change impacts for the region between now and 2050. As a result, all four scenarios presented assume that the impacts of climate change will reflect the higher end of accepted global (International Panel on Climate Change) and local (Pacific Climate Impacts Consortium) projections.

Globally, the impacts of climate change have been seen to lead to an increasing number of water shortages, crop failure and food shortages, flooding, famine and armed conflict. These factors are likely to result in increased number of migrants seeking to come to Canada and the region.



Potential Coastal Flood Extent (with a 1 Metre Sea Level Rise)[2]

Regionally, anticipated local climate change impacts could include:

- Rising sea levels and faster snow melt increasing the risk of flooding in low-lying areas, especially those along the coast and the Fraser River;
- More extreme rainfall events, especially during the wettest parts of the year, increasing the risk of localized flooding in streets, businesses and homes;
- Increased strain on the region's existing water supply during times of the year when there are high temperatures and water is in high demand;
- Native species of plants, trees, and animals that have historically thrived in the region will be impacted. Rising temperatures will shift the types of crops that can be grown; rising temperatures may also increase pest and disease issues;
- Warmer winters with less ice and frost may improve road safety and increase opportunities to walk and cycle; and
- An increased number and duration of summer wildfires will impact air quality in the region, affecting the health of the community and may reduce the desire to walk and cycle.

Of the climate change impacts anticipated in this region, flooding will have the greatest potential to impact land use and transportation systems. The map above shows the potential extent of a major coastal flood event assuming one metre of sea level rise.

While the above climate impacts are embedded in all four scenarios, each scenario has different assumptions around the ability to afford measures to adapt to climate impacts.

PROJECTED CHANGES IN HEAT IN METRO VANCOUVER[1]

	Past	2050	
Summer Days (# of days >25°C)	**22**	**55**	**2.5X** increase
Heat Days (# of days >30°C)	**2**	**14**	**7X** increase

Understanding the Scenarios

To help illustrate how the region could get from the present day to each of the four different futures presented in the scenarios, the following pages offer conceptual storylines describing fictional, but plausible paths that could lead the world and the region into each of these four different futures.

Each scenario is driven by a different set of assumptions that impact the region's population growth, where people live and work, their type of employment, income, and how they move around. Metro Vancouver and TransLink collaborated with partners and subject matter experts and conducted research to ensure that the scenarios are reasonable, internally consistent, and plausible given current data, research and thinking.

This exercise is not about choosing a preferred future, or about proposing a set of policy actions. The purpose of the project is to describe and understand divergent but possible futures for the region to the year 2050. The results will help us and decision makers better understand and prepare for the potential challenges and opportunities in each future.

To that end, each of the four scenarios assumes that existing policies, regulations, and investments remain consistent with *Metro Vancouver 2040: Shaping our Future*, and the Mayors' *10-Year Vision for Transit and Transportation*.

Four Possible Futures Compared—2050 Scenarios

Each indicator is defined in Appendix A: Detailed Scenario Summary Table

Indicator	Today	SCENARIO A: Trend Forward	SCENARIO B: Automation-Driven Decline	SCENARIO C: Self-Sufficiency	SCENARIO D: Automation-Driven Boom
Regional Population	**2.57** million	**+40%** (3.6 million)	**~0%** (2.6 million)	**+20%** (3.1 Million)	**+80%** (4.6 million)
Distribution of Housing	**55%** in Urban Centres and Corridors	More dispersed	More concentrated	More concentrated	No change
Total Jobs	**1.34** million	**+35%** (1.8 million)	**-20%** (1.1 million)	**+10%** (1.5 Million)	**+60%** (2.1 million)
Distribution of Jobs	--	More concentrated	More concentrated	More dispersed	More dispersed
Unemployment Rate	**4.3%**	No change	↑↑	No change	↓
Median Household Income	**$73,000**	↑	↓	↓	No change
Income Equality	--	↓	↓↓	↑	No change
Daily Travel Demand	**2.8** trips per person/day	↑	↓	↑	↓
Trip Length	Average length **9 km**	↑	↓	↑	↓
Share of Passenger Vehicles that are Autonomous	None	**50%**	**50%**	**30%**	**70%**
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓	Private motorized: ↓ Shared motorized: ↑ Active: ↑	Private motorized: ↓ Shared motorized: ↑ Active: ↑	Private motorized: ↓ Shared motorized: ↑↑ Active: ↑↑
Federal Government Funding	--	↑	↓	↓	↑
Flood Risk	--	Significant increase	Significant increase	Significant increase	Significant increase

SCENARIO A

Trend Forward

Current economic, growth and development trends continue

Globally by 2050, artificial intelligence and automation have had significant, diverse impacts on economic competitiveness and employment across sectors and countries. Some countries have harnessed AI to enhance their workforces while others, whether due to caution, popular opposition, or limited investment resources, have incorporated automation in more limited ways.

In the region by 2050, automation is common in repetitive, labour-intensive jobs such as farming, primary manufacturing, and in many retail and service industries. The trends we see today will to continue to materialize as expected.

Improved productivity from automation and continued growth in consumer demand overseas results in increasing global trade through Metro Vancouver. Regional goods movement also continues to grow because of economic and population growth, regionally, and the steady growth in e-commerce and just-in-time deliveries. Privately-owned automated vehicles (AVs) become more common in the region.

Overall, the region continues to focus growth in urban centres and corridors, in line with current regional and local plans. Clusters of specialized creative industries and labour, in the areas of film, social media or high-value food and beverage production, are increasingly distributed throughout Metro Vancouver.

IMPLICATIONS

Indicator	Today	2050
Regional Population	**2.57** million	**+40%** (3.6 million)
Distribution of Housing	**55%** in Urban Centres and Corridors	More dispersed
Total Jobs	**1.34** million	**+35%** (1.8 million)
Distribution of Jobs	--	More concentrated
Unemployment Rate	**4.3%**	No change
Median Household Income	**$73,000**	↑
Income Equality	--	↓
Daily Travel Demand	**2.8** trips per person/day	↑
Trip Length	Average length **9 km**	↑
Share of Passenger Vehicles that are Autonomous	None	**50%**
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓
Federal Gov't Funding	--	↑
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Automation improves job productivity and creates new jobs in some sectors, but impacts low-income workers and small businesses.

- New jobs in technology, creative, and care provider professions are created.
- The region's population increases at historical rates through strong immigration.
- Automation disproportionately impacts lower-income workers predominantly performing repetitive mechanical tasks, decreasing equity.
- Small businesses are less able to adopt automation due to the costs, and some struggle to keep pace with larger corporations.
- Short-term contract work (i.e. gig work) continues to become more common.

Autonomous vehicles may not increase efficiency, and could even increase congestion.

- People are generally less concerned about being caught in traffic as in-vehicle time becomes usable for work, sleep, or entertainment.
- Gridlock persists as many AVs travel empty without passengers, and road supply remains limited.
- Longer travel distances combined with regional population growth continue to increase traffic congestion and overcrowding on roads and transit.
- Walking and cycling decreases, partly as a safety precaution with the significant uptick of vehicles on the road.

People choose or are forced to seek housing outside the region and commute longer distances.

- Continuing challenges with housing affordability lead to more people living in more affordable places like the Fraser Valley, Sea-to-Sky corridor, the Sunshine Coast and even Vancouver Island.
- The region continues to be an attractive place to live, however the cost of living and housing remains high.

People continue to locate in flood prone areas which increases vulnerability.

- Population continues to grow in flood prone areas which increases vulnerability during flooding from rivers and due to sea level rise.

SCENARIO B

Automation-Driven Decline

Automation-driven job losses and outmigration result in a regional economy in decline

Globally by 2050, automation is common across most economic sectors. Artificial intelligence (AI) and advanced robotics are regular parts of the workplace. Workers move beyond repetitive, labour-intensive jobs into professions like teaching, healthcare delivery, and research & development. No job types are left untouched by AI and robots.

In the region by 2050, automation in the workplace has resulted in significant job displacement. A small number of foreign companies have automated entire supply chains in BC's abundant natural resources sector in the areas of forestry, mining, and oil and gas. From resource extraction to shipping, a small number of workers will do the work that previously employed thousands. Similarly, in retail and services, companies have continued to automate most jobs and online retailing continues to dominate local businesses.

While the owners and investors of the major companies operating in BC have profited, overall wealth in the region has declined. Median household income has decreased due to limited and precarious employment opportunities for most people. This also has created an unbalanced trade market, with far more wealth and goods leaving the region, compared to what is being invested and consumed locally. There is a higher volume of export-oriented goods movement traffic through the region, primarily of raw materials shipping overseas. There is less regionally-focused economic activity, and so local goods movement is primarily oriented around consumer goods and e-commerce deliveries. There is an increasing share of automated trucks on the road, as there is still significant movement of goods from the few companies that have automated their supply chains.

With decreased employment and wealth in the region, there is less trip demand and congestion. Transport equity is of concern, with an increased emphasis on transit, but limited ability to provide transit services across the region due to decreased government funding.

IMPLICATIONS

Indicator	Today	2050
Regional Population	**2.57** million	**~0%** (2.6 million)
Distribution of Housing	**55%** in Urban Centres and Corridors	More concentrated
Total Jobs	**1.34** million	**-20%** (1.1 million)
Distribution of Jobs	--	More concentrated
Unemployment Rate	**4.3%**	↑↑
Median Household Income	**$73,000**	↓
Income Equality	--	↓↓
Daily Travel Demand	**2.8** trips per person/day	↓
Trip Length	Average length **9 km**	↓
Share of Passenger Vehicles that are Autonomous	None	**50%**
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑ Active: ↑
Federal Gov't Funding	--	↓
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

With lower population and employment, the region struggles to provide essential services.

- With fewer employment opportunities available, regional population growth slows as immigration rates decrease sharply. In addition, residents move to other regions / provinces with lower costs of living and better employment opportunities.
- A high proportion of remaining residents are over 65 years old, and the labour force shrinks. The aging population requires additional services, including higher demands on the health care system. But a reduced tax base decreases investments in social programming and reduces benefits and services for retirees.
- With declining population and employment, reduced government revenues make climate change adaptation more challenging.

Housing affordability improves, but wealth inequity persists.

- Slower population growth allows the housing supply to catch up with demand and housing prices stabilize.
- Income inequality remains high owing to precarious employment and low wages for the majority. Automated production increases value to the regional economy, but there are fewer jobs and lower incomes, and most wealth is captured by a limited few.

There is less travel throughout the region, but some individuals need to travel a lot more.

- With decreased employment and wealth in the region, there are fewer trips occurring. However, some workers travel significantly more, tying multiple contract jobs together in a day.
- Trips to multiple jobs are generally undertaken by a reduced-service transit system or by privately-owned automated vehicles.
- Some lower-income households require owning a vehicle to work multiple jobs.

Automation allows for cheaper goods production and movement.

- There is a higher volume of export-oriented goods movement traffic through the region, primarily of raw materials shipping overseas.
- Local goods movement is primarily oriented around e-commerce deliveries. There are more automated trucks on the road, as there is still significant movement of goods from the companies that have automated their supply chains.

SCENARIO C

Self-Sufficiency

Barriers to global trade spur a more self-sufficient regional economy

Globally by 2050, in response to discontent about rising unemployment and income inequality, many countries adopt policies that restrict trade and limit immigration. These political shifts, combined with technological developments such as 3D printing, support the return of manufacturing to Canada, but in the form of smaller, more localized production. Small-scale artisans, makers, and producers deploy automation to enhance their productivity.

In the region by 2050, there is increased pressure to diversify the economy as the region has previously relied on international trade for many goods and services. Some trade continues, though heavy tariffs make importing and exporting more expensive.

A decline in global inter-connectedness changes how business is conducted. Changes to global immigration policies reduce opportunities for migrants seeking refuge from climate change impacts. Canada continues to rely on immigration and it remains a driver of growth in Metro Vancouver. Median household income is relatively flat, with a higher cost of goods due to new import tariffs and a weakened Canadian dollar. Economic growth continues at a sustained pace.

With less global trade, there is greater incentive to transition to a more sustainable circular economy that uses fewer resources and produces less waste. Access to imported goods and services are impacted. New technologies such as automation and 3D printing are leveraged, enabling local manufacturing and more distributed production. Many local workers are required to shift their occupations, particularly those who worked for companies elsewhere in the world, as well as those who worked in jobs dependent on international trade. Short-term contract work (i.e. gig work) is more common.

There are fewer truck kilometres travelled on the road owing to less global trade and more integrated regional production. There is a lower AV adoption rate due to lack of global investment here and limited manufacturing capabilities to advance the technology within Canada.

IMPLICATIONS

Indicator	Today	2050
Regional Population	**2.57** million	**+20%** (3.1 Million)
Distribution of Housing	**55%** in Urban Centres and Corridors	More concentrated
Total Jobs (FTEs)	**1.34** million	**+10%** (1.5 Million)
Distribution of Jobs	--	More dispersed
Unemployment Rate	**4.3%**	No change
Median Household Income	**$73,000**	↓
Income Equality	--	↑
Daily Travel Demand	**2.8** trips per person/day	↑
Trip Length	Average length **9 km**	↑
Share of Passenger Vehicles that are Autonomous	None	**30%**
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑ Active: ↑
Federal Gov't Funding	--	↓
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Protecting agricultural land becomes more essential.

- Regional food supply may be compromised by increased trade barriers. Agricultural lands become more important in meeting the region's food needs as the cost of food imports increase.
- Climate change impacts may further stress the ability to produce food and threaten food security in the region.

Repurposing industrial lands.

- With less need for port and trade-enabling lands, demand for locally-serving commercial and industrial land increases along with local production.

Motor vehicle travel becomes more expensive and shared-use travel increases.

- Motorized vehicle travel is relatively more expensive due to rising fuel costs, and there is a lower AV adoption due to lack of global investment here and limited manufacturing capabilities to advance the technology within Canada.
- At the same time, there is a greater focus on self-reliance and low-cost solutions that leads to an increase in demand for active and shared-use modes.

Housing becomes more affordable and infrastructure becomes overbuilt.

- With slowing population growth, housing affordability improves in the region, as housing supply catches up with demand and recalibrates to local wages.
- Existing infrastructure becomes overbuilt relative to the reduction in global trade, especially marine-based trade infrastructure. Provincial and national trade increases, requiring more land-based trade infrastructure.

SCENARIO D

Automation-Driven Boom

Automation drives a new economic boom led by new creative & knowledge sectors

Globally by 2050, advances in digital connectivity and immersive technologies like virtual reality have reshaped where people choose to live and work. It is common to live in one region while working for a company elsewhere in the world. Major advances in zero-marginal-cost renewable energy systems combined with high levels of automation across most sectors dramatically improves productivity and consumption and global trade increases accordingly.

In the region by 2050, Metro Vancouver remains an attractive place to live relative to much of the world and is sought after for its livability. It continues to attract a larger share of a now highly mobile global workforce welcomed to Canada through a more ambitious federal immigration policy. While population and employment both grow significantly as a result, much of the primary work that people do is for larger knowledge and creative sector companies headquartered elsewhere in the world.

Some workers displaced by automation struggle to find a new job in emerging sectors. Senior levels of government steps in to provide a type of guaranteed income, but the amount is generally not enough the amount is generally not enough to improve income equality. Jobs in this new economy are more distributed around the region – closer to peoples' homes resulting in somewhat shorter commutes. The increase in wealth also means that some people choose to privately own AVs but many more choose to subscribe to their mobility needs as a service, taking advantage of the many shared-use options.

There is an increase in on-demand delivery of goods and services, reducing personal trips but increasing local delivery traffic. There are also more (non-work related) discretionary trips resulting from the increased wealth in the region.

IMPLICATIONS

INDICATOR	TODAY	SCENARIO D
Regional Population	**2.57** million	**+80%** (4.6 million)
Distribution of Housing	**55%** in Urban Centres and Corridors	No change
Total Jobs	**1.34** million	**+60%** (2.1 million)
Distribution of Jobs	--	More dispersed
Unemployment Rate	**4.3%**	↓
Median Household Income	**$73,000**	No change
Income Equality	--	No change
Daily Travel Demand	**2.8** trips per person/day	↓
Trip Length	Average length **9 km**	↓
Share of Passenger Vehicles that are Autonomous	None	**70%**
Mode Share	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↓ Shared motorized: ↑↑ Active: ↑↑
Federal Gov't Funding	--	↑
Flood Risk	--	Significant increase

OPPORTUNITIES AND CHALLENGES

Growing population and changing work locations increases demand on infrastructure and services.

- Significant population growth provides more resources for major infrastructure upgrades. These resources greatly help to adapt to climate change and invest in transportation.
- At the same time, infrastructure like roads, stormwater management and sewage treatment struggle to match the pace of population growth.
- Distributed work locations require more distributed infrastructure to support it through expanding transportation networks, utilities, fibre optics and high-speed internet.

Housing affordability and income equality issues persist.

- The increase in professional global workers that call Metro Vancouver home contributes to a higher average income, while the median household income remains relatively flat.
- However, significant population growth and a higher share of high-income earners results in continued housing affordability issues. This is further exacerbated with an increased wage gap between professional workers and those with lower incomes or receiving guaranteed incomes, driving more social equity challenges.

Congestion and overcrowding continue but is more spread throughout the day.

- People use shared mobility for most of their travel, which, despite the significant population growth, results in relatively similar traffic congestion to decades prior.
- Global workers operate on other time zones for companies headquartered elsewhere, reducing peak travel congestion in the region, but also require more 24-hour services. The 9-5 work pattern is still seen but is less emphasized from previous decades.
- With decreased vehicle traffic, particularly at peak periods, parts of the road network (and parking lots) are repurposed for higher and better uses, creating opportunities for wider sidewalks, and protected cycling lanes.

Next Steps

The Long-Range Growth and Transportation Scenarios project considers a range of external forces, identifying and exploring those which are likely to have the most significant and least predictable impacts on the future of the region. The scenarios focus on external forces related to economic change, automation and technology, and our changing climate, each with implications for population, employment, where people live and how they travel. Moving forward, the region will need to consider the following:

- Vulnerability of people locating in flood prone areas and impacts to the region's land supply, agriculture and food security, and infrastructure from climate change.
- Potential impacts of automation on different job sectors with a particular focus on lower-income workers and small businesses.
- Potential strategies for proactively transitioning the regional economy and workforce and engaging senior governments regarding universal basic income.
- Changes in the economy and technology including automation, that will alter trip patterns for people and goods, and could result in more traffic congestion and longer commutes.
- Housing affordability and income inequality which may be exacerbated by changes in the global and regional economy.

TransLink and Metro Vancouver are now better positioned to shape a more resilient vision for growth and transportation in the region and to begin updating or drafting new long-term transportation and growth management plans.

Appendix A: Detailed Scenario Summary Table

Indicator	Today	A: Trend Forward	B: Automation-Driven Decline
Regional Population[3]	**2.57** million	**+40%** (3.6 MILLION) Population increases with increasing job opportunities. The pace of population growth roughly matches existing trends.	**~0%** (2.6 MILLION) Population remains stable as natural increases are offset by outmigration driven by fewer employment opportunities and more severe climate change impacts relative to other parts of Canada.
Distribution of Housing[4]	**55%** in Urban Centres and Corridors	MORE DISPERSED As a result of affordability challenges and behaviour changes associated with autonomous vehicles there is increased pressure to located outside of urban centres.	MORE CONCENTRATED People concentrate near urban centres, as travel by vehicle is an added cost and climate impacts reduce the size of some urban areas.
Total Jobs[5]	**1.34** million	**+35%** (1.8 MILLION) Repetitive tasks are increasingly automated. More complex tasks requiring interpersonal skills like social services or healthcare delivery continue to grow. Overall, job growth roughly matches population growth.	**-20%** (1.1 MILLION) There is a decrease in employment in many sectors across the region due to automation displacing jobs including in retail, service, and knowledge-based positions.
Distribution of Jobs[6]	--	MORE CONCENTRATED Growth in retail, service, and knowledge-based jobs increases demand for workers in urban centres and corridors.	MORE CONCENTRATED Jobs are primarily located in urban centres and corridors. Some office and institutional employment remain outside these areas.
Unemployment Rate	**4.3%**	NO CHANGE (4.3%) The unemployment rate remains relatively stable as new positions offset the jobs lost to automation. The prevalence of short-term contract work (gig work) continues to increase.	↑↑ Unemployment increases significantly due to automation. Short-term contract-based employment becomes far more prevalent.

C: Self-Sufficiency	D: Automation-Driven Boom
+20% (3.1 MILLION) Slower growth occurs in the region due to changing global immigration policies.	**+80%** (4.6 MILLION) Population increases, driven by the region's attractiveness, increases in the federal immigration rate and increased labour mobility.
MORE CONCENTRATED There is increased densification in urban centres and along corridors to accommodate gradual growth.	NO CHANGE While a significant share of new housing units are located in urban centres, with less commuting there is also significant demand for more dispersed development.
+10% (1.5 MILLION) Some jobs are lost with decreased global trade, but other jobs are created to develop a more diversified regional economy. There is also a push for local manufacturing. Service and knowledge sectors remain unchanged from today.	**+60%** (2.1 MILLION) Repetitive tasks are increasingly automated. There is a significant increase in "professional" workers as workers choose where they live to suit their lifestyle, and then digitally connect for work to companies located elsewhere.
MORE DISPERSED Local manufacturing and added industrial activity lead to a more dispersed distribution of jobs.	MORE DISPERSED More people work from home, cafes, or co-working locations, and there is a shift away from office towers and business parks among the professional class.
NO CHANGE (4.3%) While the rate of unemployment does not change, there is growing underemployment. Workers resort to taking on multiple gigs to make ends meet.	↓ There is less unemployment with more global workers coming to the region. This increases demand in the service sector.

Appendix A: Detailed Scenario Summary Table (continued)

Indicator	Today	A: Trend Forward	B: Automation-Driven Decline
Median Household Income[7]	$73,000	↑ $$ ↑ Median income increases for some with the increase in automation and more 'high tech' jobs, but in general average wages have not increased or kept pace with the cost of living. Lower-income workers performing repetitive tasks are impacted by automation adoption.	↓ $$ ↓↓ Median income decreases with fewer employment opportunities. Automation reduces the bargaining power of most professions.
Income Equality[8]	--		
Daily Travel Demand[9]	**2.8** trips per person/ day	↑ ↑ Private AVs and robo-taxis result in more trips being taken. A more dispersed population leads to longer trip distances.	↓ ↓ With decreased employment and decreased overall wealth, there are fewer work-based trips, and fewer discretionary trips in the region. Some trip-linking occurs for those who travel to multiple jobs in a day. Trip lengths decrease with people and jobs more concentrated in urban centres.
Trip Length[10]	Average length **9 km**		
Share of Passenger Vehicles that are Autonomous[11]	None	50% AVs become more common across the region and beyond.	50% AVs become more common across the region and beyond.
Mode Share[12]	Private motorized: 73% Shared motorized: 15% Active: 12%	Private motorized: ↑↑ Shared motorized: ↓ Active: ↓ Availability of AVs allow people to use their time for work, sleep, or for entertainment. Slow travel times are not an issue. Walking and cycling are less preferred with the high amounts of vehicle traffic and congestion on the roads.	Private motorized: ↓ Shared motorized: ↑ Active: ↑ With decreased employment and wealth in the region, more people travel by transit, walking and cycling. Vehicle mode share decreases, shared AVs are more frequent, again to save cost.
Federal Government Funding[13]	--	↑ A relatively strong economy with stable employment provides ample resources.	↓ Unemployment Stagnant population growth and declining employment, along with a shrinking labour force, reduces funding.
Flood Risk	Flood Risk	Significant increase	Significant increase

C: Self-Sufficiency	D: Automation-Driven Boom
↓ $ ↑ There is less global investment in the region, reduced trade and higher import tariffs meaning higher costs of goods due to reduced comparative advantage. This places downward pressure on income in the region. Housing affordability and income equality improves with less demand.	No change $ No change An increase in the professional class results in mean incomes increasing and the median household incomes remaining relatively flat. Housing affordability and income equality does not improve due to an increased wage gap between professional and lower-income workers.
↑ ↑ There is a slight increase in travel with some workers combining multiple jobs in a day. Trip lengths increase due to more dispersed job locations.	↓ ↓ There is a major decrease in work-related trips and length of most trips with more people working from home or nearby.
30% There is lower adoption of AVs due to lack of global investment and limited manufacturing of AVs within Canada.	70% There is high adoption AVs with the advancement of technology and growth of the knowledge sector.
Private motorized: ↓ Shared motorized: ↑ Active: ↑ Lower incomes lead to a preference for active and shared-use modes.	Private motorized: ↓ Shared motorized: ↑↑ Active: ↑↑ There are fewer owned vehicles. Transit becomes highly used as it reflects more of a ride-share style. Walking and cycling to nearby amenities are more popular.
↓ Slow population and employment growth limits the availability of resources available.	↑ A relatively strong economy with a large employed population supports an increase in funding.
Significant increase	Significant increase

Appendix B: Key Facts Supporting Scenario Development

Automation

- Increasing automation is anticipated to increase productivity by up to 1.4% annually over the next 50 years, with many companies already witnessing a growth in jobs after adopting robotics technologies.[i] [ii]
- Jobs without specific mental or creative skill requirements are most likely to be automated, followed by manufacturing agricultural, forestry, and fishery jobs. Highly-specialized, highly-skilled jobs in science, technology, engineering, and mathematics (STEM) are anticipated to be among the least automatable.[iii] [iv] [v] [vi]

Global Trade and Economy

- "Gig work" describes the shift to more short-term employment. While some may prefer more freedom, gig work is also characterized by those working multiple jobs that are often low paid, temporary, and provides limited benefits, shifting risk from the employer to the employee or contractor.[vii]
- Between 2011 and 2016, Canada added close to 1 million workers to its labour force, 90% of who were immigrants. With decreased immigration, Canada would face constrained economic growth and increased social costs.[viii]
- More than three-quarters of Canada's exports are traded with the United States.[ix]
- BC currently produces approximately half of all food consumed here. Agricultural production would need to increase substantially to feed everyone in the Province and Metro Vancouver region.[x]
- Companies in Canada are moving towards an agile workforce with more flexibility and a less conventional workplace – 20 to 30% of workforce is "non-traditional" already. It's anticipated that this trend will continue with improved technology and connectivity. [xi] [xii]

Transportation

- Autonomous vehicle adoption could reach ~50% by 2050 with many researchers anticipating an increase in vehicle kilometres travelled and possibly more congestion as a result.[xiii] [xiv] [xv]
- Off-peak delivery studies have shown a decrease in congestion and travel time savings for road users, and reduced time and cost-saving for carriers when compared to daytime deliveries.[xvi] As automation adoption increases, it is anticipated that transport jobs will be among those highest at risk of automation and could see 50% automation by mid-2030s.[xvii]
- The Japanese government started the "Telework Days" initiative in Tokyo, in an effort to ease congestion during the 2020 Olympics.[xviii] In 2018, 300,000 workers took part in the initiative, leading to a -3% average decrease in commuters.[xix]
- Car ownership is decreasing in Metro Vancouver and more Canadians are choosing public transit as their primary mode of commute, representing a near 60% increase since 1996.[xx] [xxi]

Housing

- High demand and low supply of housing continue to drive up housing prices around the world, particularly in metropolitan regions such as Vancouver, Toronto, Hong Kong and London.[xxii] Some cities in Canada, such as Edmonton and Montreal, have managed to bring in more supply to balance rising prices and combat rising affordability issues.[xxiii]

Endnotes

1. Climate Projections for Metro Vancouver (2014). Retrieved from http://www.metrovancouver.org/services/air-quality/AirQualityPublications/ClimateProjectionsForMetroVancouver.pdf

2. Flood extent data was provided by the Fraser Basin Council as part of the Lower Mainland Flood Management Strategy. The scenario assumes a 1:500 Annual Exceedance Probability Stillwater ocean state and a 0.6 metre wave allowance with 1 metre of sea level rise (flood level 4.40 GSC). Topographic data obtained from a variety of sources was used to create a Digital Elevation Model (DEM) for the study area. The DEM horizontal resolution was 5 metres. The flood levels are based on a generalized water surface. The accuracy of the flood extent boundary is limited by the resolution of the DEM and the flood level assumptions. The maps are intended for an overview level assessment of flood vulnerabilities described by NHC et al. (2015). They do not represent floodplain mapping and should not be used as such. Northwest Hydraulic Consultants Ltd. (NHC), assisted by Thurber Engineering Ltd. (TEL), carried out an overview assessment of 74 dikes in the Lower Mainland to evaluate the level of protection provided by the dikes and to identify major deficiencies. The work formed a desktop study utilizing information from BC Ministry of Forests, Lands and Natural Resource Operations (MFLNRO), various Diking Authorities and existing reports. No field investigations were carried out. More information on the Lower Mainland Flood Management Strategy can be found at https://www.fraserbasin.bc.ca/water_flood.html

3. Assumptions for regional population in 2050 account for changes to immigration and in-migration, as well as natural increase and mortality. The percentage change by 2050 is relative to the closest census year (2016).

4. Distribution of Housing refers to where dwelling units are located within the region. This indicator identifies the share of dwelling units located in Urban Centres and along the Frequent Transit Network. A more concentrated distribution refers to an increase in the % of total dwellings located in Urban Centres and along the Frequent Transit Network, whereas a more dispersed distribution refers to a larger % of dwellings located outside Urban Centres and off of the Frequent Transit Network.

5. Total Jobs is aligned with how Statistics Canada captures these in the Census. This measures employed persons and does not differentiate between part and full-time employment. Assumptions for total jobs numbers in 2050 relate to the regional population size as well as the broader economic conditions described in each scenario. The percentage change by 2050 is relative to the closest census year (2016).

6. Distribution of Jobs refers to where jobs are located within the region. Specifically, this refers to job location in Urban Centres and along the Frequent Transit Network. A more concentrated distribution refers to a general trend towards jobs locating in Urban Centres and along the Frequent Transit Network, whereas a more dispersed distribution refers to a general trend towards jobs locating outside Urban Centres and not along the Frequent Transit Network.

7. Median Household Income marks the mid-point in a distribution of income for households in Metro Vancouver. The directional change presented in the table indicates a change from a median household income of $73,000 for the closest census year (2016).

8. Income Equality represents the extent to which incomes are evenly distributed across the population. An increase in income equality suggests a greater parity between the households with the highest income relative to households with the lowest income. A decrease in income equality suggests greater disparity across income earners in the population.

9. Trip Demand captures the average number of trips that a person makes on a typical day. The trip demand presented for today reflects the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing).

10. Trip Lengths reflect the average distance of travel in Metro Vancouver across all trip purposes and modes. The length of a trip can be indicative of the modes of transportation suitable for accomplishing a specific trip. While shorter trips may be more conducive to active modes such as walking and cycling, longer trips may be more easily completed by motorized modes of transportation such as public transit or automobile. The average trip length presented for today reflects the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing).

11. Share of passenger vehicles that are autonomous refers to the expected degree to which motorized passenger vehicles are automated vehicles (AV). The Society of Automotive Engineers (SAE) has set out a six-level standard (0 to 5) to describe the levels of driving automation (SAE J3016). Level 0 refers to no automation while level 5 refers to full automation. Each subsequent level in the standard represents a passing of responsibility from driver to automated driving system. Low levels of automation (1 to 2) already exist in vehicles on roads today in the form of driver assistance systems such as automated braking/acceleration, lane-centering, and adaptive cruise control. In the context of this work, AVs is used to describe only vehicles that are highly automated (levels 4 and 5). Level 4 is characterized as full automation under limited conditions and geographical locations, while level 5 is characterized as full automation under all conditions everywhere.

12. Mode Share captures the proportion of trips made in Metro Vancouver using the various modes of transportation available (e.g. auto, transit, cycle, walk), represented as a percentage. The mode share values presented for today reflect the results of the TransLink 2011 Regional Trip Diary (results of the 2017 Regional Trip Diary were being tabulated at the time of writing). Private motorized refers to single occupant vehicles (SOV) and carpools. Shared motorized refers to transit. Active refers to walking and cycling.

13. Federal Government Funding captures the estimated amount of funding provided by the Federal government for infrastructure projects and service delivery within Metro Vancouver. Generally this is assumed to reflect the state of the national economy and the revenue generated by the Federal government from various taxes and fees.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

File: CR-12-01
Ref: RD 2019 Oct 4

NOV 0 4 2019

Mayor Linda Buchanan and Council
City of North Vancouver
141 West 14th Street
North Vancouver, BC V7M 1H9

City of North Vancouver
City Clerk's Department
NOV - 8 2019
File #
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Dear Mayor Buchanan and Council:

Re: Notification Regarding Update to *Metro 2040*

At its October 4, 2019 regular meeting, the Board of Directors of the Metro Vancouver Regional District (Metro Vancouver) adopted the following resolutions:

That the MVRD Board:

a) approve the updated Metro 2050 Engagement Plan as outlined in the report dated August 15, 2019, titled "Metro 2050 Engagement Plan";
b) in alignment with the requirements of Subsection 434(3) of the Local Government Act, direct staff to include a Regional Public Hearing as part of the engagement process for Metro 2050;
c) as per Subsection 433(4) of the Local Government Act, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to Metro 2040; and
d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on Metro 2050 aligned with respective Council presentations.

Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, is the region's collective vision for how growth will be managed to support the creation of complete, connected and resilient communities; protect important lands; and support the efficient provision of urban infrastructure like transit and utilities. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool for managing growth in the region.

Metro Vancouver is updating the regional growth strategy building on its strengths to: extend the time horizon to the year 2050; integrate with *Transport 2050,* TransLink's new Regional Transportation Strategy; consider emerging external forces, such as climate change; and improve upon specific policy areas. Metro Vancouver is committed to working in close collaboration with its member jurisdictions, TransLink, the Province, adjacent regional districts, and other regional agencies throughout the update to *Metro 2040*. The updated strategy, which is targeted for completion in 2022, will be called *Metro 2050*.

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By way of this letter, Metro Vancouver is providing formal notification of this update to all affected local governments and agencies per Subsection 433(4) of the *Local Government Act*. A brief summary of the *Metro 2050* development process as well as key elements of planned engagement with member jurisdictions are provided in the report and engagement plan enclosed.

The approval of the *Metro 2050* engagement plan, sets the stage for conversations about the future of growth management in the region between Metro Vancouver, member jurisdictions and other levels of government and regional agencies. There will be many opportunities for you to help shape the region's shared vision and the directions we pursue together to support a growing and livable region.

Metro Vancouver staff would be pleased to present at one of your upcoming Council or Board meetings to provide an overview of the scope of *Metro 2050* and discuss the opportunities for engagement. If this is of interest, we would ask that your Planning Director or equivalent contact Heather McNell, Director, Regional Planning and Electoral Area Services by phone at 604-436-6813 or by email at Heather.McNell@metrovancouver.org.

The Metro Vancouver Board values input from all affected local governments and agencies throughout the update to the regional growth strategy. More information on the process and additional details on the scale and scope of the update can be found at www.metrovancouver.org/metro2050.

Yours sincerely,

Sav Dhaliwal

Sav Dhaliwal
Chair, Metro Vancouver Board

SD/NC/js

cc: Michael Epp, Director, Planning and Development, City of North Vancouver

Encl: Report dated August 15, 2019, titled "*Metro 2050* Engagement Plan" *(Doc# 31245904)*

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Section E 2.2

City of North Vancouver
City Clerk's Department
NOV - 8 2019
File #
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To: Regional Planning Committee

From: Sean Tynan, Acting Senior Planner, Regional Planning
Lucy Duso, Policy Coordinator, External Relations

Date: August 15, 2019 Meeting Date: September 13, 2019

Subject: ***Metro 2050* Engagement Plan**

RECOMMENDATION

That the MVRD Board:

a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*;
c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040;* and
d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.

PURPOSE

The purpose of this report is to seek MVRD Board approval of the updated *Metro 2050* Engagement Plan, to seek MVRD Board direction on the inclusion of a Regional Public Hearing in the engagement process, and to address a *Local Government Act* requirement to notify affected local governments of the process to update *Metro 2040.*

BACKGROUND

At its meeting of April 5, 2019 the MVRD Board adopted the following resolutions:

> *That the MVRD Board:*
> *a) initiate a comprehensive update to Metro Vancouver 2040: Shaping our Future;*
> *b) direct staff to prepare a Stakeholder Engagement Plan for the update to Metro Vancouver 2040: Shaping our Future for Board consideration; and*
> *c) authorize staff to partner with TransLink in its May to September 2019 'Vision and Values' public engagement process for the future of the region.*

On July 26, 2019, a report titled *Metro 2050* Engagement Plan dated June 14, 2019 was provided to the MVRD Board. The report sought to respond to resolutions b) and c) above by providing the *Metro 2050* Engagement Plan for Board consideration. At its July 26 meeting, the MVRD Board passed the following resolutions:

> *That the MVRD Board refer to staff the following Amendment to the Main Motion to report back on the feasibility and implications of including more than one Regional Public Hearing:*

"That the MVRD Board amend the Main Motion, in part b), by replacing the phrase "include a Regional Public Hearing", with the phrase "include three Regional Public Hearings with at least one located South of the Fraser"

Consider all three recommendations a) through c) in light of the discussion at the Board, including requests to clarify and potentially expand public engagement.

This report is intended to address the July 26, 2019 MVRD Board resolutions and associated comments by providing additional opportunities for public input through the *Metro 2050* Engagement Plan and by identifying the feasibility and implications of additional Regional Public Hearings as part of the *Metro 2050* process.

METRO 2050 ENGAGEMENT PLAN

Scope of *Metro 2050*

The comprehensive update to *Metro 2040* will build on its strengths, extend the strategy's time horizon to the year 2050, integrate with the update to the Regional Transportation Strategy, improve current policy actions and address policy gaps.

Through implementation of the regional growth strategy, significant effort has gone into assessing performance, progress made, and implementation successes and challenges with the strategy's policies. Over 2019, Metro Vancouver is completing several policy reviews, each intended to take stock of *Metro 2040's* policy framework, identify gaps and policy options in response, and help shape the development of *Metro 2050*. These Policy Reviews include: Urban Centres and Frequent Transit Development Areas, Agriculture, Environment, Industrial and Mixed Employment Lands, Climate Change, Housing, Transportation, and Complete Communities.

Two additional policy areas have been identified as significant gaps in *Metro 2040:* climate action and equity. Staff will explore climate action and equity as lenses through which to view all regional growth strategy policies. In addition, the *Long-Range Growth and Transportation Scenarios*, completed in May 2019, provide an opportunity to test the resilience of *Metro 2040* policies to multiple futures. These scenarios also begin to address uncertainties such as global economic shifts and the impacts of technology and automation on population growth, employment and other areas. Other areas identified for updates were noted in the March 28, 2019 report to the Regional Planning Committee titled "Towards *Metro 2050*: Updating Metro Vancouver 2040: Shaping our Future" (see Reference 1).

Staff also intend to update the *Metro 2040* vision statement and include guiding principles in the update. This content will in part be informed through the joint engagement process with TransLink, which focuses on public input on 'vision and values' to inform planning for the future of the region.

While the update is comprehensive, the intent is to refine *Metro 2040* rather than to create a new regional growth strategy. Staff anticipate few changes to the overall goals and strategies of *Metro 2040*.

Timeline and Phasing of *Metro 2050*

It will require approximately three years to develop *Metro 2050*. A description of phases and timing are included in the table below.

Phase 1: Review & New Ideas Q2 2019 to Q2 2020	**Phase 2: Plan Development** Q3 2020 to Q2 2021	**Phase 3: Approvals** Q3 2021 to Q3 2022
Review *Metro 2040* to identify opportunities for improvement, develop an updated vision statement, and create guiding principles.	Refine and add detail to recommended policies and write draft *Metro 2050* content.	Communicate, refine, and seek approvals for *Metro 2050.*

Requirements for Engagement

Updating *Metro 2040* requires a Type 1 Major Amendment, requiring acceptance from all affected local governments and triggering consultation requirements identified through Sections 434 and 450 of the *Local Government Act*. Section 434 specifies:

> *(1) During the development of a regional growth strategy,*
> *(a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and*
> *(b) the board and the affected local governments must make all reasonable efforts to reach agreement on a proposed regional growth strategy.*
>
> *(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:*
> *(a) its citizens;*
> *(b) affected local governments;*
> *(c) first nations;*
> *(d) boards of education, greater boards and improvement district boards;*
> *(e) the Provincial and federal governments and their agencies.*
>
> *(3) In adopting a consultation plan under subsection (2), the board must consider whether the plan should include the holding of a public hearing to provide an opportunity for persons, organizations and authorities to make their views known before the regional growth strategy is submitted for acceptance under section 436 [*acceptance by affected local governments*].*

In addition, Section 450 of the *Act* includes a requirement to establish an intergovernmental advisory committee.

The *Metro 2050* Engagement Plan describes a range of engagement opportunities for the audiences identified in the *Local Government Act,* and includes timing and methods for engagement with each. It also meets the requirement to establish an intergovernmental advisory committee and includes a Regional Public Hearing to provide a formal opportunity for input from the broader public.

The *Metro 2050* Engagement Plan also meets the requirements of Metro Vancouver's *Public Engagement Policy* in addition to the requirements of the *Local Government Act*.

Requirement for Notification to Affected Local Governments
Under Subsection 433(4) of the *Local Government Act*, as part of initiating a process to amend a regional growth strategy, the MVRD Board is required to give written notice to affected local governments and to the Minister of Municipal Affairs and Housing.

RESPONSE TO BOARD DIRECTION TO EXPLORE ADDITIONAL PUBLIC ENGAGEMENT OPPORTUNITIES

At its July 26, 2019 meeting, the MVRD Board directed staff to report back on the feasibility of holding three Regional Public Hearings with at least one hearing to be held south of the Fraser River.

Multiple Public Hearings
Staff have explored the feasibility of holding more than one Regional Public Hearing and have identified the following:

- The regional growth strategy bylaw adoption process can only include one Regional Public Hearing.
- It is feasible to adjourn a Regional Public Hearing and reconvene in a separate location on a different date. Five such sessions were held in 2010 as part of the public hearing for *Metro 2040*.
- A Regional Public Hearing requires quorum from the MVRD Board for each session. However, the MVRD Board can pass a resolution to lower quorum for a Regional Public Hearing. This could address potential scheduling challenges as well as reduce the costs associated with the Regional Public Hearing.
- In addition to reducing quorum, the MVRD Board can pass a resolution to delegate the responsibility to attend the Regional Public Hearing to a limited number of MVRD Board Directors.
- The Regional Public Hearing must occur after a complete draft of proposed changes to the regional growth strategy has been developed. This is anticipated to occur in Spring 2021.
- The timing of the Regional Public Hearing may not be ideal for receiving input as it occurs late in the planning process, when the regional growth strategy amendment has already been drafted. The Engagement Plan therefore includes other engagement opportunities for the public earlier in the process.

Additional Public Engagement Opportunities

In July 2019, the Board directed staff to explore additional public engagement opportunities. Staff have updated the *Metro 2050 Engagement Plan* with the following public input opportunities all of which occur earlier in the planning process and would take place in 2020/ early 2021.

- ***Metro 2050* Community Dialogues:** Staff propose to increase the number of public meetings in Phase 1, with at least one to be held south of the Fraser River. These meetings, titled "*Metro 2050* Community Dialogues", will be coordinated through the established Metro Vancouver Sustainability Breakfast Program. Additional public meetings can be considered for Phase 2 based on the level of public interest.

  These dialogues would be run by staff, and provide an opportunity for elected officials from each sub-region to attend and participate.

- **Online Open Houses:** An additional online meeting is proposed for Phase 2 in early 2021. This is an opportunity for any interested Metro Vancouver resident to learn about and provide input into *Metro 2050* in a webinar format, one that has proven successful in previous engagement processes. Promotion of the webinar increases awareness of Metro 2050, and should also drive interest in the online feedback forms. These online open houses would be run by staff, with results reported to the Regional Planning Committee and Board.

- **Co-Hosted Public Information Meetings in Member Jurisdiction City Halls:** Metro Vancouver will invite each member jurisdiction to co-host a public information meeting (open house format) coinciding with the *Metro 2050* Council presentations or workshops offered to each member jurisdiction Council. This presents an opportunity for member jurisdictions to provide local context to participants and align with other local engagement activities, such as an Official Community Plan update. If the municipality co-hosts and helps to advertise the meeting, it is more likely that members of the public will attend. The timing of these meetings would coincide with the referral of the draft of *Metro 2050*, updated regional growth strategy for comment, anticipated for early 2021.

  Staff would represent Metro Vancouver at these information meetings, and elected officials would be welcome, but not required, to attend.

Engagement on Equity in Regional Growth Management

The Equity in Regional Growth Management Study is an initiative to explore how dimensions of equity intersect with regional growth management. Through a combination of research and engagement opportunities, the project is intended to identify equity considerations that are important and meaningful to Metro Vancouver residents. Engagement on the project will seek input from a diversity of equity-seeking groups as well as organizations representing equity-seeking populations. Staff intend to apply learnings from this initiative to *Metro 2050.*

ALTERNATIVES

1. That the MVRD Board:
   a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
   b) in alignment with the requirements of Subsection 434(3) of the *Local Government Act*, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050*;
   c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040;* and
   d) direct staff to offer each member jurisdiction the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.

2. That the MVRD Board:
   a) approve the updated *Metro 2050* Engagement Plan as outlined in the report dated August 15, 2019, titled "*Metro 2050* Engagement Plan";
   b) in alignment with the requirements of Subsection 434(3) of the Local Government Act, direct staff to include a Regional Public Hearing as part of the engagement process for *Metro 2050* and provide direction that the Regional Public Hearing should be reconvened in three locations with at least one location south of the Fraser River;
   c) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040*; and
   d) direct staff to offer each municipality the opportunity to co-host a public information meeting on *Metro 2050* aligned with respective Council presentations.

3. That the MVRD Board:
   a) as per Subsection 433(4) of the *Local Government Act*, notify affected local governments and the Minister of Municipal Affairs and Housing of the initiated update to *Metro 2040;* and
   b) provide alternate direction to staff regarding the *Metro 2050* Engagement Plan.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, most financial implications are in the form of Metro Vancouver staff time, with substantive work to be undertaken by staff from Regional Planning and External Relations.

In 2019, the engagement activities identified in the *Metro 2050* Engagement Plan can be accommodated within the Board-approved 2019 Regional Planning budget.

In 2020, staff anticipate that the engagement activities will cost approximately $40,000, including venue rental and catering, advertising, communications materials. This includes an estimate of $15,000 for five Community Dialogues.

In 2021, the cost associated with public engagement may vary substantially based on the number of public meetings and the format of the Regional Public Hearing. The public information meetings would need to be added into the five-year financial plan for 2021 Regional Planning budget, and will cost in the range of $3,000 to $6,000 per meeting depending on venue rental, newspaper advertising costs, and anticipated scale. The cost of a single Regional Public Hearing is in the range of $45,000 to

$60,000, including MVRD Board remuneration, catering, advertising and other associated costs. The total costs will need to be confirmed through the 2021 budget.

If the MVRD Board chooses Alternative 2, there would be a cost of approximately $40,000 for 2020 as identified in Alternative 1. In addition, there would be a cost of between $110,000 and $160,000 associated with three sessions of the Regional Public Hearing that would need to be considered in the 2021 budget. As with Alternative 1, the 2021 budget would also need to include any public information meetings with a potential cost between $3,000 and $10,000 per meeting depending on venue rental, newspaper advertising, and anticipated scale.

Under Alternative 3, staff would need to identify financial implications associated with additional direction from the MVRD Board.

Under both Alternative 1 and Alternative 2, the cost of the Regional Public Hearing could be higher or lower depending on the length of the public hearing and size of quorum.

SUMMARY / CONCLUSION

The comprehensive update to *Metro 2040* will build on its strengths, extending the strategy's time horizon to the year 2050, integrating with *Transport 2050*, and strengthening current policies to address policy gaps.

Pursuant to Section 434 of the *Local Government Act*, the MVRD Board is required to adopt a consultation plan that provides early and ongoing opportunities for engagement. Section 434 also defines several audiences that must be included in the process and requires the MVRD Board to consider whether holding a Regional Public Hearing will or will not be incorporated into the engagement process. These requirements are complemented by Subsection 433(4) which also requires the MVRD Board to give written notice to affected local governments and to the Minister of Municipal Affairs and Housing as part of initiating a major amendment to the regional growth strategy.

The *Metro 2050* Engagement Plan provides opportunities for plan signatories, non-signatory stakeholders, First Nations and the public to provide input into the comprehensive update to *Metro 2040*. The engagement plan is intended to meet the requirements of the *Local Government Act* and to align with Metro Vancouver's *Public Engagement Policy*.

Based on comments provided by the MVRD Board to consider additional opportunities for public input, several updates were made to the *Metro 2050* Engagement Plan. These include: additional sub-regional public meetings (*Metro 2050* Community Dialogues), an additional online opportunity for input (Online Open House), and providing an opportunity for each member jurisdiction to co-host a public information meeting on *Metro 2050.*

In addition, the Equity in Regional Growth Management project is intended to provide opportunities for organizations representing, or working for, more vulnerable populations to identify and define equity considerations that are important and meaningful to Metro Vancouver residents. This work will directly influence the development of *Metro 2050*.

As the Metro 2050 Engagement Plan provides early and meaningful opportunities for the public to provide input into *Metro 2050*, staff recommend Alternative 1.

Attachment

Metro 2050 Engagement Plan dated August 15, 2019. *(Doc # 31520013)*

References

1. *Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future* dated March 28, 2019 *(See agenda item E2.4)*
2. *Local Government Act* [RSBC 1996] Chapter 323 (Part 13)

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Metro 2050 Engagement Plan

Executive Summary

Metro Vancouver and its member jurisdictions have had a regional growth strategy since the 1990s. The current regional growth strategy, *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, was adopted in July 2011.

Metro 2040 is the region's collective vision for how anticipated growth will be managed to support the creation of complete, connected and resilient communities, protect important lands and support the efficient provision of urban infrastructure like transit and utilities.

Metro Vancouver is updating *Metro 2040,* with a focus on building on its strengths. The update is being undertaken to consider new drivers of change, integrate with the new Regional Transportation Strategy being prepared by TransLink, and ensure policy improvements. The updated regional growth strategy will be referred to as *Metro 2050*.

Metro Vancouver is committed to working in close collaboration with member jurisdictions, TransLink, the Province, adjacent regional districts, and other regional agencies throughout the update to *Metro 2040*. Metro Vancouver is also committed to providing the public with meaningful and early opportunities to engage on *Metro 2050* in a variety of accessible formats, leveraging web-based platforms and in-house engagement expertise. A summary of *Metro 2050* engagement activities is provided in Appendix A. Legislative requirements for engagement are provided in Appendix B.

Through the collaborative process of updating the regional growth strategy, Metro Vancouver hopes to achieve:

- a renewed commitment to the regional vision and how that vision integrates with municipal planning;
- better integration between land use and transportation planning;
- better preparation for future uncertainties; and
- a series of more robust and updated policies to achieve the regional vision.

Objective: Why Update *Metro 2040*?

Metro 2040 is the region's collective vision for how anticipated growth will be managed to support the creation of complete, connected and resilient communities, protect important lands and support the efficient provision of urban infrastructure like transit and utilities. Updating *Metro 2040* requires close collaboration with member jurisdictions, the public, First Nations and others. The *Metro 2050* Engagement Plan describes the approach Metro Vancouver will take to provide the opportunity for consultation with persons, organizations and authorities considered to be affected by the regional growth strategy. The consultation will meet the engagement requirements of a Type 1 Major Amendment in accordance with *Metro 2040* as well as the provisions of Sections 434 and 450 of the *Local Government Act*, and will align with the Metro Vancouver Board's *Public Engagement policy*.

In addition to providing a proactive and transparent approach to consultation, this plan provides a structure to track feedback that can inform decisions on updates to the regional growth strategy. The consultation process will contribute to building support with signatories, strengthening relationships with other governments, and reaffirming the purpose of the regional growth strategy and benefits of regional planning.

Timing

The Metro Vancouver Board initiated the process for a comprehensive update to *Metro 2040* in April 2019 and directed staff to prepare an Engagement Plan. Some early consultation is occurring through the summer of 2019 through a shared public process undertaken with TransLink to inform *Transport 2050* and *Metro 2050*. In addition, staff have initiated discussions with stakeholders, largely member jurisdictions, on specific policies within *Metro 2040* through a series of Policy Reviews.

The update to *Metro 2040* will be called *Metro 2050*. The approach to engagement aligns with the three phases of *Metro 2050* development outlined in the table below. The table also includes 'pre-consultation' activities to reflect the Policy Review and visioning work already underway.

It is anticipated that the bylaw updating *Metro 2040* will be adopted in mid-2022. Each phase of development will last approximately one year. Phase 1 is intended to include broad engagement to review currently policies, identify new ideas for actions, and to develop an updated vision statement and guiding principles. Phase 2 includes approximately one year for drafting *Metro 2050* and circulating for formal comment from municipal councils as well as additional public engagement opportunities, with anticipated completion in mid-2021. Phase 3 provides approximately one year for approvals (acceptance) from plan signatories.

***Metro 2050* Development and Engagement Timeline**

	Pre-consultation **2018 – Q2 2019**	**Phase 1: Review & New Ideas** **Q2 2019-Q2 2020**	**Phase 2: Plan Development** **Q3 2020 to Q2 2021**	**Phase 3: Approvals** **Q3 2021 to Q3 2022**
Project Phase	Early consultation in anticipation of an update to *Metro 2040*	Review *Metro 2040* to identify opportunities for improvement, develop an updated vision and guiding principles.	Refine and add detail to recommended policies and write draft *Metro 2050* content.	Communicate, refine, and conduct approvals for *Metro 2050.*
Engagement	Ongoing discussion with stakeholders regarding the application and effectiveness of the regional policies in *Metro 2040*	Consultation activities differ with different audiences. Technical and municipal staff are engaged at a policy-specific level, and regional agencies and governments on the fuller strategy.	Engagement largely with signatories through reviewing and incorporating feedback and writing content. Refer *Metro 2050* for formal comment from affected local governments.	Engagement largely with elected councils, public hearing and MVRD Committees and Board.

Audiences

Section 434 of the *Local Government Act* specifies that the Metro Vancouver Board must adopt a consultation plan that provides early and ongoing opportunities for consultation with: citizens; affected local governments; First Nations; Boards of Education, Greater Boards and Improvement District Boards; and, the Provincial and Federal Governments and their agencies. The Province may specify which Ministries and agencies are to be consulted. These requirements complement Metro Vancouver's Board's *Public Engagement Policy*, ensuring public involvement in decision making where Board decisions may impact their lives. For the update to *Metro 2040*, Table 1 identifies audiences for engagement in alignment with the *Local Government Act* requirements.

Table 1. *Metro 2050* Engagement Audiences

***Metro 2050* Engagement Audience**	**Description**
***Metro 2040* Signatories and Metro Vancouver Boards and Committees**	**Signatories:** Member jurisdictions*, Fraser Valley and Squamish-Lillooet Regional Districts, and the South Coast British Columbia Transportation Authority (TransLink) **Metro Vancouver Boards and Committees** including the Regional Planning Committee and MVRD Board; Staff advisory committees including the Regional Planning Advisory Committee and its subcommittees and the Regional Administrators Advisory Committee; Metro Vancouver Departments through policy development including Parks, Housing, Air Quality and Climate Change, Liquid Waste, and Water Services. **The Province of BC** (Ministry of Municipal Affairs and Housing, Ministry of Transportation and Infrastructure, Ministry of Jobs, Technology and Trade, to be confirmed by the Province.) * Bowen Island and Electoral Area A (specifically UEL/ UBC) are member jurisdictions but are not plan signatories.
Non-signatory regional interests	**Interested or Affected Regional Agencies:** Agricultural Land Commission, Vancouver Fraser Port Authority, School Districts, BC Housing, Health Authorities, Vancouver International Airport Authority, etc. **Subject matter experts:** Such as academics, researchers, and non-government organizations.
First Nations	**First Nations with an identified interest** in any lands located in Metro Vancouver as per the BC Government's First Nations Consultative Areas Data Base including local First Nations without in-region territories.
General Public	**General Public** including Metro Vancouver residents, community groups, businesses, and media organizations.

Scope of the Engagement Plan

The *Metro 2050* Engagement Plan describes broad inter-governmental and community-level engagement activities, including those required by the *Local Government Act*. It does not include details on the specifics of the engagement that will be required for each *Metro 2040* Policy Review (e.g. Agriculture Policy Review, Environment Policy Review) as these reviews will come forward to the Regional Planning Committee and Metro Vancouver Board independently. A list of the Policy Reviews is found item 5.5 in the Regional Planning Committee Agenda for April 5, 2019.

Consultation Approach by Audience

The *Local Government Act* requires establishment and identified membership for an Intergovernmental Advisory Committee (IAC) to advise on the update, and facilitate coordination of relevant regional and Provincial regulations. Relevant sections of the *Local Government Act*, including the required membership of the IAC, are included in Appendix B. Metro Vancouver will use the Regional Planning Advisory Committee, including both member jurisdictions and associate members, as the foundation for the IAC, and will add additional representatives, including those identified by the Province to meet the legislated membership requirements.

In addition to the role of the IAC, the Regional Planning Committee and Metro Vancouver Board will guide the development of *Metro 2050*. Where possible, Metro Vancouver will leverage other existing committees of staff and elected officials for engagement.

Section 434 of the *Local Government Act* states that the relevant Regional District Board must consider whether the engagement plan will include a public hearing before the regional growth strategy is submitted foracceptance. The hearing would need to occur before third reading of *Metro 2050*.

Table 2 lists the proposed engagement by audience.

Table 2. *Metro 2050* Engagement Approaches by Audience

Audience	Engagement Approaches
***Metro 2040* Signatories and Metro Vancouver Boards and Committees**	
Member Jurisdictions (20 municipalities and one Treaty First Nation)	• Notification letter as per LGA • Inviting staff to meetings, events and forums through Policy Reviews • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Regional Transportation Advisory Committee • Regional Administrators Advisory Committee • Potential inclusion on Council of Councils agenda(s) • Presentations / workshops with member jurisdiction Councils • Formal referral of *Metro 2050* to signatory member jurisdictions for comment and for acceptance • Option to co-host Public Meeting with each member jurisdiction
Fraser Valley Regional District and Squamish-Lillooet Regional District	• Notification letter as per LGA • Inviting staff to meetings, events and forums through Policy Reviews • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Presentations / workshops with Boards • Formal referral of *Metro 2050* to Boards for comment and for acceptance

South Coast British Columbia Transportation Authority (TransLink)	• Notification letter as per LGA • Targeted meetings, events and forums through Policy Reviews and *Metro 2040* implementation • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Joint / coordinated approach to *Transport 2050* development with Metro Vancouver participation in all levels of project governance • Formal referral of *Metro 2050* comment and for acceptance
Metro Vancouver Boards and Committees	• Regional Planning Committee • MVRD Board (for plan adoption) • GVS&DD and GVWD (for information) • Industrial Lands Strategy Task Force, Housing Committee, Parks Committee and Climate Action Committee (for information) • Meetings and Workshops • Board Strategic Plan will be used to inform *Metro 2050*
Metro Vancouver staff	• Targeted meetings, events and forums through Policy Reviews and *Metro 2040* • implementation • Corporate Planning Committee • Additional meetings or workshops as required for
Province of British Columbia	• Targeted meetings, events and forums through Policy Reviews and *Metro 2040* implementation • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Potential for a cross-departmental meeting in Victoria • Correspondence and referrals as per LGA
First Nations	
First Nation governments as per the BC Government's First Nations Consultative Areas Data Base	• Offer to meet individually with each First Nation to seek input on *Metro 2050* • Utilize existing meetings between Metro Vancouver and First Nations to provide updates and discuss regional growth strategy issues of interest • Consider using Community to Community events as a forum for input • Correspondence and referral of *Metro 2050* for comment

Non-signatory Stakeholders	
Federal Government (especially Natural Resources Canada and CMHC)	• Targeted meetings, events and forums through Policy Reviews and *Metro 2040* implementation • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Correspondence and referrals as needed
Non-signatory but affected local governments (Bowen Island, Electoral Area A, specifically UEL/ UBC)	• Targeted meetings, events and forums through Policy Reviews and *Metro 2040* implementation • Regional Planning Advisory Committee / Intergovernmental Advisory Committee • Correspondence and referrals as per LGA
Regional interests and organizations including: Agricultural Land Commission, Vancouver Coastal Health, Fraser Health, Port of Vancouver, YVR, BC Housing,	• Targeted meetings, events and forums through Policy Reviews and *Metro 2040* implementation • Regional Planning Advisory Committee Associates meetings (for Associate members) • Additional meetings or workshops as required for policy development / review
School Districts	• Correspondence and referrals as per LGA
Other subject matter experts (e.g. Planning professionals, (consultants, academics, NGOs)	• Targeted engagement through key informant interviews and Policy Reviews • Offer for presentations and workshops with post-secondary institutions with a planning program / interest

General Public	
Residents, businesses, community organizations, media	• Public input to inform updating the regional vision statement and adding guiding principles through an online public survey on the vision and values of residents for the future of the region in partnership with TransLink • Web-based information and feedback form • Social media to promote feedback options • *Metro 2050* Online Open Houses (webinar format) in Phase 1 and 2. • *Metro 2050* Community Dialogue Series (typically five locations across the region, including one south of the Fraser). • Optional Public Information Meetings co-hosted by member jurisdictions at city halls in coordination with Council presentations. • Presentations and meetings in response to requests • Content in Metro Vancouver email newsletters • A Regional Public Hearing

Opportunities for Public Input on *Metro 2050*

There are opportunities for the public to provide input in each phase of the *Metro 2050* process. Early engagement is prioritized because later in the process, especially once *Metro 2050* has been referred to signatories for comment, it becomes more challenging to incorporate public input. Staff will therefore seek to encourage feedback in the earlier phases of development as there is greater opportunity to incorporate new ideas early in the process.

Public feedback is encouraged through the online feedback form at any time during the process. Staff will also ensure that organizations representing a range of demographics across this region, including marginalized communities, are invited to engagement activities and encouraged to provide comment. Public engagement activities are described by phase below.

Phase 1 includes opportunity for new policy ideas to be considered (through the comment form) as well as an opportunity for the public to help shape an updated regional vision and principles (through the joint TransLink survey). During this phase the public can provide input online, through the survey on the vision and values (open to fall 2019), several *Metro 2050* Community Dialogue events (locations across the region, including south of the Fraser River), and through an Online Open House (webinar).

In 2020, there is the potential to engage stakeholders about the topic of equity in regional growth management policy. This dialogue would support the *Metro 2050* process to determine if an equity lens or content can be incorporated into the regional growth strategy. Details will be brought to the Metro Vancouver Board for consideration in advance of undertaking this work.

Phase 2 includes the opportunity to comment on draft policy ideas through an online comment card and a second Online Open House. If there is significant public interest in the Phase 1 *Metro 2050* Community Dialogue events, an additional dialogue series can be considered for Phase 2. Metro Vancouver will offer member jurisdictions the option to co-host a Public Information Meeting in conjunction with presentations at Council meetings during the formal referral for comment stage of the planning process. In accordance with the *Local Government Act*, one Regional Public Hearing will be offered at the end of Phase 2; this is an opportunity for the public to provide feedback to the Metro Vancouver Board on *Metro 2050*.

Phase 3 will focus on keeping the public informed about the *Metro 2050* process. Updates will be made through the website, social media, and the Regional Planning E-Bulletin typically published quarterly. The public can continue to provide input through the online feedback form, through municipal council meetings as part of *Metro 2050* acceptance, or as a delegation to the Regional Planning Committee or Metro Vancouver Board.

Leveraging Complementary Engagement Opportunities for *Metro 2050*

In addition to the partnership with TransLink, *Metro 2050* will leverage other recent or ongoing engagement processes and surveys. These complementary engagement processes include:

- Engagement on Metro Vancouver's *Climate 2050* "roadmap" development and the *Clean Air Plan*;
- Engagement with industry and related sectors through the Regional Industrial Lands Strategy; and
- Recent surveys including the two Shaping our Communities Engagement Initiative Surveys.

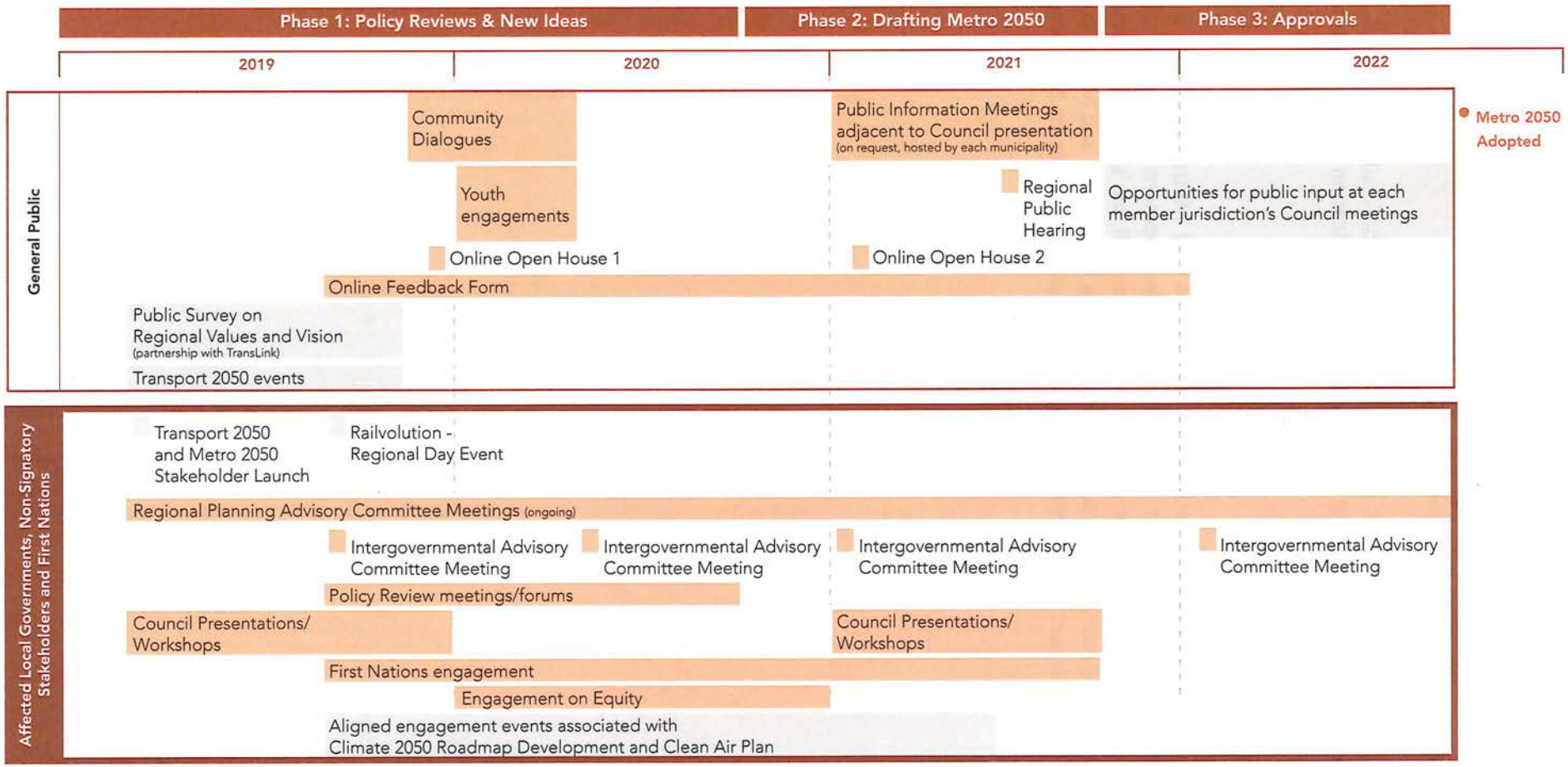
Metro 2050 Engagement Notification

To formally initiate the engagement process, written notification will be provided on behalf of the Metro Vancouver Board to all affected local governments. Notification letters will be sent in parallel to First Nations.

Reporting and Evaluation

The Intergovernmental Advisory Committee, Committees and Metro Vancouver Board will receive updates on engagement throughout the *Metro 2050* development process. In addition to these updates, feedback gathered in this engagement process will be summarized and shared to the Intergovernmental Advisory Committee, Regional Planning Committee and Metro Vancouver Board in the form of an Engagement Summary Report at the conclusion of the *Metro 2050* process.

Metro 2050 Engagement Timeline*



Metro 2050 event

Other processes and events providing input into Metro 2050

* The development of Metro 2050 will be informed by other recent engagement activities led by Metro Vancouver, such as engagement with industry on the Regional Industrial Lands Strategy (ongoing) and the Shaping our Communities Public Surveys (2016-2017).

Appendix B: *Local Government Act* Requirements for Consultation

Based on a review of the *Local Government Act*, a major amendment to *Metro 2040* triggers the same consultation requirements as a new regional growth strategy. The requirements are outlined in Sections 434 and 450 of the *Local Government Act*. These sections outline requirements for consultation during the development of a regional growth strategy and for establishing an intergovernmental advisory committee. Excerpts are included below.

Consultation during development of regional growth strategy

434 (1) During the development of a regional growth strategy,

a) the proposing board must provide opportunity for consultation with persons, organizations and authorities that the board considers will be affected by the regional growth strategy, and

b) the board and the affected local governments must make all reasonable efforts to reach agreement on a proposed regional growth strategy.

(2) For the purposes of subsection (1) (a), as soon as practicable after the initiation of a regional growth strategy, the board must adopt a consultation plan that, in the opinion of the board, provides opportunities for early and ongoing consultation with, at a minimum, the following:

a) its citizens;

b) affected local governments;

c) first nations;

d) boards of education, greater boards and improvement district boards;

e) the Provincial and federal governments and their agencies.

*(3) In adopting a consultation plan under subsection (2), the board must consider whether the plan should include the holding of a public hearing to provide an opportunity for persons, organizations and authorities to make their views known before the regional growth strategy is submitted for acceptance under section 436 [*acceptance by affected local governments*].*

(3.1) The minister may make regulations respecting the procedure to be used for hearings under subsection (3).

(4) A failure to comply with a consultation plan under subsection (2) does not invalidate the regional growth strategy as long as reasonable consultation has been conducted.

(5) For certainty, at any time during the development of a regional growth strategy, additional regional matters may be included under section 429 (3).

Intergovernmental advisory committees

450 (1) A board

- *a) may establish an intergovernmental advisory committee for its regional district,*
- *b) must establish an intergovernmental advisory committee for its regional district when a regional growth strategy is initiated, and*
- *c) must establish an intergovernmental advisory committee for its regional district if*
  - *i. there is a proposed amendment to the regional growth strategy, except in relation to an amendment under section 437* [minor amendments to regional growth strategies], *and*
  - *ii. the committee established under paragraph (a) or (b) of this subsection no longer exists.*

(2) The role of an intergovernmental advisory committee is

- *a) to advise the applicable local governments on the development and implementation of the regional growth strategy, and*
- *b) to facilitate coordination of Provincial and local government actions, policies and programs as they relate to the development and implementation of the regional growth strategy.*

(3) The membership of an intergovernmental advisory committee is to include the following:

- *a) the planning director of the regional district, or another official appointed by the board;*
- *b) the planning director, or another official appointed by the applicable council, of each municipality all or part of which is covered by the regional growth strategy;*
- *c) for the purposes of an intergovernmental advisory committee established in the Metro Vancouver Regional District, the planning director of the South Coast British Columbia Transportation Authority or another official appointed by the board of directors of that authority;*
- *d) senior representatives of the Provincial government and Provincial government agencies and corporations, determined by the minister after consultation with the board;*
- *e) representatives of other authorities and organizations if invited to participate by the board.*

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Division Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Etienne Normandin, Chair, Social Planning Advisory Committee
Heather Evans, Community Planner

Subject: 2019 ROUND TWO COMMUNITY GRANT RECOMMENDATIONS

Date: November 13, 2019 File No: 5-1850-20-0005/2019

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

RECOMMENDATION:

PURSUANT to the report of the Chair of the Social Planning Advisory Committee and the Community Planner, dated November 13, 2019, and entitled "2019 Round Two Community Grant Recommendations":

THAT grants be allocated to the following organizations from the 2019 Community Grants budget:

AutismBC (Operating)	$1,200
AutismBC (Program – North Shore Information & Resources and Parent Community Group)	$1,000
Best Buddies Canada (Program – North Vancouver Expansion)	$1,000
Big Sisters of BC Lower Mainland (Operating)	$1,200
Family Services of the North Shore (Program – The First Step)	$5,000
Fresh Air Learning Society Vancouver (Operating)	$4,000
Greater Vancouver Youth Unlimited North Shore (Program – Mobile Youth Drop-In)	$6,000
Living Systems: Family Systems Counselling, Education, Training & Research Society (Program – Access Counselling)	$3,083
Muscular Dystrophy Canada (Program – Muscular Dystrophy Canada's Equipment Program)	$2,400

North Shore Alliance Church (Program – North Shore Community Christmas Dinner)	$2,500
North Shore Disability Resource Centre (Program – Mobile Snoezelen Multi-Sensory Room)	$2,000
North Shore Stroke Recovery Centre (Program – Young Survivor of Stroke)	$500
North Shore Table Tennis Society (Operating)	$8,000
North Shore Table Tennis Society (Program – Adapted Table Tennis Program for Persons with Disabilities)	$1,000
Spectrum Mothers Support Society	$5,000
Westcoast Family Centres Society (Program – Blended Families: Family Education)	$2,000
TOTAL	$45,883

AND THAT the following organizations be notified that the City will not fund their application for a 2019 Round Two Community Grant:

Cousteau School (Program – Green Living Fair)
6 Field Engineer Squadron Museum Association (Operating)
Westcoast Family Centres Society (Program – Kids Have Stress Too!)

ATTACHMENTS:
(Include document numbers)

1. North Shore Municipal Community Grant Applications Guidelines (Document #1732931)
2. List of 2019 Round Two Community Grant Applications (Document #1840993)

PURPOSE:

The Social Planning Advisory Committee (SPAC) is pleased to submit to Council its recommendations for the allocation of the 2019 Round Two Community Grants. SPAC appreciates Council's continued support of the Community Grant Program.

BACKGROUND:

Community Grants are among several grant opportunities for funding that the City of North Vancouver offers to non-profit groups to assist with the delivery of services that work to reduce social, economic or physical disadvantage, and/or which improve the quality of life for City residents.

Community grants have been available in some form for decades, and provide an opportunity for non-profit agencies to gain municipal financial support for projects or general operations that address provisions of the City's Social Plan and Official

Community Plan. The City's annual budget for Community Grants includes two components:

- The City's annual operating budget: $100,000 per year.
- Interest accrued on the Lower Lonsdale Reserve fund; this amount varies annually based on the previous year's interest and is approximately $75,000 to $80,000 per year.

DISCUSSION:

Total Amount of Community Grants

In 2019 the operating budget funding of $100,000 is combined with interest in the amount of $76,423 from the Lower Lonsdale Legacy Fund, for a total 2019 Community Grants budget of $176,423. This is distributed into two rounds of application submission intakes in January 2019 (Round One) and September 2019 (Round Two). This report addresses the second round of grants for 2019.

Application Review Process

SPAC reviews applications thoroughly and evaluates them systematically according to criteria set out in the Community Grant Guidelines (Attachment #1) and in relation to the City of North Vancouver's Social Plan.

To be eligible for funding, an organization must be not-for-profit, be providing services to residents of the City of North Vancouver, seeking additional other sources of funding, and provide proof of financial responsibility (financial statements).

Eligible not-for-profits are required to offer services in the City of North Vancouver and they must provide a service that directly benefits local residents. The number of residents benefiting from the services must be measured and reported by the receiving agency.

Grant applications that meet basic criteria are reviewed by SPAC and prioritized according to the "Procedural Guidelines for the Review of Grant Applications by Sub-Committees" as follows:

'A' or top priority
- evidence of need for the service or project
- evidence of clear goals and expected outcomes
- evidence of financial need for a Community Grant
- relevance to Social Plan

'B' or medium priority
- quality of management
- uniqueness of service
- involvement with Community partners
- addressing barriers to services for people with disabilities and for ethno-cultural residents.

'C' or lower priority
- number of local residents served
- number of local volunteers and their role

- amount of funding requested from each municipality related to the numbers of residents served.

Grant Recommendations

Nineteen grant applications were received in the second round of 2019 grants in September, requesting a total amount of $103,580. Of those, fourteen were repeat applications for new or existing projects and 5 were applications from first-time applicants. A list of grant applications is in Attachment #2.

Of the nineteen applications received in the September 2019 intake, sixteen are recommended to receive funding. The committee's recommendations are to allocate the full remaining 2019 amount of $45,883.

Three applications are not recommended to receive funding in this round of community grants. In general, these applications did not meet the grant criteria as fully as the applications, and/or the purpose of the requested funding was not as prioritized as other applications that were received.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

The allocation of grant funding is in keeping with the guiding principles of the 2014 Official Community Plan, specifically:

> Community Supporting Community:
> The City will continue to be a compassionate community recognizing that all individuals and/or their families will require support at some point in their lives. The City will assist organizations and individuals that provide community support through the responsible allocation of its resources.

All community grant applications are reviewed relative to the goals and objectives of the City's Social Plan and the Community Grant Guidelines.

RESPECTFULLY SUBMITTED:

Etienne Normandin,
Chair, Social Planning Advisory Committee

Heather Evans

Heather Evans,
Community Planner

NORTH VANCOUVER MUNICIPAL COMMUNITY GRANT APPLICATION

Submission Deadline: January 31st each year**

***** Please note: The City of North Vancouver has an additional intake of applications with a deadline of September 15th.***

PLEASE NOTE: These guidelines are for the City of North Vancouver and the District of North Vancouver. The District of West Vancouver now has a separate Community Grants Program, which can be found at: https://westvancouver.ca/be-involved/grants-awards/community-grants.

Guidelines

Using these Guidelines

These guidelines are to be used to correctly and effectively complete the North Vancouver Municipal Grant Application Forms.

Read this document before completing the forms to ensure your application is completed correctly.

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North Vancouver Municipal Community Grants - Overview

Purpose of the North Vancouver Municipal Community Grants

North Vancouver Municipal Community Grants are intended to support not-for-profit organizations serving North Vancouver (both City and District) residents. The City and District of North Vancouver provide these grants in order to:

- To provide local government endorsement to better attract funding from more senior levels of government, donors, and foundations;
- To assist groups with the delivery of services which work to reduce *social*, *economic* or *physical* disadvantage; and/or which *improve the quality of life* for residents;
- To serve vulnerable and hard to reach populations in areas where the municipalities do not provide services;
- To effect positive social change;
- To provide seed money to enable quick responses to changing and / or unmet community needs.

Who Can Apply?

Eligible Organizations

The organization applying for a grant must be:

a) A not-for-profit with a BC Society No. and/or Charitable Registration No.
b) Providing services to residents of the municipality(ies) from which funding is requested.
c) Seeking sources of funding other than North Vancouver Municipal Community Grants.
d) Able to provide proof of financial responsibility (latest financial statement).

Eligible Expenses

a) Special projects and events: e.g. hosting a workshop or producing resource material.
b) Operating costs: e.g. ongoing operating costs such as rent, utilities, fixed costs.
c) New projects: e.g. a new program to serve a particular group. A program typically has distinct resources committed to the operation of that specific program such as staff costs and other expenses related to that program.
d) Capital costs: e.g. the purchase of office equipment. NOTE: Only the City of North Vancouver, the District of North Vancouver does not fund capital costs.

Program Grants: Applying for More than One

You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

Funding Characteristics of the North Vancouver Municipal Community Grants

Each municipality is working with a set grant budget during each funding cycle and strives to be equitable in funding both new and established needs. Funding is not guaranteed: each cycle, the applications are considered and grants are allocated in response to current needs and resources.

Funding Limits

The District of North Vancouver has no limit to the amount of money an organization may request. The maximum grant available from the City of North Vancouver is $15,000.

Funding Term

The term of a North Vancouver Municipal Community Grant is one year.

Funding Cycles

In the District of North Vancouver, two year operating and program grants are provided. An Annual Accountability Form must be completed by agencies currently on the District's 2-year funding cycle.

Grants are allocated bi-annually in the City of North Vancouver. An annual Accountability Form must be completed.

Notification of Application Decisions

Allocations by municipal Councils are made in June/July. Organizations are notified at this time by letter.

Disbursement of Funds

Cheques are typically issued by each municipality's finance department in June or July.

Acknowledgement of North Vancouver Municipal Community Grants

All recipients of North Vancouver Municipal Community Grants are required to publicly acknowledge such donations on their print and digital promotional materials, website, and social media relating to the program and/or service funded by the grant.

Applying for North Vancouver Municipal Community Grants

Two Municipalities…. One Set of Application Forms

Each Municipality Allocates Grants Separately

The North Vancouver Municipal Community Grant Application forms are to be used when applying for funds from the North Vancouver Municipalities: the City of North Vancouver and the District of North Vancouver. **PLEASE NOTE**: the District of West Vancouver has a separate Community Grants Program, which can be found at: https://westvancouver.ca/be-involved/grants-awards/community-grants.

Each municipality allocates grants separately.

Applying to One or More Municipality(ies)

Organizations may apply to one or more of the North Shore municipalities depending on which municipality(ies) the organization serves. You must submit a copy of your completed application package to each municipality to which you are applying for funding.

Application Submission

Application Deadline

The deadline for applications is 5:00 p.m. January 31 of each year, or, where January 31 lands on a weekend, the last Friday of January.

The City of North Vancouver has an additional intake of applications with a deadline of September 15. **PLEASE NOTE**: If your organization applied for a grant in the first round of the year, you may apply to the second round but for a **different** program only.

Submitting Forms to Each Municipality

City of North Vancouver
Submit two copies of your completed application package:

- Email: communitygrants@cnv.org
  or
- Mail:
  Planning Department, Attn: Edytha Barker
  City of North Vancouver
  141 West 14th Street
  North Vancouver, V7M 1H9.

District of North Vancouver:
Send one copy of your completed application package:

- Email: csac@dnv.org
  or
- Mail:
  Community Services Advisory Committee
  District of North Vancouver
  355 West Queens Road
  North Vancouver, V7N 4N5

Evaluation Criteria

In evaluating each application for funding, the following will be the basis for assessment of your application. Please address these in your application:

a) Evidence of need for the service or project.
b) Number of local residents served.
c) Quality of management (established track record, proposal well thought out and clear, etc.).
d) Evidence of clear goals and expected outcomes.
e) Uniqueness of service (does not duplicate but may complement an existing service).
f) Number of local volunteers.
g) Evidence of financial need for a North Vancouver Municipal Community Grant.
h) Amount of funding requested from each municipality is proportional to the numbers of residents served.
i) Addressing barriers to services for people with disabilities, from varying social and economic backgrounds, and for ethno-cultural residents.
j) Indicated involvement from other community partners whether financial or in kind.

Further, the social goals and objectives for each municipality will also be considered while reviewing grant applications, these can be found in the following documents:

- City of North Vancouver:
  - The City's Social Plan
    http://www.cnv.org/CityServices/PlanningandPolicies/SocialPlan
- District of North Vancouver:
  - Section 6.3 Community Services, Programs, and Facilities of the DNV Official Community Plan identity.dnv.org/
  - Municipal Community Grant Goals and Guiding Principles found at www.dnv.org/communitygrants

Filling in the Application Forms - Overview

Please ensure the following information is read carefully prior to filling in your application forms to ensure the forms are filled out adequately, accurately, and effectively.

Acceptable Applications

Applications will only be accepted if they are:

- Completed *in full* including all attachments listed on the North Vancouver Municipal Community Grant Application Checklist.

- Completed *legibly*
- Submitted *on time* to each municipality from which funds are being requested

***Please note**: unless all information is supplied or an acceptable explanation offered as to why this information cannot be supplied, incomplete applications will not be considered.

Three Application Forms

There are three application forms to be used as follows:

- Organization Summary Form: to be filled out by *all* applicants;
- Operating Grant Application Form: for organizations applying for financial assistance for ongoing operating costs such as rent, utilities, fixed costs;
- Program Grant Application Form: for individual projects/services/programs. You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

Quality of Information

The application forms provide the opportunity to explain information on the history, mandate, experience, and objectives of your organization; and to demonstrate to Committee members what makes your organization and its programs valuable to the North Vancouver communities and how your organization responds to community need.

Maximum Words for Answer

Always stick to the stated word count and be concise with your answer.

Questions Regarding Both North Vancouver Municipalities

The grant application includes some questions where information concerning both North Vancouver municipalities is required. These questions must be completed even if an organization is applying for a grant from one municipality only.

Filling in the Organization Summary Form

The Organization Summary Form is to be filled out by *all* applicants.

The questions on the Organization Summary Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics and examples are provided here to assist.

Section: Accessibility
Examples of topics to consider are provided below for each item in this question:

Question: How does your organization ensure your services are accessible and inclusive to:

a) People with disabilities
   - Is your building wheelchair accessible?
   - Are you on a bus route?
   - Are there designated parking spots for persons with disabilities adjacent to the building in which your programs/services take place?
   - How do you market/communicate your programs/services to people with disabilities?
b) Culturally diverse communities: (maximum 50 words)
   - Do you list languages other than English that are spoken by your staff/volunteers?

- Are your program/service materials available in languages other than English? Which languages?
- Are your website and/or social media in languages other than English? Which languages?
- How do you market/communicate your programs/services to speakers of languages other than English?

c) People of various social and economic backgrounds: (maximum 50 words)
- Which organizations have you approached that serve this demographic in order to promote your programs/services?
- How do you market/communicate your programs/services to people of various social and economic backgrounds?

Section: Trends

Question: What current trends affect your organization? E.g. is the demographic changing, is the waitlist changing, etc. (maximum 50 words)

Municipalities rely on the non-profit social service organizations to identify current trends. For example, whether more of their clients are feeling isolated, more families are seeking food or on the verge of homelessness. Other trends could include growing waitlists for particular programs or a decrease in volunteer hours.

As a social service organization working closely with our more vulnerable populations, the organization's ability to adapt or create new programs and services to meet these changing needs is significant.

This question asks organizations to identify and share these trends.

Section: Sustainability

Question: Please describe what steps your organization has taken to reduce Green House Gas Emissions and increase energy efficiency (e.g. implementing Power Smart measures, carpooling to meetings, etc.).

The North Vancouver municipalities all place strong value on environmental sustainability. Explain how the organization shares this value. Please be sure to provide examples.

Filling in the Operating Grant Application Form

The Operating Grant Application Form is for organizations applying for financial assistance for ongoing operating costs such as rent, utilities, fixed costs.

The questions on the Operating Grant Application Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics are provided here to assist.

Section: Operating Budget

The Operating Budget refers to the costs and revenue associated with the general operation of the organization. Examples of expenses include ongoing operating costs such as rent, utilities, fixed costs.

Question: In-kind Sources

In-kind sources are sources of non-cash support in the form of goods and services.

Filling in the Program Grant Application Form

The Program Grant Application Form is for individual projects/services/programs. You may apply for more than one program grant, but must complete a SEPARATE Program Grant Application Form for EACH additional grant.

The questions on the Program Grant Application Form should make it clear what information is required. Keep in mind the information above in Evaluation Criteria and Quality of Information. However, some specifics and examples are provided here to assist.

Section: Program Proposal

Question 4. If you applied for and received funding for this program last year, what were the specific outcomes of that program? Please provide quantitative and qualitative information.

This question asks for "quantitative and qualitative information". Qualitative information is anecdotal, quantitative is numbers, statistics.

Stories and anecdotal responses are interesting and valuable; however, the response should be backed with numbers to validate the statements made. Examples of numbers could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

Question 5. Please identify the specific criteria you will use to evaluate your program's results and how you will measure success.

The tools used to evaluate should provide quantitative information, be backed by numbers, whenever possible as this helps demonstrate the results. Examples of criteria you could use could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

Question 7. If you did not receive the amount of money requested last year, what was the impact to the program?

Qualitative or anecdotal information is expected along with quantitative information, the numbers, in order to demonstrate the impact. Examples of quantitative information could be the number of clients turned away, resources that had to be cut which impacted the quality of the program.

Section: Program Budget

Question: Please indicate program start and end dates or fiscal start date as appropriate

Note that programs can have a specific start and end date or be continuous. Please indicate as appropriate.

Question: In-kind Sources

In-kind Sources are sources of non-cash support in the form of goods and services.

Final Steps to Completing the Application Package

The Checklist

Organizations must include attachments with the application forms to create their completed *application package.* Please be sure to use the Checklist provided as a cover sheet for your submission. This Checklist details the attachments and forms that must be completed to ensure your application will be considered.

Attachments

All attachments required with your application should be marked on your Checklist

All applications will be required to include:

- Organization Summary Application Form
- Most recent Year End Financial Statement (examples include balance sheet, income/expenditure)
- Most recent Annual Report (just one per organization to municipality regardless of number of applications submitted)
- Organization's Proposed Budget for your fiscal year

Depending on grant applications being made, an application may be required to include any of the following:

- *Signed* Operating Grant Application form
- *Signed* Program Grant Application form(s)
- Annual Accountability Form for grant funds spent in the previous year

Frequently Asked Questions

1. *What is the difference between a program grant and an operating grant?*

Generally, an operating grant refers to the general on-going operation of your organization (e.g. rent, utilities, fixed costs), whereas a program has distinct resources committed to the operation of that specific program (staff costs and other expenses related to that program).

Note: Programs can be continuous or have a specific start and end date.

2. *The service that my organization offers on the North Vancouver is part of a larger umbrella organization located elsewhere. Our published financial statements reflect the larger organization. Is this an issue?*

There is an expectation that the budgets and financial information that you include in your grant application reflect the North Vancouver service that is being offered by your organization. The financial information for the larger umbrella organization is informative, but does not provide Committee members the information they need to assess your application.

3. *When we apply for grants, our organization typically requests more than we require in anticipation that we may receive less. Is this advisable?*

It is best to request the actual amount that your organization requires. Applications where the funding request appears to be inflated can be viewed unfavourably.

4. *Can we rely on the municipal community grant funding as the sole source of funding?*

Municipal funding is considered one source of funding. Organizations should not prepare and submit budgets where the municipal request is the only source of revenue.

5. *In order to save time, our organization sometimes will 'cut and paste' from previous application forms. Is this acceptable?*

Although we do not expect agencies to re-write their applications from scratch every year, we do expect the information included in the application form to reflect current information, both qualitative/anecdotal and quantitative/statistical.

6. *When filling out the application, I sometimes reduce the font size in order to get all of my answer to fit into the box, is this acceptable?*

Always stick to the stated word count and be concise with your answer.

7. *Can I just include qualitative/anecdotal information in my application form, or do you require statistics or other quantitative analysis?*

The answer is both. Stories and anecdotal responses are interesting and valuable; however, your response should be backed with numbers and photos whenever possible as this helps Committee members clearly see the funding need for your program or organization.

Examples of numbers could be: count of volunteers, volunteer hours, clients served, meals provided, referrals made.

8. *As some of the services that we offer are done discreetly without recording names or addresses, it is challenging to provide precise numbers of individuals accessing services or what municipality they come from.*

While we respect your clients' need for anonymity, there is data that can be collected that will not infringe on confidentiality. For further information or assistance, please contact one of the municipal staff liaisons.

9. *On the Operating Grant Application, the question asks for how many individuals were served in each municipality. Are percentages okay or do we need to go through postal codes and get exact numbers?*

The actual numbers are required. For further information or assistance, please contact one of the municipal staff liaisons.

10. *To make it easier for applicants, could the municipalities not evaluate the applications in line with the fiscal years and funding cycles of the applicant organisations?*

The application timeline is based on the timing of the municipal budgets and includes the time required for the Committees to evaluate the applications and make recommendations to Council. Further, the current model allows the funds to be allocated taking into consideration all applications received which is only possible with a single review per grant period.

11. If we are making applications to each municipality, do we ask for the full amount we require from each municipality?

You should split the full amount you require and ask for a portion, usually a third, from each municipality.

12. I am not sure whether certain expenses would be considered operating costs, how do I know?

Operating costs are your ongoing costs such as rent, utilities, fixed costs. If you are unsure, please contact one of the municipal staff liaisons.

13. We receive a great deal of funding in-kind, are these considered in relation to financial funding in terms of evaluating whether the municipal grant would be a sole source of funding?

Indeed, yes: in-kind sources of funding are requested in the budget sections of the application forms to allow them to be evaluated in monetary terms along with financial sources.

Updated: December 2018

2019 ROUND TWO COMMUNITY GRANTS APPLICATIONS

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2019 ROUND TWO AMOUNT REQUESTED	2019 ROUND TWO AMOUNT RECOMMENDED
APPLICANTS THAT HAVE APPLIED FOR COMMUNITY GRANTS IN PREVIOUS YEARS		
Big Sisters of BC Lower Mainland **Operating -** Funding would be used to support operating costs associated with supporting mentoring matches in the City of North Vancouver. These expenses include case worker travel expenses, occupancy expenses, office administration expenses and membership expenses for affiliation with Big Brothers Big Sisters of Canada.	**$3,700**	**$1,200**
Family Services of the North Shore **Program - The First Step** - This program provides short term, individual counselling for women who have experienced physical, emotional, and financial and other forms of abuse in their relationships or other types of trauma (sexual assault or abuse) and who are on wait lists for long term counselling. This program will be offered in Farsi and English. The intention is to bridge this gap in service and ensure that women in our community have a faster and more immediate path to safety while they are waiting for additional services.	**$6,000**	**$5,000**
Fresh Air Learning Society Vancouver **Operating** - Fresh Air is moving into their 9th year of operations. Operating in CNV and DNV parks, they are in a phase of exploring new options for programs. Parents are looking for programs with more daytime child care, after school care and extended programs. Operating funding would also them to continue to run successful programs while exploring new program models that would provide nature-based programs after school and during school hours.	**$5,000**	**$4,000**
Greater Vancouver Youth Unlimited North Shore **Program – Mobile Youth Drop-In** - YUNS's Mobile Youth Drop-In is accessible to youth, ages 10 to 24, but targeting high school age (13 to 18) and partnering primarily with the City of North Vancouver, Mountainside Secondary School and Carson Graham Secondary School. Since 2015, an overwhelmingly positive reputation has been built in the community, especially in the CNV. This is the only mobile outreach of its kind on the North Shore; youth are met on their own turf, rather than asking them to come and join a group. This fall, a donor appreciation event is being hosted where the RV will the open to adults to experience it themselves.	**$13,000**	**$6,000**

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2019 ROUND TWO AMOUNT REQUESTED	2019 ROUND TWO AMOUNT RECOMMENDED
Living Systems: Family Systems **Program - Access Counselling Program -** This program offers a sliding fee scale to clients whose income falls below $30,000 per year. Min. counselling fees are ordinarily $15 - 20 per session. Counselling is offered to individuals, couples and families based on family systems theory. Clients include people in danger of becoming homeless, aboriginal people and people from diverse cultural backgrounds.	**$5,000**	**$3,083**
Muscular Dystrophy Canada **Program - Muscular Dystrophy Canada's Equipment Program** - MDC's longstanding equipment program has assisted thousands of individuals living with a neuromuscular disorder obtain the equipment needed to enhance their quality of life by helping with mobility, breathing, sitting and positioning, accessibility, sleeping & communication. Next to finding a cure, the highest priority for adults & children with neuromuscular disorders is the need for equipment. Funding would be used directly for securing the appropriate equipment for clients.	**$10,000**	**$2,400**
North Shore Alliance Church **Program – North Shore Community Christmas Dinner** - This event has been running at NSAC for over 31 years. The main focus is to provide a plated, full service Christmas meal with full entertainment to people trapped in the poverty cycle. Last year, over 400 people were served this meal. Funding support would help to greatly offset food and rental costs associated with plates and cutlery.	**$2,500**	**$2,500**
North Shore Disability Resource Centre **Program - Mobile Snoezelen Multi-Sensory Room** - This would be the first Mobile Snoezelen Multi-Sensory Room in Metro Vancouver. Snoezelen environments offer a relaxed atmosphere with pleasant surroundings. These spaces are typically used with children in the Early Years, those with challenging behaviours, people with learning disabilities, mental health, Autism, brain injury & dementia. A Snoezelen environment that moves from one location to another opens up opportunities for more individuals to access the space and the opportunity for it to be used as an engagement tool to provide various community based services and help foster a much-needed sense of connectedness for our community.	**$4,000**	**$2,000**

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2019 ROUND TWO AMOUNT REQUESTED	2019 ROUND TWO AMOUNT RECOMMENDED
North Shore Stroke Recovery Centre **Program - Young Survivor of Stroke** - Effects of a stroke can be devastating and present unique challenges for a Young Stroke Survivor (under age 65 or "young at heart"). This program addresses topics that are unique to that group. They meet once a week for conversation, games, exercise, etc. Funding would support the cost of developing and providing activities and networking opportunities for members as well as some volunteer training & program development.	**$1,500**	**$500**
North Shore Table Tennis Club Society **Operating** - Operating funding would assist with day to day costs of running a table tennis facility centre with designed kids, youth, seniors and community programs, classes, leagues, tournaments, special community events. Funding is needed to further provide a place to be physically active and provides services to people of all ages, able bodies as well as persons with disabilities. Funding will help keep fees affordable, provide affordable compensation to contracted staff and maintain a quality table tennis centre for the community. About 7% of the funding will be used to subsidize low income families & senior who cannot afford to participate in our activities due to lack of funds.	**$11,370**	**$8,000**
North Shore Table Tennis Club Society **Program - Adapted Table Tennis Program for Persons with Disabilities** - Prior knowledge of table tennis is advantageous, though not a prerequisite as this program is designed to progressively improve each person with mental or physical disabilities individually. The main goal is to support mental and health wellness through physical activity of table tennis to develop the knowledge, skills and abilities and provide each one of the participants with the opportunity to reach their full potential in this sport.	**$3,550**	**$1,000**
Spectrum Mothers Support Society **Operating** - Spectrum provides support to mothers on the North Shore through caregivers, mentors and doulas. Without this additional support and care, the North Shore's vulnerable children run the risk of future challenges in school and in society. Operating funding assists Spectrum in being able to support the increased referrals received each year.	**$15,000**	**$5,000**

APPLICANT AND SUMMARY DESCRIPTION OF SERVICE/PROJECT	2019 ROUND TWO AMOUNT REQUESTED	2019 ROUND TWO AMOUNT RECOMMENDED
Westcoast Family Centres Society **Program – Blended Families: Family Education** - Blending families to include step-parents and/or step-children is a difficult task but when done with patience, empathy and open communication, children are provided with opportunities to be heard and understood by both parents and are supported to process their feelings appropriately. Blending Families is a comprehensive 6-week program for couples and individuals in step-family relationships that concentrates on teaching the importance of placing the focus on what is best for the child(ren) during this transition.	**$3,200**	**$2,000**
Westcoast Family Centres Society **Program - Kids Have Stress Too!** - This program was designed by the Psychology Foundation of Canada to help parents, caregivers and educators more aware of children's street and to help children develop effective ways of dealing with stress. Workshops are offered directly to parents of young children, aged 2 - 8 years, who may be identifying difficulties in their child around concentration, health issues, etc.	**$1,260**	**$0**

NEW APPLICANTS (HAVE NOT APPLIED FOR COMMUNITY GRANTS IN PREVIOUS YEARS)		
AutismBC **Operating -** AutismBC has acted a a primary resource for autism information for families, professionals and individuals with autism in BC for over 40 years. Via calls, emails and in person, staff share a wide array of information on autism topics and direct families and professionals to the services that best suit their needs**.**	**$5,000**	**$1,200**
AutismBC **Program - North Shore Information & Resources and Parent Community Group -** Autism can be isolating and overwhelming for the whole family. AutismBC acts as a support hub for various community and social groups to build inclusive communities across BC. Facilitated by parent volunteers, community groups bring parents together for speaker series and discussion nights to learn from experts and from each other.	**$5,000**	**$1,000**
Best Buddies Canada **Program - North Vancouver Expansion -** Best Buddies is a national charity that promotes inclusion, reduces bullying and creates lasting one to one friendships between youth living and without intellectual and developmental disabilities. Program funding would support a full-time Program Manager who would oversee the North Vancouver region.	**$5,000**	**$1,000**
Cousteau School **Program - Green Living Fair -** Cousteau School would like to organize a Green Living Fair to offer North Shore citizens who care for the environment, a place to discover solutions for a greener home and greener living. The first edition will offer 23 exhibitors linked to eco-sustainability with shore presentations on specific issues.	**$2,000**	**$0**
6 Field Engineer Squadron Museum Association **Operating -** The purpose of the association is to preserve the heritage of the Royal Canadian Engineers and its predecessors in BC by operating a military museum to educate the general public and members of the Canadian Forces through exhibits, workshops and presentations. The museum is undergoing substantial improvements to make the space for more informative and accessible to the general public. Currently waiting for accreditation as a military museum by the Government of Canada but don't anticipate this approval to come until 2020. Operating funds would be used of ongoing expenses to tide the association over until the accreditation is received.	**$1,500**	**$0**

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Director	CAO

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

REPORT

To:	Mayor Linda Buchanan and Members of Council
From:	Brian Willock, Manager, Engineering Planning and Design
Subject:	UPDATE TO LOCAL AREA SERVICE TAXES RATES BYLAW
Date:	November 15, 2019 File No: 11-5320-01-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Engineering Planning and Design, dated November 15, 2019, entitled "Update to Local Area Service Taxes Rates Bylaw:

THAT "Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Update to Local Area Service Taxes Rates Bylaw) be considered.

ATTACHMENTS:

1. Property Owner Cost Calculations (CD#1839044)
2. "Local Area Service Taxes Rates Bylaw, 1991, No. 6194" (Consolidated with amendments) (CD#501355)
3. Amendment Bylaw, 2019, No. 8733 (CD#1804939)

PURPOSE:

The purpose of this report is to update the property owner's share contained in Schedule A of the Local Area Service Taxes Rates Bylaw.

BACKGROUND:

A Local Area Service is a municipal work, improvement, or service which the City may provide and which will specially benefit properties in a limited area of the City, and the cost of which is recovered in whole or in part by a local service tax on those properties. The use of Local Area Services provides both a method of financing and a system for citizen participation. While the Community Charter refers to "services", most applications are for physical improvements or capital works. Local Area Services can be advanced either by property owner petition, or by Council initiative, or an assent vote of electors within the service area.

In February 2015, as a reflection of evolving community expectations and Council priorities, Council adopted a policy to generally limit the use of the Local Area Services to citizen driven petitions. Projects that are important to Council will be considered as part of the annual Financial Plan and would not rely on Council initiated Local Area Services. This enabled Council to prioritize and fund projects without the risk of being defeated by abutting property owners. On the other hand, maintaining the Local Area Service petition program provides property owners a mechanism to contribute to improvements that are locally important, but may not be high on the list of priorities for the broader community.

The City's Bylaw No. 6194 provides the methodology to determine the property owner's share of the cost of Local Area Services. In general terms, all the properties on a street or lane will pay a portion of the costs of the improvement with the City-at-large paying the balance. Schedule 'A' of the bylaw sets out property owner costs for various classes of work. Classes of work that are standard in nature and provide the same service or benefit independent of their location within the City are charged using a per-metre unit rate. For example, lane paving provides a very similar benefit and has similar costs irrespective of the location and site conditions, so property owners benefiting from these works in one location will pay the same unit cost as property owners in another location.

Other classes of work are not standard and may provide a different service at very different costs depending on the scope of work and local site conditions. For example, the project scope and associated costs for works such as retaining walls or slope stabilization will vary significantly between locations. For these classes of work, property owners are charged a percentage of the actual costs of the project.

Attachment 1 summarizes the cost share percentages between property owners and the City-at-large, as well as the methodology to calculate the unit costs charged to property owners. As far as current staff can determine, the underlying methodology to determine cost share percentages and unit costs has not changed since the bylaw was created in 1991.

To determine the cost for each property, the unit costs from Schedule 'A' are multiplied by the length of property line abutting the proposed work. Corner properties are provided relief when the proposed work abuts the long side of a corner lot by reducing the property owner share by 75%. If the proposed improvement is only on one side of the street, then properties will pay a different portion depending if they are "adjacent" the work or "opposite" the work.

Property owners have the choice of paying the special tax in either a single payment, or they can choose to finance the payment over 10 years with interest calculated at prime rate plus 3%. The annual payment is added to the tax bill for the property and the commuted value may be paid in full at any time.

DISCUSSION:

While there have been very few successful Local Area Service petitions over the past several years, it is still prudent to update the rates charged to property owners from time to time to ensure they reflect the cost of the work. An update is overdue, as the last update of the property owner share in Schedule 'A' of the bylaw was completed in 2004.

The most recent updates to the Local Area Services Bylaw were the addition of slope stabilization works in 2008 and a change to the interest rate in 2009, but the per metre unit rates charged to property owners are still those established in 2004.

The proposed rates are based on construction tender prices over the past three years (2017-2019). Table 1 summarizes the current and proposed rates for the various classes of work.

Table 1: Current and Proposed Rates (per metre frontage)

Class of Work	Current Property Owner Rate	Proposed Property Owner Rate
Sidewalk with curb and gutter – both sides of street	$42.90	$132.00
Sidewalk adjacent side, curb and gutter both sides	$36.30	$107.25
Sidewalk opposite side, curb and gutter both sides	$29.70	$82.50
Sidewalk only both sides (existing curb and gutter)	$33.00	$123.75
Sidewalk only adjacent side (existing curb and gutter)	$22.00	$82.50
Sidewalk only opposite side (existing curb and gutter)	$11.00	$41.25
Curb and Gutter Only (both sides)	$23.10	$57.75
Lane Paving with Speed Arrestors	$61.88	$93.50
Lane Paving without Speed Arrestors	$60.50	$82.50
Drainage Works in Lane (Ditch Enclosure)	$33.00	$82.50
Street Lighting	$68.75	$123.75

FINANCIAL IMPLICATIONS:

The proposed changes to the rates in Schedule 'A' will increase the property owner's contribution and reduce the City's contribution to future Local Area Service projects.

The 2019-2028 Financial Plan approved by Council includes a provision of $500,000 for Local Area Services. In May 2019, Council appropriated $85,000 from the Local Area Service Reserve Fund to fund the construction of a paved lane east of the 1700 Block Fell Avenue which left $415,000 available for other Local Area Service projects. The draft 2020-2029 Financial Plan includes a provision of $500,000 for Local Area Services.

INTER-DEPARTMENTAL IMPLICATIONS:

Engineering Parks and Environment takes the lead role in delivering Local Area Service projects, with the City Clerk supporting administration of the petition process and Finance supporting the financial aspects of the project as well as the administration of the Local Area Service Tax.

This report was prepared with input from the Finance and City Clerks Departments.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

None.

STRATEGIC PLAN IMPLICATIONS:

None.

RESPECTFULLY SUBMITTED:

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

Property Owner Cost Calculations
Date: October 18, 2019

	Class of Work	Property Owner Cost Share Percentage	City-at-Large Cost Share Percentage	2019 Estimated Centreline Cost (per metre)	Property Owner Unit Cost (per metre)	Notes
1	Sidewalk with Curb and Gutter					
a	Sidewalk with C&G Both sides	30%	70%	$800	$132.00	Centre Line Costs Based on tender values 2017-2019, PO share is 30% with additional 10% to account for contribution "lost" to flankage relief, then divide cost equally on both sides of street
b	Sidewalk adjacent side, C&G both sides	30%	70%	$575	$107.25	Centre Line Costs Based on tender values 2017-2019, PO share is 30% with additional 10% to account for contribution "lost" to flankage relief, then attribute 67% to adjacent side of street
c	Sidewalk opposite side, C&G both sides	30%	70%	$575	$82.50	Centre Line Costs Based on tender values 2017-2019, PO share is 30% with additional 10% to account for contribution "lost" to flankage relief, then attibute 33% to opposite side of street
2	Sidewalk Only					
a	Sidewalk both sides	50%	50%	$450	$123.75	Centre Line Costs Based on $125/sq.m / 1.8 m typical width, PO share is 50% with additional 10% to account for contribution "lost" to flankage relief, then divide cost equally on both sides of street
b	Sidewalk adjacent side	50%	50%	$225	$82.50	Centre Line CostsBased on $125/sq.m / 1.8 m typical width, PO share is 50% with additional 10% to account for contribution "lost" to flankage relief, then attribute 67% to adjacent side of street
c	Sidewalk opposite side	50%	50%	$225	$41.25	Centre Line Costs Based on $125/sq.m / 1.8 m typical width, PO share is 50% with additional 10% to account for contribution "lost" to flankage relief, then attribute 33% to opposite side of street
3	Curb and Gutter	30%	70%	$350	$57.75	Centre Line Costs Based on tender values 2017-2019, PO share is 30% with additional 10% to account for contribution "lost" to flankage relief, then divide cost equally on both sides of street
4	Lane Paving (including drainage works)					
a	with speed arrestors	50%	50%	$340	$93.50	$50/sq.m x 6 m lane + $40/m (or $1,200 per speed hump based on 30 m intervals)
b	without speed arrestors	50%	50%	$300	$82.50	$50/sq.m x 6 m lane
5	Drainage Ditch in Lane (enclosure)	60%	40%	$250	$82.50	Based on nominal costs of pipe and crew time ($2,300 for a garage width or $3,750 for a 15m' lot width)
6	Street Lighting	50%	50%	$450	$123.75	Based on tender values from 2019
7	Retaining Wall	50%	50%	n/a	50% of actual costs	
8	Underground Conversion of Utilities	67%	33%	n/a	67% of actual costs	
9	Boulevard Improvements	80%	20%	n/a	80% of actual costs	
10	Slope Stabilization	50%	50%	n/a	50% of actual costs	

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

"Local Area Service Taxes Rates Bylaw, 1991, No. 6194"

CONSOLIDATED FOR CONVENIENCE – MAY 25, 2009

Amendment Bylaw, 1992, No. 6272	Schedule "A"
Amendment Bylaw, 1992, No. 6365	Schedule "A"
Amendment Bylaw, 1994, No. 6513	Schedule "A"
Amendment Bylaw, 2004, No. 7623	Title, Schedule "A"
Amendment Bylaw, 2008, No. 7912	Schedule "A"
Amendment Bylaw, 2009, No. 8003	Schedule "A"

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 6194

A Bylaw to provide for the property owner's share of the cost of local area services.
[Bylaw 7623, June 21, 2004]

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 as the **"Local Area Service Taxes Rates Bylaw, 1991, No. 6194".** *[Bylaw 7623, June 21, 2004]*

2. For the purposes of this Bylaw, the following definitions shall apply:

"Street"	shall mean a right-of-way allowance greater than 6.1 metres in width;
"Lane"	shall mean a right-of-way allowance of 6.1 metres or less in width;
"actual frontage"	shall mean the distance which a lot actually abuts on the work or highway;
"taxable frontage"	shall mean the actual frontage or, where applicable, the distance which a lot is deemed to abut on the work, and in respect of which lot the frontage tax is levied for the work or service;
"assigned frontage"	shall mean the effective width of a lot as determined by dividing the area of the lot by the longest side of the lot;
"lot"	shall mean "parcel" as defined under Section 250 of the *Community Charter* *[Bylaw 7623, June 21, 2004]*
"lot area"	shall mean the area of a lot taken in a horizontal plane excluding land covered by a natural body of water;
"lot line, exterior side"	shall mean a lot line or lines not being the front or rear lot line, common to the lot and a street;
"lot line, front side"	shall mean the lot line common to the lot and the street, or where there is more than one street, or more than one common lot line, the shortest line common to the lot and a street;
"lot line, interior side'"	shall mean the lot line or lines, not being the front or rear lot line, common to more than one lot or to the lot and a lane;
"lot line, rear"	shall mean the lot line opposite to and most distance from the front lot line, or, where the rear portion of the lot is bounded by intersecting side lot lines, shall be deemed to be the point of such intersection.

3. The classes of local area services provided for in this Bylaw are as follows: *[Bylaw 7623, June 21, 2004]*

   .1 Construction of sidewalks.

   .2 Construction or reconstruction of lanes including machine paving and drainage where deemed necessary.

.3 Construction or reconstruction of drainage works within lanes.

.4 Construction of underground conduits, and installation of standards and appurtenances for the purpose of supplying public lighting on streets.

.5 Construction of curb and gutter on or along streets.

.6 Construction of retaining walls on or along streets or lanes.

.7 Constructing a conduit for wires or pipes along a street or lane.

.8 Boulevard improvements including planting of trees; shrubs and plants; tree grates; brick paving; concrete filler walks; street furniture and other landscaping features.

.9 Stabilization works on City land for the protection of private houses for which works on private property are impractical as demonstrated by a geotechnical report to the satisfaction of the City Engineer. *[Bylaw 7912, March 3, 2008]*

4. The costs to be specifically charged against the lots benefiting from or abutting the local area services described in paragraph 3 shall be as set out in Schedule "A" to this bylaw. *[Bylaw 7623, June 21, 2004]*

5. The annual charge (unless paid in a single payment on completion of the work) shall be that amount required to amortize the owner's portion of the construction costs (shown as a single charge on Schedule "A") over a 10 year period at an interest rate identified on Schedule "A". The commuted value may be paid in full at any time.

6. The taxable frontage shall be equal to the actual frontage except that:

For properties zoned RS or RT:

.1 Where the work abuts on only one side of the property and that side is:

(a) the front or rear lot line, the taxable frontage shall equal the actual frontage; or
(b) any side of the lot other than the front or rear lot line, the taxable frontage shall equal 25% of the actual frontage.

.2 Where the work abuts on more than one side of a lot, the taxable frontage shall equal the sum of the actual frontage abutting on the shorter of either the front or rear lot line and 25% of the actual frontage abutting on the remaining sides of the lot.

.3 Notwithstanding clauses 6. 1 (a) and 6 .2 where the actual frontage abutting on either the front or rear lot line exceeds the assigned frontage, the taxable frontage for that portion of the work which abuts on either the front or rear lot line shall equal the assigned frontage.

7. Notwithstanding Section 6, where a frontage tax is levied on:

.1 a triangular or irregularly shaped parcel of land; or

.2 a lot wholly or in part unfit for building purposes; or

.3 a lot of land which does not abut on the work but is nevertheless deemed by the City Assessor to abut on the work; or

.4 a lot of land which not only abuts on a sewer but is also traversed by the sewer,

the City Assessor shall fix the taxable frontage to an extent that will be fair and equitable as compared with other parcels of land.

8. Bylaw No. 4235 known as "Local Improvement Owners Share Bylaw, 1970" and all amending bylaws are hereby repealed.

READ a first time by the Council on the 25th day of February, 1991.

READ a second time by the Council on the 25th day of February, 1991.

READ a third time and passed by the Council on the 25th day of February, 1991.

RECONSIDERED and finally adopted by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the 4th day of March, 1991.

"John E. Loucks, Mayor"

"Bruce A. Hawkshaw, City Clerk"

SCHEDULE "A"

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

SCHEDULE OF LOCAL SERVICE TAX RATES

PROPERTY OWNERS' SHARE

CLASS OF WORK	SINGLE CHARGE
1. Sidewalk with Curb and Gutter (a) Sidewalk Both Sides (b) Sidewalk Adjacent Side (c) Sidewalk Opposite Side	 $42.90 $36.30 $29.70
2. Sidewalk Only (existing Curb and Gutter) (a) Sidewalk Both Sides (b) Sidewalk Adjacent Side (c) Sidewalk Opposite Side	 $33.00 $22.00 $11.00
3. Curbing	$23.10
4. Lane Paving (including drainage works) (a) With Speed Arrestors (b) Without Speed Arrestors	 $61.88 $60.50
5. Drainage Works in Lane (ditch enclosure)	$33.00
6. Street Lighting	$68.75

Rates shown for Items 1 – 6 are per metre of taxable frontage

CLASS OF WORK	PROPERTY OWNERS' SHARE
8. Retaining Wall	50% of actual cost
9. Underground Conversion of Utilities	66 2/3% of actual cost
10. Boulevard Improvements	80% of actual

INTEREST RATE

Annual charges are equal to that amount required to amortize the single charge over a ten year period at an annual interest rate of 3.0% above the Royal Bank Prime Rate, as of January 1st, May 1st and September 1st.

[Bylaw 8003, May 25, 2009]

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8733

A Bylaw to amend the City of North Vancouver
"Local Area Service Taxes Rates Bylaw, 1991, No. 6194"

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 **"Local Area Service Taxes Rates Bylaw, 1991, No. 6194, Amendment Bylaw, 2019, No. 8733" (Schedule A).**

2. "Local Area Service Taxes Rates Bylaw, 1991, No. 6194" is amended as follows:

   Schedule "A" – Schedule of Local Service Tax Rates is deleted in its entirety and replaced with the Schedule "A" attached to this bylaw.

3. This Bylaw shall be effective as of the 1st day of January, 2020.

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

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

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

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

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

SCHEDULE 'A' TO BYLAW NO. 6194

SCHEDULE OF LOCAL SERVICE TAX RATES

Property Owner's Share

Class of Work	Single Charge *(per m.)
1. Sidewalk with Curb and Gutter	
a. Sidewalk with Curb and Gutter Both Sides	$132.00
b. Sidewalk Adjacent Side, Curb and Gutter Both Sides	$107.25
c. Sidewalk Opposite Side, Curb and Gutter Both Sides	$82.50
2. Sidewalk only (existing Curb and Gutter)	
a. Sidewalk Both Sides	$123.75
b. Sidewalk Adjacent Side	$82.50
c. Sidewalk Opposite Side	$41.25
3. Curbing and Gutter (both sides)	$57.75
4. Lane Paving (including drainage works)	
a. With Speed Arrestors	$93.50
b. Without Speed Arrestors	$82.50
5. Drainage Works in Lane (ditch enclosure)	$82.50
6. Street Lighting	$123.75

* Single Charges shown for Items 1 to 6 are per metre of taxable frontage

Class of Work	Property Owners Share
7. Retaining Wall	50% of actual cost
8. Underground Conversion of Utilities	66 2/3% of actual cost
9. Boulevard Improvements	80% of actual cost
10. Slope Stabilization	50% of actual cost

Annual charges are equal to that amount required to amortize the single charge over a ten year period at an annual interest rate of 3.0% above the Royal Bank Prime Rate, as of January 1st, May 1st and Sept 1st.

Director	CAO

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Brian Willock, Manager, Engineering Planning and Design

Subject: CASANO LOUTET OVERPASS PROJECT – FUNDING APPROPRIATION

Date: November 14, 2019 File No: 11-5400-02-0001/1

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

RECOMMENDATION:

PURSUANT to the report of the Manager, Engineering Planning and Design, dated November 14, 2019, entitled "Casano Loutet Overpass Project – Funding Appropriation":

THAT (Funding Appropriation #1931) an amount of $673,334 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the Casano Loutet Overpass project;

THAT "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project), a Bylaw to appropriate an amount of $660,000 from the DCC (Transportation) Reserve Fund to fund the project, be considered;

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

ATTACHMENT:

1. "Development Cost Charge (Transportation) Reserve Fund Bylaw, 2019, No. 8742", (Casano Loutet Overpass Project) (CD# 1848024)

DISCUSSION:

This report seeks to appropriate the $1,333,334 of City funding included in the 2019 Financial Plan for the Casano Loutet Overpass Project.

In 2017, a conceptual design was developed for a pedestrian and cycling overpass over Highway 1, linking the Loutet and Cedar Village neighbourhoods. This concept was presented in a report to Council on October 2, 2017. The concept was developed in concert with the public through a series of stakeholder meetings including a public open house, workshops with local schools, and advisory committees. Staff also met with representatives from School District No. 44 (North Vancouver), the District of North Vancouver and the Ministry of Transportation and Infrastructure concerning this project. All parties expressed support for the project.

Staff proceeded with detail design in 2019 while engaging potential funding partners such as TransLink as well as provincial and federal governments, which yielded $1,213,000 of TransLink grants as well as a $1,000,000 Bike BC grant from the Province. Staff anticipate another $1,275,000 of funding may be available from TransLink in 2020.

The detailed design work was completed in the late spring of 2019 so the project is shelf-ready and can be tendered for construction once funding is available.

FINANCIAL IMPLICATIONS:

The total estimated cost of this project is $7,000,000 which includes funds already expended on conceptual and detailed design. The funding comprises a combination of Civic Amenity, DCC and external funds over the 2016, 2018, 2019, and 2020 capital years as summarized in Table 1 below.

Table 1: Summary of Existing Funds and Additional Funding Required	
Existing Funding	
CNV 2016 and 2018 Financial Plan	$500,000
CNV 2019 Financial Plan	$1,333,334 (unappropriated)
Bike BC (2019)	$1,000,000
TransLink Grants (2019)	$1,213,000
Subtotal	**$4,046,334**
Requested Additional Funding	
TransLink Grants (2020)	$1,275,000
CNV 2020 Financial Plan	$1,678,666
Total	**$7,000,000**

The 2019 Financial Plan included $1,333,334 for the Casano Loutet Overpass Project, comprised of $673,334 from the Civic Amenity Reserve and $660,000 from the DCC (Transportation) Reserve Fund. Additional funding is proposed in the 2020 Financial Plan.

INTER-DEPARTMENTAL IMPLICATIONS:

As this new pedestrian overpass involves a variety of technical engineering components, transportation and parks planning, as well as coordination with the Ministry of Transportation and Infrastructure, the project will be delivered through the Project Management Office with support from Transportation Planning, Parks, and Engineering Design.

This report was prepared with input from the Finance Department.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

This proposed work supports the following goals and objectives of the City's 2014 Official Community Plan:

2.1.4 Reduce crossing barriers at locations such as intersections, creeks, highways and rail crossings so that walking and cycling are more convenient and attractive;

2.3 Support a safe, accessible, resilient, and affordable transportation system;

2.3.1 Maintain the existing transportation infrastructure in good repair;

2.3.9 Design and adapt transportation infrastructure to be resilient to environmental changes and natural disasters such as extreme weather events.

STRATEGIC PLAN IMPLICATIONS:

This project supports a Livable City and a Connected City, and provides safe and convenient access to active transportation infrastructure that also supports community connectivity between the City and the District. Furthermore, this project provides safe and convenient pedestrian and bicycle access to neighbourhood schools, including Eastview Elementary, Brooksbank Elementary, and Sutherland Secondary.

RESPECTFULLY SUBMITTED:

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

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8742

A Bylaw to authorize the expenditure of monies from the Development Cost Charge (Transportation) Reserve for the Casano Loutet Overpass Project.

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

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

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

1. This Bylaw shall be known and cited for all purposes as **"Development Cost Charge (Transportation) Reserve Bylaw, 2019, No. 8742" (Casano Loutet Overpass Project).**

2. An amount of $660,000 is hereby appropriated from the Development Cost Charge (Transportation) Reserve for the purpose of funding the Casano Loutet Overpass project.

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

MAYOR

CITY CLERK

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Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
FACILITIES AND REAL ESTATE DIVISION

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Susan Antoniali, Section Manager, Real Estate

Subject: STREET AND TRAFFIC BYLAW, 1991, NO. 6234 AMENDMENT

Date: November 20, 2019 File No: 02-0890-01-0001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Section Manager, Real Estate, dated November 20, 2019, entitled "Street and Traffic Bylaw, 1991, No. 6234 Amendment":

THAT Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737 (A Bylaw to amend the Street and Traffic Bylaw, 1991, No. 6234) be considered.

ATTACHMENTS:

1. Draft Bylaw No. 8737 to amend the text of Street and Traffic Bylaw, 1991, No. 6234 (A Bylaw to amend the Street and Traffic Bylaw, 1991, No. 6234)

PURPOSE:

This report introduces the following amendments to the Street and Traffic Bylaw, 1991, No. 6234:

- Amendments to reflect that two of the parking lots listed in Schedule "C" no longer exist, and;
- Amendment to reflect the new configuration and legal description of a City-owned parking lot in the new high-rise multi-use development at 118 Carrie Cates Court, and;

- Amendment to include Operations Centre 61/63 Bewicke Street parking lot to be deemed under the street and traffic bylaw to manage and enforce parking for both the staff and public.

DISCUSSION:

Four amendments to the Street and Traffic Bylaw are proposed.

Firstly, the proposed amendment Bylaw (Attachment #1) removes a city parking lot from Schedule "C" that was located at 253 East 14th Street and used as part of the old North Shore Union Board of Health Building property. This property was sold to Vancouver Coastal Health Authority in 2012 for the development of the Hope Centre.

Secondly, the proposed amendment Bylaw removes the parking lot formerly known as 120 Carrie Cates Court from Schedule "C" as this parking lot no longer exists due to redevelopment of the lands at 120 Carrie Cates Court.

The City previously owned the lands held under the address 120 Carrie Cates Court and operated a pay parking lot. The lands were sold to Polygon Development for consolidation with Polygon lands and collectively developed under the general address 119 West Esplanade Street. The City's parcel at 120 Carrie Cates Court had a covenant registered on title that required the provision of 41 parking stalls. In total, the City will own 62 rentable public parking stalls in the new parkade. These stalls should be ready for use by January 2020.

Thirdly, the proposed amendment Bylaw reflects the address change from "Lot 14 – 120 Carrie Cates Court" to "Strata Plan EPS6231 – 118 Carrie Cates Court". This will allow the City's Bylaw Services Division to ensure that the new parkade operates in compliance with the Street and Traffic Bylaw.

Fourthly, the proposed amendment Bylaw includes 61/63 Bewicke Street, Operations Centre, to manage and enforce use by city operations and public parking including electric car stations.

FINANCIAL IMPLICATIONS / INTER-DEPARTMENTAL IMPLICATIONS:

The inclusion of the new legal description for 118 Carrie Cates Court in the Streets and Traffic Bylaw will allow the City's Bylaw Enforcement Staff to enforce the public pay parking and collect enforcement revenue once the parking lot opens to the public.

STRATEGIC PLAN IMPLICATIONS:

The revision of the address and legal description of the 118 Carrie Cates Court property into the Street and Traffic Bylaw is consistent with the City's Strategic Plan and Community Objective C2 (we will protect and maintain new and existing public infrastructure and amenities and enhance the natural and built environment).

RESPECTFULLY SUBMITTED:

Susan Antoniali,
Section Manager Real Estate

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8737

A Bylaw to amend the Street and Traffic Bylaw, 1991, No. 6234

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

1. This Bylaw shall be known and cited for all purposes as **"Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2019, No. 8737" (Schedule C).**

2. Schedule "C" – List of Parking Lots Deemed to be Streets, is amended as follows:

   A. In Part .1 City-Owned Parking Lots, by removing the following:

Lot A, Block 60, D.L. 549, Resub 2, Plan 10091	253 East 14th Street
Lot 14, Block 177, D.L. 271, Resub Plan 19492	120 Carrie Cates Court

   B. In Part .1 City-Owned Parking Lots, by adding the following:

Strata Plan EPS6231, Block 177, District Lot 271	118 Carrie Cates Court
Lot 5, Block, DL 265, Plan EPP26537	61/63 Bewicke Avenue

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

MAYOR

CITY CLERK