



**AGENDA FOR THE REGULAR MEETING OF COUNCIL
IN THE COUNCIL CHAMBER, CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, MARCH 30, 2020 AT 6:00 PM**

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

CALL TO ORDER

VERBAL UPDATE

COVID-19 Pandemic – Mayor Buchanan

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, March 30, 2020

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 9, 2020
3. Special Regular Council Meeting Minutes, March 16, 2020

PROCLAMATIONS

Health Care and Essential Service Workers Appreciation Month – April 2020

Do Something Good for Your Neighbour Day – Every Day

CONSENT AGENDA

Items *4, *5, *6, *7 and *8 are listed in the Consent Agenda and may be considered separately or in one motion.

CORRESPONDENCE

- *4. Board in Brief, Metro Vancouver Regional District – February 28, 2020

REPORT

- *5. Recommended Museum Deaccessions #16

BYLAWS – ADOPTION

- *6. “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763”
- *7. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764”
- *8. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768”
(Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates)
- 9. “Heritage Revitalization Agreement Bylaw, 2020, No. 8752”
(Chad Mooney / KC Mooney Architect, 109-115 East 1st Street)
- 10. “Heritage Designation Bylaw, 2020, No. 8753”
(Chad Mooney / KC Mooney Architect, 109-115 East 1st Street)

REPORT

- 11. Revenue Anticipation Borrowing Bylaw

Item 12 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

- 12. “Revenue Anticipation Borrowing Bylaw, 2020, No. 8749”

FINANCE COMMITTEE MEETING – *Due to COVID-19 the Finance Committee Meeting is postponed.*

2020 Financial Plan

PUBLIC MEETING – Inter-Municipal Transportation Network Services Business Licence Bylaws

Items 13 and 14 refer.

BYLAWS – THIRD READING

- 13. “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766”
- 14. “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767”

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], 90(1)(e) [land matter] and 90(1)(i) [legal advice].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

VERBAL UPDATE

COVID-19 Pandemic – Mayor Buchanan

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PROCLAMATIONS

Health Care and Essential Service Workers Appreciation Month – April 2020

Do Something Good for Your Neighbour Day – Every Day

CONSENT AGENDA

Items *4, *5, *6, *7 and *8 are listed in the Consent Agenda and may be considered separately or in one motion.

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *4. Board in Brief, Metro Vancouver Regional District, February 28, 2020
– File: 01-0400-60-0006/2020

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence of Metro Vancouver, dated February 28, 2020, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

REPORT

- *5. Recommended Museum Deaccessions #16 – File: 15-7930-01-0001/2020

Report: Director, North Vancouver Museum and Archives, March 12, 2020

RECOMMENDATION:

PURSUANT to the report of the Director, North Vancouver Museum and Archives, dated March 12, 2020, entitled “Recommended Museum Deaccessions #16”:

THAT Council authorize the North Vancouver Museum and Archives (NVMA) Commission to deaccession 184 artifacts owned solely by the City of North Vancouver;

AND THAT all proceeds from the sale of deaccessioned materials be deposited in a Special Purpose Fund for the NVMA Commission’s use in maintaining the Museum and Archives collections and acquiring new items to augment the collections.

BYLAWS – ADOPTION

- *6. “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763”

RECOMMENDATION:

THAT “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

- *7. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764”

RECOMMENDATION:

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

- *8. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768” (Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768” (Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

END OF CONSENT AGENDA

BYLAWS – ADOPTION

9. “Heritage Revitalization Agreement Bylaw, 2020, No. 8752”
(Chad Mooney / KC Mooney Architect, 109-115 East 1st Street)

RECOMMENDATION:

THAT “Heritage Revitalization Agreement Bylaw, 2020, No. 8752” (Chad Mooney / KC Mooney Architect, 109-115 East 1st Street) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

10. “Heritage Designation Bylaw, 2020, No. 8753”
(Chad Mooney / KC Mooney Architect, 109-115 East 1st Street)

RECOMMENDATION:

THAT “Heritage Designation Bylaw, 2020, No. 8753” (Chad Mooney / KC Mooney Architect, 109-115 East 1st Street) be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

REPORT

11. Revenue Anticipation Borrowing Bylaw – File 05-1690-01-0001/2020

Report: Director, Finance, March 24, 2020

RECOMMENDATION:

PURSUANT to the report of the Director, Finance, dated March 24, 2020, entitled “Revenue Anticipation Borrowing Bylaw”:

THAT “Revenue Anticipation Borrowing Bylaw, 2020, No. 8749” be considered.

Item 12 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

12. “Revenue Anticipation Borrowing Bylaw, 2020, No. 8749”

RECOMMENDATION:

THAT “Revenue Anticipation Borrowing Bylaw, 2020, No. 8749” be given first, second and third readings.

FINANCE COMMITTEE MEETING – Due to COVID-19 the Finance Committee Meeting is postponed.

Re: City of North Vancouver 2020 Financial Plan – File: 05-1700-01-0001/2020

PUBLIC MEETING – Inter-Municipal Transportation Network Services Business Licence Bylaws

“Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” and “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767” would create a region-wide business licensing framework for ride-hailing services in Region 1 Whistler-Lower Mainland.

AGENDA

Staff presentation
Questions and comments from Council
Written submissions by the public
Motion to conclude the Public Meeting

Items 13 and 14 refer.

BYLAWS – THIRD READING

13. “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766”

RECOMMENDATION:

THAT “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” be given third reading.

14. “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767”

RECOMMENDATION:

THAT “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767” be given third reading.

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], 90(1)(e) [land matter] and 90(1)(i) [legal advice].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

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MINUTES OF THE REGULAR MEETING OF COUNCIL, IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, MARCH 9, 2020**

PRESENT

COUNCIL MEMBERS

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

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, City Clerk
C. Baird, Deputy City Clerk
J. Peters, Assistant City Clerk
B. Pearce, Director, Strategic and Corporate Services
H. Reinhold, Deputy Director, Strategic and Corporate Services
D. Foldi, Senior Project Manager, Strategic and Corporate Services
G. Sutherland, Project Manager, Strategic and Corporate Services
B. Themens, Director, Finance
M. Epp, Director, Planning and Development
A. Devlin, Manager, Transportation Planning
Z. Mathurin, North Shore Mobility Options Coordinator
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
P. Duffy, Manager, Bylaws
D. Pope, Director, Engineering, Parks and Environment
M. Hunter, Manager, Parks and Environment
H. Turner, Director, North Vancouver Recreation and Culture Commission
J. Wilson, Manager, Recreation and Community Services, North Vancouver Recreation and Culture Commission
T. Connor, Research and Communications Specialist, Mayor's Office

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

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Girard

1. Regular Council Meeting Agenda, March 9, 2020

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Back, seconded by Councillor McIlroy

2. Regular Council Meeting Minutes, March 2, 2020

CARRIED UNANIMOUSLY

PROCLAMATIONS

Mayor Buchanan declared the following proclamations:

Stop the Sexual Exploitation of Children – March 9-15, 2020

World Down Syndrome Day – March 21, 2020

PUBLIC INPUT PERIOD

Moved by Councillor McIlroy, seconded by Councillor Bell

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

CARRIED UNANIMOUSLY

- Ron Sostad, 231 East 15th Street, North Vancouver, spoke regarding vaping.
- Linda Heese, 140 East Keith Road, North Vancouver, spoke regarding curling as related to Item 12.
- Liz Goldenberg, 326 West 5th Street, North Vancouver, spoke regarding curling as related to Item 12.
- Mark Bailey, 165 West 2nd Street, North Vancouver, spoke regarding curling as related to Item 12.
- Linda Sullivan, 1262 West 23rd Street, North Vancouver, spoke regarding a 50 metre pool as related to Item 12.
- Barbu Vicol, 409 East 15th Street, North Vancouver, spoke regarding a 50 metre pool as related to Item 12.
- Shane Hopkins-Utter, President, North Vancouver Cruisers Summer Aquatics Club, 4599 Underwood Avenue, North Vancouver, spoke regarding a 50 metre pool as related to Item 12.
- Morva Rohani, 1331 West Georgia Street, Vancouver, representing Uber Canada Public Policy team, spoke regarding ride-hailing as related to Item 4.
- Mike Dowling, 3433 Robinson Road, North Vancouver, spoke regarding a 50 metre pool as related to Item 12.
- Patrick Stafford-Smith, North Vancouver Chamber of Commerce, spoke regarding small business tax relief as related to Item 3 and strata insurance as related to Item 13.
- Juan Gomez, 541-139 West 22nd Street, North Vancouver, spoke regarding a 50 metre pool as related to Item 12.

REPORTS

3. Tax Relief for Small Businesses, Non-Profits, Arts and Culture Groups
– File 05-1610-01-0001/2020

Report: Director, Finance, March 2, 2020

Moved by Councillor Bell, seconded by Mayor Buchanan

PURSUANT to the report of the Director, Finance, dated March 2, 2020, entitled “Tax Relief for Small Businesses, Non-Profits, Arts and Culture Groups”:

THAT staff defer the implementation of tax relief options described in the newly tabled Provincial legislation until at least the 2021 taxation year;

AND THAT staff report back to Council on next steps that will include consultation with the small business community and a schedule of a potential implementation of tax relief options.

CARRIED UNANIMOUSLY

4. Inter-Municipal Business Licence Bylaw for Ride-Hailing – File 09-3900-02-0001/2020

Report: Deputy Director, Community and Partner Engagement, February 26, 2020

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Deputy Director, Community and Partner Engagement, dated February 26, 2020, entitled “Inter-Municipal Business Licence Bylaw for Ride-Hailing”:

THAT “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” be considered and referred to a Public Meeting;

THAT “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767” be considered and referred to a Public Meeting;

AND THAT notification be circulated in accordance with the *Community Charter*.

Moved by Mayor Buchanan, seconded by Councillor Bell

That the motion be amended by adding the following clauses prior to the last clause:

THAT Council urge municipalities within Region 1 to harmonize existing municipal fees on taxi cabs with the fees proposed in the Inter-Municipal Business Licence Bylaw for ride-hailing;

THAT Council urge the Province and the Provincial Transportation Board to level the playing field between taxis and Transportation Network Services (TNS) by reviewing taxi boundaries, fleet caps and insurance requirements, and ensuring that a solid mechanism is put in place to subsidize those approved TNS vehicles or taxis that provide adequate accessible services for customers who rely on mobility devices, such as wheelchairs and scooters;

Amendment motion, **CARRIED UNANIMOUSLY**

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

Councillor Girard left the meeting at 6:55 pm.

BYLAWS – FIRST AND SECOND READINGS

5. “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766”

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” be given first and second readings.

CARRIED UNANIMOUSLY
(by members remaining)

6. “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767”

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767” be given first and second readings.

CARRIED UNANIMOUSLY
(by members remaining)

Councillor Girard returned to the meeting at 6:56 pm.

REPORT

7. Proposed North Shore Ride-Hailing Street and Traffic Bylaw Amendments
– File 16-8330-01-0001/2020

Report: Manager, Transportation Planning, and North Shore Mobility Options
Coordinator, February 26, 2020

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Manager, Transportation Planning, and North Shore Mobility Options Coordinator, dated February 26, 2020, entitled “Proposed North Shore Ride-Hailing Street and Traffic Bylaw Amendments”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768” (Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates) be considered;

AND THAT the Congestion and Curbside Management (CCMP) surcharge outlined in “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768” (Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates) be collected after final adoption of the bylaw.

CARRIED

Mayor Buchanan is recorded as voting contrary to the motion.

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768”
(Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768”
(Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates) be given first
and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020,
No. 8768” (Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates) be
given third reading.

CARRIED UNANIMOUSLY

REPORT

9. A Bylaw to Repeal the Cab Regulation Bylaw, 2006, No. 7787
– File 09-3900-02-0001/2020

Report: Manager, Bylaw Services, February 26, 2020

Moved by Mayor Buchanan, seconded by Councillor Valente

PURSUANT to the report of the Manager, Bylaw Services, dated February 26, 2020,
entitled “A Bylaw to Repeal the Cab Regulation Bylaw, 2006, No. 7787”:

THAT “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763” be
considered;

AND THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw,
2020, No. 8764” be considered.

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS

10. “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763”

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763” be
given first and second readings.

CARRIED UNANIMOUSLY

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT “Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763” be
given third reading.

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS – Continued

11. “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764”

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764” be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Mayor Buchanan, seconded by Councillor Valente

THAT “Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764” be given third reading.

CARRIED UNANIMOUSLY

REPORT

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1

Report: Director, Strategic and Corporate Services, and Deputy Director, Strategic and Corporate Services, March 2, 2020

Moved by Councillor McIlroy, seconded by Councillor Hu

PURSUANT to the report of the Director and Deputy Director, Strategic and Corporate Services, dated March 2, 2020, entitled “Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects”:

THAT, based on the Community Recreation Strategy prioritization process, the recommended Harry Jerome Community Recreation Centre scope, inclusive of the following components, be endorsed:

- Community Recreation Centre Program
 - Gyms 1 and 2
 - Fitness Space
 - Multi-Purpose Rooms
 - Art Spaces
 - Youth Area
 - Preschool Space
 - Community Living Room
- Aquatic Program
 - Leisure Pool
 - 26.5m 10-lane Pool
 - Diving Boards 1m and 3m
 - Hot Pool and Amenities

Continued...

REPORT – Continued

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1 – Continued

- Arena Program
 - Ice with 500 seats
- Outdoor Program
 - At-grade Multi-Activity Court
 - Skatepark
- Associated Project
 - Silver Harbour Seniors Activity Centre;

THAT staff be directed to redesign the Harry Jerome Community Recreation Centre project based on the recommended component scope and for overall cost effectiveness, including:

- Removal of rooftop uses
- Reduction of south building from a 4-storey to a 3-storey configuration
- Reducing windows throughout
- Review of component size, building form and materiality;

THAT staff be directed to pursue the investigation of higher sustainability targets, with consideration to financial impacts, as part of the redesign effort for Harry Jerome Community Recreation Centre;

THAT staff's recommendation is to continue, as previously directed by Council, to work with Flicka Gymnastics, on a cost-share basis; to update cost estimates for both a full renovation and a purpose built facility at Mickey McDougall; to develop cost estimates based on existing square footage and an enhanced facility; to develop a letter of support from Mayor and Council; and, request Flicka Gymnastics to report back on a fundraising plan;

THAT existing Harry Jerome Community Recreation Centre funding be reallocated for the purpose of funding the redesign phase and internal and external project management related to Harry Jerome Community Recreation Centre and associated projects;

THAT staff be directed to provide 350 underground parking stalls as part of a revised design for the Harry Jerome Community Recreation Centre for cost effectiveness;

AND THAT staff report back with an updated Harry Jerome Community Recreation Centre design, renewed Class B estimate with financing plan and an updated project schedule.

Council separated the vote on the recommendation, as follows:

Continued...

REPORT – Continued

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1 – Continued

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT, based on the Community Recreation Strategy prioritization process, the recommended Harry Jerome Community Recreation Centre scope, inclusive of the following components, be endorsed:

- Community Recreation Centre Program
 - Gyms 1 and 2
 - Fitness Space
 - Multi-Purpose Rooms
 - Art Spaces
 - Youth Area
 - Preschool Space
 - Community Living Room
- Arena Program
 - Ice with 500 seats
- Outdoor Program
 - At-grade Multi-Activity Court
 - Skatepark
- Associated Project
 - Silver Harbour Seniors Activity Centre.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT, based on the Community Recreation Strategy prioritization process, the following components be endorsed:

- Aquatic Program
 - Leisure Pool
 - Diving Boards 1m and 3m
 - Hot Pool and Amenities.

CARRIED UNANIMOUSLY

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT, based on the Community Recreation Strategy prioritization process, the following component be endorsed:

- Aquatic Program
 - 26.5m 10-lane Pool.

CARRIED

Councillor Back, Councillor Bell and Councillor Valente are recorded as voting contrary to the motion.

Continued...

REPORT – Continued

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1 – Continued

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT staff be directed to redesign the Harry Jerome Community Recreation Centre project based on the recommended component scope and for overall cost effectiveness, including:

- Removal of rooftop uses
- Reduction of south building from a 4-storey to a 3-storey configuration
- Reducing windows throughout
- Review of component size, building form and materiality.

CARRIED

Councillor Bell and Councillor Valente are recorded as voting contrary to the motion.

Moved by Councillor Bell, seconded by Mayor Buchanan

THAT staff be directed to pursue the investigation of higher sustainability targets, with consideration to financial impacts, as part of the redesign effort for Harry Jerome Community Recreation Centre;

THAT staff's recommendation is to continue, as previously directed by Council, to work with Flicka Gymnastics, on a cost-share basis; to update cost estimates for both a full renovation and a purpose built facility at Mickey McDougall; to develop cost estimates based on existing square footage and an enhanced facility; to develop a letter of support from Mayor and Council; and, request Flicka Gymnastics to report back on a fundraising plan;

THAT existing Harry Jerome Community Recreation Centre funding be reallocated for the purpose of funding the redesign phase and internal and external project management related to Harry Jerome Community Recreation Centre and associated projects;

THAT staff be directed to provide 350 underground parking stalls as part of a revised design for the Harry Jerome Community Recreation Centre for cost effectiveness;

AND THAT staff report back with an updated Harry Jerome Community Recreation Centre design, renewed Class B estimate with financing plan and an updated project schedule.

CARRIED UNANIMOUSLY

Continued...

REPORT – Continued

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1 – Continued

Moved by Councillor Bell, seconded by Councillor Valente

THAT the following words be added under the “Arena Program” section:

- Curling Facility.

DEFEATED

Mayor Buchanan, Councillor Girard, Councillor Hu and Councillor McIlroy are recorded as voting contrary to the motion.

For clarification, the motion reads as follows in its entirety:

PURSUANT to the report of the Director and Deputy Director, Strategic and Corporate Services, dated March 2, 2020, entitled “Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects”:

THAT, based on the Community Recreation Strategy prioritization process, the recommended Harry Jerome Community Recreation Centre scope, inclusive of the following components, be endorsed:

- Community Recreation Centre Program
 - Gyms 1 and 2
 - Fitness Space
 - Multi-Purpose Rooms
 - Art Spaces
 - Youth Area
 - Preschool Space
 - Community Living Room
- Aquatic Program
 - Leisure Pool
 - 26.5m 10-lane Pool
 - Diving Boards 1m and 3m
 - Hot Pool and Amenities
- Arena Program
 - Ice with 500 seats
- Outdoor Program
 - At-grade Multi-Activity Court
 - Skatepark
- Associated Project
 - Silver Harbour Seniors Activity Centre;

THAT staff be directed to redesign the Harry Jerome Community Recreation Centre project based on the recommended component scope and for overall cost effectiveness, including:

Continued...

REPORT – Continued

12. Prioritization of Harry Jerome Community Recreation Centre Components and Associated Projects – File 02-0800-30-0002/1 – Continued

- Removal of rooftop uses
- Reduction of south building from a 4-storey to a 3-storey configuration
- Reducing windows throughout
- Review of component size, building form and materiality;

THAT staff be directed to pursue the investigation of higher sustainability targets, with consideration to financial impacts, as part of the redesign effort for Harry Jerome Community Recreation Centre;

THAT staff's recommendation is to continue, as previously directed by Council, to work with Flicka Gymnastics, on a cost-share basis; to update cost estimates for both a full renovation and a purpose built facility at Mickey McDougall; to develop cost estimates based on existing square footage and an enhanced facility; to develop a letter of support from Mayor and Council; and, request Flicka Gymnastics to report back on a fundraising plan;

THAT existing Harry Jerome Community Recreation Centre funding be reallocated for the purpose of funding the redesign phase and internal and external project management related to Harry Jerome Community Recreation Centre and associated projects;

THAT staff be directed to provide 350 underground parking stalls as part of a revised design for the Harry Jerome Community Recreation Centre for cost effectiveness;

AND THAT staff report back with an updated Harry Jerome Community Recreation Centre design, renewed Class B estimate with financing plan and an updated project schedule.

NOTICE OF MOTION

13. Support in Light of Strata Insurance Concerns – File: 08-3300-01-0001/2020

Submitted by Mayor Buchanan

Moved by Mayor Buchanan, seconded by Councillor McIlroy

WHEREAS strata corporations in British Columbia have seen insurance premiums increase to several hundred percent, and strata owners similarly had deductibles rise exponentially, all due in part to climate change-related risk aversion by insurers;

WHEREAS stratas have increasingly become British Columbia's residence of choice because of their relative affordability and improved land use, but those perceived values are now threatened over escalating insurance costs;

Continued...

NOTICE OF MOTION – Continued

13. Support in Light of Strata Insurance Concerns – File: 08-3300-01-0001/2020
– Continued

WHEREAS close to 50% of the population in the City of North Vancouver (CNV) reside in multi-family buildings;

WHEREAS the loss of multi-unit homes as a viable housing option for CNV residents would be catastrophic to our community;

THEREFORE BE IT RESOLVED THAT staff be directed to investigate ways the City can support strata councils and owners, as well as multi-family rental owners, including partnering with other cities to look at how cities' regulatory frameworks help or hinder insurance;

AND THAT staff work along side the Mayor's Office to reach out to relevant partners to discuss solutions and a potential community workshop for strata councils and owners as well as owners of multi-family rental buildings in the CNV.

CARRIED UNANIMOUSLY

PUBLIC CLARIFICATION PERIOD

Mayor Buchanan declared a recess at 9:06 pm for the Public Clarification Period and reconvened the meeting immediately after.

COUNCIL INQUIRIES

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Mayor Buchanan submitted a Notice of Motion to the City Clerk regarding City of North Vancouver and School District No. 44 – Collaborative Working Relationship.

ADJOURN

Moved by Councillor McIlroy seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:07 pm.

"Certified Correct by the City Clerk"

CITY CLERK



**MINUTES OF THE SPECIAL REGULAR MEETING OF COUNCIL HELD IN
CONFERENCE ROOM A/B, CITY HALL, 141 WEST 14TH STREET, NORTH
VANCOUVER, BC, ON **MONDAY, MARCH 16, 2020****

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back
Councillor D. Bell
Councillor A. Girard*
Councillor J. McIlroy
Councillor T. Valente*
(*joined the meeting electronically
at 5:32 pm)

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, City Clerk
B. Themens, Director, Finance
B. Pearce, Director, Strategic and Corporate Services
A. Payne, Assistant Fire Chief, Emergency Planning

ABSENT

Councillor T. Hu

The meeting was called to order at 5:30 pm.

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor McIlroy

1. Special Regular Council Meeting Agenda, March 16, 2020

CARRIED UNANIMOUSLY

REPORT

2. Council Procedure Bylaw – Suspend 72-Hour Notice Requirement for Electronic Participation by Council Members in Council Meetings – File: 01-0550-01-0001/2020

Report: City Clerk, March 15, 2020

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the City Clerk, dated March 15, 2020, entitled “Council Procedure Bylaw – Suspend 72-Hour Notice Requirement for Electronic Participation by Council Members in Council Meetings”:

THAT, in consideration of precautions being taken regarding Coronavirus (COVID-19), it may be necessary for Council members to participate in Council meetings by electronic means without the current requirement of providing 72 hours’ notice;

Continued...

REPORT – Continued

2. Council Procedure Bylaw – Suspend 72-Hour Notice Requirement for Electronic Participation by Council Members in Council Meetings – File: 01-0550-01-0001/2020 – Continued

AND THAT Council authorize the suspension of Section 12.15 of “Council Procedure Bylaw, 2015, No. 8500” regarding the requirement for Council members to provide the City Clerk with 72 hours’ notice of their intention to participate in the Council meeting electronically or by other communication facilities, effective immediately.

CARRIED UNANIMOUSLY

CITY CLERK’S RECOMMENDATION

THAT Council recess to the Special Committee of the Whole, Closed session, pursuant to the *Community Charter*, Sections 90(1)(d) [security of City property], 90(1)(i) [legal advice], 90(1)(j) [information privacy] and 90(1)(m) [another enactment that public may be excluded].

The meeting recessed at 5:33 pm and reconvened at 6:53 pm.

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

3. Security of City Property Matter – File: 14-7130-20-0013/1

Report: Chief Administrative Officer, March 16, 2020

Moved by Mayor Buchanan, seconded by Councillor Back

PURSUANT to the report of the Chief Administrative Officer, dated March 16, 2020, regarding a security of City property 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 Chief Administrative Officer, dated March 16, 2020, remain in the Closed session.

CARRIED UNANIMOUSLY

4. Legal Matter – File: 14-7130-20-0013/1

Report: Chief Administrative Officer, March 16, 2020

Moved by Mayor Buchanan, seconded by Councillor Back

PURSUANT to the report of the Chief Administrative Officer, dated March 16, 2020, regarding a legal 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 Chief Administrative Officer, dated March 16, 2020, remain in the Closed session.

CARRIED UNANIMOUSLY

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

5. Other Enactment – File: 14-7130-20-0013/1

Report: Chief Administrative Officer, March 16, 2020

Moved by Mayor Buchanan, seconded by Councillor Back

PURSUANT to the report of the Chief Administrative Officer, dated March 16, 2020, regarding another enactment:

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 Chief Administrative Officer, dated March 16, 2020, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Hu, seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 6:54 pm.

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CITY CLERK

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Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

HEALTH CARE AND ESSENTIAL SERVICE WORKERS APPRECIATION MONTH

- WHEREAS** During this unprecedented and rapidly changing time healthcare and essential service workers are on the front lines keeping our communities moving, caring for the ill, providing essential services and ensuring public safety;
- WHEREAS** In recognition of the extraordinary measures being taken by health care and essential service workers, we would like to recognize these workers and thank them for their sacrifice and care;
- AND WHEREAS** At 7 pm each evening, City of North Vancouver residents are encouraged to step out on their balconies, patios, rooftops, or sidewalks to erupt in cheers and applause to salute the City's hard-working health care and essential service workers on the frontlines;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 2020** as **HEALTHCARE AND ESSENTIAL SERVICE WORKERS APPRECIATION MONTH** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 30, 2020

Mayor Linda Buchanan



Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

DO SOMETHING GOOD FOR YOUR NEIGHBOUR DAY

- WHEREAS** “Do Something Good For Your Neighbour Day” is a nationwide effort observed in hundreds of cities all across North America to spread love and kindness;
- WHEREAS** The vision of “Do Something Good For Your Neighbour Day” is for millions of people to come together in compassion, love, care and kindness;
- WHEREAS** We are currently in unprecedented times of a pandemic and unable to connect with one another in our usual ways;
- AND WHEREAS** City of North Vancouver residents of all ages, cultures, religions and economic backgrounds are invited to perform random acts of kindness and love throughout all neighbourhoods of the City;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **every day** as **DO SOMETHING GOOD FOR YOUR NEIGHBOUR DAY** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 30, 2020

Mayor Linda Buchanan

For Metro Vancouver meetings on Friday, February 28, 2020

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg.Valou@metrovancover.org or Kelly.Sinowski@metrovancover.org

Metro Vancouver Regional District**E 1.1 UBCM Emergency Preparedness Grant Applications for Electoral Area A (UBC/UEL) APPROVED**

The Union of BC Municipalities (UBCM) has grants available through the Community Emergency Preparedness Fund to support members in increasing emergency preparedness and emergency response capacity. Metro Vancouver has long planned that emergency response in the Point Grey portion of Electoral Area A would best be coordinated through an Area Emergency Operations Centre established at the University of British Columbia due to its proximity to, and availability of, local agency representatives. Additionally, through partnership with UBC, increasing the pool of Emergency Support Services volunteers available to take care of the needs of displaced people following an emergency in the Point Grey is an area to enhance emergency preparedness.

The Board endorsed the applications for two grants totaling \$41,836 from UBCM to enhance emergency preparedness capacity in the Point Grey (UBC/UEL) communities of Electoral Area A.

E 2.1 Regional Parks Natural Resource Management Framework APPROVED

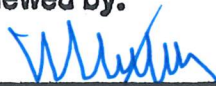
The Regional Parks Natural Resource Management Framework provides strategic direction for managing the natural resources within regional parks. First developed 10 years ago, considerable progress has been made towards its goals. In 2019, the Regional Parks Natural Resource Management Framework was updated to ensure alignment with the Regional Parks Plan (2016) and other strategic documents. It outlines the principles, goals and strategies of the natural resource management program to ensure system-wide consistency in resource management efforts. The framework provides staff, elected officials and the public with a tool for transparent and consistent decision making.

The Board endorsed the Regional Parks Natural Resource Management Framework as presented.

E 3.1 Fraser Basin Council - Annual Report to Metro Vancouver RECEIVED

As required under a three-year Contribution Agreement with Metro Vancouver, the Fraser Basin Council submitted the annual report to Metro Vancouver to summarize their work in 2019 and to highlight the priorities for 2020. The annual report provides details on the work performed in the areas of taking action on climate change and air quality, supporting healthy watersheds and water resources, and building sustainable and resilient communities and regions.

The Board received the report for information.

Reviewed by:  _____ CAO
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E 3.2 Federal Gas Tax Fund Expenditures Policy Amendments**APPROVED**

This report brings forward updates to the Federal Gas Tax Fund Expenditures Policy and associated Application Guide, which sets out the process for Board approval of the Federal Gas Tax Fund (Greater Vancouver Regional Fund or GVRF) for regional transportation projects proposed by TransLink.

Based on consultations with TransLink and Union of BC Municipalities staff, a number of amendments were prepared. While many of the amendments fall into the category of ‘housekeeping,’ substantive amendments involve: affirming the current practice of TransLink staff referring applications to Metro Vancouver staff to initiate the application review process; the annual reporting out by TransLink on active projects funded through the GVRF; and, the baseline assumptions for transit vehicle technology for purposes of accurately portraying emissions changes. The updated Policy and Application Guide will help improve transparency, consistency, and efficiency of the process and applications.

The Board approved the revised Federal Gas Tax Fund Expenditures Policy and the associated Application Guide as presented.

E 3.3 National Zero Waste Council Annual Update**RECEIVED**

The Board received an update about the National Zero Waste Council. An initiative of Metro Vancouver, the National Zero Waste Council promotes cross-sector collaboration in advancing waste prevention and accelerating the transition to a circular economy. The Council supports Metro Vancouver in the achievement of its zero waste objectives. A key contribution has been reinforcing the importance of waste prevention and how it relates to the circular economy and climate change. Specific initiatives over the past year include work to examine and promote actions that will prevent and reduce food loss and waste, efforts to accelerate the transition to a circular economy, work to identify priority, problematic single use plastic items and supporting regulatory measures, and pilot projects to prevent/reduce waste associated with construction and demolition. The Council has become much more engaged in the cross-Canada initiatives to reduce the damaging impacts on marine ecosystems and the financial burden local governments incur in dealing with plastic wastes and single use items.

E 4.1 2020 Regional Clothing Waste Reduction Campaign**RECEIVED**

The Board received a report about the 2020 Regional Clothing Waste Reduction Campaign.

Clothing is one of the fastest growing waste streams, accounting for approximately 20,000 tonnes of waste annually in Metro Vancouver. On February 18, 2020 Metro Vancouver will launch the second year of the “Think Thrice About Your Clothes” campaign, which will be in-market for nine weeks.

The objective of Think Thrice is to raise awareness of the clothing waste issue and empower residents to take action by focusing on three main areas of clothing waste reduction: 1) Reduce; 2) Care & Repair; and 3) Donate. Post-2019 campaign survey results will be leveraged to target specific audience demographics providing clear calls to action, and directing those audiences to the corresponding areas of the www.clothesarentgarbage.ca website. A targeted media buy will include both digital and out-of-home placements. Standard campaign evaluation indicators will be used to measure campaign effectiveness.

E 5.1 2020 Regional District Sustainability Innovation Fund Applications**APPROVED**

The Climate Action Committee is responsible for overseeing the Sustainability Innovation Funds, and for making all funding recommendations to the respective Boards. This report presents eight projects recommended for funding, totaling \$1,108,000 over three years, which will be funded through the Regional District Sustainability Innovation Fund. The projects include three addressing affordable housing and climate change, two enhancing ecological health in Regional Parks, and three related to air quality improvement.

The Board approved the allocation from the Regional District Sustainability Innovation Fund for the following projects:

- Building Resilience: Exploring the Potential of Renewable Energy Building Infrastructure: \$200,000 over two years starting in 2020
- Net-Zero Feasibility Study for Welcher Affordable Housing Development: \$160,000 over two years starting in 2020;
- Step Code Implementation Impacts for Building Envelope Rehabilitation of Existing Buildings: \$90,000 over two years starting in 2020
- Targeted Invasive Plant Grazing in Metro Vancouver: \$150,000 over three years starting in 2020
- Using eDNA Sampling Technology in Regional Parks: \$68,000 over two years starting in 2020
- Preventing Smoke Emissions from Agricultural Waste Management: \$140,000 over two years starting in 2020
- Clean Air for Students and Schools (CLASS): \$200,000 over two years starting in 2020
- Mobile Monitoring of Fugitive and Other Industrial Air Emissions with "Flying Labs": \$100,000 in 2020.

E 5.2 Invasive Species Education and Outreach Materials**APPROVED**

Metro Vancouver, the Invasive Species Council of BC, the Invasive Species Council of Metro Vancouver, and members of the Regional Planning Advisory Committee – Invasive Species Subcommittee have collaboratively created two new outreach products to raise awareness about invasive species of concern across the region: an online course and a public brochure.

The Board directed staff to share these materials with member jurisdictions for information.

E 5.3 Board Appointments and Rescindments of Enforcement Officers**APPROVED**

Recent changes in staff have resulted in a need to update staff appointments as MVRD Board-designated officers under the Greater Vancouver Regional District Air Quality Management Bylaw, the Environmental Management Act and the Offence Act.

The Board appointed Nicole Gatto as an officer and rescinded the appointments of former Metro Vancouver employees Larry Avanthay, Kristen Beattie and Johanna Legge as officers. The same was done for serving summons under the Offence act.

G 1.1 Electoral Area A Building Administration Amendment Bylaw No. 1301, 2020**APPROVED**

GVRD Electoral Area A Building Administration Bylaw, No. 1043, 2006 regulates the construction of buildings in rural parts of Electoral Area A. It has not been amended since its adoption in 2006, and in March 2018, the MVRD Board directed staff to review the bylaw. Subsequent to staff's review, a draft bylaw update was presented for consideration by the Electoral Area Committee and MVRD Board. Proposed amendments include: updating the permit fee schedule (Schedule D) and increasing the building permit validity time, which responds to resident input regarding the need for more time to complete construction in rural and remote portions of the Electoral Area, along with a number of clean-up and administrative revisions.

The Board gave first, second and third readings to Electoral Area A Building Administration Amendment Bylaw and passed and finally adopted said bylaw.

G 2.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020**APPROVED**

The Local Government Act authorizes a regional district to dedicate land as regional park by way of a bylaw. Bylaw 1300, 2020 will dedicate land acquired in 2019 by MVRD for use as regional park.

The Board gave first, second and third readings to Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1300, 2020; and passed and finally adopted said bylaw.

G 3.1 MVRD Procedure Amending Bylaw No. 1297, 2020**APPROVED**

In 2019, the MVRD Board established the regional economic prosperity service. To support that new service, the Board Chair established a standing committee called the Regional Economic Prosperity Management Board. This 27 member standing committee comprises a cross section of representatives from various sectors, including five directors. This situation is not compliant with the Procedure Bylaw which stipulates that a majority of committee members must be directors. Given the unique nature of this new standing committee, an amendment to the Procedure Bylaw is being sought to provide an exemption to this majority-director provision

The Board gave first, second and third readings to Metro Vancouver Regional District Procedure Amending Bylaw Number 1297, 2020, then passed and finally adopted said bylaw.

G 2.1 Metro Vancouver Signing Officers Amending Bylaws – MVRD, GVS&DD and GVWD APPROVED

Board-approved bylaws were adopted to establish authority for the execution of financial matters relating to Metro Vancouver's Districts. The Districts are currently functioning under the existing bylaw. The previous Signing Officer Bylaws are in need of updating for position titles and modern banking practice language. A reduction in the number of positions with signing authority was also desired to reduce the administrative maintenance for individuals that would not likely be called on to sign documents.

The Board gave first, second and third readings to Metro Vancouver Regional District Financial Services Administration and Signing Authority Amending Bylaw No. 1302, 2020, then passed and finally adopted said bylaw.

G 4.1 Regional Growth Strategy Amendment Bylaw No. 1295 – Alignment with IPCC Report on Global Warming APPROVED

At its November 1, 2019 meeting, the MVRD Board initiated a Type 3 minor amendment to Metro Vancouver 2040: Shaping our Future, and gave first, second and third readings to an amending bylaw with the intent of reflecting a commitment to a carbon neutral region by 2050 and an interim target of reducing greenhouse gas emissions by 45% from 2010 levels by 2030.

Metro Vancouver staff notified affected local governments and affected agencies of the proposed amendment. Eight responses were received during the notification period, all indicating support or no objections to the amendment bylaw.

The Board received for information the comments from the affected local governments and agencies as presented and passed and finally adopted Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1295, 2019.

I 1 Committee Information Items & Delegation Summaries RECEIVED

The Board received information items from standing committees.

Electoral Area Committee – February 5, 2020

Information Items:

5.2 Electoral Area A Zoning Bylaw Review – Public Consultation Update

A zoning bylaw review was identified as an action in the Electoral Area A Official Community Plan, adopted in 2018. The MVRD Board approved the scope for the zoning bylaw review in July 2019, and staff and the Electoral Area A Director held two rounds of community meetings in the fall for residents where the zoning bylaw applies. Public input will be used to draft proposed amendments to the zoning bylaw, which will be posted to the Metro Vancouver website in spring for additional public feedback before an amending bylaw is prepared for Committee and Board consideration.

Regional Planning Committee – February 7, 2020

Information Items:

5.2 2016 Walkability Index – Metro 2040 Performance Monitoring

The 2016 Walkability Index surface is a parcel-level, built environment dataset that uses 2016 data to show the walkability score of neighbourhoods at the postal code scale. Walkability is a Key Summary Measure for Metro 2040 Goal 4. Maps of the 2016 Walkability Index show that the region's Urban Centres and Frequent Transit Development Areas are among the most walkable areas in the region, demonstrating good alignment between the Metro 2040 vision and urban development in practice on the ground.

There are multiple factors that contribute to making an area more walkable including sidewalk completeness, intersection density, residential density, commercial density and land use mix. Improving walkability has many benefits including better health outcomes for residents, improved access to local destinations, improved sense of community and safety, and reduced dependence on private vehicles which in turn supports the region's GHG reduction targets.

5.3 Metro 2040 Climate and Natural Hazards Policy Review Scope of Work

Goal 3 of Metro Vancouver 2040: Shaping our Future (Metro 2040), the regional growth strategy, contains strategies to reduce greenhouse gas (GHG) emissions and to manage risks associated with climate change and other natural hazards. As part of a comprehensive update to Metro 2040, staff are conducting several thematic policy reviews. The purpose of the Climate and Natural Hazards Policy Review is to strengthen climate mitigation, climate adaptation and natural hazard policies throughout the regional growth strategy. The engagement opportunities and deliverables will be shared to support both Metro 2050 (the update to Metro 2040), and Climate 2050. It is anticipated that the Climate and Natural Hazards Policy Review will take approximately 8 months to complete and the Regional Planning Committee will be updated at that time.

5.4 Metro 2040 Environment Policy Review – Update on Policy Option Development

On October 21, 2019 staff circulated a survey to Regional Planning Advisory Committee members and associates via email and requested feedback on six high level environmental land use policy ideas. Staff received 11 responses expressing general support for consideration of all six policy ideas in the Environment Policy Review. Staff will provide the Committee with an update on the Metro 2040 Environment Policy Review mid-2020 and Metro 2050 policy recommendations for its consideration in the third quarter of this year.

5.5 Updating Metro 2040's Housing Demand Estimates

Table A.2 of Metro 2040 sets out Housing Demand Estimates to assist Metro Vancouver's municipalities when preparing Regional Context Statements and Housing Action Plans, and is used to support Metro Vancouver's regional planning and utility planning functions. Regional Planning staff are undertaking an update to the Housing Demand Estimates and its projection methodology to provide current data to support the update to Metro 2040 and TransLink's new Regional Transportation Strategy. This project will be finalized and will be presented for the Committee's consideration by February of 2021.

5.6 Results of the Regional Stakeholder Workshop and Transport 2050 Phase 1 Engagement Survey and Key Findings for Metro 2050

Metro Vancouver and TransLink have been working together on engagement activities to support the development of Metro 2050 and Transport 2050. The results of these engagement activities and key findings for the development of Metro 2050 are summarized in this report.

Finance and Intergovernment Committee – February 12, 2020

Information Items:

5.7 Metro Vancouver’s 2019 Zero Waste Conference

On October 30 and 31, 2019, over 500 people participated in the 2019 Zero Waste Conference, hosted by Metro Vancouver and the National Zero Waste Council. The program was filled with unique perspectives, valuable insights and inspirational messages that attracted a diverse audience of individuals from government, business, academia and NGOs interested in waste prevention and a transition to a circular economy. With these kind of individuals present, the Conference was a unique and rewarding learning and networking environment – one that was enhanced in 2019 by a new conference app and informal opportunities for participants to network during breaks in the program. The conference also provided an opportunity to influence planning for Canada’s hosting of the World Circular Economy Forum in 2020, with a closing panel of Canadian leaders in circular economy engaging with each other and the audience on how to mobilize for success in creating a Circular Canada.

5.8 2019 International Events

This report brings forward an update on 2019 International Events attended as part of the Leadership and Engagement program. In accordance with the Board adopted Leadership and Engagement Policy, Metro Vancouver will participate, at both a national and at an international level, in events that promote Metro Vancouver in a leadership role or that provide opportunity for engagement and continuous improvement in the advancement of organizational goals.

Greater Vancouver Water District

E 1.1 2020 Water Sustainability Innovation Fund Applications

APPROVED

The Climate Action Committee is responsible for overseeing the Sustainability Innovation Funds and for making all funding recommendations to the respective Boards. This report presents three projects recommended for funding, totaling \$950,000 over three years, which will be funded through the Water Sustainability Innovation Fund. The three projects include advancement of methods to monitor water disinfection by-products, an earthquake early warning pilot project, and enhancements to the water flow monitoring network.

The Board approved the allocation from the Water Sustainability Innovation Fund for the following projects:

- UV Transmittance Analyzers for Continuous Monitoring of Disinfection By-Products: \$500,000 over three years starting in 2020
- Earthquake Early Warning and Strategic Response System Pilot: \$270,000 over two years starting in 2020
- Enhancing the Data Processing of the Water Flow Metering Network: \$180,000 over two years starting in 2020

G 1.1 Metro Vancouver Signing Officers Amending Bylaws – MVRD, GVS&DD and GVWD **APPROVED**

Board-approved bylaws were adopted to establish authority for the execution of financial matters relating to Metro Vancouver's Districts. The Districts are currently functioning under the existing bylaw. The previous Signing Officer Bylaws are in need of updating for position titles and modern banking practice language. A reduction in the number of positions with signing authority was also desired to reduce the administrative maintenance for individuals that would not likely be called on to sign documents.

The Board gave first, second and third readings to Greater Vancouver Water District Financial Services Administration and Signing Authority Amending Bylaw No. 252, 2020, then passed and finally adopted said bylaw.

I 1 Committee Information Items & Delegation Summaries

RECEIVED

The Board received an information item from the February 13, 2020 Water Committee meeting:

5.2 Water Use by Sector in Metro Vancouver: 1985 – 2017

The "GVWD and Local Government Water Use by Sector Report 1985 - 2017" outlines the trends in water use by sector in the Metro Vancouver region.

Per capita water consumption has steadily declined since 1985, keeping annual average water consumption relatively steady despite a growing regional population. In more recent years, there are indications that per capita reductions are stabilizing, resulting in a gradual overall increase in annual water consumption emphasizing the need for continued effort on water conservation initiatives.

In 2017, it is estimated that the residential sector accounted for approximately 58 percent of the total water use in the region. Industrial, commercial, institutional, and agricultural sectors accounted for approximately 5, 13, 5, and 2 percent of total water use, respectively. Within non-residential sectors, retail stores, businesses/offices and warehouses were among the top end users of water in the region.

Water use by sector trends in the region provide valuable information for utility planning and the development of water conservation and efficiency programs. Historical water use patterns in the region can inform planning and implementation of GVWD and local government water management practices.

Greater Vancouver Sewage and Drainage District

E 1.1 Award of Contract Resulting from Request for Proposal No. 19-194: Construction Services - Burnaby Lake North Interceptor No. 2 – Phase 2 – Open Cut Section **APPROVED**

The construction of Burnaby Lake North Interceptor No. 2 - Phase 2 - Open Cut Section is required to enhance sewer capacity in the City of Burnaby. The project consists of installation of approximately 880 linear metres of reinforced concrete sanitary sewer pipe via open cut methods in Burnaby, BC. A Request for Proposal was issued to five prequalified contractors on October 10, 2019 and three submissions were received. After the evaluation process, JJM Construction Ltd. had the highest ranked proposal.

The Board approved the award of a contract for an amount of up to \$16,599,950 (exclusive of taxes) to JJM Construction Ltd. resulting from Request for Proposal No. 19-194.

E 2.1 Construction Contract Award Resulting from Request for Proposal (RFP) No. 19-313: Construction of a Completed Recycling and Solid Waste Drop-off Facility **APPROVED**

Metro Vancouver is initiating the construction of the Surrey Recycling and Waste Drop-Off Facility at 6711 154th Street, Surrey. This facility will address a service gap and enhance the Metro Vancouver network of solid waste facilities in this growing area of the region.

Six experienced firms were shortlisted from Request for Qualifications No. 19-063 and invited to respond to RFP No. 19-313 for facility construction. The RFP closed on December 19, 2019 and five firms submitted proposals. Based on the evaluation of the proposals, Clark Builders was identified as the highest ranked and offered the lowest fee proposal.

The Board approved the award of a contract in the amount of up to \$25,575,000 (exclusive of taxes) to Clark Builders resulting from Request for Proposal (RFP) No. 19-313.

Furthermore, the Board directed staff to report back in advance of the opening of the new Coquitlam Transfer Station and the Surrey Recycling and Waste Drop-Off with details of Metro Vancouver's transfer station recycling depot funding model and any proposed updates to the model to ensure equitable funding of regional and municipal depots.

E 2.2 Consulting Contract Amendment: Phase D: Construction Administration and Post Construction Services for Surrey Recycling and Waste Drop-Off Facility **APPROVED**

Metro Vancouver is initiating the construction of the Surrey Recycling and Waste Drop-Off Facility at 6711 154th Street, Surrey. This facility will expand the Metro Vancouver network of solid waste facilities, filling a service level gap in this growing area of the region.

Request for Qualifications No. 17-090 for Engineering Services was awarded to Morrison Hershfield in December 2017. The services proposed in the RFQ included four phases: Phase A: Conceptual Design and Design Basis Memorandum, Phase B: Preliminary Design, Phase C: Detailed Design and Tender Package, and Phase D: Construction Administration and Post Construction Services.

The proposed contract amendment for an amount of up to \$2,576,631 (exclusive of taxes) will authorize Morrison Hershfield to proceed with Phase D, including construction administration, commissioning and oversight services for the project. This represents a total consulting expenditure of \$4,967,544.

The Board approved the award of Phase D: Construction Administration and Post Construction Services for an amount of up to \$2,576,631 (exclusive of taxes) to the Phase A, B and C consultant, Morrison Hershfield Limited, for the Surrey Recycling and Waste Drop-Off Facility project.

E 3.1 2020 Liquid Waste Sustainability Innovation Fund Application

APPROVED

The Climate Action Committee is responsible for overseeing the Sustainability Innovation Funds, and for making all funding recommendations to the respective Boards. This report presented one project recommended for funding, totaling \$330,000 over three years, which will be funded through the Liquid Waste Sustainability Innovation Fund. The project proposes the use of handheld microbial DNA monitoring to more effectively detect wastewater treatment plant issues.

The Board approved the allocation from the Liquid Waste Sustainability Innovation Fund of \$330,000 over three years starting in 2020 for the Handheld Wastewater Microbial DNA Monitor project.

G 1.1 Metro Vancouver Signing Officers Amending Bylaws – MVRD, GVS&DD and GVWD

APPROVED

Board-approved bylaws were adopted to establish authority for the execution of financial matters relating to Metro Vancouver's Districts. The Districts are currently functioning under the existing bylaw. The previous Signing Officer Bylaws are in need of updating for position titles and modern banking practice language. A reduction in the number of positions with signing authority was also desired to reduce the administrative maintenance for individuals that would not likely be called on to sign documents.

The Board gave first, second and third readings to Greater Vancouver Sewerage and Drainage District Financial Services Administration and Signing Authority Amending Bylaw No. 334, 2020, then passed and finally adopted said bylaw.

G 2.1 Disposal of Out of Region & International Waste at the Waste-to-Energy Facility

APPROVED

Metro Vancouver's Tipping Fee Bylaw sets rates and requirements at regional solid waste facilities. Under the bylaw, the Board may authorize disposal of municipal solid waste from outside of Metro Vancouver at the Waste-to-Energy Facility. Metro Vancouver periodically receives requests to dispose of waste from outside of the region, including international waste.

The Board approved amending the Greater Vancouver Sewerage and Drainage District Tipping Fee and Solid Waste Disposal Regulation Bylaw No. 306, 2017 to delegate authority to the General Manager of Solid Waste Services to approve requests to receive up to 1,500 tonnes per year per generator of out of region waste and international waste, and to apply the Special Handle Waste tipping fee of \$250 per tonne to Out of Region Waste. The Board gave first, second and third readings to the amending bylaw then passed and finally adopted said bylaw.

Metro Vancouver Housing Corporation

E 1.1 Metro Vancouver Housing Corporation Tenant Selection Policy Revision

APPROVED

Metro Vancouver Housing is undertaking a review of all its policies to ensure clarity and consistency. The Tenant Selection Policy has been updated to consolidate a number of individual policies, update income and asset limits to further align with BC Housing, and provide greater clarity for staff and tenants. It establishes consistent criteria to ensure Metro Vancouver Housing tenants are matched with housing that is equitable and appropriate, prioritizing very low to moderate income households to align with the vision in the Metro Vancouver Housing 10-Year Plan. The Board approved the revised Tenant Selection Policy as presented in the report.

E 1.2 Metro Vancouver Housing Redevelopment Plan

APPROVED

The Metro Vancouver Housing 10-Year Plan sets key targets for Metro Vancouver Housing over the next decade, including targets for redevelopment and maintenance of its existing housing sites. The Metro Vancouver Housing Redevelopment Plan represents a critical next step in implementing the 10-Year Plan by outlining a process to assess and prioritize existing housing sites for redevelopment or renewal over time. The Redevelopment Plan provides an objective approach for how the organization will consider complex trade-offs and guide investment decisions. The Board approved the Metro Vancouver Housing Redevelopment Plan as presented.



I 1 Committee Information Items & Delegation Summaries

RECEIVED

The Board received a delegation summary from the February 5, 2020 Housing Committee meeting, from Lisa Nissanov, Team Manager, Reaching Home, Vancity Community Foundation.

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Dept. Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
NORTH VANCOUVER MUSEUM & ARCHIVES

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Wesley Wenhardt, Director, North Vancouver Museum & Archives

SUBJECT: RECOMMENDED MUSEUM DEACCESSIONS #16

Date: March 12, 2020 File No: 15-7930-01-0001/2020

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

RECOMMENDATION:

PURSUANT to the report of the Director, North Vancouver Museum and Archives, dated March 12, 2020 entitled "Recommended Museum Deaccessions #16";

THAT Council authorizes the NVMA Commission to deaccession 184 artifacts owned solely by the City of North Vancouver;

AND THAT all proceeds from the sale of deaccessioned materials shall be deposited in a Special Purpose Fund for the Commission's use in maintaining the Museum and Archives collections and acquiring new items to augment the collections.

ATTACHMENTS:

1. List of 184 Museum artifacts, owned solely by the City of North Vancouver, and recommended for deaccessioning.

DISCUSSION:

PURPOSE:

The purpose of this report is to seek Council's approval to deaccession and dispose of 184 accessioned Museum artifacts in the care of the North Vancouver Museum and Archives, and to notify Council of the NVMA Commission's decision to dispose of 10 unaccessioned ("found in inventory") objects.

BACKGROUND:

This is the sixteenth Museum Deaccession Report submitted to Council since 2012 when NVMA began downsizing the collection to prepare for the move to a new museum and a new collection storage facility. Since then, 14,142 objects have been recommended for deaccessioning. The volume of space occupied by the museum collection has been reduced significantly and the Commission has met the target of reducing the size of the collection sufficiently so it can be stored in a new, smaller collection warehouse and in the new museum.

NVMA's Curator has access to a City-owned collection storage warehouse refurbished in 2017 under the direction of staff from the City's Facilities and Real Estate department. Museum-grade compact mobile shelving has been installed. Retained artifacts in the museum collection are currently being photographed, packed, and moved to the new warehouse. Over 3,700 objects have already been moved into the City-owned collection storage warehouse.

Since the Final Report was submitted to Council last July, many deaccessioned objects have been transferred to other non-profit collecting institutions, including the West Coast Railway Association, 6th Field Engineers Squadron Museum, and the Steveston Museum.

Recommended Deaccessions

The NVMA Commission is the sole custodian of the cultural, archival and museum collections owned by the Corporations of the City of North Vancouver and the District of North Vancouver. The Commission's Collection Policy sets out the methodology for deaccessioning (ie. documenting and removing) materials from the accessioned collection (section B.6.8) and for documenting and disposing of other categories of objects (section B.6.9).

According to section D.15 of the Commission's establishing Bylaws (City of North Vancouver Bylaw No. 6019) and District of North Vancouver Bylaw No. 6789), all items recommended by the NVMA Commission for deaccession will be referred to the owner (City and/or District of North Vancouver) for final approval.

This report seeks Council's permission to deaccession and dispose of all 184 accessioned objects on the attached lists. Per the NVMA Collection Policy (6.8.2.5),

lists of unaccessioned ("found in inventory") items approved for disposal by the Commission do not have to be forwarded to their municipal owners.

In the opinion of the NVMA Director, no item on these lists has a fair market value in excess of \$1,000.

Items on the attached lists were reviewed and approved for deaccessioning by the NVMA Commission at meeting in February 2020.

On February 19, 2020:

Moved by Don Bell and seconded by Ginette Handfield

THAT the North Vancouver Museum & Archives Commission approves the deaccessioning and disposal of all 188 accessioned objects and 10 unaccessioned (found in inventory) objects on the attached lists,

AND THAT the Commission recommends to the municipal owner of each accessioned object (City and/or District of North Vancouver as appropriate) that all of these items be deaccessioned and disposed of, according to the provisions of the Commission's Collection Policy.

NOTE: Of the 198 objects (both accessioned and unaccessioned) recommended for deaccessioning at the above-noted meetings, 184 are solely owned by the City of North Vancouver and 4 are solely or jointly owned by the District of North Vancouver.

FINANCIAL IMPLICATIONS:

A reduction in the North Vancouver Museum and Archives holdings, with the objective to diminish long term storage needs, will reduce leasing expenses once the warehouse is vacated. Collection preservation will be more effective, security and environmental controls will be enhanced, and public accessibility to the collections will increase.

INTER-DEPARTMENTAL AND INTER-MUNICIPAL IMPLICATIONS:

A companion report will be prepared for submission to the Mayor and Council of the District of North Vancouver containing lists of objects owned solely by the District and recommended for deaccessioning, as well as objects owned jointly by the City and the District that are recommended for deaccessioning and disposal.

A list of all items formally deaccessioned will be provided by the Commission to the Purchasing Department of the City of North Vancouver so the items can be deleted from their Master list and the necessary adjustments, if any, can be made to insurance coverage for the collections.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

NVMA's Collection Policy (adopted by City Council in 2014) provides for ethical considerations when deaccessioning objects, and supports their responsible transfer. NVMA has been directed in 2016 by City Council to accelerate the deaccessioning project. Refining the collection through management of artifacts that relate directly to, or may be illustrative of, the history and development of North Vancouver, is NVMA's priority.

STRATEGIC PLAN IMPLICATIONS:

NVMA is a community-enhancing organization that supports Council's Strategic Plan by encouraging connection between people of all backgrounds, by fostering an awareness of community history, and a sense of vibrancy and community engagement. NVMA will support a liveable and prosperous city through environmental stewardship and the efficient use of resources.

RESPECTFULLY SUBMITTED:



Wesley Wenhardt
Director, North Vancouver Museum
and Archives

Attachment #1 - Accessioned objects owned solely by the City of North Vancouver

Quantity	Number	Object	Description	Ownership
20	1978.110.1 1978.110.2 1978.110.3 1978.110.4 1978.110.5 1978.110.6 1978.111.1a 1978.111.1b 1978.111.1c 1978.111.1d 1978.111.1e 1978.111.1f 1978.111.1g 1978.111.1hi 1978.111.1jk 1978.111.1lm 1978.111.1no 1978.124.1 1982.74.1 1994.18.3	uniforms and equipment	6th Field Engineers equipment and uniforms	CNV
3	1991.53.29 1991.53.30 1991.53.117	patterns	wooden casting patterns from BDD	CNV
17	1992.40.124 1992.40.404 1992.40.950 1992.40.951 1992.40.1157 1992.40.1170 1992.40.1172 1992.40.1173 1992.40.1174 1992.40.1175 1992.40.1176 1992.40.1178 1992.40.1181 1992.40.1182 1992.40.1186 1992.40.1195 1992.40.1197	patterns	wooden casting patterns from BDD	CNV
19	1992.40.1254 1992.40.1345 1992.40.1351 1992.40.1353 1992.40.1354 1992.40.1355 1992.40.1359 1992.40.1360 1992.40.1361 1992.40.1362 1992.40.1363 1992.40.1364 1992.40.1366 1992.40.1380 1992.40.1398 1992.40.1453 1992.40.1484 1992.40.1485 1992.40.1486	patterns	wooden casting patterns from BDD	CNV
19	1992.40.1490 1992.40.1498 1992.40.1508 1992.40.1521 1992.40.1530 1992.40.1539 1992.40.1621 1992.40.1624 1992.40.1643 1992.40.1646 1992.40.1649 1992.40.1650 1992.40.1652 1992.40.1653 1992.40.1659 1992.40.1660 1992.40.1662 1992.40.1663 1992.40.1664	patterns	wooden casting patterns from BDD	CNV
19	1992.40.1669 1992.40.1670 1992.40.1674 1992.40.1680 1992.40.1682 1992.40.1683 1992.40.1724 1992.40.1725 1992.40.1726 1992.40.1727 1992.40.1728 1992.40.1729 1992.40.1730 1992.40.1733 1992.40.1734 1992.40.1736 1992.40.1737 1992.40.1738 1992.40.1739	patterns	wooden casting patterns from BDD	CNV

Attachment #1 - Accessioned objects owned solely by the City of North Vancouver

19	1992.40.1740 1992.40.1741 1992.40.1742 1992.40.1743 1992.40.1744 1992.40.1745 1992.40.1747 1992.40.1748 1992.40.1749 1992.40.1750 1992.40.1751 1992.40.1752 1992.40.1754 1992.40.1755 1992.40.1756 1992.40.1757 1992.40.1758 1992.40.1762 1992.40.1763	patterns	wooden casting patterns from BDD	CNV
19	1992.40.1761 1992.40.1763 1992.40.1771 1992.40.1775 1992.40.1848 1992.40.1871 1992.40.1879 1992.40.1884 1992.40.1887 1992.40.1890 1992.40.1891 1992.40.1892 1992.40.1894 1992.40.1895 1992.40.1901 1992.40.1902 1992.40.1903 1992.40.1907 1992.40.1909	patterns	wooden casting patterns from BDD	CNV
19	1992.40.1911 1992.40.1912 1992.40.1913 1992.40.1916 1992.40.1920 1992.40.1938 1992.40.1940 1992.40.1955 1992.40.1961 1992.40.1966 1992.40.1967 1992.40.1989 1992.40.2001 1992.40.2002 1992.40.2006 1992.40.2008 1992.40.2011 1992.40.2012 1992.40.2029	patterns	wooden casting patterns from BDD	CNV
19	1992.40.2030 1992.40.2031 1992.40.2032 1992.40.2033 1992.40.2034 1992.40.2035 1992.40.2036 1992.40.2037 1992.40.2038 1992.40.2039 1992.40.2040 1992.40.2043 1992.40.2045 1992.40.2046 1992.40.2047 1992.40.2048 1992.40.2049 1992.40.2050 1992.40.2051	patterns	wooden casting patterns from BDD	CNV
11	1992.40.2052 1992.40.2053 1992.40.2054 1992.40.2055 1992.40.2058 1992.40.2059 1992.40.2060 1992.40.2061 1992.40.2337 1992.40.2338 1992.40.2339	patterns	wooden casting patterns from BDD	CNV
184	Total Objects			

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8763

A Bylaw to repeal “Cab Regulation Bylaw, 2006, No. 7787”

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 **“Cab Regulation Bylaw, 2006, No. 7787, Repeal Bylaw, 2020, No. 8763”**.
2. “Cab Regulation Bylaw, 2006, No. 7787” and amendments thereto are hereby repealed.

READ a first time on the 9th day of March, 2020.

READ a second time on the 9th day of March, 2020.

READ a third time on the 9th day of March, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8764

A Bylaw to amend “Ticket Information Utilization Bylaw, 1992, No. 6300”

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

1. This Bylaw shall be known and cited for all purposes as **“Ticket Information Utilization Bylaw, 1992, No. 6300, Amendment Bylaw, 2020, No. 8764”**.
2. “Ticket Information Utilization Bylaw, 1992, No. 6300” is amended as follows:
 - A. In Schedule “A”, by deleting line 16, “Cab Regulation Bylaw, 2004, No. 7621”, in its entirety;
 - B. By deleting Schedule B16, “Cab Regulation Bylaw, 2004, No. 7621”, in its entirety.

READ a first time on the 9th day of March, 2020.

READ a second time on the 9th day of March, 2020.

READ a third time on the 9th day of March, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8768

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

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

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8768**” (**Passenger Directed Vehicles, Geo-fencing and Loading Zone Updates**).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:

A. By adding the following definitions in section 302:

“Accessible Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*.

“Congestion and Curbside Management Permit” means a permit issued by the City Engineer under section 520 of this Bylaw.

“Geo-fence” means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the City Engineer.

“Geo-fenced Area” means the area within a Geo-fence, or on one side of a Geo-fence, as determined by the City Engineer.

“Passenger Directed Vehicle” has the meaning set out in the *Passenger Transportation Act*.

“Passenger Transportation Act” means the *Passenger Transportation Act*, S.B.C 2004, c.39, as the same may be amended from time to time.

“Transportation Network Services” has the meaning set out in the *Passenger Transportation Act*.

“Zero-emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the City Engineer as a Zero-emission Vehicle.

B. By replacing the following definitions in section 302 with the following:

“Commercial Passenger Vehicle” means a Bus or Passenger Directed Vehicle.

“Commercial Vehicle” means a vehicle which is a commercial vehicle defined as such and licensed under the *Commercial Transportation Act* (British Columbia), as amended from time to time and any vehicle not so licensed but which is used for the collection or delivery, or both, of goods, wares, merchandise, or other commodity in

the ordinary course of a business undertaking, and displaying a valid decal or plate issued by a municipality for the purpose of identifying a commercial vehicle.

“Taxi” means a Passenger Directed Vehicle, as defined in the *Passenger Transportation Act*, capable of carrying ten or less passengers but does not provide Transportation Network Services, as defined in the *Passenger Transportation Act*.

“Traffic Control Device” without limiting the generality of the phrase means a sign, signal, line, meter, marking, space barrier, geo-fence, or device, not inconsistent with this Bylaw, placed or erected or designated by authority of Council or the City Engineer.

“Commercial Loading Zone” means the area or space on a Roadway designated by a traffic control device and established for the exclusive use of commercial vehicles for loading or unloading of goods or materials.

“Loading Zone” means the area or space on a Roadway designated by a Traffic Control Device and established for the loading or unloading of goods, materials, things or persons.

- C. By adding the following section 410:

410 Geo-fenced Areas

The City Engineer is hereby authorized to establish, designate and delineate Geo-fenced Areas and regulate, prohibit or control vehicle access, stopping and loading within such Geo-fenced Areas.

- D. In section 508, by deleting:

“The City Engineer is hereby authorized to place or erect or cause to be placed or erected a traffic control device establishing:

- (a) a loading zone, commercial loading zone, passenger zone, bus zone, taxi zone, film zone, disabled zone, building zone, fire zone, time limited zone, and shared vehicle zone as he deems desirable;
- (b) a special parking permit zone as he deems desirable, provided that the person requesting the establishment of such zone pays for all expenses arising out of the placement or erection of the traffic control device establishing such zone; and
- (c) a resident permit only zone in accordance with the Resident and Visitor Parking Policy.”

and replacing with the following:

The City Engineer is hereby authorized to place or erect or designate or cause to be placed or erected or designated a Traffic Control Device establishing:

- (a) a Loading Zone, Commercial Loading Zone, Passenger Zone, Bus Zone, Taxi Zone, Film Zone, Disability Zone, Building Zone, Fire Zone, Time-Limited Zone, and Shared Vehicle Zone as he deems desirable;

- (b) a Special Parking Permit Zone as he deems desirable, provided that the person requesting the establishment of such zone pays for all expenses arising out of the placement or erection or designation of the Traffic Control Device establishing such zone; and
- (c) a Resident Permit Only Zone in accordance with the Resident and Visitor Parking Policy.

E. By replacing sections 509.1, 509.2 and 509.3 with the following:

- .1 in a Loading Zone while actually engaged in the loading or unloading of goods, materials or passengers, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for no longer than five minutes for the loading or unloading of persons or 30 minutes for the loading or unloading of goods or materials;
- .2 in a Commercial Loading Zone with a Commercial Vehicle while actively engaging in loading or unloading goods or materials, for no longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for longer than 30 minutes;
- .3 in a Passenger Zone only for as long as is necessary to take on or discharge passengers, to a maximum of five minutes;

F. By adding the following section 520:

520 Transportation Network Services

- .1 The City Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of Transportation Network Services within any Geo-fenced Area, including the regulation or prohibition of stopping and loading by any Transportation Network Services provider within a Geo-fenced Area.
- .2 Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the City of North Vancouver between the hours of 7:00 a.m. and 9:00 a.m. or the hours of 2:00 p.m. and 6:00 p.m., Monday through Friday, unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers.
- .3 The City Engineer may issue a Congestion and Curbside Management Permit to a Transportation Network Services provider for the fee set out in Schedule F to this Bylaw, as amended from time to time, which fee may vary among vehicle types, and which fee shall be payable monthly at the end of each month in a manner satisfactory to the City Engineer. No permit shall be required for Accessible Passenger Directed Vehicles used by a Transportation Network Services provider.

- G. Schedule "F" – Fees is amended by adding a new line after "Extraordinary Traffic – Permit to move over height, over width and overweight loads" and inserting the following fees for "Congestion and Curb Management Permit":

Congestion and Curbside Management (Transportation Network Services) – vehicles other than Zero-emission Vehicles and Accessible Passenger Directed Vehicles	s.520.3	N/A	\$0.10 per pick up and drop off Monday to Friday, 7 AM to 9 AM and 2 PM to 6 PM
Congestion and Curbside Management (Transportation Network Services – Zero-emission Vehicles)	s.520.3	N/A	\$0.05 per pick up and drop off Monday to Friday, 7 AM to 9 AM and 2 PM to 6 PM

READ a first time on the 9th day of March, 2020.

READ a second time on the 9th day of March, 2020.

READ a third time on the 9th day of March, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8752

A Bylaw to enter into a Heritage Revitalization Agreement

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 “**Heritage Revitalization Agreement Bylaw, 2020, No. 8752**” (Chad Mooney / KC Mooney Architect, 109-115 East 1st Street).

WHEREAS:

- A. Council may, by bylaw, pursuant to the *Local Government Act*, as amended from time to time, enter into a heritage revitalization agreement with the owner of heritage property.
- B. Council considers that certain lands and premises, thereon, commonly known as the “Mount Crown Block”, described as:

Street Address: 109-115 East 1st Street

Common Name / Description: Mount Crown Block

Legal Description: PID: 015-088-111
LOT: 5 Block: 166 DL: 274 Plan: 878

(the “Lands”)

has significant heritage value and should be conserved;

- C. The owner of the Lands and The Corporation of the City of North Vancouver have agreed on the nature, character and extent of the heritage value and heritage character of the Lands and on the nature, extent and form of conservation necessary to protect the heritage value and heritage character of the Lands.

2. The Corporation of the City of North Vancouver is hereby authorized to enter into a “Heritage Revitalization Agreement”, attached to this Bylaw, in respect of the Lands.

READ a first time on the 10th day of February, 2020.

READ a second time on the 10th day of February, 2020.

READ a third time on the 2nd day of March, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

PART 2 TERMS OF INSTRUMENT

HERITAGE REVITALIZATION AGREEMENT AND SECTION 219 COVENANT 109-115 East 1st AVENUE - MOUNT CROWN BLOCK

BETWEEN:

THE CORPORATION OF THE CITY OF NORTH VANCOUVER, a municipal corporation, having its municipal offices and postal address at 141 West 14th Street, North Vancouver, British Columbia, V7M 1H9

(the "**City**")

AND:

115 EAST 1ST STREET HOLDINGS LTD. a company having its registered and records offices at 4th Floor, 52A Powell Street, Vancouver, British Columbia V6A 1E7

(the "**Owner**")

WHEREAS

- A. The Owner is the legal and beneficial owner of certain lands and premises having a civic address of 109-115 East 1st Avenue, City of North Vancouver, British Columbia, legally described as:

PID: 015-088-111

LOT: 5 Block: 166 DL: 274 Plan: 878

(the "**Lands**"); and

- B. The Owner and the City agree that the Lands and the buildings situated thereon commonly referred to as the "Mount Crown Block" (the "**Heritage Building**") have heritage character and value; and
- C. In order to provide continuing protection to the Heritage Building, the Owner has agreed to the designation of the Lands and Heritage Building as protected heritage property and the Owner and the City have further agreed to enter into this heritage revitalization agreement to provide for the restoration of the Heritage Building and to vary provisions of the City's by-laws in connection with the Heritage Building pursuant to sections 610 - 612 of the *Local Government Act*.

NOW THEREFORE in consideration of the mutual promises contained in this Agreement, and in consideration of the payment of \$1.00 by the City to the Owner (the receipt and sufficiency of which is acknowledged by the Owner), the parties covenant and agree with each other as follows:

ARTICLE 1 DEFINITIONS

1.1 In this Agreement, and unless otherwise defined herein, the following terms have the following meaning:

- (a) **“Conservation Plan”** means the plan of revitalization of the Heritage Building prepared by KC Mooney Architect dated November 29, 2019, attached as Schedule A to this Agreement, together with such modifications and additional plans as may be approved by the Director of Planning and Development from time to time at his sole discretion;
- (b) **“Director of Planning and Development”** means the chief administrator of the Department of Planning and Development of the City, from time to time; and
- (c) **“Heritage Alteration Permit”** means a permit to alter or change features of heritage buildings issued by the City pursuant to section 617 of the Local Government Act;
- (d) **“Heritage Building”** has the meaning given above in the introductory paragraphs herein;
- (e) **“Heritage Designation”** means the City’s designation of the Lands and the Heritage Building as protected heritage property pursuant to sections 611 and 612 of the Local Government Act;
- (f) **“Local Government Act”** means the Local Government Act, R.S.B.C 2015, c.1, as may be amended or superseded;
- (g) **“Lands”** has the meaning given above in the introductory paragraphs hereto and includes any other parcels of land into which the Lands may at any time in any way be consolidated or subdivided;
- (h) **“rehabilitate”** and **“rehabilitation”** mean the planning and carrying out of restoration, rehabilitation, construction and conservation work to restore, upgrade, improve and conserve the structure, support and heritage characteristics and features of a heritage building or real property heritage feature so as to revitalize it and extend its life and use as such;
- (i) **“Rehabilitation Work”** has the meaning given below herein; and

ARTICLE 2 SECTION 219 COVENANT REHABILITATION AND CONSERVATION OF THE HERITAGE BUILDING

2.1 Pursuant to Section 219 of the *Land Title Act*, the Owner covenants and agrees, as a covenant and agreement running with, charging and binding the Lands, that:

- (a) The Owner will not use the Lands and Heritage Building except in accordance with this Agreement;

- (b) Except in accordance with the Conservation Plan, the Owner will not demolish the Heritage Building, in whole or in part, nor alter or change in any manner, any exterior feature of the Heritage Building unless the Owner first obtains a Heritage Alteration Permit from the City;
- (c) The Owner will maintain the Heritage Building in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada and in accordance with the City's Heritage Conservation Procedures Bylaw, 2013, No. 8292, as amended from time to time;
- (d) The Owner will rehabilitate exterior elements of the Heritage Building in accordance with the Conservation Plan, to the reasonable satisfaction of the City, including, without limitation, the completion of the following heritage restoration works (the "**Rehabilitation Work**"), having an estimated value of \$51,700.00:
 - (i) Reconstruction of the cornice detail at the parapet on the north façade with a new design that is compatible with the style, era, and character of the heritage building as described in the Conservation Plan; and
 - (ii) Reconfiguration of the entrance to the western commercial space fronting East 1st Street to return it to the original heritage character and orientation as described in the Conservation Plan.
- (e) The Owner will apply for and obtain from the City all necessary building and other permits prior to any construction or alteration to the Heritage Building, including a Heritage Alteration Permit. For further certainty, a Heritage Alteration Permit is not required in connection with the Rehabilitation Works performed in accordance with the Conservation Plan as identified in Section 2.1(d) above.
- (f) The Owner acknowledges and agrees that the Rehabilitation Work carried out in accordance with the Conservation Plan describes a minimum enhancement to the heritage appearance of the Heritage Building. Other technical upgrades may be required in accordance with applicable City's bylaws or Provincial building codes.
- (g) If the Owner fails within the time specified in the notice to rehabilitate, protect or maintain the Heritage Building in accordance with this Agreement after having been given notice to do so, which notice must specify the work that the Owner is required to undertake and specify a reasonable time for the completing of such work, the Owner agrees that the City may enter the Heritage Building to carry out the work, and may recover the cost of doing so from the Owner in the same manner and with the same remedies as taxes in arrears, provided that notwithstanding anything contained in this Section 2.1(g), if the Owner is diligently and continuously proceeding with the work specified in said notice, the City shall not enter the Heritage Building to carry out the work, and the Owner shall be permitted to continue to carry out the work as required;
- (h) The Owner agrees that the City may withhold any development permit, building permit, or occupancy permit or final building permit approval as the case may be, in respect of the Heritage Building if the alteration of the Heritage Building

is not in accordance with the Conservation Plan, notwithstanding that the construction may be in compliance with the BC Building Code, the City's Zoning Bylaw and any applicable permit of development permit guidelines; and

- (i) the Owner acknowledges and agrees that, notwithstanding that this agreement and the Heritage Designation will result in restrictions with respect to the future use and development and therefore may affect the value of the Lands, the Owner has received full and fair compensation therefor and the Owner hereby waives and renounces any and all claims for any further or other compensation by reason of this agreement and/or the Heritage Designation and acknowledges and agrees that the requirements of Section 613 of the Local Government Act have been fully satisfied, and the Owner hereby releases the City and its officials, officers, employees and agents from any liability for any loss, injury, damage or expense of any kind the Owner may suffer, incur or experience and the Owner will indemnify the City for any loss, injury, damage or expense the City may incur, suffer or experience and for any complaint, demand, claim, action, suit or judgment for any loss, injury, damage or expense anyone else may suffer, incur or experience arising out of or in any way connected this agreement and/or the Heritage Designation. The release and promise of indemnification contained in this paragraph will survive discharge and termination of this agreement

ARTICLE 3 ZONING BY-LAW VARIANCES

3.1 Pursuant to the provisions of Section 610(2)(b) of the Local Government Act, the following variances to Zoning Bylaw No. 6700 are granted through this Agreement to enable the proposed renovations to and rehabilitation of the Heritage Building on the Lands:

- (a) Section 402(6) is hereby waived to eliminate the prohibition of Any Use which is exclusively accessible from a Lane.
- (b) Section 6A02(1)(a) is hereby varied to permit an Accessory Apartment Use on the first Storey and above.
- (c) Section 6A02(1)(d) is hereby waived to eliminate the requirement for Accessory Apartment Uses to meet the Adaptable Design requirements per Section 423.
- (d) Section 6A04(2)(a) is hereby varied to permit a total Gross Floor Area of 2.9 times the lot area.
- (e) Section 6A04(3) is hereby varied to permit a total Lot Coverage of 100% and hereby waives the requirement for Lot Coverage to be reduced to 35% above the second Storey.
- (f) Section 6A04(4)(a) is hereby varied to increase the maximum height to 16 metres (52.5 feet).
- (g) Section 6A04(5)(a) is hereby waived to eliminate the requirement for a setback from the rear property line.

- (h) Section 6A04(5)(c) is hereby waived to eliminate the requirement for 45 degree setback above the second Storey.
- (i) Section 908(8) is hereby varied to reduce the minimum number of Parking spaces required to 0 spaces.
- (j) Section 1001 is hereby varied to reduce the minimum number of Loading spaces required to 0 spaces.
- (k) Section 10A01 is hereby varied to reduce the minimum number of Bicycle parking spaces required to 0 spaces.

ARTICLE 4 GENERAL

4.1 Heritage Alteration Permits. The Owner acknowledges that the issuance of a Heritage Alteration Permit is at the sole discretion of the City and the City is at no time under any obligation to issue a Heritage Alteration Permit to the Owner.

4.2 Adoption of By-law. This Agreement, following execution by the parties, shall become effective only upon the adoption by City Council of the Bylaw authorizing this agreement.

4.3 Amendment. As required by the Local Government Act, this Agreement may only be amended with the consent of both the Owner and the City and by adoption by City Council of an amending bylaw which amends the Bylaw authorizing this agreement.

4.4 Severability. If a Court of competent jurisdiction finds that any part of this Agreement is invalid, illegal, or unenforceable, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part.

4.5 No Derogation. Nothing contained or implied herein will derogate from the obligations of the Owner under any other agreement with the City or, if the City so elects, prejudice or affect the City's rights, powers, duties or obligations in the exercise of its functions pursuant to the *Community Charter*, and the *Local Government Act*, or any other Act of the legislature of British Columbia, as amended from time to time.

4.6 Notices. All notices, demands, or requests of any kind, which a party may be required or permitted to serve on another in connection with this Agreement, must be in writing and may be served on the other party by registered mail or by personal service, to the address set out on the first page of this Agreement and service of any such notice, demand, or request will be deemed complete, if made by registered mail 72 hours after the date and hour of mailing, except where there is a postal service disruption during such period, in which case service will be deemed to be complete only upon actual delivery of the notice, demand or request, and if made by personal service, upon personal service being effected. Any party, from time to time, by notice in writing served upon the other party, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

4.7 Enurement. This Agreement will enure to the benefit of and be binding upon each of the parties and their successors and permitted assigns.

4.8 Governing Law. This agreement will be governed by and construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.

4.9 Interpretation. The following provisions regarding interpretation apply to this agreement:

- (a) Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular; and
- (b) The division of this Agreement into sections and the use of headings are for convenience of reference only and are not intended to govern, limit or aid in the construction of any provision. In all cases, the language in this Agreement is to be construed simply according to its fair meaning, and not strictly for or against either party.

4.10 Legal and Land Title Office Fees. The Owner will:

- (a) reimburse the City, within 10 days of a written request by the City, for all legal costs including fees, disbursements and taxes incurred by the City with respect to the negotiation, preparation, administration and enforcement of this Agreement; and
- (b) pay or, if paid by the City, reimburse the City for all fees and expenses incurred in connection with registering a notice of this Agreement in the Land Title Office.

IN WITNESS WHEREOF the parties have executed this agreement on Form C which is a part hereof.

PRIORITY AGREEMENT

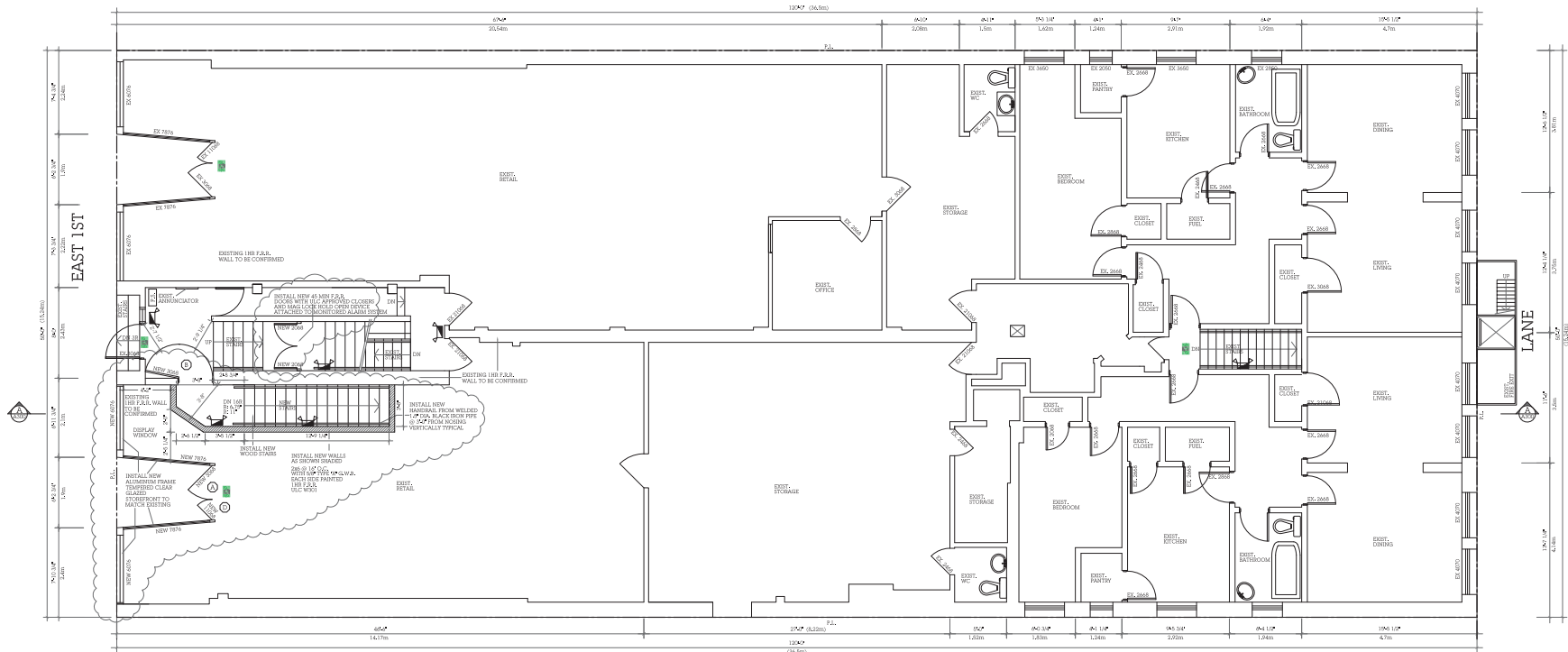
Prospera Credit Union (the “**Chargeholder**”) is the holder of the following mortgages and assignments of rents encumbering the Lands and registered in the Land Title Office:

1. Mortgage CA6968258; and
2. Assignment of Rents CA6968259,

(collectively, the “**Bank Charges**”).

The Chargeholder, being the holder of the Bank Charges, by signing the Form C General Instrument attached hereto as Part I, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder) hereby consents to the granting of this Section 219 Covenant and hereby covenants that this Section 219 Covenant shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Section 219 Covenant had been registered prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

SCHEDULE A - CONSERVATION PLAN



LEGEND :

- EXIT SIGN (GREEN RUNNING MAN) BULLETIN 601-006-001
- P.S. FULL STATION
- EMERGENCY LIGHT POWER UNIT

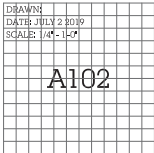
DOOR:

- (A) NEW 1/2" x 6" ALUMINUM FRAME GLAZED STOREFRONT DOOR, C/W SELF-CLOSER, LOCKSET, LEVER HANDLE & WEATHER STRIPPING
- (B) NEW 2" x 6" FLUSH STEEL W/CLOW CORE, C/W SELF-CLOSER, LOCKSET & LEVER HANDLE (40MIN. F.R.A.)
- (C) NEW 2" x 6" DOOR WITH LOCKSET & LEVER HANDLE
- (D) NEW 1/2" x 2" ALUMINUM FRAME GLAZED STOREFRONT DOOR, C/W SELF-CLOSER, LOCKSET, LEVER HANDLE & WEATHER STRIPPING

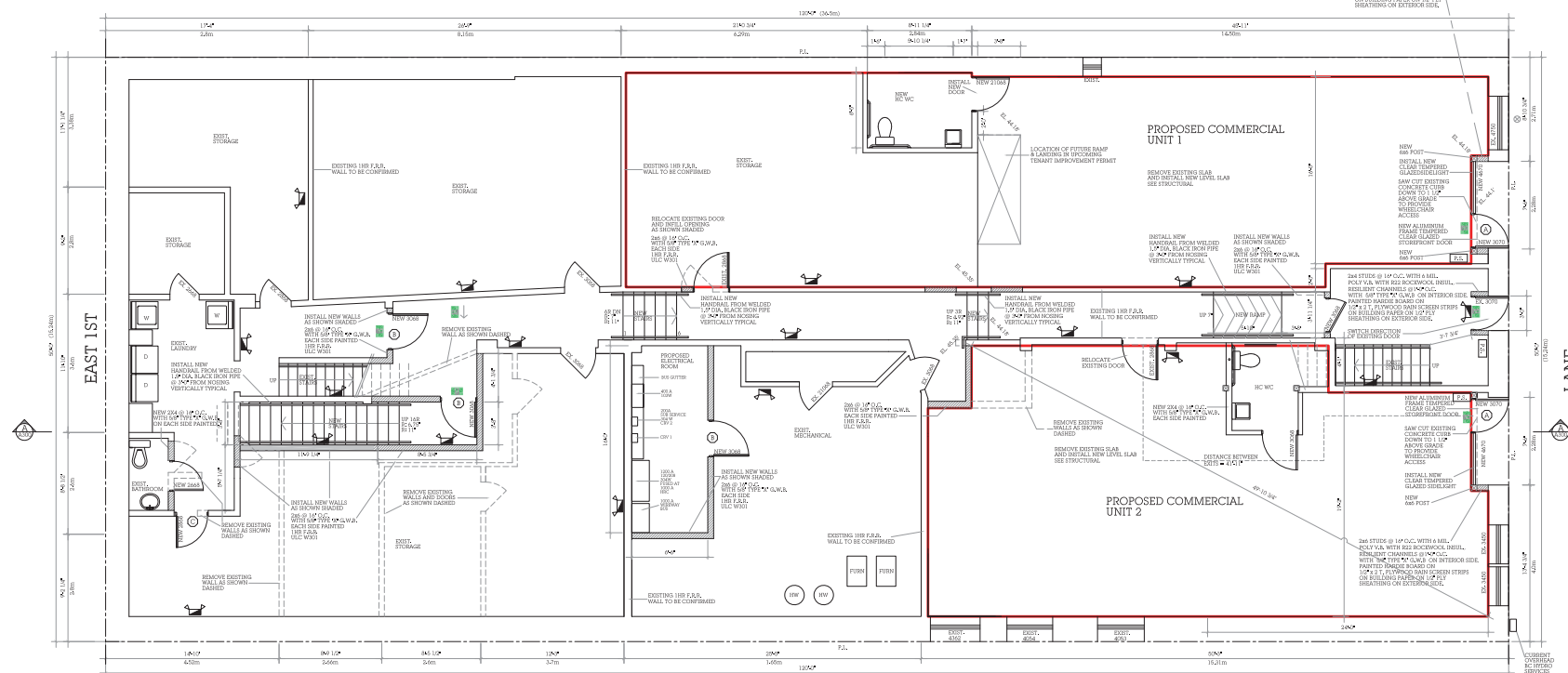
NOTE:
ALL ELECTRICAL AND PLUMBING SERVICE PENETRATIONS OF FIRE RATED FLOOR WALLS AND CEILINGS TO BE FIRE STOPPED IN COMPLIANCE WITH IBC 2018

PROPOSED MAIN FLOOR PLAN

REVISION 1:
AUGUST 28 2019
REVISION 2:
OCTOBER 22 2019
REVISION 3:
NOVEMBER 26 2019



A102



LEGEND :

- EXIT SIGN (GREEN RUNNING MAN BULLETIN 2010/0000)
- FULL STATION
- EMERGENCY LIGHT
- POWER UNIT

DOOR:

- NEW 3'0\"/>
- NEW 3'0\"/>
- NEW 2'4\"/>

NOTE:
ALL ELECTRICAL AND PLUMBING SERVICE PENETRATIONS OF
FIRE RATED FLOOR WALLS AND CEILINGS TO BE FIRE STOPPED
(IN COMPLIANCE WITH BCBC 2018)
MORE WASHROOMS WILL BE PROVIDED AS PER
TENANTS REQUIREMENTS

PROPOSED BASEMENT FLOOR PLAN

REVISION 1:
AUGUST 28 2019
REVISION 2:
OCTOBER 22 2019
REVISION 3:
NOVEMBER 26 2019



DRAWN
DATE: JULY 2 2019
SCALE: 1/4\"/>

A104.1



EXISTING NORTH ELEVATION



PROPOSED NORTH ELEVATION

111
ST
STREET

KOENIG/OONEY
ARCHITECT
1810 BAYVIEW
VANCOUVER BC
V6K 4A4
604-736-2927

DRAWN
DATE: JULY 2 2019
SCALE: 1/4" = 1'-0"

A200



PROPOSED WEST ELEVATION

111
1ST
STREET

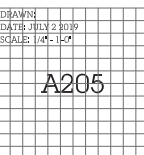
KOHL/OONEY
ARCHITECT
1830 BAYVIEW AVE
VANCOUVER BC
V6K 4A4
604-736-2927

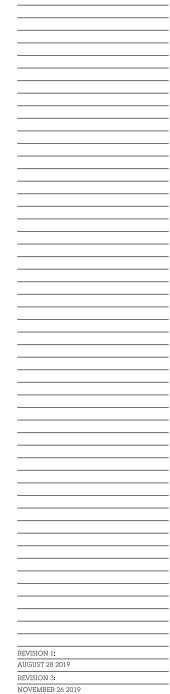
DRAWN
DATE: JULY 2 2010
SCALE: 1/4" = 1'-0"

A203



PROPOSED EAST ELEVATION

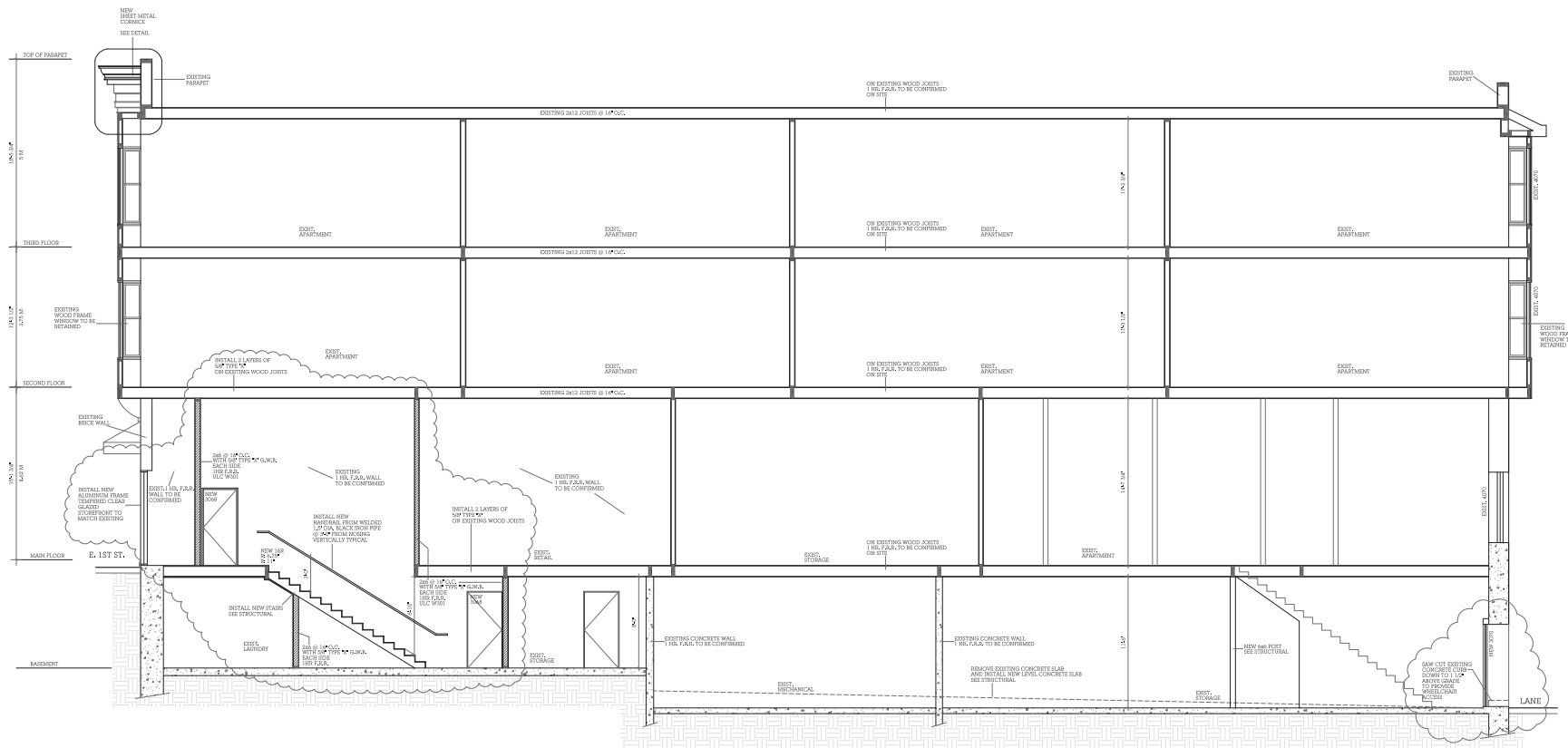




111
1ST
STREET
KC / OONEY
ARCHITECT
1820 BAYSWATER
VANCOUVER BC
V6K 4A4
604 736 2927

DRAWN:
DATE: JULY 2 2019
SCALE: 1/4" = 1'-0"
A206

COLOUR AND MATERIAL
NORTH ELEVATION

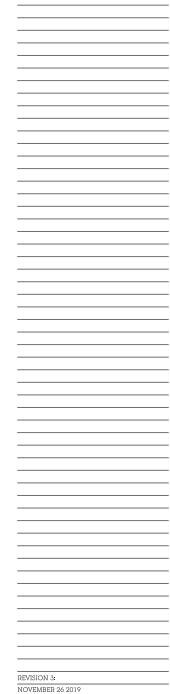


BUILDING SECTION A-A

REVISION 11
AUGUST 28 2019



DRAWN	
DATE	JULY 2 2019
SCALE	1/4" = 1'-0"
A300	



KC I/OONEY
ARCHITECT
1820 BAYSWATER
VANCOUVER BC
V6K 4A4
604 736 2927

DRAWN:
DATE: JULY 2 2019
SCALE: 1 1/2" = 1'-0"

A400

CORNICE SECTION DETAIL

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8753

A Bylaw to Designate a Protected Heritage Property

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 “**Heritage Designation Bylaw, 2020, No. 8753**” (Chad Mooney / KC Mooney Architect, 109-115 East 1st Street).
2. Pursuant to the *Local Government Act*, the following lands and heritage building, the Mount Crown Block thereon, are in their entirety hereby designated as a protected heritage property:

Street Address: 109-115 East 1st Street

Common Name / Description: Mount Crown Block

Legal Description: PID: 015-088-111
LOT: 5 Block: 166 DL: 274 Plan: 878

3. Pursuant to the *Local Government Act*, this bylaw requires adherence to the City of North Vancouver’s “Heritage Conservation Procedures Bylaw, 2013, No. 8292”.
4. Schedule A is a Statement of Significance for the Mount Crown Block (109-115 East 1st Street).

READ a first time on the 10th day of February, 2020.

READ a second time on the 10th day of February, 2020.

READ a third time on the 2nd day of March, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

SCHEDULE A

Statement of Significance

The Mount Crown Block, at 109-115 East 1st Street in North Vancouver, is a 1911 mixed-use building that is situated in the Lower Lonsdale business precinct. The building contains two retail stores along the East 1st Street frontage and 2 storeys of residential above the first floor. The structure is primarily brick-clad with wood framed windows and ornamentation, along with a stucco cornice treatment. The heritage resource for designation is the entire building that is situated on the property known as 109 - 115 East 1st Street.

The Mount Crown Block is significant as its mix of commercial and residential space was originally one of the larger commercial buildings in the City. The architects, Dalton & Eveleigh, were responsible for the design of the building; they were one of Vancouver's pre-eminent architectural firms and were known for their high quality commercial and institutional design. In addition, this resource represents the early building forms and mix of uses that established the Lower Lonsdale precinct and supported the ferry service to the south side of the Burrard Inlet.

The character defining elements of the heritage resource primarily relate to its architecture. The Mount Crown Block is an example of the classical revival era with Edwardian overtones. Most of its original materials and design are still intact, these include: the wood framed windows and ornamentation; brick materials and inset patterns; and the eastern store front v-shaped glazing and inset entrance. As part of the restoration works for the building, the original cornice (of wood construction) and western store front to match the eastern store front will be re-established to bring the building back to its original architectural composition.



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Ben Themens, Director, Finance

Subject: REVENUE ANTICIPATION BORROWING BYLAW

Date: March 24, 2020 File No: 05-1690-01-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Director, Finance, dated March 24, 2020, entitled "Revenue Anticipation Borrowing Bylaw":

THAT "Revenue Anticipation Borrowing Bylaw, 2020, No. 8749" be brought forward for Council's consideration;

ATTACHMENTS

1. Revenue Anticipation Borrowing Bylaw, 2020, No. 8749 (CityDoc#1896018)

BACKGROUND

The City of North Vancouver currently has an interest only Operating Line Facility (OLF) of \$5,000,000 with the Royal Bank of Canada (RBC). The purpose of the OLF is to provide short-term ability to continue disbursements in the event that cash inflows are delayed or disrupted. The current COVID-19 pandemic has raised concerns over possible reduced cash flows over the coming months as it is anticipated that pre-payment plan payments, parking, permit and other miscellaneous revenues will decline and that based on a recent Provincial announcement, the property tax due date may be extended to September 30, 2020.

The Community Charter authorizes revenue anticipation borrowing through the adoption of a municipal bylaw, allowing the borrowing of funds to cover current-year operating expenditures included in the local government's five-year financial plan bylaw. Revenue anticipation borrowing is not meant to be used to cover long-term borrowing needs or

capital financing and borrowed funds must be repaid when tax revenue is received by the municipality.

Revenue Anticipation Borrowing Bylaw, 2020, No. 8749 will authorize temporary borrowing of up to \$35M to meet corporate cash flow requirements, if necessary, pending receipt of our 2020 tax revenues.

DISCUSSION

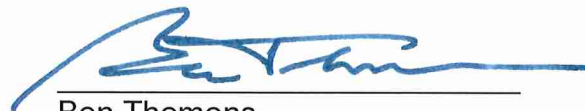
For municipalities, the borrowing amount cannot exceed the amount of unpaid taxes imposed during the current year and the money due from other governments. The maximum amount that can be borrowed is limited to 75 percent of the current year's tax levy, and any money remaining due from other governments. If the borrowing takes place before the adoption of the current year tax bylaw, the amount is limited to the preceding year's tax levy. As the City has not adopted its 2020-2029 Financial Plan, the City's revenue anticipation borrowing limit is \$46.9M, 75% of the 2019 tax levy of \$62.5M. Revenue received from taxes must be used first to repay that borrowing if any revenue anticipation borrowing amount is outstanding.

Given these limitations, such borrowing cannot be used to provide long-term tax reliefs or tax deferrals to tax payers.

FINANCIAL IMPLICATIONS

The City is in a sound financial position and the unaudited consolidated financial statements as at December 31 2019 includes an investment portfolio of \$192M. However, it is recommended that the City's OLF be increased from the current \$5,000,000 to \$35,000,000. Amounts would only be drawn when it is more beneficial to draw from the OLF as opposed to liquidating existing City investments to cover delays in revenue. The interest charge is set at RBC's Prime Rate, which currently is 2.95%.

RESPECTFULLY SUBMITTED:



Ben Themens
Director, Finance

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8749

A Bylaw to establish “Revenue Anticipation Borrowing Bylaw, 2020, No. 8749”

WHEREAS it is provided by Section 177 of the *Community Charter* that Council may, without the assent of the electors or the approval of the Inspector of Municipalities, provide for the borrowing of such sums of money as may be necessary to meet the current lawful expenditures of the municipality provided that the total of the outstanding liabilities does not exceed the sum of:

- a) The whole amount remaining unpaid of the taxes for all purposes levied during the current year, provided that prior to the adoption of the annual property tax bylaw in any year, the amount of the taxes during the current year for this purpose shall be deemed to be 75% of the taxes levied for all purposes in the immediately preceding year; and
- b) The whole amount of any sums of money remaining due from other governments;

WHEREAS the total amount of liability that Council may incur is 46,949,000 dollars (\$) being 75% of the whole amount of the preceding year taxes.

AND WHEREAS there are no liabilities outstanding under Section 177;

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 “**Revenue Anticipation Borrowing Bylaw, 2020, No. 8749**”.
2. The Council shall be and is hereby empowered and authorized to borrow upon the credit of the municipality an amount or amounts not exceeding the sum of 35,000,000 dollars (\$).
3. The form of obligation shall be by way of an Operating Line Facility with Royal Bank of Canada (RBC), the City’s financial institution.
4. All unpaid taxes and the taxes of the current year when levied or so much thereof as may be necessary shall, when collected, be used to repay the money so borrowed.

5. "Revenue Anticipation Borrowing Bylaw, 1981, No. 5321" and all amendments thereto are hereby repealed.

READ a first time on the <> day of <>, 2020.

READ a second time on the <> day of <>, 2020.




READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: L. R. Orr, Deputy Director, Community and Partner Engagement

Subject: INTER-MUNICIPAL BUSINESS LICENCE BYLAW FOR RIDE-HAILING

Date: February 26, 2020 File No: 09-3900-02-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the Deputy Director Community and Partner Engagement, dated February 26, 2020, entitled "Inter-Municipal Business Licence Bylaw for Ride-Hailing":

THAT "Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766" be considered and referred to a Public Meeting;

THAT "Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767" be considered and referred to a Public Meeting;

AND THAT notification be circulated in accordance with the *Community Charter*.

ATTACHMENTS

1. Report to Council dated November 27, 2019 entitled "Proposed North Shore Ride-Hailing Licensing and Regulatory Framework" (Doc [#1861972](#))
2. Shared Principles for a Regional IMBL (Doc [#1868596](#))
3. Participating municipalities (Doc [#1885023](#))
4. Proposed Inter-Municipal Transportation Network Services Business License Agreement Bylaw, 2020, No. 8766 (Doc [#1882772](#))
5. Proposed Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767 (Doc [#1882802](#))

PURPOSE

The purpose of this report is to introduce and seek Council support for the City of North Vancouver's participation in a new Inter-Municipal Business Licence Bylaw (IMBL) for Transportation Network Services (TNS) – Ride-Hailing for Region 1. Considerations for curbside management, data collection and enforcement and their related City Bylaw amendments will be dealt with in a separate report.

BACKGROUND

Provincial legislation in force since September 2019 has reduced the municipal authority to regulate Passenger Directed Vehicles (PDV) such as taxis, limousines and ride-hailing vehicles. The Province now has sole authority to regulate company fleet size and operational boundaries, to set vehicle standards, and to issue driver Chauffeur Permits.

While the Province's new regulations surrounding PDV activities limit the role of municipalities in establishing local regulations, municipalities retain authority to:

- Issue business licences;
- Set business licence requirements; and
- Regulate business activities, such as street and curb use and pick-up and drop-off locations, through Bylaws.

The Province regulates Passenger Directed Vehicles through the Passenger Transportation Act, the Motor Vehicle Act and the Commercial Transportation Act. Companies that operate passenger directed transportation services are licensed by the independent, provincially appointed BC Passenger Transportation Board (PTB). Municipalities may issue business licences to companies once those companies have been licensed by the PTB.

The PTB has the authority to determine operating boundaries and has established a regional, cross-municipal approach to ride-hailing. The City of North Vancouver is part of Region 1 (Whistler-Lower Mainland) comprised of 32 municipalities.

On December 9, 2019, City Council directed staff to develop a North Shore regulatory framework for ride-hailing (Transportation Network Services) with the Districts of North and West Vancouver (see Attachment #1):

PURSUANT to the report of the Manager of Transportation Planning, the North Shore Mobility Options Coordinator, and the Manager of Business and Community Partnerships, dated November 27, 2019, entitled "Proposed North Shore Ride-Hailing Licensing and Regulatory Framework":

THAT Council endorse the proposed framework for licensing and regulating ride-hailing services across the North Shore outlined in this report;

AND THAT staff report back with necessary bylaw amendments to enable ride-hailing services per the proposed licensing and regulation framework outline in this report.

The proposed North Shore IMBL approach would have been an interim measure until such time that a regional framework was in place.

On December 12, 2019 the Mayors' Council directed TransLink to facilitate an expedited IMBL development process with Region 1 municipalities with agreement on Bylaw terms by January 31, 2020.

Region 1 municipalities commenced work in late December 2019. An IMBL staff Working Group was established and met weekly throughout the month of January 2020 to develop the proposal for an IMBL for ride-hailing.

The purpose of the Working Group was to:

- Develop an Inter-Municipal Business Licence for ride-hailing for Region 1, including making decisions regarding agreed upon terms for a draft Bylaw;
- Ensure that participating municipalities' concerns regarding the IMBL are reflected in the discussion and decision-making of the Working Group;
- Jointly prepare a draft Bylaw and supporting documentation such as sample staff reports to be used by participating municipalities;
- Present the draft Bylaw to each of the participating municipal Councils; and
- Jointly develop common messaging for use by Working Group participants in their respective communications materials.

Attachment #2 outlines the shared principles that were agreed to by the Working Group to guide the preparation of the Regional IMBL.

TransLink and the Ministry of Municipal Affairs and Housing jointly fulfilled the role of the Working Group Secretariat. The role of Secretariat included organizing and circulating agendas, organizing meeting logistics, minute-taking, recording of resolutions and vote outcomes, actioning follow-up items and reminders and circulating items to Working Group members.

The terms of the IMBL were developed collectively by the participating municipalities in a fast-tracked process. Attachment # 3 provides a list of the "participating municipalities". The proposed IMBL regulatory framework includes two parts:

- a) A Bylaw to enter into an agreement among participating municipalities regarding an Inter-municipal Transportation Network Services Business (TNS) Licensing Scheme (Attachment #4); and
- b) The Bylaw for the Inter-municipal TNS Business Licence Scheme (Attachment #5).

The proposed IMBL Bylaws establish licensing authority; licence fee and structure; licence conditions; and licence fee revenue sharing among participating municipalities. They represent the outcome of two-thirds majority based voting undertaken by the IMBL Working Group members.

Participating municipalities will bring reports to their respective Councils in February and March 2020, recommending approval of the Bylaws as presented. If approved, the IMBL will take effect on April 1, 2020 for the participating municipalities.

DISCUSSION

Because the terms of the proposed ride-hailing IMBL were developed on a compressed timeline, they should be considered as interim. Staff of participating municipalities will continue to collaborate over the coming months on opportunities for future refinement toward a permanent IMBL. For example, there may be opportunities to further incentivize wheelchair accessible or zero emission vehicles, and to adjust the licence fee structure. As more companies are licensed and staff better understand the true costs for licensing and for monitoring industry impacts, such changes can be considered.

The draft IMBL Bylaws establish the following:

Licensing Authority

The City of Vancouver will be the licensing authority for the IMBL which means that all ride hailing companies will need to obtain a licence from Vancouver in order to conduct ride hailing business in any of the participating Region 1 municipalities.

Given the expedited timeframe to develop a licensing scheme, the Working Group agreed that The City of Vancouver is well positioned for this role as it has developed an infrastructure to support tracking and issuing TNS business licenses.

Licence Fee and Structure

The annual IMBL fee will be \$155 per company plus vehicle fees of:

- \$150 per vehicle
- \$30 per zero emission vehicle
- \$0 for wheelchair accessible vehicles

Proposed fees are set to be program cost recoverable and not to be prohibitive for companies.

The discounted fee for zero emission vehicles provides a meaningful incentive while acknowledging that they have an administrative cost and physical impact on streets. Wheelchair accessible vehicles are understood to be more expensive to purchase and maintain than non-accessible vehicles, and municipalities want to encourage their participation in ride-hailing as much as possible. Therefore, a \$0 per vehicle fee is proposed.

Licence fees are to be pro-rated to align with the City of Vancouver's calendar licensing structure.

Companies will self-report monthly, all new vehicles operating under their licence and whether they are standard, zero emission or wheelchair accessible. Once a vehicle has been reported and the associated fee paid, the vehicle may operate for the remainder of

the calendar year. Participating municipalities will be advised monthly of new vehicle additions, for the purposes of street use management.

The per-vehicle fee structure was agreed to as it can be implemented immediately; it enables incentives for specific vehicle types; and it is equitable among companies of all fleet sizes.

The per vehicle fee of \$150 was set with the aim of achieving administrative program cost recovery and recovery of costs to participating municipalities associated with monitoring business activity and impacts in their communities. Because ride-hailing is a new business type, the full costs of licensing and monitoring are not yet known. The licence fee is comparable to licensing fees in other Canadian jurisdictions such as the City of Calgary.

Licence Fee Revenue Sharing

Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover the costs of IMBL set up and administration of the IMBL. Remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each of their boundaries.

Year 1 of the IMBL program includes set-up costs that are expected to fall in subsequent years as the program is regularized. At the end of each licence year, the City of Vancouver will provide participating municipalities with a year-end account of costs, and revenue to be shared.

Licence Requirements

Companies will be required to comply with the municipal Bylaws and regulations of each participating municipality.

Each participating municipality will retain authority to enforce its own Bylaws, for example street and traffic regulations and also to suspend or cancel an IMBL. Because suspension or cancellation of a licence would affect all participating municipalities, staff in participating municipalities will establish a shared protocol for escalating enforcement prior to any municipality considering suspension or cancellation. This protocol will include communicating with the Provincial Registrar and Passenger Transportation Branch about on-going concerns with a company or vehicle.

The Province will be enforcing compliance with provincial regulations and licence conditions. Field investigations will be carried out by the Commercial Vehicle Safety and Enforcement (CVSE) Branch; the Registrar of the Passenger Transportation Branch is authorized to investigate and audit companies for issues including compliance with licence conditions and public safety. At this time, the number of provincial enforcement staff that will be assigned to address potential issues is not available.

Monitoring Industry Impacts – Access to Data

Access to detailed trip data is critical for municipalities in understanding the impact of ride-hailing in their communities at both the system-wide and street levels. At the street-level it can be used to establish solutions to mitigate safety concerns and congestion impacts. For example, identification of locations for supportive infrastructure like street

parking repurposed into ride-hailing pick-up and drop-off zones. It can also highlight locations that may require enforcement attention.

The BC Passenger Transportation Branch of the Ministry of Transportation and Infrastructure collects comprehensive vehicle and trip data from companies. In early February 2020, the Province determined that municipalities will be able to access this data on a regular, on-going basis through a Partnership Agreement with the BC Passenger Transportation Branch. Consequently, detailed trip data will not be a requirement of the IMBL; municipalities will benefit from access to provincial data and companies will benefit from not having to duplicate data submission efforts.

Public/Civic Agency Input

The Working Group held an industry information session on January 22, inviting the 17 TNS operators who had applied to the PTB to operate in Region 1 at that time. Participants were informed about the proposed IMBL framework, including specifics, such as fee structure and data requirements. At the time of the consultation, the proposed IMBL included data submission requirements that have since been removed. Fifteen of the applicants invited sent representatives.

In addition to the comments given during the information session, three companies submitted written comments following the session. The Working Group reviewed and considered all comments submitted.

The TNS industry representatives were generally appreciative of the expedited IMBL process, particularly as two of the applicants received PTB approval during the process and had a more urgent need for an IMBL.

The key concerns heard by the working group were:

- Fee structure and smaller operators: The Working Group heard concerns that the fee structure disadvantaged smaller operators who are less able to absorb the per-vehicle charges compared to larger operators.
- Fee structure and TNS fluidity: The Working Group heard concerns that the way that fees are charged – based on vehicles that sign on with the company rather than number of vehicles in operation – do not match the fluid nature of the ride-hailing industry which tends to have high driver turnover.
- Data requirements and granularity: The Working Group also heard concerns about the level of granularity required for data submissions, with respect to customer privacy.

The Working Group will take key concerns 1 and 2 under advisement and consider options to address these concerns as part of the ongoing development of a permanent IMBL. The concerns are significant enough and industry perspectives varying enough that further work and consultation is required, and was not possible prior to the January 31 deadline for the interim IMBL.

Regarding data requirement concerns, the Working Group has since determined that detailed data submission will not be required as part of the IMBL. Municipalities will

access provincially collected data through a Partnership Agreement with the Provincial Transportation Branch.

Bylaw Provisions not supported by Council

The terms proposed in the IMBL for ride-hailing have been developed and agreed to by staff from the municipalities that participated in the Working Group. The intent was to develop a standard Bylaw that would apply to all participating municipalities that would allow the issuance of one business licence per ride-hailing company. Should Council seek to amend the terms of the Bylaws at this time, further consultation with all participating municipalities would be required. Consequently, the proposed effective date for implementation of the licence, April 1, 2020 would likely be delayed.

The IMBL will be effective in all participating municipalities that adopt the Bylaws and enter into the agreement. If Council chooses not to adopt the Bylaws as presented, the City of North Vancouver will not be part of the IMBL and ride-hailing companies will not be able to operate under the IMBL in the City.

Next Steps

Should the proposed IMBL Bylaws be approved by Council and by other participating municipalities, the City of Vancouver is prepared to issue IMBL licences on April 1, 2020, prepare invoices and set-up revenue distribution.

Staff of participating municipalities will monitor effectiveness and consider refinement of terms over the coming months toward a permanent IMBL. For example, there may be opportunities to further encourage wheelchair accessible or zero emission vehicles. The Working Group will also review the suggestions made by industry representatives noted earlier in this report. As more companies are licensed and staff come to better understand the licensing costs and monitoring industry impact, such changes may be considered.

In considering adjustments to the ride-hailing IMBL, staff will consider opportunities to include limousines as they are also authorized by the PTB to operate across municipal boundaries. The PTB has announced that it will review its regulations with regard to taxi operating areas, but at this time taxis cannot be considered for an IMBL as they are largely restricted to operating within single municipalities.

FINANCIAL IMPLICATIONS

The overall IMBL administrative costs for the City of Vancouver for year 1 are estimated to be \$140,000 and include:

- Privacy Management
- Legal Services
- Policy Development
- Corporate Support, Materials and Rent
- Licence processing including fee administration and reconciliation

The City of Vancouver will retain licence fee revenue sufficient to recover IMBL administrative program costs. Included in the administrative costs is the addition of one

half-time licence clerk at an estimated cost of \$33,000 per year. Any remaining funds will be distributed among participating municipalities based on the percent of total regional pick-ups and drop-offs that occur within each of their boundaries. Vancouver will provide a full accounting of the licensing costs at the end of the year. It should be noted that without an IMBL, each municipality would incur a certain level of these costs to licence ride-hailing within its jurisdiction.

Each member municipality will need to develop a process for receiving and analyzing pick-up and drop-off data and respective curb-side management fees and enforcement schemes.

INTER-DEPARTMENTAL IMPLICATIONS

The IMBL and related curb-side management and enforcement considerations have been coordinated between Community and Partner Engagement and Planning and Development Department staff. The City Solicitor and Clerks staff have reviewed the Bylaws.

STRATEGIC PLAN IMPLICATIONS

As an option for transportation services to City residents, ride-hailing services are consistent with the City for People and Connected City Priorities of Council's Strategic Plan.

CONCLUSION

There is strong public support for ride-hailing in the Lower Mainland and the Province has now authorized three companies to operate in Region 1 (Whistler - Lower Mainland). The proposed IMBL for ride-hailing will support the regional roll-out of the industry as companies will be able to operate in participating municipalities with only one business licence.

RESPECTFULLY SUBMITTED:



L. R. Orr

Deputy Director, Community and Partner Engagement

**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER, CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, DECEMBER 9, 2019**

REPORTS

19. Proposed North Shore Ride-Hailing Licensing and Regulatory Framework
– File: 16-8330-01-0001/2019

Report: Manager, Transportation Planning
North Shore Mobility Options Coordinator
Manager, Business and Community Partnerships
November 27, 2019

Moved by Councillor McIlroy, seconded by Mayor Buchanan




PURSUANT to the report of the Manager, Transportation Planning, the North Shore Mobility Options Coordinator and the Manager, Business and Community Partnerships, dated November 27, 2019, entitled “Proposed North Shore Ride-Hailing Licensing and Regulation Framework”:

THAT Council endorse the proposed framework for licensing and regulating ride-hailing services across the North Shore;

AND THAT staff be directed to report back with necessary bylaw amendments to enable ride-hailing services as set out in the proposed licensing and regulation framework.

CARRIED UNANIMOUSLY



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Andrew Devlin, Manager, Transportation Planning
Zachary Mathurin, North Shore Mobility Options Coordinator
Larry Orr, Manager, Business & Community Partnerships

Subject: PROPOSED NORTH SHORE RIDE-HAILING LICENSING AND
REGULATORY FRAMEWORK

Date: November 27, 2019 File No: 16-8330-01-001/2019

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

RECOMMENDATION:

PURSUANT to the report of the Manager of Transportation Planning, the North Shore Mobility Options Coordinator, and the Manager of Business and Community Partnerships, dated November 27, 2019, entitled "Proposed North Shore Ride-Hailing Licensing and Regulation Framework":

THAT Council endorse the proposed framework for licensing and regulating ride-hailing services across the North Shore outlined in this report;

AND THAT staff be directed to report back with necessary bylaw amendments to enable ride-hailing services per the proposed licensing and regulation framework outline in this report.

ATTACHMENTS:

1. Information Report dated August 6, 2019 entitled "Ride Hailing Backgrounder and Update" (Document [#1854784](#))

PURPOSE

The purpose of this report is to introduce a proposed interim framework for coordinating licensing businesses engaged in ride-hailing and passenger directed vehicle activities, and to enable the ability to address ride-hailing services' potential street and traffic impacts across the North Shore. This report recommends that staff bring bylaw amendments to Council to enable the proposed changes in early 2020.

BACKGROUND

On September 16, 2019 the Passenger Transportation Board (PTB) became the sole regulatory body with jurisdiction to set fleet size restrictions, define operational boundaries, and issue permits to operators of ride-hailing services as well as other Passenger Directed Vehicle (PDV) companies, which include taxicabs and limousines.

The PTB began accepting permit applications from ride-hailing companies, known as Transportation Network Services (TNSs), on September 3, 2019. Since then, at least 14 companies have applied for a permit to operate in Region 1, which includes the Metro Vancouver, Fraser Valley, and Squamish-Lillooet regional districts.

Larger ride-hailing companies (e.g., Uber, Lyft) have not confirmed nor denied whether the North Shore will be part of the initial service area, but both have indicated it will be highly dependent on driver supply. If the driver supply is below what the companies need to operate a healthy ride-hailing market, municipalities outside of Vancouver may be excluded from the platform until more drivers can be recruited.

While the province's new regulations surrounding PDV activities limit the role of municipalities in establishing local regulations, municipalities retain authority to:

- Issue business licences;
- Set business licence requirements; and
- Regulate business activities, such as street and curb use and pick-up and drop-off locations, through bylaws.

Staff from the City of North Vancouver (CNV), in collaboration with the District of North Vancouver (DNV) and the District of West Vancouver (DWV), have been working on a framework that would enable TNSs to operate across the North Shore through an inter-municipal business licence (IMBL) and enable new tools and regulations to manage potential safety and congestion impacts. This framework would allow the North Shore municipalities to effectively license and manage ride-hailing activities on the North Shore until such time that a coordinated regional approach is in place.

Staff from TransLink and the Province are currently facilitating a regional discussion on developing a regional licensing framework for Metro Vancouver. However, this process is anticipated to take one to two years given the number of municipalities and time to establish a body to regulate and administer regional licensing arrangements. City staff and North Shore colleagues will continue to engage with regional efforts.

DISCUSSION

Staff developed interim principles and objectives in line with municipal priorities to guide a licensing approach and tools to manage the street and curb impacts of ride-hailing activities. The purpose of these principles and objectives is to ensure the proposed actions align with previously endorsed priorities and lead to desirable outcomes as defined by Council's Strategic Plan and the City's Official Community Plan.

Table 1: Proposed Interim Ride-Hailing Principles and Objectives

Key Principles	Objectives to Meet
<ol style="list-style-type: none">1. Enhance mobility options2. Be consist across municipal boundaries3. Work within organizational capacity4. Build a foundation for future policy5. Be transparent	<ol style="list-style-type: none">1. Maximize safety2. Minimize congestion3. Maintain affordability4. Minimize burden to municipal resources5. Increase accessibility of mobility options6. Reduce GHG emissions within the limitations set by the province

Proposed inter-municipal business licence

In keeping with the principles and objectives in Table 1 and using existing municipal powers, staff recommend the following measures for licensing ride-hailing services:

1. Require a single inter-municipal business license for all PDV companies, including resident taxicab and limousine services and non-resident TNSs;
 - The IMBL fee structure would composed of three tiers defined by the overall vehicle fleet size of the business;
 - One municipality would take on the role of issuing business licences on behalf of all three North Shore municipalities;
 - While North Shore staff must still determine how revenues will be shared, it is likely that the issuing municipality will receive a larger share to offset the cost of administration;
 - Discounted business license fees may be considered for services who operate zero emission and accessible vehicles in the future. Analysis of fleet and trip data provided by services is needed to determine the level of discount that is appropriate, while still ensuring sufficient revenue is generated to offset administrative costs.
2. Harmonize fines and enforcement across the three municipalities through further changes to each municipalities' bylaws;
3. Require all PDV companies to share data in line with the province's own requirement;
 - Trip-level data (e.g. time and location of trip origins and destinations) to understand usage patterns, plan appropriate responses to street and curb use, and audit fees remitted to municipalities.

The City of North Vancouver, District of West Vancouver, and District of North Vancouver have an existing IMBL framework that allows mobile contractor businesses (e.g., renovators, plumbers, chimney sweeps) to obtain a single business licence from the municipality in which they are a resident and pay an additional, small fee to operate in the other two municipalities. Staff from the three municipalities currently meet on a regular basis to update their lists of businesses holding an IMBL and share the fees charged.

The existing North Shore IMBL does not currently capture taxi or other passenger directed vehicle services, nor does it allow non-resident businesses to apply. The proposed changes to the IMBL will address both of these limitations. This approach would lower the cost to taxicab companies, which currently must obtain a regular business licence in each municipality in which they seek to operate, and be administratively simple for both the municipalities and the companies affected. It would also be an attractive and efficient model for TNSs, who would gain access to three municipalities through a single process. This approach has been advocated by the TNSs and is consistent with the model being pursued by the Tri-Cities (i.e. Coquitlam, Port Coquitlam, and Port Moody).

The PTB has not yet approved any TNS applications and it is likely that service deployment will start in Vancouver before spreading to the North Shore. Should TNSs arrive before the North Shore approach is adopted, there may be a short period where no bylaw is in place. City staff will notify TNSs that they can operate for this short period without a business licence until such time as the bylaw amendments are adopted.

Proposed transportation management measures

Once TNSs start operating on the North Shore, managing the space where people are picked up and dropped off becomes more critical to ensure the safety of passengers and drivers and manage limited curb space. To meet these needs, staff recommend enabling the ability to implement the following measures.

1. Harmonize definitions for passenger loading zones and street use regulations so that they are consistent and predictable across the North Shore municipalities;
2. Ability to geofence areas that manage access to key areas according to each municipality's needs and visible to drivers and passengers within the mobile application platforms of each company;
3. Ability to collect a pick-up and drop-off based congestion and curb access surcharge similar to the City of Vancouver that would apply during peak times based on current evidence and could be adjusted according to future congestion and TNS data;
 - Fee would be discounted or waived for trips made using a zero emission vehicle and for trips made using an accessible vehicle;
 - The fees would likely be passed on to passengers and could act as a signal to customers to consider alternatives like transit when it is available at peak service levels and when road congestion is at its highest level;
 - Pick-up and drop-off fee revenues should go toward funding investments in the transportation network, such as cycling and pedestrian improvements.

Next steps

Staff have identified the following bylaws as requiring amendments in order to enable the proposed changes outlined in this report:

- Business Licence Bylaw, No. 8640;
- Fees and Charges Bylaw, No. 6383;
- Inter-municipal Business Licence Agreement Authorization Bylaw, No. 7350; and
- Street and Traffic Bylaw, No. 6234.

The provincial legislation removes the City's authority to regulate driver requirements and vehicle standards and issue chauffeur's permits. As such, regulations contained in the City's Cab Regulation Bylaw, No. 7787 are mostly voided and the bylaw can be repealed.

TNSs hope to receive their provincial permit by the end of 2019 and launch shortly thereafter. To minimize the interim period between permit issuance and the adoption of a local licensing framework, the North Shore team are working to bring the necessary bylaw changes to councils for adoption in early 2020.

Coordination with other North Shore municipalities

Staff from the District of North Vancouver and District of West Vancouver will present their Councils on December 9, 2019 and December 16, 2019, respectively, with a similar recommendation to endorse the proposed interim approach. With Council endorsement, staff will draft a set of mutually consistent bylaw changes for all three municipalities that staff will present to Council for consideration and adoption in early 2020.

COMMUNITY CONSULTATION

Staff have engaged with colleagues in the City of Vancouver and the Tri-Cities (Coquitlam, Port Coquitlam, and Port Moody) who have been leading similar efforts to license and manage ride-hailing in ways to ensure regional consistency.

Staff have also consulted with representatives from the local business community, local taxicab companies, and TNSs throughout the process to develop mutually acceptable solutions and receive feedback on the proposed measures. The feedback has been positive and the taxicab companies and TNSs have been supportive of the work being pursued.

FINANCIAL IMPLICATIONS

The proposed licence fee structure and fee amounts are intended to recover the cost of administering the business licence and conducting enforcement only. However, the proposed approach represents a significant reduction in administrative burdens and associated costs to the CNV and treats taxis and TNSs equally.

Staff recommend that the funds collected through the curb access fee be allocated to transportation initiatives, which could include pedestrian and cycling infrastructure improvements or funding accessible transportation options. The revenue generated from these fees will depend on demand for ride-hailing services on the North Shore. As noted previously, the provincial requirement for class 4 commercial licences for drivers will, in the short-term, affect the supply of drivers on the North Shore and likely limit the number of trips. Should the per-trip curb access fee be implemented, staff expect revenues to be relatively modest in the first year of operations but are highly likely to grow over time based on the experience of comparable metropolitan regions. If and when driver supply catches up with demand (which typically rises as the availability of ride-hailing services rises), pick-up and drop-off fees could be substantial enough to fund significant improvements to the North Shore's transportation network.

INTER-DEPARTMENTAL IMPLICATIONS

Staff from the City's Planning and Development, Bylaw Services, Business Licensing, and Engineering, Parks and Environment have worked in partnership with staff at the Districts of North and West Vancouver to develop the recommended consistent framework to address ride-hailing.

Staff reviewed the recommended to the City's Policy and Projects Team for input and feedback. No major issues or concerns were noted. Urban design was highlighted as an important consideration once staff start planning the implementation of new loading zones. Should Council endorse the recommended framework, staff will engage Finance and Legal counsel to ensure the new fees and bylaw amendments adhere to City practices.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS

The proposed licensing and regulatory framework for ride-hailing services outlined in this report support the following goals and objectives in the City's Official Community Plan:

- 2.3. Support a safe, accessible, resilient, and affordable transportation system
- 7.2. Create an attractive environment for economic development.

STRATEGIC PLAN IMPLICATIONS

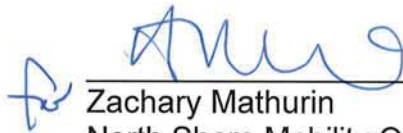
The proposed licensing and regulatory framework for ride-hailing services outlined in this report supports the following priorities outlined in the 2018-2022 Council Strategic Plan:

- Explore innovative solutions to transportation challenges, and continue to integrate land use and transportation planning to support connectivity across the region
- Increase visibility as a tourism destination
- Investigate actions to reduce barriers and challenges to local businesses

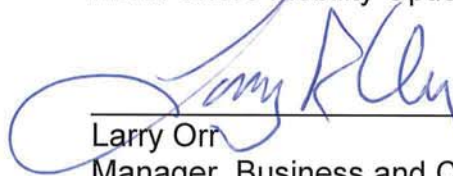
RESPECTFULLY SUBMITTED:



Andrew Devlin
Manager, Transportation Planning



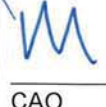


Zachary Mathurin
North Shore Mobility Options Coordinator



Larry Orr
Manager, Business and Community Partnerships



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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

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

Subject: RIDE HAILING BACKGROUNDER AND UPDATE

Date: August 6, 2019 File No: 09-4320-20-0001/2019

ATTACHMENTS:

1. Overview of the Passenger Transportation Amendment Act (Doc. # [1813764](#))
2. Highlights of the Passenger Transportation Amendment Act

PURPOSE:

The purpose of this report is to update Council on the new ride-hailing legislation that will come into effect in the Province this Fall.

BACKGROUND:

Legislation (Bill 55) was introduced on November 19, 2018 by the provincial government that will allow ride-hailing companies to enter the B.C. market. Companies offering ride-hailing services will be called Transportation Network Services (TNS) under the new legislation. The regulations to enact Bill 55 take effect on September 16, 2019. The purpose of the Passenger Transportation Amendment Act is to modernize the legislative framework for passenger-directed vehicles (PDV) (vehicles for hire, such as taxis) and prepare for the entry of app-based ride-hailing services. Attachment #1 provides a high level overview of the Passenger Transportation Amendment Act. Attachment #2 provides more details on the changes resulting from the new legislation.

Currently the City regulates vehicles for hire (taxis) through our Cab Regulation Bylaw, 2006, No.7787 and the Streets and Traffic Bylaw, 1991, No. 6234 (concerning taxi

stands). Taxi companies are also required to have a Business License under the City's Business Licence Bylaw, 2018, No. 8640.

Overview of B.C. Regulations

Administration

- Passenger Transportation Board (PTB) will have sole authority to issue permits to TNS companies and regulate ride pricing structure, vehicle condition and operator licensing

Licensing Fees

- \$200 application fee
- \$5,000 annual licence fee for TNS company
- Rider fee of \$0.30/ trip in a non-wheelchair equipped vehicle

Driver requirements

- Class 4 commercial licence
- Criminal record check with Vulnerable Sector Check (annual)
- Clean driving record (max. 4 offences during last 2 years)

Vehicle Requirements

- Minimum age=10 years +1 month
- Inspection by PTB (annually if <40,000 km or semi-annually if 40,000+ km previous year)
- Display TNS vehicle identifiers (company name/logo)

Operational Restrictions

- Cash not allowed
- Street hailing not allowed
- Boundaries TBD

Audit, Enforcement and Fines

- Audit and inspection PTB function
- \$5,000/day for drivers and \$100,000/day for TNS operating unlicensed
- TNS fined \$50,000/offence/day for any driver who has not passed a criminal record check

Changes to municipal regulatory and administrative powers

The new framework for Transportation Network Services will result in changes to municipal regulatory and administrative powers in relation to passenger-directed vehicles (vehicles for hire, such as taxis).

Municipalities will retain their authority to:

- Issue business licenses;
- Set business licence requirements; and

- Regulate such considerations as taxi stand locations, age of fleet and standard of fleet through street and traffic bylaws.

Municipalities will also have the ability to have one set of business licence requirements for taxi fleets and another for ride hailing, as well as different street and traffic rules for taxis and for ride-hailing under their authority in relation to streets and traffic.

The Passenger Transportation Board will have sole authority with respect to the supply and operating area for PDVs. **Municipalities may not:**

- Refuse to issue a business licence to operate a PDV for the sole reason that the person holds a business licence issued by another municipality;
- Prohibit PDVs from operating in the municipality;
- Regulate the number of PDVs that may operate; and
- Issue municipal Chauffeur's Permits (Chauffeur's Permits will be eliminated by the requirement for all drivers of passenger-directed vehicles to meet a new provincial standard for criminal and driver record checks).

As a result of these changes, any municipal bylaw that regulates the number of PDVs that may operate in a municipality or prohibits PDVs from operating at all will have no effect after enactment of the new legislation in September. Furthermore, any existing bylaws that regulate the issuance of chauffeur permits for the operation of motor vehicles under a PTB licence will also have no effect after enactment of the legislation.

While staff will be reviewing the Cab Regulation Bylaw to determine the full extent of the impact of the new legislation on existing City regulations, the discontinuation of chauffeur's permits will be the biggest change for the City. The Cab Regulation Bylaw includes provisions for the regulation of Chauffeur Permits and an inter-municipal scheme with the District of North Vancouver for an appeals process. Staff will also be considering potential impacts to the Streets and Traffic and Business Licence Bylaws and other potential issues in light of the new ride-hailing legislation.

NEXT STEPS

City staff are participating on a Metro Vancouver Regional Ride-hailing Working Group established by the Ministry of Transportation and Infrastructure and Ministry of Municipal Affairs and Housing and a TransLink Working Group. The working groups will discuss implementation efforts and facilitate municipal coordination on the new ride-hailing framework.


For Council's information, the North Shore municipalities have recently hired a North Shore Mobility Options Coordinator, Zachary Mathurin in order to facilitate municipal coordination on Integrated North Shore Transportation Planning (INSTPP) priorities. The Mobility Options Coordinator reports to the District of North Vancouver, the District of West Vancouver, and the City of North Vancouver on a variety of transportation files requiring tri-municipal collaboration, including ride-hailing.

City staff will also be facilitating meetings with Bylaw, Business Licensing and Transportation staff from the Districts of North and West Vancouver to discuss a potential

unified approach among the three North Shore Municipalities and will be forming an interdepartmental working group to consider City implications resulting from the new legislation.

The City staff working group will report back to Council in due course on the outcome of the Working Groups and any potential actions in light of the new provincial ride-hailing legislation.

RESPECTFULLY SUBMITTED:



L. R. Orr
Manager, Business and Community
Partnerships

Attachment

LO/jb



BRITISH
COLUMBIA

A hand on the left points upwards, while a hand on the right holds a smartphone displaying a map application. The background is a blurred city street at night with car lights.

Passenger Transportation Amendment Act

Key Principles

- Enable regulatory framework for ride-hailing
- Ensure safety
- Establish a system which allows for existing industry and new entrants
- Reduce regulatory overlap and burden
- Enhance compliance and enforcement
- Protect accessible services



Legislative Framework

Amendments to the following 8 statutes:

1. *Passenger Transportation Act*
2. *Insurance (Vehicle) Act*
3. *Insurance Corporation Act*
4. *Local Government Act*
5. *Community Charter*
6. *Vancouver Charter*
7. *Motor Vehicle Act*
8. *Commercial Transport Act*

Passenger Transportation Amendment Act



Key definitions in Legislation

1. Passenger Directed Vehicle (PDV):

- All Vehicles for hire (e.g. taxis, ride-hailing)

2. Transportation Network Services (TNS):

- App based ride hailing service



Overview of the Bill

1. Expanding Passenger Transportation Board Authority to consider TNS applications and grant licence. PT Board continues as provincial regulator to:

- Apply three part test: Fit and Proper to provide service, is there a public need and promotes sound economic conditions
- Set supply, operating areas and rates
- Other terms and conditions for licensees such as data requirement and information on trips provided under the licence

Overview of the Bill

2. Legislative Committee to be appointed

On or before January 1, 2022 to review:

- Adequacy of supply of PDVs (including accessible PDVs)
- Effectiveness in providing adequate supply of PDVs
- Extent to which the Act promotes employment in the PDV and TNS sector.
- Impacts of PDVs on public transportation, traffic congestion, and the environment
- Extent to which changes promote PDVs to operate in small, rural or remote communities



Overview of the Bill

3. Taxi and TNS licence holders will ensure drivers meet prescribed record check requirements

- Eliminates the need for taxi and future drivers to obtain Municipal Chauffeur Permit in each municipality
- Closes gaps on current regime ensuring every driver in the province will require record checks including criminal record check and drivers abstract

Overview of the Bill

4. Updated Administrative Penalties and Offenses

- Current maximum administrative monetary penalty for licensees is \$1500. Raising to \$50,000
- Current maximum fine for an offence is \$5000, whether for an individual or other 'person'. Raising to \$100,000 for corporation or limited liability company that commits an offence and key for enforcing against non-licence holders



Overview of the Bill

5. Legislation proposes a definition of “accessible passenger directed vehicle” and enabling authority to charge per-trip fees

- Require new entrant annual licence fee to cover some portion of costs to fund accessible taxi service, as well as administrative costs of the PTA regime
- Existing industry would pay existing fees for a fixed period before transitioning over to new fee structure
- Require a licence holder or driver to complete a specified education/training program

Overview of the Bill

6. Local Government Legislation

- Clarifies the exclusive jurisdiction of the Passenger Transportation Board in determining supply and boundary/operating area
- Local governments will retain authority over business licences and street and traffic by-laws, for example setting vehicle type requirements or taxi stand locations

Overview of the Bill

7. Insurance Related Amendments

- Provides ICBC with authority to develop new insurance products for vehicles under a PTA licence
- Supports insurance solutions for other new emerging vehicle services

Overview of the Bill

8. Amendments to the Motor Vehicle Act

- Aligns with amendments to local government legislation to restrict the authority of municipal governments to limit supply or operating areas of PDVs that the PT Board has approved



Overview of the Bill

9. Commercial Transport Act

- Amendments to ensure that vehicles currently registered and licensed under the MVA and operate for a TNC can remain registered and licensed under the Motor Vehicle Act.



BRITISH
COLUMBIA

QUESTIONS

Passenger Transportation Amendment Act

Attachment #1

Key components of the Passenger Transportation Amendment Act

1. Expanding the authority of the Passenger Transportation Board

The Passenger Transportation Board, an independent tribunal, will expand its role in receiving applications and setting out terms and conditions of licences, including taxis, ride-hailing, and passenger-directed vehicles.

The board will have authority to determine the rates charged to passengers, as well as the supply and operating area of vehicles operating under the authority of a licence authorizing transportation network services.

2. Changes to local government

Proposed amendments to local government legislation will restrict authority of municipal governments to limit supply or operating areas of passenger-directed vehicles that the board has approved.

Local governments will still set vehicle type, taxi stand locations and local business-licence requirements.

3. Accessibility

The proposed legislation enables a new per-trip fee to cover a portion of costs to fund accessible taxis, as well as administrative costs of the Passenger Transportation Act. The existing industry would pay current fees for a fixed period before transitioning over to a new fee structure.

4. Legislative committee to be appointed

This bill proposes the appointment of a special committee to review and make recommendations on the effectiveness of the changes, impacts of passenger-directed vehicles on public transportation, traffic congestion and the environment to ensure the Province has a model that works for British Columbians.

5. Record-check requirements

All drivers of passenger-directed vehicles will be required to meet a provincial standard to be set by regulation for criminal and driver record checks by eliminating the need for taxi and future drivers to obtain a municipal chauffeur permit in each municipality.

6. Stricter penalties

The bill proposes increases to administrative penalties for non-compliance of licence holders, as well as increases to the maximum fine amounts for offences, particularly for corporations that contravene the act.

The proposal is for the registrar to have authority under the act to levy administrative penalties up to \$50,000 against licensees who do not comply with the act, the regulations or the terms and conditions of their licences. At the extreme end of non-compliance, the registrar has authority to suspend or cancel a licence.

Substantial increases are proposed for those convicted of an offence under the act. For example, for corporations who operate without a licence, the maximum fine amount for a conviction is proposed to be \$100,000, with each day where a contravention occurs potentially treated as a separate offence and subject to another maximum fine amount of \$100,000.

7. Insurance

Amendments are proposed to the Insurance Vehicle Act and the Insurance Corporation Act for ICBC to develop new and innovative insurance.

8. Per-trip fees

The legislation includes provisions that can broaden the existing authority to establish fees, including those related to a per-trip fee. A per-trip fee for new entrants to the industry can help sustain an adequate supply of accessible taxis once the new legislation comes into force.

9. Data collection

The new legislation includes provisions for the board to gather information and data collection to assist in making more evidence-based decision making. For example, the board will have access to information pertaining to trip times, pickup locations, wait-times and type of trip (accessible or non-accessible vehicle).

Shared Principles for a Regional IMBL

Essential Principles for Ride-Hailing IMBL

IMBL Structure

- 1.Ensure consistency with practices and policies across participating municipalities

The administration, conditions, enforcement, and implementation of the IMBL should be consistent with the practices of member municipalities.

- 2.Communicate a transparent governance approach

The reasoning for the IMBL and its features and conditions should be clearly communicated to the public, transportation network services, municipal councils.

- 3.Balance need for sustainable funding for administration with affordability for small operators

Fees should cover the cost of administration for the issuing authority while enabling small operators to compete in the market.

IMBL Conditions

1. Obtain data that enable auditing, enforcement, planning, and management of streets and curbs.

Municipalities should receive data from operators that respects user privacy while enabling staff to conduct necessary work relating to auditing, enforcement, and planning in their community.

- 2.Develop regulations that support climate goals, accessibility, and safety

Additional regulations within the IMBL should support regionally endorsed priorities relating to climate action, accessibility and equity, and safety of drivers and passengers.

Transportation Concerns

- 1.Frame ride-hailing within a spectrum of transportation options

The IMBL should contextualize ride-hailing within a range of transportation options and define its relative position within the transportation network hierarchy.

- 2.Address congestion and mitigate impacts of ride-hailing on the transportation network

Manage congestion impacts and other aspects that shift trips away from other modes toward ride-hailing.

3.Ensure a minimum level of service in underserved communities and during off-peak times

Ride-hailing can positively complement the transportation network and serve areas, communities, and times of the day when other options are infrequent, unsafe, or unattractive to the travelling public.

Participating Municipalities

1. Abbotsford	14. North Vancouver City
2. Anmore	15. North Vancouver District
3. Bowen Island	16. Pitt Meadows
4. Burnaby	17. Port Coquitlam
5. Chilliwack	18. Port Moody
6. Coquitlam	19. Richmond
7. Delta	20. Squamish
8. Harrison Hot Springs	21. Surrey
9. Langley City	22. Vancouver
10. Langley Township	23. West Vancouver
11. Lions Bay	24. Whistler
12. Maple Ridge	25. White Rock
13. New Westminster	

Proposed Inter-Municipal Business Licence Bylaw for Ride-Hailing

Presented March 30, 2020
Larry Orr, Deputy Director
Community and Partner Engagement



Inter-Municipal Business Licence: Two Bylaws

Agreement Bylaw, 2020, No. 8766

- Authorizes Council to enter into an agreement with Participating Municipalities to establish an Inter-municipal TNS Business Licence scheme

Inter-Municipal TNS Business Licence Bylaw, 2020, No. 8767

- One business licence for all Participating Municipalities

Background: Region-wide Business Licence

- December 12, 2019 Mayors' Council on Regional Transportation directed Translink to facilitate an expedited Inter-Municipal Business Licence (IMBL) development process for ride-hailing in Region 1 – due January 31, 2020
- Region 1 Whistler-Lower Mainland
- IMBL Staff Working Group

IMBL: Highlights

Licensing Authority

- City of Vancouver

Licence Fee and Structure - \$155 per company plus

- \$150 per vehicle
- \$30 per zero emission vehicle
- \$0 for wheelchair accessible vehicles

Licence Fee Revenue Sharing

- Based on % of total regional pick-ups and drop offs in each municipality after Vancouver costs are recovered

IMBL: Highlights cont'd

Licence Requirements

- Companies to comply with local municipal Bylaws and regulations
- Participating municipalities retain authority to enforce their own bylaws eg. Street and Traffic Regulations
- Shared protocol established for escalating enforcement prior to any municipality considering suspension or cancelation of licenses

Participating Municipalities

1. Abbotsford	14. North Vancouver City
2. Anmore	15. North Vancouver District
3. Bowen Island	16. Pitt Meadows
4. Burnaby	17. Port Coquitlam
5. Chilliwack	18. Port Moody
6. Coquitlam	19. Richmond
7. Delta	20. Squamish
8. Harrison Hot Springs	21. Surrey
9. Langley City	22. Vancouver
10. Langley Township	23. West Vancouver
11. Lions Bay	24. Whistler
12. Maple Ridge	25. White Rock
13. New Westminster	



Thank you.

city
of north
vancouver

7



NOTICE OF PUBLIC MEETING

- WHO:** City of North Vancouver
- WHAT:** Inter-Municipal TNS Business Licence Agreement Bylaw, 2020, No. 8766
Inter-Municipal TNS Business Licence Scheme Bylaw, 2020, No. 8767
- WHEN:** Monday, March 30, 2020 at 7:00 pm
Council Chamber, City Hall
141 West 14th Street, North Vancouver
- HOW:** View meeting online at
cnv.org/your-government/council-meetings/council-meeting-live-streaming

Notice is hereby given that Council will consider:

**"Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766" and
"Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767"**

to create a region-wide business licensing framework for ride-hailing services in Region 1 Whistler-Lower Mainland.

Due to COVID-19, the Public Meeting will be conducted "virtually" with Council members attending through electronic means. Public attendance cannot be accommodated at this time. Therefore, we are asking all persons who believe they may be affected by the proposal to submit written or email comments, which must include your name and address, to the City Clerk at input@cnv.org, or by mail, or delivered to the drop box at City Hall. Submissions must be received no later than 4:00 pm, Monday, March 30, 2020, to ensure their availability to Council at the Public Meeting.

The proposed Inter-Municipal Business Licence Bylaws and background material will be available for viewing from March 20, 2020, online at cnv.org/PublicMeetings.

Please direct any inquiries to **Larry Orr**, Deputy Director, Community and Partner Engagement, at lorr@cnv.org or **604-982-3913**.

141 WEST 14TH STREET / NORTH VANCOUVER / BC / V7M 1H9
T 604 985 7761 / F 604 985 9417 / [CNV.ORG](https://cnv.org)



THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8766

A Bylaw to enter into an agreement among the Participating Municipalities regarding an Inter-Municipal Transportation Network Services Business Licence Scheme

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 “**Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766**”.
2. Council hereby authorizes the City to enter into an Agreement with the Participating Municipalities substantially in the form and substance of the Agreement attached to this Bylaw as Schedule A, and also authorizes the Mayor and City Clerk to execute the Agreement on behalf of the City, and to deliver it to the Participating Municipalities on such terms and conditions as the City Solicitor and Director of Community and Partner Engagement deem fit.

READ a first time on the 9th day of March, 2020.

READ a second time on the 9th day of March, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK

Schedule A

Inter-Municipal Transportation Network Services Business Licence Agreement

WHEREAS the City of Abbotsford, the Village of Anmore, the Bowen Island Municipality, the City of Burnaby, the City of Chilliwack, the City of Coquitlam, the City of Delta, the Village of Harrison Hot Springs, the Corporation of the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the Corporation of the City of New Westminster, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the City of Richmond, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the Corporation of the City of White Rock (the "*Participating Municipalities*"), wish to permit Transportation Network Services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the *Participating Municipalities* agree as follows:

1. The *Participating Municipalities* agree to establish an *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a bylaw to implement an *Inter-Municipal TNS Business Licence* scheme effective April 1, 2020 if this Agreement is ratified and a bylaw is enacted prior to or on April 1, 2020, or upon the date of enactment if this Agreement is ratified and a bylaw is enacted after April 1, 2020.

3. In this Agreement:

"*Accessible Vehicle*" means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

"*Administrative Costs*" means the direct and indirect costs and investments attributable to setting up and administering the *Inter-Municipal TNS Business Licence* scheme, including wages, materials, corporate overhead and rent;

"*Business*" has the same meaning as in the *Community Charter*;

"*Community Charter*" means the *Community Charter*, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

"*Inter-Municipal TNS Business*" means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

"*Inter-Municipal TNS Business Licence*" means a business licence which authorizes an *Inter-Municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

“Inter-Municipal TNS Business Licence Bylaw” means the bylaw adopted by the Council of each *Participating Municipality* to implement the *Inter-Municipal TNS Business Licence* scheme contemplated by this Agreement;

“Mobility Aid” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Municipal Business Licence” means a licence or permit, other than an *Inter-Municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

“Participating Municipality” means any one of the *Participating Municipalities*;

“Premises” means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

“TNS Business” means a person carrying on the business of providing *Transportation Network Services*;

“Transportation Network Services” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of the *Inter-Municipal TNS Business Licence Bylaw*, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-Municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-Municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.
5. All *Inter-Municipal TNS Business Licences* will be issued by the City of Vancouver.
6. The City of Vancouver may issue an *Inter-Municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-Municipal TNS Business* and meets the requirements of the *Inter-Municipal TNS Business Licence Bylaw*, in addition to the requirements of the City of Vancouver’s License Bylaw No. 4450.
7. Notwithstanding that a *TNS Business* may hold an *Inter-Municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.

8. Any *Participating Municipality* may require that the holder of an *Inter-Municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
9. The annual *Inter-Municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-Municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-Municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-Municipal TNS Business Licence* fee owing under this section 9.
10. The fee for any additional vehicles that begin operating under the authority of an *Inter-Municipal TNS Business Licence* holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The City of Vancouver will distribute the revenue generated from *Inter-Municipal TNS Business Licence* fees amongst all *Participating Municipalities* based on the City of Vancouver retaining an amount to cover its *Administrative Costs*, with the remaining fees to be distributed proportionally to the *Participating Municipalities*, including the City of Vancouver, based on the number of pick-ups and drop-offs in that *Participating Municipality*. The City of Vancouver will provide the other *Participating Municipalities* with an itemized accounting of the fees collected and disbursed, including an accounting of its *Administrative Costs*, at the time it distributes the remaining fees to those *Participating Municipalities*.
12. If the revenue generated from *Inter-Municipal TNS Business Licence* fees in the initial year is insufficient to cover the *Administrative Costs* relating to the initial set up of the scheme, then the City of Vancouver may retain such portion of the *Inter-Municipal TNS Business Licence* fees collected in the subsequent year or years as is necessary to reimburse the City of Vancouver for such initial *Administrative Costs*, until the full amount has been recovered.
13. Any revenue payable to a *Participating Municipality* in the initial year will be offset by any fees collected and not refunded by that *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-Municipal TNS Business Licence*, and if the fees collected by the *Participating Municipality* exceed the amount owing to that *Participating Municipality*, then that *Participating Municipality* shall remit the difference to the City of Vancouver for inclusion in the revenue distribution set out above.
14. The revenue generated from *Inter-Municipal TNS Business Licence* fees collected from January 1 to December 31 inclusive that is to be distributed to the *Participating Municipalities* in accordance with section 11, including the fees collected for any additional vehicles under section 10, will be distributed by the City of Vancouver by February 28 of the year following the year in which fees were collected.

15. The length of term of an *Inter-Municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-Municipal TNS Business Licence* issued to an *Inter-Municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Inter-Municipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
16. An *Inter-Municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-Municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with the *Inter-Municipal TNS Business Licence Bylaw*, then the *Inter-Municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.
17. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-Municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence bylaw of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-Municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.
18. A *Participating Municipality* may exercise the authority of the of the City of Vancouver as the issuing municipality and cancel an *Inter-Municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence bylaw of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.
19. The suspension or cancellation of an *Inter-Municipal TNS Business Licence* under section 17 or 18 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-Municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-Municipal TNS Business Licence*.
20. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.
21. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:
 - (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-Municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the *Inter-Municipal TNS Business Licence* scheme.

22. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Councils of the *Participating Municipalities*. Further, nothing contained or implied in this Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligations in the exercise of their functions pursuant to the *Community Charter*, *Vancouver Charter*, or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, bylaws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.
23. Despite any other provision of this Agreement, an *Inter-Municipal TNS Business Licence* granted in accordance with the *Inter-Municipal TNS Business Licence Bylaw* does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. Furthermore, a business licence granted under any other Inter-Municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Agreement even if a *Participating Municipality* is a participating member of the other Inter-Municipal *TNS Business* licence scheme.
24. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and may be delivered by email or facsimile transmission, and each such counterpart, howsoever delivered, shall be deemed to be an original. Such counterparts together shall constitute one and the same instrument, notwithstanding that all of the *Participating Municipalities* are not signatories to the original or the same counterpart.
25. In the event that the municipal Council of a *Participating Municipality* other than the City of Vancouver does not ratify this Agreement, then that municipality will not be considered a *Participating Municipality* for the purposes of this Agreement, and the terms and conditions of this Agreement shall be effective as among the other *Participating Municipalities*.

Signed and delivered on behalf of the *Participating Municipalities*, the Councils of each of which have, by Bylaw, ratified this Agreement and authorized their signatories to sign on behalf of the respective Councils, on the dates indicated below.

The City of Abbotsford

Mayor _____

Corporate Officer _____

Date _____

Village of Anmore

Mayor _____

Corporate Officer _____

Date _____

Bowen Island Municipality

Mayor

Corporate Officer

Date

City of Burnaby

City Clerk

Date

City of Chilliwack

Mayor

Corporate Officer

Date

City of Coquitlam

Mayor

City Clerk

Date

City of Delta

Mayor

City Clerk

Date

Village of Harrison Hot Springs

Mayor

Corporate Officer

Date

The Corporation of the City of Langley

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the Township of Langley

Mayor _____

Township Clerk _____

Date _____

Village of Lions Bay

Mayor _____

Corporate Officer _____

Date _____

City of Maple Ridge

Presiding Member _____

Corporate Officer _____

Date _____

The Corporation of the City of New Westminster

Mayor _____

City Clerk _____

Date _____

The Corporation of the City of North Vancouver

Mayor _____

City Clerk _____

Date _____

The Corporation of the District of North Vancouver

Mayor _____

Municipal Clerk _____

Date _____

The City of Pitt Meadows

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of Port Coquitlam

Mayor _____

Corporate Officer _____

Date _____

City of Port Moody

Mayor _____

Corporate Officer _____

Date _____

The City of Richmond

Chief Administrative Officer _____

General Manager
Corporate and Financial Services _____

Date _____

District of Squamish

Mayor _____

Corporate Officer _____

Date _____

City of Surrey

Mayor _____

City Clerk _____

Date _____

The City of Vancouver

Director of Legal Services _____

Date _____

The Corporation of the District of West Vancouver

Mayor _____

Corporate Officer _____

Date _____

Resort Municipality of Whistler

Mayor _____

Municipal Clerk _____

Date _____

The Corporation of the City of White Rock

Mayor _____

Director of Corporate Administration _____

Date _____

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8767

A Bylaw to to enter into an Inter-Municipal Transportation Network Services Business Licence Scheme

WHEREAS the municipalities that have entered or will enter into the Inter-Municipal Transportation Network Services Business Licence Agreement (the “Participating Municipalities”) wish to permit licensed Transportation Network Services (“TNS”) businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

AND WHEREAS each of the Participating Municipalities has or will adopt a similar bylaw to implement the Inter-Municipal Transportation Network Services Business Licence scheme;

NOW THEREFORE the Council 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 “**Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767**”.
2. There is hereby established an *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.

3. In this Bylaw:

“*Accessible Vehicle*” means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

“*Business*” has the same meaning as in the *Community Charter*;

“*Community Charter*” means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

“*Inter-Municipal TNS Business*” means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“*Inter-Municipal TNS Business Licence*” means a business licence which authorizes an *Inter-Municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

“*Mobility Aid*” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39. as may be amended or replaced from time to time;

“*Municipal Business Licence*” means a licence or permit, other than an *Inter-Municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

“*Participating Municipality*” means any one of the *Participating Municipalities*;

“Premises” means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

“TNS Business” means a person carrying on the business of providing *Transportation Network Services*;

“Transportation Network Services” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of this Bylaw, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-Municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-Municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.
5. All *Inter-Municipal TNS Business Licences* will be issued by the City of Vancouver.
6. The City of Vancouver may issue an *Inter-Municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-Municipal TNS Business* and meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver's License Bylaw No. 4450.
7. Notwithstanding that a *TNS Business* may hold an *Inter-Municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.
8. Any *Participating Municipality* may require that the holder of an *Inter-Municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
9. The annual *Inter-Municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-Municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-Municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-Municipal TNS Business Licence* fee owing under this section 8.

10. The fee for any additional vehicles that begin operating under the authority of an *Inter-Municipal TNS Business Licence* holder after the annual license fee is paid will be the per vehicle fee set out in section 8, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The length of term of an *Inter-Municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-Municipal TNS Business Licence* issued to an *Inter-Municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Inter-Municipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
12. An *Inter-Municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-Municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with this Bylaw, then the *Inter-Municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.
13. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-Municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence bylaw of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-Municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.
14. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and cancel an *Inter-Municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence bylaw of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.
15. The suspension or cancellation of an *Inter-Municipal TNS Business Licence* under section 12 or 13 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-Municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-Municipal TNS Business Licence*.
16. Nothing in this Bylaw affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.

17. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-Municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:
 - (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-Municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the *Inter-Municipal TNS Business Licence* scheme.
18. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.
19. Despite any other provision of this Bylaw, an *Inter-Municipal TNS Business Licence* granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*.
20. A business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Bylaw, even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

READ a first time on the 9th day of March, 2020.

READ a second time on the 9th day of March, 2020.

READ a third time on the <> day of <>, 2020.

ADOPTED on the <> day of <>, 2020.

MAYOR

CITY CLERK