



**AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON MONDAY, APRIL 17, 2023 AT 6:00 PM**

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

*The City of North Vancouver acknowledges that this Council meeting is held on the traditional territories of the Squamish and Tsleil-Waututh Nations.*

**CALL TO ORDER**

**APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, April 17, 2023

**ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, April 3, 2023

**PUBLIC INPUT PERIOD**

**CONSENT AGENDA**

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

**BYLAW – ADOPTION**

- \*3. “Growing Communities Reserve Fund Bylaw, 2023, No. 8968”

**CORRESPONDENCE**

- \*4. Board in Brief – Metro Vancouver Regional District, March 31, 2023

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

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759)
6. “Housing Agreement Bylaw, 2023, No. 8958” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759, Rental Housing Commitments)

**REPORT**

7. Expanding the Inter-Municipal Transportation Network Services Business Licence to Hope, Kent and Mission

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

8. “Inter-municipal Transportation Network Services Business Licence Agreement Bylaw, 2023, No. 8966” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission)
9. “Inter-municipal Transportation Network Services Business Licence Scheme Bylaw, 2023, No. 8967” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission)

**REPORT**

10. 2023-2027 Financial Plan Bylaw

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

11. “Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962”

**REPORT**

12. 2023 Tax Rates Bylaw

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

13. “Tax Rates Bylaw, 2023, No. 8963”

**REPORT**

14. Lonsdale Energy Corporation Loan

**NOTICE OF MOTION**

15. Council Code of Conduct and City of North Vancouver Respectful Communication Policy – Council of the Whole

**PUBLIC CLARIFICATION PERIOD**

**COUNCIL INQUIRIES / REPORTS**

**NEW ITEMS OF BUSINESS**

**NOTICE OF MOTION**

**RECESS TO CLOSED SESSION**

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

**ADJOURN**



## **CALL TO ORDER**

## **APPROVAL OF AGENDA**

1. Regular Council Meeting Agenda, April 17, 2023

## **ADOPTION OF MINUTES**

2. Regular Council Meeting Minutes, April 3, 2023

## **PUBLIC INPUT PERIOD**

The Public Input Period is addressed in sections 12.20 to 12.28 of “Council Procedure Bylaw, 2015, No. 8500.” The time allotted for each speaker addressing Council during the Public Input Period is 2 minutes, with the number of speakers set at 5 persons. Speakers’ comments will be audio recorded, as well as live-streamed on the City’s website, and will form part of the public record.

Speakers during the Public Input Period are permitted to join the meeting electronically via Webex or in person in the Council Chamber.

There are 2 ways to sign up to speak during the Public Input Period:

- 1) Speakers participating electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at [cnv.org/PublicInputPeriod](http://cnv.org/PublicInputPeriod), or by phoning 604-990-4230 to provide contact information. Pre-registrants will receive instructions via email or phone on the afternoon of the Council meeting, including a request to connect to the meeting 15-30 minutes before the meeting start time.
- 2) Speakers participating in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:55 pm on the day of the Council meeting. No late speakers will be added to the list.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at [clerks@cnv.org](mailto:clerks@cnv.org) no later than 12:00 noon on the day of the Council meeting.

The Public Input Period offers an opportunity to express comments only; Council is there to listen and questions will not be responded to. Speakers must comply with the General Rules of Conduct set out in section 5.1 of “Council Procedure Bylaw, 2015, No. 8500” and may not speak with respect to items listed in section 12.25(2).

Speakers are not to address matters from a concluded Public Hearing or Public Meeting. When a Public Hearing / Meeting is scheduled on the same evening’s agenda, speakers are asked to only provide input when that item comes forward for discussion on the agenda in order for the comments to be considered and form part of the official record.

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

## **CONSENT AGENDA**

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

### **RECOMMENDATION:**

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

## **START OF CONSENT AGENDA**

### **BYLAW – ADOPTION**

- \*3. “Growing Communities Reserve Fund Bylaw, 2023, No. 8968”

### **RECOMMENDATION:**

THAT “Growing Communities Reserve Fund Bylaw, 2023, No. 8968” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

## **CORRESPONDENCE**

- \*4. Board in Brief, Metro Vancouver Regional District, March 31, 2023  
– File: 01-0400-60-0006/2023

Re: Metro Vancouver – Board in Brief

### **RECOMMENDATION:**

THAT the correspondence from Metro Vancouver, dated March 31, 2023, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

## **END OF CONSENT AGENDA**

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

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759)

**RECOMMENDATION:**

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759) be given first, second and third readings.

*Application considered by Council on March 27, 2023; notice published on April 5 and April 12, 2023.*

*No Public Hearing held.*

6. “Housing Agreement Bylaw, 2023, No. 8958” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759, Rental Housing Commitments)

**RECOMMENDATION:**

THAT “Housing Agreement Bylaw, 2023, No. 8958” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759, Rental Housing Commitments) be given first, second and third readings.

## **REPORT**

7. Expanding the Inter-Municipal Transportation Network Services Business Licence to Hope, Kent and Mission – File: 16-8330-01-0001/2023

Report: Planner 2, April 5, 2023

### **RECOMMENDATION:**

PURSUANT to the report of the Planner 2, dated April 5, 2023, entitled “Expanding the Inter-Municipal Transportation Network Services Business Licence to Hope, Kent and Mission”:

THAT the participation of the District of Hope, District of Kent and City of Mission in the Inter-Municipal Transportation Network Services Business Licence (the “IMBL”) be approved, in principle;

THAT the following bylaws be considered:

- “Inter-municipal Transportation Network Services Business Licence Agreement Bylaw, 2023, No. 8966” (Expanding the Inter-municipal Transportation Network Services Business Licence to Hope, Kent and Mission);
- “Inter-municipal Transportation Network Services Business Licence Scheme Bylaw, 2023, No. 8967” (Expanding the Inter-municipal Transportation Network Services Business Licence to Hope, Kent and Mission)

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

*Items 8 and 9 refer.*

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

8. “Inter-municipal Transportation Network Services Business Licence Agreement Bylaw, 2023, No. 8966” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission)

### **RECOMMENDATION:**

THAT “Inter-municipal Transportation Network Services Business Licence Agreement Bylaw, 2023, No. 8966” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission) be given first, second and third readings.

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

9. “Inter-municipal Transportation Network Services Business Licence Scheme Bylaw, 2023, No. 8967” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission)

**RECOMMENDATION:**

THAT “Inter-municipal Transportation Network Services Business Licence Scheme Bylaw, 2023, No. 8967” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission) be given first, second and third readings.

**REPORT**

10. 2023-2027 Financial Plan Bylaw – File: 05-1700-03-0001/2023

Report: Chief Financial Officer, April 5, 2023

**RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled “2023-2027 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962” be considered.

*Item 11 refers.*

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

11. “Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962”

**RECOMMENDATION:**

THAT “Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962” be given first, second and third readings.

## **REPORT**

12. 2023 Tax Rates Bylaw – File: 05-1970-05-0005/2023

Report: Chief Financial Officer, April 5, 2023

### **RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled “2023 Tax Rates Bylaw”:

THAT “Tax Rates Bylaw, 2023, No. 8963” be considered.

*Item 13 refers.*

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

13. “Tax Rates Bylaw, 2023, No. 8963”

### **RECOMMENDATION:**

THAT “Tax Rates Bylaw, 2023, No. 8963” be given first, second and third readings.

## **REPORT**

14. Lonsdale Energy Corporation Loan – File: 05-1610-01-0001/2023

Report: Chief Financial Officer, April 5, 2023

### **RECOMMENDATION:**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled “Lonsdale Energy Corporation Loan”:

THAT the loans currently outstanding and authorized by the City of North Vancouver be renewed and consolidated on a 5-year demand term and at an interest rate of 3.51% compounded quarterly, as of August 1, 2023;

THAT a term is added to the loan requiring twelve-month notice to Lonsdale Energy Corp. if the City of North Vancouver wishes to demand repayment of the loan prior to the endorsed debt repayment schedule;

AND THAT Lonsdale Energy Corp.’s proposed debt repayment schedule be endorsed.

**NOTICE OF MOTION**

15. Council Code of Conduct and City of North Vancouver Respectful Communication Policy – File: 01-0530-01-0001/2023

Submitted by Council of the Whole

**RECOMMENDATION:**

WHEREAS the City of North Vancouver has a priority to be a City for People that is welcoming, inclusive, safe, accessible and supports the health and well-being of all;

WHEREAS a Code of Conduct is a written document that sets shared expectations for conduct or behaviour;

WHEREAS responsible conduct that is grounded in agreed upon principles furthers a local government's ability to provide good governance to their community;

WHEREAS Council of the City of North Vancouver, as a group, wishes to lead through example that it sets for the City and the community;

WHEREAS the City of North Vancouver wishes to promote a safe, healthy, respectful and positive environment for all staff, members of the public and volunteers at its facilities, and has an obligation to provide a workplace free of violence, bullying and harassment;

AND WHEREAS civil discourse is essential to a free and functioning democracy now;

THEREFORE BE IT RESOLVED that staff be directed to bring forward for Council's consideration a Code of Conduct for the City of North Vancouver Council regarding respectful behaviour and communication between members of Council;

THAT staff be further directed to bring forward recommendations for a bylaw or policy for Council's consideration regarding respectful behaviour and communications of and with Council, City staff, volunteers and members of the public when interfacing with one another and/or using City facilities or services;

AND THAT the bylaw or policy include definitions of appropriate and inappropriate behaviour and communication and provide a clear process with assigned roles and authorities for City staff and Council members to address inappropriate communication when it occurs.

*Background Information, April 11, 2023*

## **PUBLIC CLARIFICATION PERIOD**

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

## **COUNCIL INQUIRIES / REPORTS**

## **NEW ITEMS OF BUSINESS**

## **NOTICE OF MOTION**

## **RECESS TO CLOSED SESSION**

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Sections 90(1)(a) [personal information], 90(1)(e) [land matter] and 90(1)(k) [proposed service].

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

## **ADJOURN**





**MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE  
COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY  
HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, APRIL 3, 2023**

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**PRESENT**

**COUNCIL MEMBERS**

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

**STAFF MEMBERS**

L. McCarthy, CAO  
K. Graham, Corporate Officer  
J. Peters, Acting Deputy Corporate Officer  
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services  
R. Skene, Deputy Director, Strategic and Corporate Services  
E. Doran, Director, People and Culture  
L. Sawrenko, Chief Financial Officer  
D. Van Heerden, Manager, Financial Planning  
B. Johnson, Revenue Accountant  
H. Granger, City Solicitor  
J. Draper, Acting Director, Planning and Development  
R. Basi, Manager, Development Planning  
E. Macdonald, Development Planner  
R. de St. Croix, Manager, Long Range and Community Planning  
D. Hutch, Deputy Director, Parks and Public Spaces  
L. Orr, Acting Director, Community and Partner Engagement  
J. Robertson, Sr. Manager, Communications and Engagement  
S. Smith, Manager, Economic Development  
C. Husk, Filming and Events Coordinator  
B. Lin, Economic and Business Development Coordinator  
G. Schalk, Public Safety Director and Fire Chief  
L. Phillips, Public Art Officer, NVRC  
C. Bulman, Committee and Records Clerk

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

**APPROVAL OF AGENDA**

Moved by Councillor Back, seconded by Councillor Valente

1. Regular Council Meeting Agenda, April 3, 2023

**CARRIED UNANIMOUSLY**

**ADOPTION OF MINUTES**

Moved by Councillor Shahriari, seconded by Councillor Girard

2. Regular Council Meeting Minutes, March 27, 2023

**CARRIED UNANIMOUSLY**

**PROCLAMATIONS**

Mayor Buchanan declared the following proclamations:

Autism Acceptance Month – April 2023

Health Care, Public Safety and Essential Service Workers Appreciation Month  
– April 2023

Green Shirt Day – April 7, 2023

### **PUBLIC INPUT PERIOD**

- Robb Webb, 1415 East 18<sup>th</sup> Street, North Vancouver, spoke regarding zoning in the City.
- Margaret Benson, 151 East Osborne Road, North Vancouver, spoke regarding Green Shirt Day and organ donation.

### **PRESENTATION**

Zoning for a Healthy City – Zoning Bylaw Project 2023-2024 – Manager, Long Range and Community Planning, Manager, Development Planning, and Holly Sovdi, Urban Strategies Inc.

The Manager, Long Range and Community Planning, Manager, Development Planning, and Holly Sovdi, Urban Strategies Inc., provided a PowerPoint presentation regarding “Zoning for a Healthy City” and responded to questions of Council.

### **REPORTS**

3. Mobile Food Services Pilot Results and Suggested Approach  
– File: 15-7710-01-0001/2023

Report: Film and Community Events Coordinator, March 22, 2023

Moved by Councillor Bell, seconded by Councillor Girard

PURSUANT to the report of the Film and Community Events Coordinator, dated March 22, 2023, entitled “Mobile Food Services Pilot Results and Suggested Approach”:

THAT Option 2, Authorize a 12-month Pilot with expanded opportunities for Mobile Food Service operators year-round, be endorsed.

**CARRIED UNANIMOUSLY**

## **REPORTS – Continued**

4. Public Art De-Accessioning – “White Winds” and “Beyond the Fountain”  
– File: 08-3010-01-0001/2023

Report: Public Art Officer, North Vancouver Recreation and Culture Commission,  
and Deputy Director, Strategic and Corporate Services, March 21, 2023

Moved by Councillor Girard, seconded by Councillor Shahriari

PURSUANT to the report of the Public Art Officer and Deputy Director, Strategic and Corporate Services, dated March 21, 2023, entitled “Public Art De-Accessioning – “White-Winds” and “Beyond the Fountain”:

THAT the public artworks entitled “White Winds” and “Beyond the Fountain”, integrated within the Lonsdale Quay Fountain, be de-accessioned from the City of North Vancouver’s public art collection, in tandem with the removal of the fountain from the site.

**CARRIED UNANIMOUSLY**

5. Copperpenny Distilling Application for Change of Liquor Service Hours  
– File: 13-6750-01-0001/2023

Report: Manager, Economic Development, March 22, 2023

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Manager, Economic Development, dated March 22, 2023, entitled “Copperpenny Distilling Application for Change of Liquor Service Hours”:

THAT Option 1 be endorsed to support undertaking a public consultation process to solicit community feedback for this application for a permanent change of liquor service hours for Copperpenny Distilling;

THAT staff be directed to return and present the public feedback to Council, and seek feedback from Council for the application;

AND THAT staff be directed to bring forward an amendment to the “Fees and Charges Bylaw, 1993, No. 6383”, specifically for the purpose of recovering administrative costs for undertaking the public consultation process for future applications related to permanently amending liquor service hours.

**CARRIED UNANIMOUSLY**

## **REPORTS – Continued**

6. 2023 Property Tax Increase Distribution Options – File: 05-1970-05-0005/2023

Report: Chief Financial Officer, March 22, 2023

Moved by Councillor Girard, seconded by Councillor Back

PURSUANT to the report of the Chief Financial Officer, dated March 22, 2023, entitled “2023 Property Tax Increase Distribution Options”:

THAT an across the board 2023 Property Tax Increase of 5.24% be endorsed;

AND THAT staff be directed to bring forward a Tax Rate Bylaw (2023) that must be adopted before May 15, 2023, in accordance with the *Community Charter*.

**CARRIED UNANIMOUSLY**

7. Growing Communities Reserve Fund – File: 05-1705-01-0001/2023

Report: Chief Financial Officer, March 22, 2023

Moved by Councillor Bell, seconded by Councillor Shahriari

PURSUANT to the report of the Chief Financial Officer, dated March 22, 2023, entitled “Growing Communities Reserve Fund”:

THAT “Growing Communities Reserve Fund Bylaw, 2023, No. 8968” be considered.

**CARRIED UNANIMOUSLY**

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

8. “Growing Communities Reserve Fund Bylaw, 2023, No. 8968”

Moved by Councillor Bell, seconded by Councillor Shahriari

THAT “Growing Communities Reserve Fund Bylaw, 2023, No. 8968” be given first and second readings.

**CARRIED UNANIMOUSLY**

Moved by Councillor Bell, seconded by Councillor Shahriari

THAT “Growing Communities Reserve Fund Bylaw, 2023, No. 8968” be given third reading.

**CARRIED UNANIMOUSLY**

## **PUBLIC CLARIFICATION PERIOD**

Mayor Buchanan declared a recess at 8:15 pm for the Public Clarification Period.

Robb Webb, 1415 East 18<sup>th</sup> Street, North Vancouver, asked for clarification on the process of the new zoning bylaw and the origination of the healthy city zoning initiatives.

The meeting reconvened immediately after.

## **COUNCIL INQUIRIES**

Nil.

## **COUNCIL REPORTS**

Councillor Bell reported on the appointment of Zoe Mackoff de Miranda as the new Director of MONOVA: Museum and Archives of North Vancouver, effective May 1, 2023.

Councillor Shahriari thanked staff and volunteers for their work regarding the Nowruz event held on March 15, 2023.

## **NEW ITEMS OF BUSINESS**

Nil.

## **NOTICE OF MOTION**

Councillor Valente advised of Council's intention to bring forward a Notice of Motion at the next Regular Council meeting regarding "Council Code of Conduct and Respectful Communication Policy".

## **RECESS TO CLOSED SESSION**

Moved by Councillor McIlroy, seconded by Councillor Shahriari

THAT Council recess to the Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Section 90(2)(b) [negotiations with other level of government].

**CARRIED UNANIMOUSLY**

The meeting recessed to the Committee of the Whole, Closed Session, at 8:21 pm and reconvened at 9:15 pm.

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

9. Negotiations with Other Level of Government – File: 01-0510-20-0003/2023

Report: Chief Administrative Officer, March 30, 2023

Moved by Councillor McIlroy, seconded by Councillor Bell

PURSUANT to the report of the Chief Administrative Officer, dated March 30, 2023, regarding negotiations with other level of government:

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 30, 2023, remain in the Closed session.

**CARRIED UNANIMOUSLY**

## **ADJOURN**

Moved by Councillor Girard, seconded by Councillor Bell

THAT the meeting adjourn.

**CARRIED UNANIMOUSLY**

The meeting adjourned at 9:16 pm.

*“Certified Correct by the Corporate Officer”*

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CORPORATE OFFICER

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8968

### **A Bylaw to establish a reserve fund for the capital and planning purposes of the Growing Communities Fund.**

**WHEREAS** Section 188 of the *Community Charter* allows the establishment by Council of a Reserve Fund for a specified purpose;

**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 **“Growing Communities Reserve Fund Bylaw, 2023, No. 8968”**.
2. Monies received from the Government of BC, as a part of the Growing Communities Fund, shall be contributed to the Growing Communities Reserve Fund.
3. Monies in this Reserve Fund shall only be used for:
  - A. One-off costs needed to build required infrastructure and amenities rather than funding ongoing or operational activities. These funds are to be incremental to currently planned investments and should accelerate the delivery of capital projects. Eligible costs are as follows:
    - (1) Public drinking water supply, treatment facilities and water distribution;
    - (2) Local portion of affordable/attainable housing developments;
    - (3) Childcare facilities;
    - (4) Municipal or regional capital projects that service, directly or indirectly, neighbouring First Nation communities;
    - (5) Wastewater conveyance and treatment facilities;
    - (6) Storm water management;
    - (7) Solid waste management infrastructure;
    - (8) Public safety/emergency management equipment and facilities not funded by senior level government;
    - (9) Local road improvements and upgrades;
    - (10) Sidewalks, curbing and lighting;
    - (11) Active transportation amenities not funded by senior level government;
    - (12) Improvements that facilitate transit service;
    - (13) Natural hazard mitigation;
    - (14) Park additions/maintenance/upgrades including washrooms/meeting space and other amenities; and
    - (15) Recreation-related amenities.

- B. Costs of feasibility studies (including infrastructure capacity assessment); other early-stage development work; costs of designing, tendering and acquiring land (where it is wholly required for eligible infrastructure projects); constructing eligible infrastructure projects; and, in limited situations, non-capital administrative costs where these are necessary, for example adding staff capacity related to development or to establish complementary financing for local government owned infrastructure or amenities.

READ a first time on the 3<sup>rd</sup> day of April, 2023.

READ a second time on the 3<sup>rd</sup> day of April, 2023.

READ a third time on the 3<sup>rd</sup> day of April, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER



**For Metro Vancouver meetings on Friday, March 31, 2023**

*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: [media@metrovancover.org](mailto:media@metrovancover.org).*

## Metro Vancouver Regional District

**E1.1 Contribution Agreement – CTS Youth Society**
**APPROVED**

The CTS Youth Society (CTS) is a newly re-constituted non-profit charitable organization with an independent Board of Directors created to assume governance of the youth program formally known as 'Catching the Spirit' from the former Catching the Spirit 2019 Youth Society.

CTS's renewed objectives are to provide opportunities for social and personal development contributing to the self-esteem, empowerment, citizenship, and leadership capabilities of youth, and contribute to the sustainability of regional parks by engaging youth in environmental and social responsibility.

The Board approved a contribution agreement between Metro Vancouver and CTS Youth Society for a three-year term commencing on April 1, 2023 and ending December 31, 2025, with annual contributions of \$78,500 (2023), \$80,000 (2024) and \$82,500 (2025) totaling \$241,000.

**E2.1 2023 Regional District Sustainability Innovation Fund Applications**
**APPROVED**

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

- Future Carbon Storage and Greenhouse Gas Emissions at Burns Bog under Different Management and Climate Scenarios for \$184,779 over three years starting in 2023
- 1-In-50 Year Deep Energy Retrofit Project for Existing MURB's for \$970,000 over three years starting in 2023
- Prefabricated Mass-Timber Panels in Existing MURB's for \$692,000 over three years starting in 2023
- LBC for Existing Affordable Housing Projects for \$200,000 over two years starting in 2023
- Decarbonized On-Demand Domestic Hot Water System for \$370,000 over four years starting in 2023
- AirCnC: Cool 'n' Clean Air Centres for \$200,000 over two years starting in 2023
- Revving Up the Shift to Green Machines for \$240,000 over two years starting in 2023
- Extended Reality (XR) Modelling Platform for Metro Vancouver for \$800,000 over two years starting in 2023
- Metro Vancouver Events Sustainability Audit for \$80,000 in 2023

## **E2.2 Appointment of Assistant District Director and Enforcement Officers**

**APPROVED**

Recent changes in staffing have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVRD Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
  - appointed Metro Vancouver employee Julie Saxton as assistant district director
  - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
  - appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVRD Air Quality Management Bylaw 1082, 2008*:
  - rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
  - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz

## **E3.1 Metro Vancouver Staff Review of Secondary Access from Ladner and BC Hydro Transmission Line Relocation**

**APPROVED**

The Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure to express support for a new River Road crossing over Highway 99 to Ladner and to support an underground option for the relocation of the BC Hydro transmission line currently in the existing George Massey Tunnel.

Furthermore, the Board directed staff to convey to BC Hydro that Metro Vancouver supports either of the underground options that BC Hydro is considering for the relocation of the transmission line provided that the options do not require any land in Deas Island Regional Park.

Additionally, the Board resolved to send a letter to the Premier of British Columbia and the Minister of Transportation and Infrastructure inquiring about the status of the connections to Highway 99 in the City of Surrey for the project and the rationale for any changes since the original plans.

## **E4.1 Social Equity Spatial Analysis Case Studies – Final Report**

**RECEIVED**

The *Social Equity in Regional Growth Management Study* is a multi-year initiative focused on studying how to better integrate a consideration of social equity into land use planning work. Several case studies were a component of the third phase of the study and demonstrated how an equity lens could be applied to planning work through spatial analysis. The following four case study maps and accompanying summaries were prepared:



1. Tree Canopy Gaps and Extreme Heat – Enhancing Social Equity through Urban Forest Management (Urban Tree Planting Priority) – one regional and one specific to Surrey
2. Park Gaps – Enhancing Social Equity through Park Provision (Park Acquisition Priority) – one regional and one specific to Port Moody
3. Regional Park Access Gaps - Enhancing Equitable Park Access through Sustainable and Affordable Transportation (Large Park Transit Improvement Priority)
4. High Priority Locations for Making Walking and Cycling to School Safer and Easier (School Active Transportation Priority by School District)

A staff steering committee was formed to guide this work and peer review interviews were conducted. Given that the analysis was regional in nature, the use of the case study maps to support future local planning initiatives should include undertaking additional local analysis, including local and context-specific community engagement. Future work will include updating a portion of the Equity Indicator Maps (from Phase 2 of this project) with 2021 Census data.

The Board received the report for information.

#### E4.2 Natural Hazard Data Inventory

RECEIVED

This report highlights the *Natural Hazard Data Inventory*, which provides a high-level desktop analysis of available natural hazard and climate change impact data across the region. The inventory was developed to collate information pertaining to the region's available hazard data, identify gaps, and help develop a shared understanding of risk in the region. The development of the inventory is supported by policy direction in Metro 2050, Climate 2050, and other regional management plans. Information pertaining to 130 hazard datasets, ranging from the local to global scale, was reviewed and included in the inventory. The inventory has been shared with member jurisdiction planning staff and is available on our website. Building on this work, this year Metro Vancouver will use the inventory to help develop regional multi-hazard mapping that will be shared when completed later this year.

The Board received the report for information.

#### E4.2 Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions

APPROVED

The Board directed staff to send a letter to the Minister of Housing and relevant Ministry staff to share the recommendations contained in the report dated February 16, 2023, titled "*Housing Needs Reports – Lessons Learned from Metro Vancouver Member Jurisdictions*", and to request continued consultation with local governments and other housing sector partners to improve future iterations of the *Housing Needs Reports* program.

**E5.1 National Zero Waste Council – Update on 2022 Activities & Priorities**

**RECEIVED**

Recognizing that realizing its zero waste aspirations would require changes in policy, behaviour and design beyond the purview of a local government, Metro Vancouver, in collaboration with the Federation of Canadian Municipalities created the National Zero Waste Council in 2013. This leadership initiative represented a collaborative approach to advancing waste prevention. Since this time, the Council has a strong reputation across Canada to bring key stakeholders together to develop innovative collaborations, fund ground-breaking research, and create in-person and virtual events for knowledge-building and sharing on the importance of waste prevention and its role in the realization of a circular economy.

In 2022, the Council has focused its efforts on reducing food waste across the value chain and within households, collaborated with others to create an initiative to build circular economy knowledge and capacity among local governments, and continues to work collaboratively with the signatories and other partners of the Canada Plastic Pact. The working groups of the Council have been involved in innovative pilots involving recycled asphalt and wood waste.

The Board received the report for information.

**G1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023**

**APPROVED**

Metro Vancouver routinely passes bylaws to officially dedicate regional park land acquired in the previous year. Work is underway to review regional park land that is not currently dedicated for inclusion in future bylaws. Included in this bylaw are five parcels totaling 21 hectares of regional park land acquired in 2022 in Burnaby Lake Regional Park and Kanaka Creek Regional Park.

The Board gave first, second, and third readings to the *Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1360, 2023*; then passed and finally adopted said bylaw.

**G1.2 2025 Asia Pacific Cities Summit and Mayors' Forum Host City Bid**

**RECEIVED**

The Board received for information a report regarding the 2025 Asia Pacific Cities Summit and Mayors' Forum, and directed staff to forward the report and bidding information to member jurisdictions and other organizations such as, but not limited to Destination Vancouver, Vancouver Hotel Destination Association, and Invest Vancouver, for their consideration.

**I 1 Committee Information Items and Delegation Summaries**

The Board received information items and delegation summaries from standing committees.

**Financial Plan Task Force – February 23, 2023**

Information Items:



### **5.1 Assessing Opportunities for 5-Year Financial Plan Amendments**

At its February 16, 2023 meeting, the Financial Plan Task Force requested additional information on the anticipated growth for upcoming years, construction challenges, the status and implications of DCC rates on member jurisdictions, and a list that categorizes the prioritization of the approximately 300 current projects,

### **Regional Parks Committee – March 8, 2023**

Information Items:

### **5.3 Regional Parks Real-time Parking Availability Project Update**

The Real-time Parking Availability Pilot Project is a Metro Vancouver Sustainability Innovation Fund initiative that will design and implement an advanced electronic parking availability system for the public for selected regional parks experiencing parking capacity issues. The primary goal of the project is to bring about a change in practice by park visitors who travel to busy regional parks by personal vehicle, by providing them with real-time information on parking availability before they leave their home or en route. This will allow the public to make better decisions about how to access the park, when to access the park, or to consider alternate destinations if parking lots are full. This report covers the project's current status, and the pilot project's implementation plan for Iona Beach and Boundary Bay regional parks during Spring 2023

### **5.4 təmtə́míxʷtən/Belcarra Regional Park - Belcarra Regional Park Cultural Planning and Co-operation Agreement Update**

MVRD and Tsleil-Waututh Nation (TWN) entered into a cooperative relationship in 2020 with respect to the site at the time known as Belcarra Regional Park, through a Cultural Planning and Co-operation Agreement. The agreement recognizes TWN's ancestral ties to the land and the present use by its members as well as a regional park. Identifying common interests and ways to work together to protect and enhance the park for the benefit and enjoyment of present and future generations is a cornerstone of the agreement. As such, senior representatives and staff from both parties have implemented a forum for information sharing and joint project planning. Significant accomplishments include renaming the park to təmtə́míxʷtən/Belcarra Regional Park, completed 2021; the parties are also collaborating on the development and installation of a TWN welcome pole, undertaking a cultural heritage study, improving access to the park, and advancing the Guardian Program

### **Climate Action Committee – March 9, 2023**

Delegations:

### **3.1 Mark Grist, President, BrightSide Solutions**

Subject: Threats to Use of Renewable Natural Gas in Heavy Duty Transportation Applications (Highest and Best Use of RNG)

Information Items:

### 5.1 Climate 2050 Engagement and Public Education Strategy

The goal of Climate 2050 is that Metro Vancouver will be a carbon neutral and climate resilient region by 2050. To achieve this requires bold leadership and effective action during this decade. The window to reduce emissions, and meet the region's 2030 targets to reduce greenhouse gas emissions is closing and this means we need to be focused and persistent in implementing actions that will significantly reduce regional emissions. Recent catastrophic, climate change-escalated weather events in our region (drought, fire, and flooding) have also highlighted the need for resilience.

The objective of the Climate 2050 Engagement and Public Education Strategy is to build strong support from key stakeholders and the public as well as to ensure alignment in the messaging with other jurisdictions seeking to reduce greenhouse gas emissions. This strategy incorporates learnings from social science research and best practices in engagement and communications to develop a vocal constituency for climate action.

#### Regional Planning Committee – March 10, 2023

Delegations:

**3.1 Roderick V. Louis**

Subject: Metro 2050

Information Items:

### 5.1 Regional Planning Environment Portfolio Update

Natural spaces provide essential 'ecosystem services', including storing and sequestering carbon, absorbing and cleaning surface water, cooling cities, and protecting coastal communities. While Metro 2040 included many tools and policies to protect important ecosystems, new datasets revealed that the region is losing sensitive ecosystems. New policy actions in Metro 2050 will, if implemented, put the region in a stronger position to better protect, enhance, restore and connect ecosystems. This report outlines Metro Vancouver's relevant roles - collecting ecological data; researching best practice; and convening forums for member jurisdictions - and provides an overview of several projects underway, including updates to the *Sensitive Ecosystem Inventory*, tree canopy cover and impervious surfaces datasets, tree regulations toolkit, and the regional green infrastructure network.

### 5.5 Regional Green Infrastructure Network – Scope and Engagement

To support the implementation of Metro 2050, Regional Planning is initiating a project to collaboratively plan for a regional green infrastructure network, a network of habitat hubs and corridors that supports the movement of species across the landscape, maximizes ecosystem services, and moderate climate change impacts. This report presents a scope of work and engagement plan, policy context, objectives, a process overview, and anticipated timelines for network planning over the course of the project. Key work streams will include First Nations engagement, collaborative network identification / mapping, research and design, and the development of Metro 2050 implementation guidelines. Regional Planning staff will continue to work closely on the network with member jurisdictions and other Metro Vancouver departments, such as Regional Parks and Liquid Waste Services. The Regional Planning Committee and MVRD Board will receive updates at various stages during this multi-year project.



## **Greater Vancouver Water District**

### **E1.1 2023 Water Sustainability Innovation Fund Applications**

**APPROVED**

That the GVWD Board approve the allocation from the Water Sustainability Innovation Fund of \$1,700,000 for the following projects, starting in 2023:

- Reducing Oxygen Use and Increasing Resiliency at the Coquitlam Water Treatment Plant for \$150,000 over two years
- Studying the Preliminary Feasibility of Green Hydrogen Production from Hydropower at Cleveland Dam for \$250,000 over two years
- Evaluation of Biofiltration at the Seymour Capilano Filtration Plant for \$300,000 over three years
- Next Generation Snowpack Monitoring – Phase 3 for \$450,000 over three years
- Building the Next Generation of Seasonal Water Supply & Demand Planning Tools for \$550,000 over two years

### **E2.1 Climate Impacts on the Water Supply Areas**

**RECEIVED**

Water Services manages a network of automated hydro-meteorological stations, and conducts several annual field sampling programs. Data collected from this monitoring program is used to actively monitor environmental conditions in the Capilano, Seymour, and Coquitlam River Watersheds. This program has become particularly important in the context of climate change, as climate variability increases and historical patterns shift.

Two recent events highlight how quickly our climate is changing: the June 2021 heatwave, and the 2022 fall drought. These extreme events are occurring more frequently, and are projected to become more normal in the near future. The impacts from these events highlight the importance of comprehensive environmental monitoring, and the need for accurate weather and water supply forecasts.

The Board received the report for information.

### **E2.2 Award of Contract Resulting from RFP No. 22-139 Construction of the Coquitlam Main No. 4 South Section Robson Drive to Guildford Way**

**APPROVED**

The Board approved the award of a contract in the amount of \$97,196,248 (exclusive of taxes) to Michels Canada Company resulting from RFP No. 22-139: Construction of Coquitlam Main No. 4 South Section Robson Drive to Guildford Way, subject to final review by the Commissioner.

## **I 1 Committee Information Items and Delegation Summaries**

The Board received an information item from a standing committee.

### **Water Committee – March 15, 2023**

Information Items:

#### **5.2 Drinking Water Conservation Plan Summer Support Program – 2022 Results and 2023 Update**

Metro Vancouver updated the Drinking Water Conservation Plan (DWCP) in November 2021 with the goal of reducing summer water demand. The 2022 DWCP Summer Support Program was developed to assist member jurisdictions with the promotion and monitoring of regional lawn watering restrictions during implementation of the updated DWCP. Results show that targeted communication to residents about the updated lawn watering restrictions and water conservation substantially reduced non-compliant lawn watering on weekday mornings for 2022. Program findings, including observations about automatic versus manual watering and relationships between non-compliance and weather trends, may also inform the communications and logistical aspects of member jurisdictions' education and enforcement programs.

Post-program survey results show that participating member jurisdictions found the program beneficial, complementing their respective education and enforcement programs. To provide continued support in implementing the updated DWCP, Metro Vancouver will offer this program in 2023 with modifications based on 2022 program results and feedback.

## **Greater Vancouver Sewage and Drainage District**

### **E1.1 2023 Liquid Waste Sustainability Innovation Fund Application**

**APPROVED**

The Board approved the allocation from the Liquid Waste Sustainability Innovation Fund of \$625,000 over two years starting in 2023 for the Hydrogen System Integration at Lulu Island Wastewater Treatment Plant (Phase 1) project.

### **E2.1 Appointment of Deputy Sewage Control Manager and Enforcement Officers**

**APPROVED**

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- pursuant to the *GVS&DD Sewer Use Bylaw* and the *Environmental Management Act*:
  - appointed Metro Vancouver employee Riley Sziklai as a deputy sewage control manager
  - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers



- appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- appointed City of Vancouver employee Bonny Brokenshire as an officer
- pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Sewer Use Bylaw*:
  - rescinded the appointments of former Metro Vancouver employees Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
  - appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz; and
  - appointed City of Vancouver employee Bonny Brokenshire

**E2.2 Award of Contract Resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 - Phase 2 Lougheed Highway to Clarke Road**

**APPROVED**

The Board approved the award of a contract for an amount of \$7,947,758.20 (exclusive of taxes) to Clearway Construction Inc., resulting from Request for Proposal No. 22-009: Supply and Installation of North Road Trunk Sewer No. 2 Phase 2 Lougheed Highway to Clarke Road, subject to final review by the Commissioner.

**E2.3 Award of Phase C3, Engineering Construction Services for RFP 14-230 for Installation of Gilbert Trunk Sewer No.2 Central Section**

**APPROVED**

The Board approved the award of Phase C3, Engineering Construction Services, for an amount up to \$2,997,555 (exclusive of taxes) to the Phase A and B consultant, AECOM Canada Ltd, for the Installation of Gilbert Trunk Sewer No.2 Central Section, subject to final review by the commissioner.

**E2.4 North Shore Wastewater Treatment Plant Project Early Works Agreement Extension**

**APPROVED**

In January 2022, Metro Vancouver terminated its contract with Acciona Wastewater Solutions LP to design, construct, finance, test, and commission the North Shore Wastewater Treatment Plant for material breach of the Project Agreement, which it failed to remedy.

Metro Vancouver has been working with a new construction manager, PCL Constructors Westcoast Inc. to develop a plan to complete the project and complete some early works construction, and a design consultant, AECOM, to complete the design, be the Engineer of Record, and provide quality assurance services post-termination. PCL and AECOM have identified significant deficiencies in Project Co's design and construction, and, in some cases, more extensive deficiencies than originally anticipated. As a result, a substantial amount of effort to-date has been focused on identifying and repairing concrete deficiencies on structures built by Project Co, with less focus on advancing new construction. Additionally, related design delays have extended the timeline for the overall completion of Phase 1.

The Board approved a change order to PCL Constructors Westcoast Inc. Pre-Construction Services and Early Works Agreements (PC21-457 and PC22-227) in an amount of up to \$85,000,000 (exclusive of taxes), subject to final review by the Commissioner.

### **E3.1 Appointment of Solid Waste Bylaw Enforcement Officers**

**APPROVED**

Recent changes in staff have resulted in a need to update enforcement officer appointments.

The Board:

- Pursuant to the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996* and the *Environmental Management Act*:
  - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens as officers
  - Appointed Metro Vancouver employees Mosi Aghbolaghy, Michael Goods, Jim Penrose, Jeffery Schmidt and Joanne Tunkiewicz as officers
- Pursuant to Section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996*:
  - Rescinded the appointments of Doreen Cheng, Manjit Dhillon, Marlene Fuhrmann, and Peter Hagens
  - Appointed Metro Vancouver employees Jeffery Schmidt and Joanne Tunkiewicz.

### **G1.1 Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023 - Wet Weather Pricing**

**APPROVED**

At its February 24, 2023 meeting, the Board directed staff to prepare amendments to the *GVS&DD Cost Apportionment Bylaw* to incent action on excessive inflow and infiltration through wet weather based apportionment of GVS&DD costs. Amendments to the bylaw were been prepared in accordance with the key terms presented to the Board.

The Board gave first, second and third readings to *Greater Vancouver Sewerage and Drainage District Cost Apportionment Amendment Bylaw No. 362, 2023*; then passed and finally adopted said bylaw.

### **I 1 Committee Information Items and Delegation Summaries**

The Board received information items from standing committees.

#### **Liquid Waste Committee – March 15, 2023**

Information Items:



## **5.2 2022 “Our Ocean Thanks You” Campaign Results**

Microfibres from laundry are one of the largest sources of microplastics pollution in the ocean, where they may be harmful to aquatic life. The 2022 “Our Ocean Thanks You” campaign ran from September 12 to October 30, asking residents to wash their laundry in cold water to reduce microfibre shedding from clothing. The campaign targeted parents with children under 18 and included social media, YouTube, digital ads, television, radio, billboards, Google AdWords, and a campaign website. The campaign generated 14 million impressions, 1 million video views, 2,800 clicks for more information, 125 engagements, 3,900 website visits, and reached 911,000 residents through television and online tactics. A post-campaign survey of parents showed that 29% of parents recalled seeing at least one campaign ad and that many were unaware of microfibre impacts prior to the campaign. The campaign will run in 2023 with similar timing and approach, and will likely include additional creative materials.

## **Zero Waste Committee – March 16, 2023**

Information Items:

### **5.1 Jurisdictional Scan of Recycling Statistics and Methodologies**

Metro Vancouver is a North American leader in waste reduction and recycling, and provides transparent and accessible solid waste data. Metro Vancouver conducted a jurisdictional scan of recycling statistics reporting methodology and performance data. Only one published standard for determining recycling rates was found, and it applies only to residential recycling. There are no consistently utilized standard methodologies employed by communities. Metro Vancouver's 65% recycling rate for residential, commercial/institutional and construction and demolition sectors is among the highest recycling rates in North America. Only a small number of other communities provide comparable transparency and clarity in recycling data. Many major Canadian cities report only single family recycling rates. Performance metrics will be reviewed as part of the solid waste management plan update process, to further enhance progress monitoring of waste reduction and recycling, as Metro Vancouver continues to pursue initiatives to achieve zero waste, reduce greenhouse gas emissions, and advance the circular economy. Enhancing metrics and increasing transparency aligns with organizational principles of equity, reconciliation and prosperity.

### **5.2 Single-Use Item Reduction Regulatory Scan**

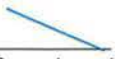


Single-use item reduction is a priority across Canada, and governments are taking action to reduce these items. Federal, provincial, and Metro Vancouver member jurisdictions have implemented regulatory measures to help reduce single-use items. The federal government will ban the distribution of certain single-use plastic items in Canada on December 20, 2023. The provincial government has added a number of single-use items to the Recycling Regulation, allowing residents to include those items for recycling collection. The provincial government is also expected to announce province-wide single-use item reduction regulations this year. Five member jurisdictions have put single-use item bylaws in place, and a number of other member jurisdictions are considering bylaws. Metro Vancouver does not have regulatory authority to regulate the sale or distribution of single-use items, but the Metro Vancouver Board approved a harmonized approach for municipal single-use item reduction bylaws in November 2021. Metro Vancouver and member jurisdictions continue to work on programs and policies to reduce single-use and move toward reuse systems.

### 5.3 2022 Create Memories Not Garbage Campaign Results

During the holiday season residents often dispose of more waste than they would at any other time of year. The “Create Memories, Not Garbage” campaign helped to inspire residents to reduce their waste by giving achievable low-waste gift and wrapping ideas. A region-wide, three-phased media promotion delivered relevant messages for each buying and disposing stage of the holiday season. The campaign achieved over 25.6 million impressions between digital and traditional media tactics. Online engagement continues to be strong, particularly with digital banner ads that drove 48% of website visits, and Google Search whose most clicked content was focused on low-waste gifts. On-air radio contests were used to engage residents in thinking about low-waste gift-giving through encouraging them to visit the Merry Memory Maker app (featuring over 200 ideas), and transit advertising was reintroduced this year to broaden the reach of the campaign message.





 Department 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: Matthew Menzel, Planner 2

Subject: ZONING BYLAW AMENDMENT FOR 880 WEST 15TH STREET (JADASI DEVELOPMENT (880 W 15TH) LTD. / GATEWAY ARCHITECTURE)

Date: March 15, 2023 File No: 08-3400-20-0071/1

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, dated March 15, 2023, entitled "Zoning Bylaw Amendment for 880 West 15<sup>th</sup> Street (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture)":

THAT the application submitted by Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, to rezone the property located at 880 West 15<sup>th</sup> Street from a CS-1 Zone to a Comprehensive Development Zone, be considered and no Public Hearing be held, in accordance with the *Local Government Act*;

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

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

**ATTACHMENTS**

1. Context Map (CityDocs [#2239369](#))
2. Architectural Plans, dated March 13, 2023 (CityDocs [#2341684](#))
3. Landscape Plans, dated December 12, 2022 (CityDocs [#2321874](#))
4. Advisory Design Panel Resolution, dated May 20, 2022 (CityDocs [#2239968](#))
5. Public Consultation Summary (CityDocs [#2210185](#))
6. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957" (CityDocs [#2326008](#))
7. "Housing Agreement Bylaw, 2023, No. 8958" (CityDocs [#2326006](#))

## SUMMARY

This report presents a rezoning application over the subject site at 880 West 15<sup>th</sup> Street to permit a 5-storey rental apartment building consisting of 41 units, 4 of which would be mid-market rental units.

## BACKGROUND

Applicant:	Jadasi Development (880 W 15th) Ltd.
Architect:	Gateway Architecture
Official Community Plan Designation:	Mixed Use Level 2 (MU2)
Existing Zoning:	CS-1 (Service Commercial)
Applicable Guidelines:	N/A

## DISCUSSION

### Site Context and Surrounding Use

The subject site has a total size of 1,226.5 sq.m. (13,202 sq.ft.), with a frontage of approximately 30.5 metres (100 feet) along West 15<sup>th</sup> Street. The site slopes downward approximately 1.41 metres from the north-east corner (rear boundary - lane) to south-west corner (front boundary – West 15<sup>th</sup> Street). The proposal would replace the existing one-storey service commercial building, currently occupied by Fountain Tire.

The site is located mid-block in the 800-block of West 15<sup>th</sup> Street, between Fell Avenue and Marine Drive. It is within close proximity to the Marine Drive frequent transit and Rapid Bus routes, and within walking distance to commercial and recreational amenities (employment, grocery stores, medical/pharmacy, banks, recreation centres and active transportation facilities, etc.).

The buildings and uses immediately surrounding the site are described in Table 1 below.

**Table 1. Surrounding Uses**

Direction	Address	Description	Zoning
North	885 West 16 <sup>th</sup>	CD Zone	3-storey co-op housing
South (across Marine Drive)	845-879 Marine Dr	CD Zone	1-2 storey commercial
East	860 West 15 <sup>th</sup> St	CS-1 (Service Commercial)	1-storey service commercial
West	860 West 15 <sup>th</sup> St	CS-1 (Service Commercial)	1-storey service commercial



## Policy Context

The subject site is designated Mixed Use Level 2 in the Official Community Plan (OCP). This designation allows for a mix of commercial and residential uses with a maximum density of 2.5 FSR (including 0.5 bonus FSR). A maximum height of 6 storeys is permitted.

## Project Description

The application proposes a 5-storey mixed-use building, with one level of commercial use, including commercial retail units at ground level, and 4 levels of secured rental residential units within the upper levels. Parking access is provided off the rear lane to the north.

The following table provides an overview of the proposed development:

**Table 3:** Development proposal overview

Element	Proposal
Density	2.5 FSR
Commercial Retail Space	Total of 330 square metres (3,552 square feet) or 0.27 FSR
Unit Mix	41 residential rental units, including: <ul style="list-style-type: none"><li>• 6 studio units;</li><li>• 20 one-bed units;</li><li>• 10 two-bed units; and</li><li>• 5 three-bed units (12%).</li></ul>
Mid Market Rental	4 units (10%)
Adaptable Units	11, Level 2 adaptable units (27%)
Residential Amenity	Indoor – 58.5 square metres (630 square feet) Outdoor – 21 square metres (226 square feet)

Four of the units (10%) are proposed as mid-market units and eleven of the units (27%) are proposed to meet Level 2 of the Adaptable Design guidelines. All units would be secured through the Housing Agreement for the life of the building.

## PLANNING ANALYSIS

### Policy Alignment

The proposal is consistent with the OCP land use designation and below OCP height limits for the site. The proposed density is 2.5 FSR, which is consistent with the OCP Mixed Use Level 2 land use designation.

Located along the Marine Drive corridor, the proposal is in alignment with a number of OCP goals and objectives to have additional secured rental housing within proximity to the Marine Drive Frequent Transit Development Area and close to shops, services, frequent public transit and employment opportunities.

The proposed mix of unit types meets key actions of the Housing Action Plan for mid-market rental units and family-friendly units. The proposal also exceeds the Zoning Bylaw minimum requirement for 25% of units to meet Level 2 Adaptable Design. The proposal generally addresses the Active Design Guidelines through the provision of indoor and outdoor amenity spaces, as well as new public gathering places.

### ***Built Form and Urban Design***

The proposed built form is consistent with the character of the neighbourhood. The proposed height at 17 metres and 5 storeys complies with the OCP and will ensure the building integrates with future developments on adjoining lots. The proposal establishes a strong street wall along West 15th Street, with a reasonable setback to the rear laneway to establish suitable building separation to the existing residential uses to the north.

Extensive glazing treatments within the design of ground floor retail and commercial uses will activate West 15th Street and provide opportunities for outdoor dining. The development will also deliver a new pedestrian plaza area along the West 15<sup>th</sup> Street frontage, which will enhance the current space through creating a new landscaped public gathering spaces, as well as waiting areas for public transportation.

A high level of laneway activation and casual surveillance is also achieved through positioning of a secondary pedestrian access point for residents and commercial visitors from the laneway and orientating the communal outdoor amenity area and upper level private balconies towards the laneway.

The façade of the building has been designed with appropriate articulation through the use of steps and recesses along the elevations, and use of attached balcony structures, which work to break up the form of the building and reduce the perceived bulk. The proposed development has also provided suitable landscaping treatments within the buildings design that will soften the visual impacts of the built form.

### ***Proposed Zoning Changes***

The proposed Comprehensive Development Zone will be based off of the General Commercial C-2 zone, consistent with the proposed use types and recent developments within proximity to the site, including at 850-858 Marine Drive (CD-571) and 818-858 West 15th Street (CD-745). To allow the massing, the proposed bylaw would include the following modifications to the C-2 zone base:



**Table 4. Summary of Proposed Zoning Changes**

	BASE C-2 ZONE	PROPOSED CD-749 ZONE
<b>Permitted Principal Uses</b>	Retail-Service Group 1 Accessory Residential and Parking Uses	Retail-Service Group 1 Accessory Residential Uses (permitted on the second storey and above) Accessory Parking Uses
<b>Density Maximum</b>	2.6 FSR	2.5 FSR (in accordance with OCP)
<b>Lot Coverage Maximum</b>	70 percent	85 percent
<b>Height Maximum</b>	12.19 metres (40 feet)	5 storeys and 17 metres (in accordance with OCP)
<b>Siting</b>	6.096 metres (20 feet) from the Rear Lot Line	Rear Lot Line (Laneway): <ul style="list-style-type: none"> <li>to wall – 4.5m (14.75 feet); and</li> <li>to balcony – 3.0m (9.84 feet).</li> </ul>
<b>Building Width &amp; Length</b>	Maximum 30.48 metres (100 feet) above second storey	Waived

#### Lot Coverage

The application seeks a minor variation to the Lot Coverage requirements set for the C-2 zone, specifically being 70%. The application proposes a Lot Coverage of 85%.

The building has been designed with a commercial podium level, which is appropriate given the site's Mixed Use Level 2 land use designation in the OCP. The proposed lot coverage at the ground level is required in order to meet operational functions of the building, including for example vehicle and bicycle parking, loading and garbage storage/staging, and to establish active commercial retail units along the full frontage of the West 15<sup>th</sup> Street. The proposed Lot Coverage is therefore determined to result in an appropriate form and intensity for the mixed use location.

It is also important to note that the lot coverage of the upper levels of the building (i.e. 2-5) reduces to approximately 57%.

Furthermore, the site has also been designed with appropriate landscaping treatments within the podium level to soften the built form elements and enhance amenity for residents. The applicant has also agreed to revitalize the front boulevard along the West 15<sup>th</sup> Street frontage, which will introduce approximately 16 new trees within this area. These streetscape upgrades will ensure the development positively contributes to the streetscape character, and reduces visual impacts of the development.

#### Rear Lot Line Setback

The proposed development will result in a variation to the siting requirements for the C-2 zone, specifically from the rear lot line, being the northern boundary adjacent to the laneway.

The proposed development results in the following minimum setbacks on the existing northern boundary (rear lot line):

- to wall – 4.5 m (14.75 feet); and
- to balcony – 3.0 m (9.84 feet).

The proposed variation is considered appropriate, given that the development has been designed with a building height of 5 storeys, which is less than the 6 storey limit imposed by the OCP.

The minor reduction in the rear boundary setback will have minimal impacts with respect to overshadowing of adjoining dwellings and will ensure that residents achieve an adequate level of access to sunlight and prevailing breezes. The proposal will achieve a minimum building separation of approximately 13 metres from the nearby residential use at 885 West 16th Street. Furthermore, the proposed development will not result in any additional overlooking impacts, compared to a compliant building under the C-2 Zone.

#### *Building Width and Length*

The proposed development will result in a minor variation to the building width and length requirements set for the C-2 zone, specifically being 30.48 m (100 ft). The proposed development results in a maximum building width of 30.9 m (101.4 ft) above the podium level.

Despite not meeting the relevant building width and length requirement, the proposed elevations have been designed with appropriate articulation along the length of the building, including steps in the building line, and inclusion of recessed balconies. The building also adopts a contemporary design, which utilizes a variety of façade materials. These built form elements appropriately break up the form of the building and reduce the perceived building bulk, despite the minor variance to building length and width.

The building width and length standards are regularly varied in individual Comprehensive Development Zones to ensure a functional built form outcome is established in mixed use areas and similar building widths and lengths have been permitted in a number of recent projects in the Marine Drive area.

#### ***Parking, Loading and Transportation***

The site is located in the Marine Drive Frequent Transit Development Area, approximately 15m from a Local Bus Stop and 130m to the closest RapidBus stop.

The application proposes vehicle access to the underground parkade from the northern laneway. One loading bay and 6 surface commercial parking spaces (including one disability space) are also provided adjacent to the lane. The loading bay will ensure that all commercial and residential loading would be undertaken on-site and would not impact the functionality of the road network.



Overall, the application meets the parking and loading requirements of the Zoning Bylaw. The relevant statistics are provided in Table 5.

**Table 5: Proposed Vehicle and Bicycle Parking**

<b>Car Parking</b>	<p>Total of 32 spaces, comprised of:</p> <ul style="list-style-type: none"> <li>• 21 Resident parking spaces (including 3 accessibility spaces); <ul style="list-style-type: none"> <li>◦ 0.6 spaces per unit;</li> </ul> </li> <li>• 4 Residential Visitor spaces (including one disability space); and</li> <li>• 7 commercial spaces (including one disability space).</li> </ul>
<b>Bicycle Parking</b>	<p>Residential:</p> <ul style="list-style-type: none"> <li>• Secure – 62 spaces;</li> <li>• Short Term – 6 spaces.</li> </ul> <p><i>Note:</i></p> <ul style="list-style-type: none"> <li>• <i>Two of the 62 secure spaces have been provided for cargo bikes.</i></li> </ul> <p>Commercial:</p> <ul style="list-style-type: none"> <li>• Secure – 2 spaces;</li> <li>• Short Term – 3 spaces.</li> </ul>
<b>Loading Spaces</b>	One at-grade loading bays.

### **Off-Site Works and Infrastructure Upgrades**

The proposed development will provide appropriate off-site streetscape upgrades consistent with the Subdivision and Development Control Bylaw. This includes the reconstruction of the frontages along West 15<sup>th</sup> Street and Marine Drive with the installation of new sidewalk, curb and gutter, street trees, street lighting, road paving, and a new bus shelter. The development will also deliver a 0.6 metre dedication along the north property line in order to expand the width of the lane to current City standards (6.096 metres (20 feet)).

In addition to the bylaw required works, the development will design and construct a public plaza adjacent to the site, and also provide a \$50,000.00 financial contribution for the future upgrade of sanitary sewer infrastructure in the local catchment area – which is currently undersized.

These requirements will be secured through a Servicing Agreement with the City.

### **Relocation of Existing Retail and Service Tenant**

To minimize impacts on the existing commercial tenant, the applicant has been in regular communication and coordinating an end of lease date that allows the time to find a suitable alternative location in North Vancouver. The applicant also will continue to

provide project updates of key milestones to tenants as the project progresses in the municipal development application process.

The applicant continues to communicate regularly with the current tenant and both parties have established a good working relationship and are committed to providing maximum flexibility to find a suitable location and seamless transition moving locations with minimal business disruption.

### **Density Bonus and Community Benefits**

The City's *Density Bonus and Community Benefits Policy*, in conjunction with the OCP, allows for density bonuses beyond 2.0 FSR in the Mixed Use Level 2 designation, up to a maximum of 2.5 FSR.

The policy provides a number of community benefits options for projects seeking additional density and seeks to ensure the City receives value for additional density granted. The community benefit offered by this proposal is an increase of the City's rental housing stock by 41 units, 4 of which will be mid-market rental units, secured for the life of the building through a Housing Agreement with the City.

In addition to secured market and mid-market rental units, staff are seeking Council direction to secure the following items as conditions of this rezoning:

- Upgrades to public plaza within City-owned boulevard fronting the site;
- \$50,000 contribution for sanitary sewer main upgrades.

### **Legal Agreements**

Should Council support this rezoning, the following legal agreements will be prepared prior to final adoption:

- Development Covenant;
- Housing Agreement;
- Servicing Agreement;
- Community Good Neighbour Agreement;
- Crane Swing and Shoring Agreement;
- Flooding Covenant; and
- Community Energy Agreement.

### **ADVISORY BODY INPUT**

The application was reviewed by the Advisory Design Panel (ADP) on April 20, 2022. The Panel recommended approval of the proposal subject to addressing the following issues to the satisfaction of staff:

- further understanding and development of how to execute landscaping, and address concerns relating to pattern/pavement adjacencies relative to development and phasing of the plaza;



- clear and strong support by panel for public art in the plaza;
- design development to address CPTED access issues from adjacent buildings to residential levels;
- concern from panel around building setbacks and future development on adjacent sites; and
- design development of passive design elements as project advances through the development phases;

Revised designs were subsequently submitted that address the above concerns to the satisfaction of staff.

## **COMMUNITY CONSULTATION**

A Developer's Information Session (DIS) was held on July 10, 2022 and was attended by two people. Two comment forms were submitted following the DIS. All of the comment forms received were opposed the project.

One email was received outside of the DIS process, providing conditional support for the proposal.

The main reasons for support were:

- Appearance of the building.

The main concerns were:

- Removal of the mature trees from the plaza and potential loss of animal habitat;
- Location and size of the project;
- Potential increase in activity in the lane;
- The amount of car parking; and
- Integrating energy efficiency measures.

A summary of the public consultation, as prepared by the applicant, is available in Attachment #7.

### Staff Response

It is important to note that the current site does not contain any existing vegetation. In coordination with staff, it was agreed that the existing cherry trees within the front City-owned boulevard will be replaced with new larger trees, which will have access to enhanced soils conditions and irrigation to ensure long term health. One existing street tree will be retained. The proposal will see a significant increase in the number of trees provided within the front boulevard, from 3 to approximately 17 new trees, resulting in a significant improvement to the existing boulevard condition.

## **PROCESS WHEN NO PUBLIC HEARING HELD**

The *Local Government Act* assumes no Public Hearing is held for proposed zoning bylaw amendments if the bylaw is consistent with the OCP. A local government must pass a resolution if it wishes to hold a public hearing.

Given the proposal's consistency with the OCP, and minimal feedback from the public during the consultation period, staff recommend that no public hearing be held for this application.

Should Council wish to refer the application to a Public Hearing, the first active clause in the resolution should be amended to read as follows:

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957" (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759) be considered and referred to a Public Hearing;

THAT "Housing Agreement Bylaw, 2023, No. 8958" (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759, Rental Housing Commitments) be considered and referred to the same Public Hearing;

## CONCLUSION

This proposal is in alignment with goals and objectives of the OCP and Council Strategic Plan to intensify residential development within the Marine Drive Frequent Transit Development Area, and increase rental and mid-market units in the City. The project will also contribute to provision of new public gathering spaces along Marine Drive.

RESPECTFULLY SUBMITTED:



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Matthew Menzel  
Planner 2







CONSULTANT LIST:

PROPERTY OWNER/DEVELOPER: JADASI DEVELOPMENT (880 W. 15TH) LTD.  
5434 Cortez Crescent, North Vancouver, BC V7K 4B4  
Contact: Jamie de Silva [jamie@jadasi.ca](mailto:jamie@jadasi.ca) 604-947-9654

ARCHITECT: GATEWAY ARCHITECTURE INC.  
220 - 601 Sixth Street, North Vancouver, BC V3L 3C1  
Contact: Michael Cox [mike@designvancouver.com](mailto:mike@designvancouver.com) 604-608-1868

LANDSCAPE ARCHITECT: DURANTE KREUK LTD.  
102 - 437 West 5th Street Vancouver, BC V6J 1N5  
Contact: Peter Kreuk [peter@dklbc.ca](mailto:peter@dklbc.ca) 604-684-4611

CIVIL ENGINEER: CREUS ENGINEERING LTD.  
200- 901 W. 16th Street, North Vancouver, BC V7P 1R2  
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CODE CONSULTANT: CAMPHORA ENGINEERING  
2479 Kingsway, Vancouver, BC V5R 5G8  
Contact: Susana Choi [schoi@camphora.ca](mailto:schoi@camphora.ca) 604-800-9822

ELECTRICAL ENGINEER: LEW ENGINEERING LTD.  
108 - 11121 Roseholon Way, Richmond, BC V7A 5G7  
Contact: Richard Lew [rlew@lewengineering.com](mailto:rlew@lewengineering.com) 604-277-3157

STRUCTURAL ENGINEER: KROK STRUCTURED ENGINEERING  
Suite 501 - 510 Burrard Street, Vancouver, BC V6C 3A8  
Contact: Jason Stuart [jstuart@krokstructural.com](mailto:jstuart@krokstructural.com) 604-485-9533

MECHANICAL ENGINEER: RON WONG & ASSOCIATES INC.  
Unit 220 - 2268 No. 5 Road, Richmond, BC V6X 2T1  
Contact: Ron Wong [ron@ronwong.ca](mailto:ron@ronwong.ca) 604-284-5580

SUSTAINABILITY CONSULTANT: ES ECO GROUP INC.  
4000 - 8085 North Fraser Way, Burnaby, BC V5J 5M8  
Contact: Elmer Halbig [ehalbig@esecogroup.com](mailto:ehalbig@esecogroup.com) 604-874-3715

ENERGY MODELING: RED PELICAN BUILDING SCIENCE  
Contact: Nick Schuck [nicks@redpelican.ca](mailto:nicks@redpelican.ca) 778-873-3177

ENVELOPE CONSULTANT: CSA BUILDING SCIENCE WESTERN LTD.  
#1242 Fawcett Rd., Coquitlam, BC V3K 6V5  
Contact: Sonny Cortez [scortez@csawest.com](mailto:scortez@csawest.com) 604-523-1366

GEOTECHNICAL ENGINEER: GEOPACIFIC  
#1779 W 75th Ave., Vancouver, BC V6P 6P2  
Contact: Mohammed Darisazadeh [mdarisazadeh@geopacific.ca](mailto:mdarisazadeh@geopacific.ca) 604-439-0922

PROPERTY ADDRESS, LEGAL DESCRIPTION & ZONING:

ADDRESS: 880 W 15TH STREET  
CITY OF NORTH VANCOUVER

LEGAL: LOT: A BLOCK 5 DL: 265 PLAN: 1406  
PROPERTY ID: 011-152-206

CURRENT ZONING: C-1

CURRENT USE: TIRE DEALERSHIP - SINGLE STOREY BUILDING

NEIGHBORING PROPERTIES:  
NORTH: 4 STOREY MULTI-FAMILY RESIDENTIAL  
EAST: AUTO GLASS FITMENT CENTRE  
WEST: AUTO DEALERSHIP  
SOUTH: MARINE DRIVE AND COMMERCIAL

PROPOSED ZONING: MIXED USE LEVEL 2 (MEDIUM DENSITY) (OC)  
DENSITY FSR 2.0 + MAXIMUM BONUS FSR 0.5  
HEIGHT 6 STOREYS - 18-19 METERS

PROPOSED SETBACKS: SEE DRAWINGS.

DRAWING LIST

A-0.0 COVER  
A-0.1 CONTEXT & DESIGN RATIONALE  
A-0.2 FIRE ACCESS PLAN - PARKADE LEVEL  
A-0.3 FIRE ACCESS PLAN - SITE PLAN  
A-0.4 SITE COVERAGE

A-1.0 PARKADE LEVEL  
A-1.1 SITE PLAN  
A-1.2 MAIN LEVEL  
A-1.3 LEVEL 2  
A-1.4 LEVEL 3  
A-1.5 LEVEL 4  
A-1.6 LEVEL 5  
A-1.7 ROOF LEVEL  
A-1.8 ADAPTABLE UNITS  
A-1.9 ADAPTABLE UNITS  
A-1.10 AREA OVERLAYS  
A-1.11 AREA / FSR OVERLAYS  
A-1.12 FSR OVERLAYS

A-2.0 BUILDING ELEVATIONS  
A-2.1 BUILDING ELEVATIONS  
A-2.2 LIMITING DISTANCE CALCULATION  
A-2.3 LIMITING DISTANCE CALCULATION

A-3.0 SECTION 1 & 3  
A-3.1 SECTION 2

A-4.0 SHADOW DIAGRAMS  
A-4.1 PERSPECTIVE VIEWS  
A-4.2 PERSPECTIVE VIEWS  
A-4.3 STREET ELEVATIONS  
A-4.4 EXISTING STREET VIEW

A-5.0 MATERIAL BOARD

SURVEY (FOR REFERENCE)

SITE AREA = 1226.51m<sup>2</sup>

SITE COVERAGE 84.83 %

FLOOR AREAS

(LEVEL 2345) ~  $\alpha \times 4$  ~ 2796.64m<sup>2</sup>  
(LEVEL 1) ~  $\alpha \times 1$  ~ 41.87m<sup>2</sup>  
SUB TOTAL = 3244.44m<sup>2</sup>  
~ 41.16m<sup>2</sup>  
(WALL THICKNESS)  
(4000 - 4500) (COMMON) (FLOOR AREA) ~ 4000m<sup>2</sup>  
(ADAPT UNIT EXL) (2000 X 1000) ~ 2000m<sup>2</sup>  
(GARMENT) (1000 X 1000) ~ 1000m<sup>2</sup>  
(LIVING) ~ 42.8m<sup>2</sup>  
(PRIMARY STAIR) ~ 35.09m<sup>2</sup>  
TOTAL = 3065.34m<sup>2</sup> (32 995.32h<sup>2</sup>)

PROJECT:

5 storey MIXED USE RESIDENTIAL & COMMERCIAL ON GRADE  
MAX ALLOWABLE FLOOR AREA

1226.51m<sup>2</sup> (13 202.04h<sup>2</sup>) x 2.5 (FSR) = 3066m<sup>2</sup> (33 005h<sup>2</sup>)

NUMBER OF UNITS

LEVEL 5 ~ 10 units  
LEVEL 4 ~ 10 units  
LEVEL 3 ~ 11 units  
LEVEL 2 ~ 10 units  
LEVEL 1 (COMMERCIAL) ~ 3 units  
TOTAL ~ 41 UNITS + 3 RETAIL

41 RENTAL UNITS x 10% ~ 4 UNITS  
MID-MARKET UNIT MIX = 1x(3-BED) + 1x(2-BED) + 2x(1-BED)  
MID-MARKET UNITS REQUIRED = 4 UNITS

PARKING:

41 RENTAL UNITS x 0.6 ~ 25 stalls  
COMMERCIAL: 50m<sup>2</sup> / 30m<sup>2</sup> ~ 7 stalls  
VISITORS (max) 0.1 / UNIT  
41 UNITS x 0.1 ~ 4 stalls  
PARKING STALLS REQUIRED = 32 STALLS

PARKING GRADE ~ 4 STALLS  
PARKADE LEVEL ~ 25 STALLS  
PARKING STALLS PROVIDED = 31 STALLS

BICYCLES:  
41 RENTAL UNITS x 1.5 ~ 62 secure + 6 short term (2 over size)  
COMMERCIAL (6 stalls/100m<sup>2</sup> + 2 secure) ~ 3 short term + 2 secure total

BICYCLE STALLS REQUIRED = 64 SECURE STALLS + 9 SHORT TERM

RENTAL UNITS  
CLASS A HORIZONTAL (0.6m X 1.8m) ~ 34 + 2(OVERSIZE) ~ 36  
CLASS B VERTICAL (0.6m X 1.8m) ~ 20

BICYCLE LOCKERS (0.6m X 1.8m) ~ 6  
TOTAL = 62  
SHORT TERM BICYCLE = 6

COMMERCIAL

SECURE BICYCLE (0.6m X 1.8m) ~ 2  
SHORT TERM BICYCLE (0.6m X 1.8m) ~ 3

BICYCLE STALLS PROVIDED = 64 SECURE STALLS + 9 SHORT TERM

GARBAGE RM. CALCULATION:  
RESIDENTIAL - 0.486m<sup>2</sup> / unit (41) = 20m<sup>2</sup> req | 20m<sup>2</sup> provided  
COMMERCIAL - 0.022m<sup>2</sup> / m<sup>2</sup> (331) = 8m<sup>2</sup> req | 17m<sup>2</sup> provided

SETBACKS		
	RETAIL	RESIDENTIAL
FRONT	2.4m (8')	4.5m (15')
SIDES	0m	3.0m (10')
BACK	3.97m (13') (AFTER DEDICATION)	3.97m (13') (AFTER DEDICATION)

UNIT NUMBER	AREA	UNIT NUMBER	AREA	UNIT NUMBER	AREA	UNIT NUMBER	AREA	UNIT NUMBER	AREA
UNIT 101	141.53m <sup>2</sup>	UNIT 201	56.13m <sup>2</sup>	UNIT 301	56.13m <sup>2</sup>	UNIT 401	56.13m <sup>2</sup>	UNIT 501	56.13m <sup>2</sup>
UNIT 102	94.86m <sup>2</sup>	UNIT 202	56.13m <sup>2</sup>	UNIT 302	56.13m <sup>2</sup>	UNIT 402	56.13m <sup>2</sup>	UNIT 502	56.13m <sup>2</sup>
UNIT 103	93.59m <sup>2</sup>	UNIT 203	82.45m <sup>2</sup>	UNIT 303	89.46m <sup>2</sup>	UNIT 403	89.46m <sup>2</sup>	UNIT 503	89.46m <sup>2</sup>
		UNIT 204	48.95m <sup>2</sup>	UNIT 304	71.36m <sup>2</sup>	UNIT 404	77.39m <sup>2</sup>	UNIT 504	77.39m <sup>2</sup>
		UNIT 205	48.26m <sup>2</sup>	UNIT 305	48.95m <sup>2</sup>	UNIT 405	60.5m <sup>2</sup>	UNIT 505	60.5m <sup>2</sup>
		UNIT 206	48.86m <sup>2</sup>	UNIT 306	48.26m <sup>2</sup>	UNIT 406	55.46m <sup>2</sup>	UNIT 506	55.46m <sup>2</sup>
		UNIT 207	47.87m <sup>2</sup>	UNIT 307	48.86m <sup>2</sup>	UNIT 407	47.87m <sup>2</sup>	UNIT 507	47.87m <sup>2</sup>
		UNIT 208	45.97m <sup>2</sup>	UNIT 308	47.87m <sup>2</sup>	UNIT 408	45.97m <sup>2</sup>	UNIT 508	45.97m <sup>2</sup>
		UNIT 209	83.86m <sup>2</sup>	UNIT 309	45.97m <sup>2</sup>	UNIT 409	83.86m <sup>2</sup>	UNIT 509	83.86m <sup>2</sup>
		UNIT 210	52.1m <sup>2</sup>	UNIT 310	83.86m <sup>2</sup>	UNIT 410	52.1m <sup>2</sup>	UNIT 510	52.1m <sup>2</sup>
				UNIT 311	52.1m <sup>2</sup>				
TOTAL	329.98m <sup>2</sup>	TOTAL	565.72m <sup>2</sup>	TOTAL	624.29m <sup>2</sup>	TOTAL	624.41m <sup>2</sup>	TOTAL	624.41m <sup>2</sup>
LEVEL 1		LEVEL 2		LEVEL 3		LEVEL 4		LEVEL 5	
TOTAL RENTAL	~ 3101.90m <sup>2</sup>	AMENITY	58.53m <sup>2</sup>	COMMON	74.87m <sup>2</sup>	COMMON	74.75m <sup>2</sup>	COMMON	74.75m <sup>2</sup>
COMMON	137.86m <sup>2</sup>	COMMON	121.46m <sup>2</sup>	COMMON		COMMON		COMMON	
TOTAL	447.82m <sup>2</sup>	TOTAL	699.16m <sup>2</sup>	TOTAL	699.16m <sup>2</sup>	TOTAL	699.16m <sup>2</sup>	TOTAL	699.16m <sup>2</sup>
BALCONY %:		3066.39m <sup>2</sup> x 10% = 306.64m <sup>2</sup> colored		1 256.46m <sup>2</sup> = 8.36% colored		TOTAL 326.24m <sup>2</sup>		35118.20m <sup>2</sup>	



220 - 601 6th Street  
New Westminster, BC V3L 3C1  
tel: (604) 608-1868

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JADASI  
DEVELOPMENT

880 W 15TH		drawing title	
3000 WEST 15TH STREET, North Vancouver, BC		revision / date / by	
1	2023.02.10	2	2023.02.10
3	2023.02.10	4	2023.02.10
5	2023.02.10	6	2023.02.10
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151	2023.02.10	152	2023.02.10
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497	2023.02.		





LOCALITY & LAND USE (OCP)

## DESIGN RATIONALE:

### Site & Zoning:

The site consists of a single property that is approximately 40.25m (132') deep by 30.5m (100') wide with a 1 storey fire dealership building. The north of the site backs onto a lane and faces W 15th Ave and Marine Drive to the south. The plaza space to the south of the site is currently used as vehicle access and parking. (Refer to survey and site plan drawings for accurate property measurements.)

The adjacent sites to the West and East are currently developed with single storey Car dealership and Auto Glass repair shop.

The site will allow for its redevelopment into a 5-storey mixed use building (6 storeys permitted) under a new Mixed-Use Level 2 zoning as per the OCP. Currently zoned CS-1 and is designated as Mixed-Use Level 2 in the land use designation contained in the Official Community Plan, with a height limit of 18-19 meters and 6 storeys. The density anticipated in the OCP is an FSR of 2 with a bonus of up to 0.5 which results in a maximum permissible of 2.5. (Refer to drawing set site plan page for detailed project statistics.)

### The Project and its Relationship to context:

The proposed mixed-use residential commercial project will replace the former low-density service commercial within the Marine Drive Frequent Transit Development Area. This development provides lot-line to lot-line commercial units, a total of 41 residential rental units (100% Rental) with 10% Mid-Market rental units. (Category B Bonus is - 2019 Density bonus and Community Benefits Policy). An amenity space located on the second floor, complete with an outdoor patio, has been provided for the residents and takes good advantage of views towards the north.

Rental unit mix consists of 15% Studio Units, 49% 1 Bed Units, 24% 2 Bed Units and 12% 3 Bed Units and meet a minimum 10% 3 bed units, as required by the City Housing Action Plan.

The project provides much needed new rental homes along the Marine Drive corridor with easy access to public transit. The proposal seeks to improve the quality of the urban fabric through urban densification in line with the OCP and improvement of the public realm by development of a plaza to the south of the project.

Creating a public space that has the potential to form a prominent pedestrian node where people can meet and socialize. Enhancing a pedestrian-friendly streetscape with a transit-supportive urban environment less reliant on motor vehicle traffic.

The proposed building layout has been organized to maximize the livability of the units while minimizing the impact on the surroundings. Many of the units are corner units, and in conjunction with large glazed windows, benefit from sun and the views to the North and South.

### Building Massing / Material use:

The building form respects the site shape and urban fabric and has a commercial plinth (Spanning from Property line to Property line) that will maximize human scale interaction. The residential component is set back from the commercial base to lower the scale of the building and improving the privacy of the residential component. While also Enhancing the pedestrian friendly streetscape towards the plaza and Marine Drive.

The form and mass of the building is broken down through several approaches: a sensible use of an intentionally limited materials palette and subtle texture variations creating a clear architectural language that accentuates the corner of the building towards Marine Drive and West 15th. (Urban orientation and visual variation)

This approach seeks to create a visually interesting contemporary architecture that creates a meaningful place within the urban environment.

A harmonious colour palette and architectural features visually articulate the building facades.

The natural grade of the site on the Lane slopes from East to West approximately 1 meter. This allowed the parkade entrance to be accessed from the lane at the northwest corner of the site. This location was chosen as it is the low end of the site which reduces the length of ramp required for access.

Fibre cement board artisan square channel paneling and fibre cement board paneling provide texture variation, with slim reveals and hidden connectors, were used for the facades, and a lighter colour was chosen for the top storeys of the building. Rain screen vinyl windows coupled with the use of low-e glazing were used for all residential areas. Aluminum storefront glazing is used for the commercial component.

The railings and posts are aluminum with glass balustrades and perforated metal screens for privacy. The pedestrian canopy at the commercial units consists of a glass canopy supported by wood beams and stainless-steel fittings.

The residential entryway is clad in an Architectural composite metal cladding system. The exit doors leading from the residential component are concealed by a wood grain texture composite metal cladding system to further accentuate the residential entry.

### Design:

The building form was strongly influenced by contemporary Architectural design trends that are consistent with new common hard surface plaza space with seating opportunities, additional trees and plantings.

A selective use of materials consisting of concrete, fibre cement board paneling with concealed fasteners and slim reveals have been chosen to create an understated sophistication, further enhanced by a harmonious colour palette.

The elegance of archetypal form is embraced and seeks to achieve a timeless quality evident in contemporary interpretations of modernist inspired architecture. An asymmetrical design composition adds a dynamic quality and adds visual variation.

CONTEXT



BIRDS VIEW



Michael Cox, Architect A18 C

220 - 601 6th Street  
New Westminster, BC V3L 3C1  
tel: (604) 608-1868

The design and physical appearance of the project is the responsibility of the design professional(s) named on the title page of this report and is not to be construed as a warranty or guarantee.

The architect is responsible for preparing the design and construction documents and for obtaining all necessary permits and approvals from the relevant authorities.

Consultants are responsible to ensure that all work is completed in accordance with the requirements of the applicable codes and standards.



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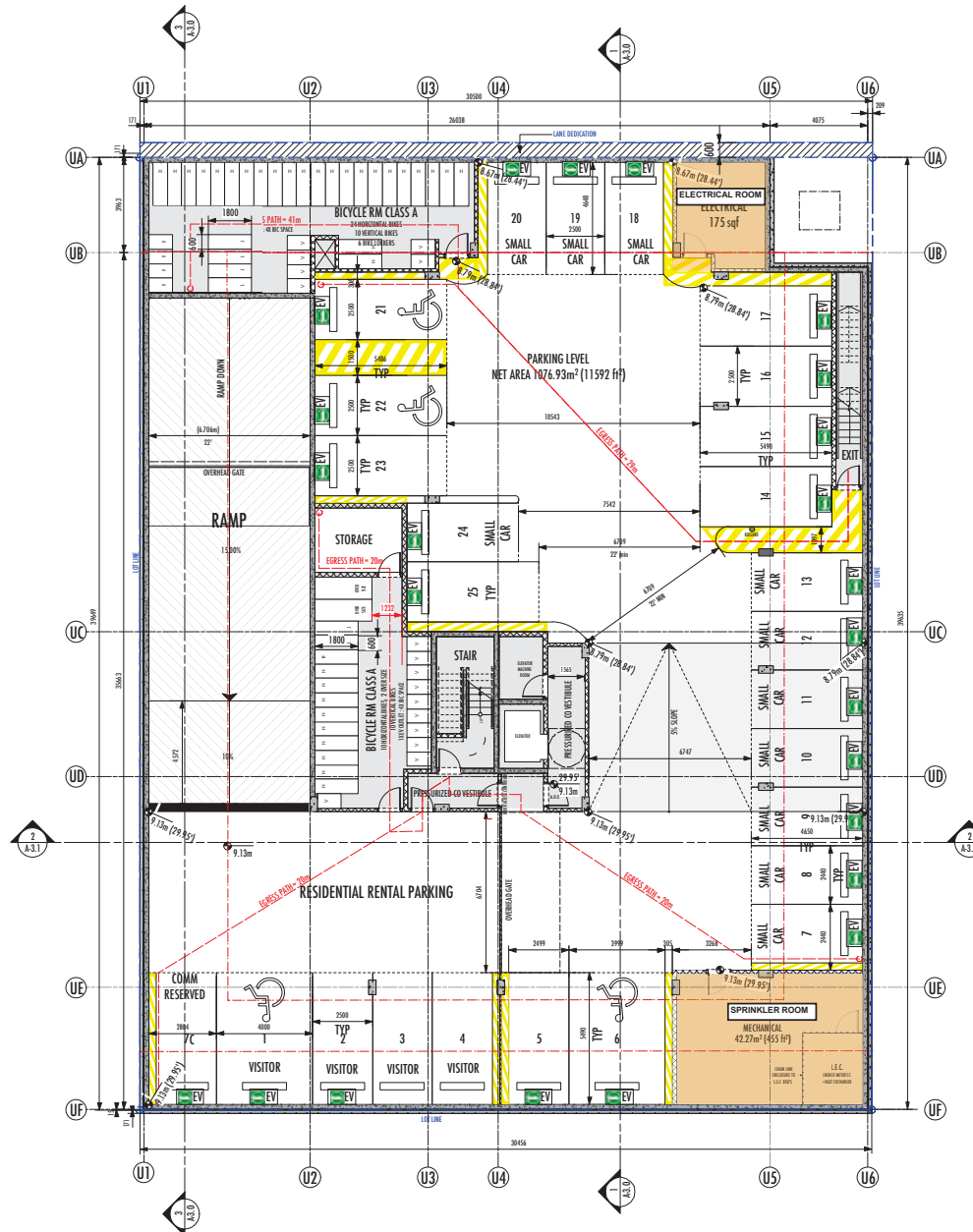
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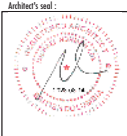


**FIRE ACCESS PLAN - PARKADE LEVEL**

SCALE: 1:100

**NOTE:**  
BICYCLE ROOMS TO HAVE MIN.  
2.5M CLEARANCE (HEADROOM)

**EV = ELECTRIC VEHICLE CHARGING  
LEVEL 2**



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**JADASI  
DEVELOPMENT**

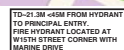
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2	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10
3	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10
4	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10
5	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10
6	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10
7	Issued for construction	FOR CONSTRUCTION	Michael Cox	2023-02-10

Project Info	Drawing Info
880 W 15TH 880 WEST 15TH STREET, North Vancouver, B.C.	<b>FIRE ACCESS PLAN</b>
Drawn by: ME / AM	<b>PARKADE LEVEL</b>
Date: 2023-02-10	
Project Number: 924	
Scale: 1:100	

Drawing Number:

**A - 0.2**



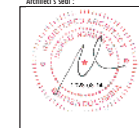


SCALE: 1:200



220 - 601 6th Street  
New Westminster, BC V3L 3C1  
tel: (604) 608-1868

Architect's seal



JADASI

## DEVELOPMENT

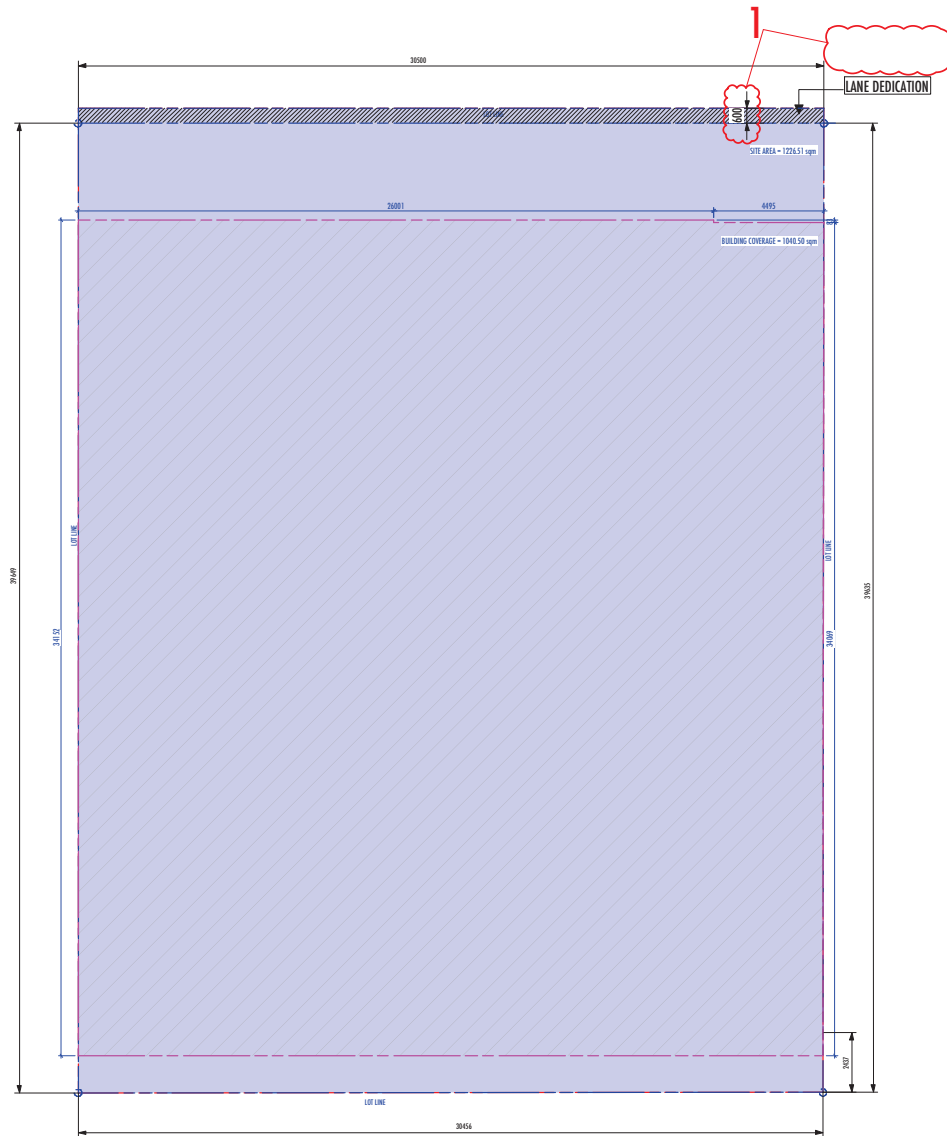
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21-04-29	FOR CLIENT REVIEW
21-04-02	FOR CLIENT REVIEW 2
21-02-29	FOR CLIENT REVIEW 2
21-11-24	ISSUED FOR REZONING/RP
22-02-13	REVISED FOR REZONING/RP
23-02-10	REVISED FOR CITY COMMENTS
23-03-14	REVISED PER CITY COMMENTS-2

☐ subject ☐ file ☐ new ☐ save ☐

880 W 15TH  
FIRE ACCESS PLAN  
SITE PLAN  
880 WEST 15TH STREET, North Vancouver, BC  
Drawn by: H.E./B.M.  
Date: 2022-02-10  
Project No. 924  
Scale: 1:200

Drawing Number:

**A - 0.3**



**SITE COVERAGE**  
SCALE: 1:100

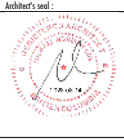
BUILDING COVERAGE	1040.50 sqm
SITE AREA	1226.51 sqm
SITE COVERAGE	84.83 %

REVISION:  
1. LANE DEDICATION ADDED



Michael Cox, Architect A I B C  
220 - 601 6th Street  
New Westminster, BC V3L 3C1  
tel: (604) 608-1868

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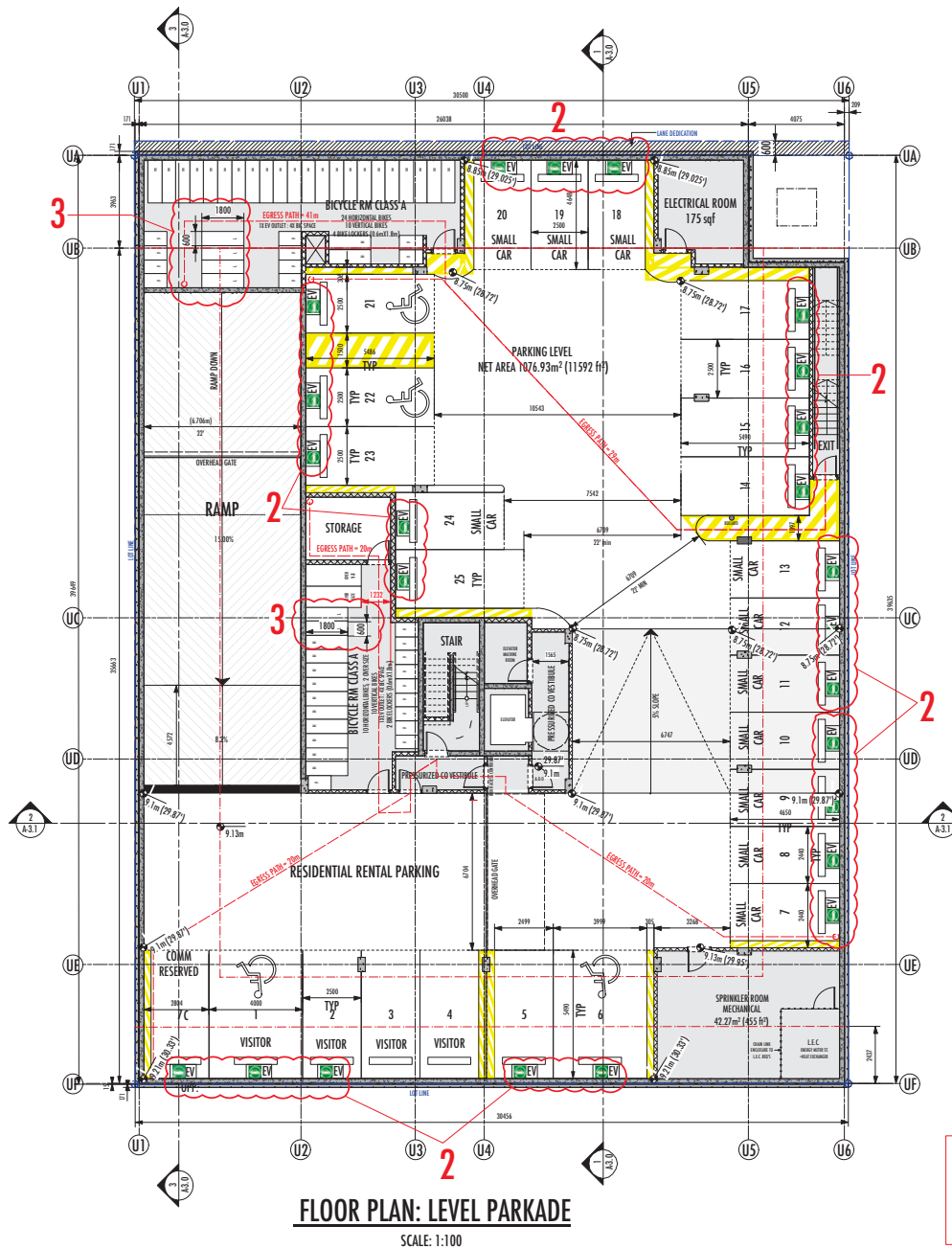
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## JADASI DEVELOPMENT

Rev.	Rev. Date	Rev. Description
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2	2023-02-10	FOR CITY COMMENTS - 2
3	2023-02-10	FOR CITY COMMENTS - 2
4	2023-02-10	FOR CITY COMMENTS - 2
5	2023-02-10	FOR CITY COMMENTS - 2
6	2023-02-10	FOR CITY COMMENTS - 2
7	2023-02-10	FOR CITY COMMENTS - 2

Project Title	Drawing Title
880 W 15TH 880 WEST 15TH STREET, North Vancouver, BC	SITE COVERAGE
Drawn by: M.H./M	Date: 2023-02-10
Project Number: 924	Scale: 1:100

Drawing Number:  
**A - 0.4**



NOTE:  
BICYCLE ROOMS TO HAVE MIN.  
2.5M CLEARANCE (HEADROOM)

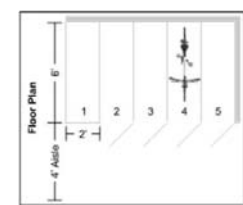
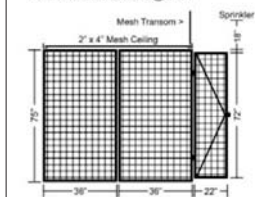
EV = ELECTRIC VEHICLE CHARGING  
LEVEL 2

## WIRE MESH BIKE LOCKERS

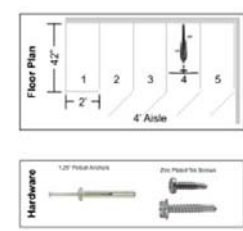
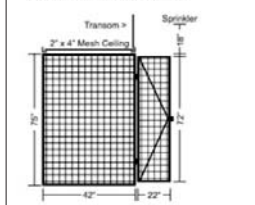


- Construction**
- Formed and Welded 12ga Steel Frame
  - Panels = 10ga Welded Mesh @ 2" x 2"
  - Ceiling = 10ga Welded Mesh @ 2" x 4"
  - Reinforced Door with Striker
  - Standard Height = 75"
  - Industrial Hinges
  - 2 Lock Hasps
- LEED**
- Zero-VOC Powder Coat RAL # 7010
  - 90% Recycled Steel
  - Made in Vancouver

### Horizontal Bike Lockers @ 2' x 6'



### Vertical Bike Lockers @ 2' x 42"



## REVISIONS:

2. LEVEL 2 EV OUTLETS MARKINGS TO SHOW COMPLIANCE WITH SECTION 909
3. BICYCLE LOCKERS CHANGED FROM TWIN LOCKERS TO SINGLE LOCKER TYPE. BICYCLE LOCKER SIZE & SPECIFICATIONS ALSO ADDED



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## JADASI DEVELOPMENT

Rev.	Issued	For	Comments
1	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
2	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
3	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
4	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
5	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
6	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION
7	2023.02.10	FOR CONSTRUCTION	FOR CONSTRUCTION

880 W 15TH	880 WEST 15TH STREET, North Vancouver, BC
Drawn by:	ME / AM
Date:	2023.02.10
Project Number:	924
Scale:	1:100

Drawing Number:  
**A - 1.0**



# **SITE PLAN: LEVEL MAIN**

SCALE: 1:200

REVISION:

1. LANE DEDICATION ADDED



Michael Cox, Architect A I B C

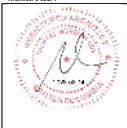
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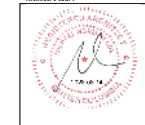
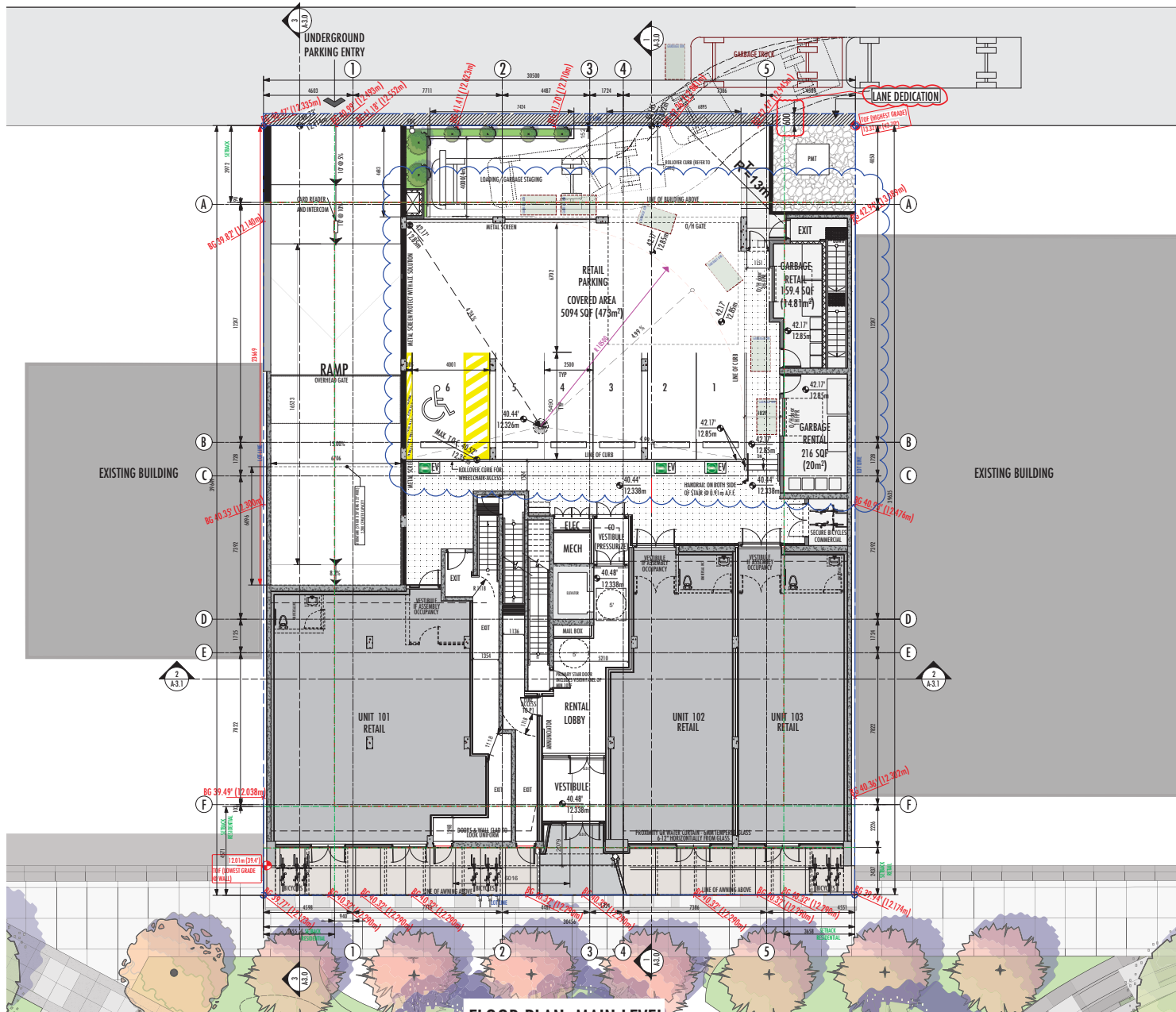
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2	FOR REVIEW	2023-02-10	ME / AM	
3	FOR REVIEW	2023-02-10	ME / AM	
4	FOR REVIEW	2023-02-10	ME / AM	
5	FOR REVIEW	2023-02-10	ME / AM	
6	FOR REVIEW	2023-02-10	ME / AM	
7	FOR REVIEW	2023-02-10	ME / AM	

Project Info	Drawing Info
880 W 15TH STREET, North Vancouver, BC	SITE PLAN
Drawn by: ME / AM	Scale: 1:200
Date: 2023-02-10	Project Number: 924

Drawing Number:

A - 1.1



Rev.	Rev. Description	Rev. Date	Rev. By	Rev. Check
1	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
2	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
3	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
4	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
5	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
6	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox
7	ISSUED FOR PERMITTING / PP	2023-02-10	Michael Cox	Michael Cox

Project Info	Drawing Title
880 W 15TH 880 WEST 15TH STREET, North Vancouver, BC	MAIN LEVEL
Drawn by: M/C/M	Project Number: 924
Date: 2023-02-10	Scale: 1:100

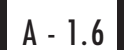






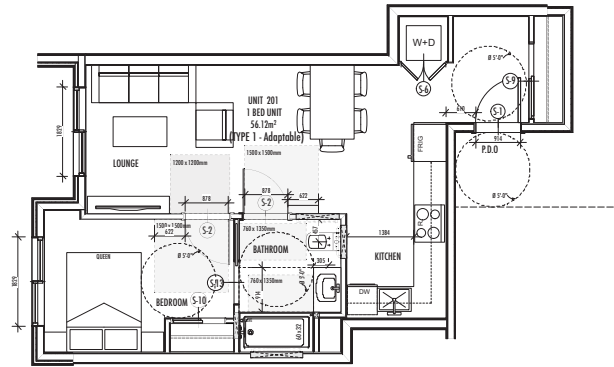






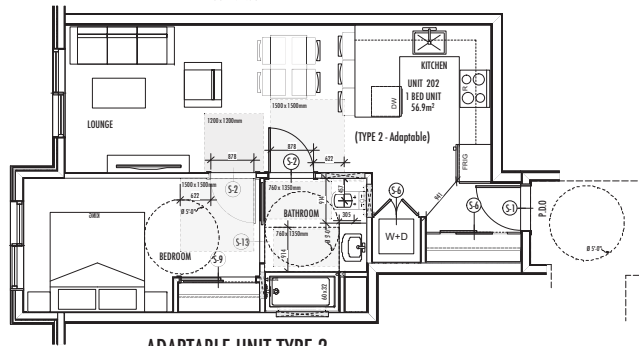
**NOTE: ALL ADAPTABLE UNITS TO RECEIVED P.D.O ROUGH-IN TO FRONT DOORS**





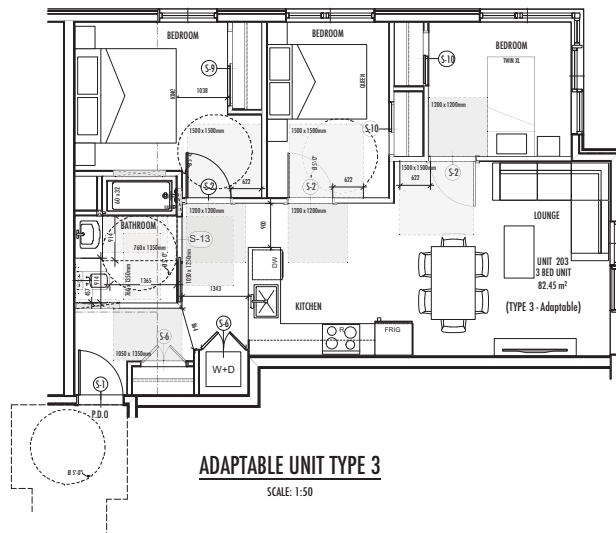
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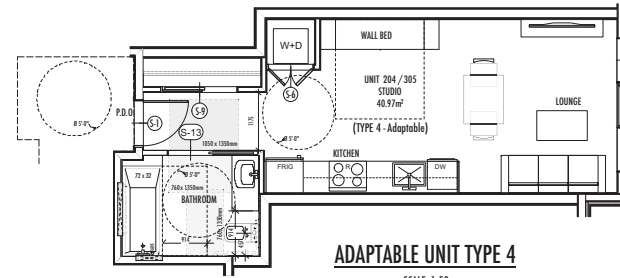
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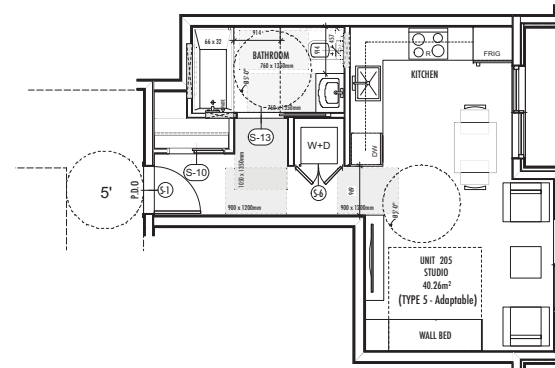
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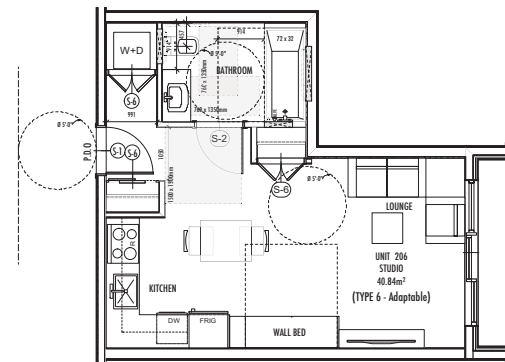
**ADAPTABLE UNIT TYPE 4**

SCALE: 1:50



**ADAPTABLE UNIT TYPE 5**

SCALE: 1:50



**ADAPTABLE UNIT TYPE 6**

SCALE: 1:50



Michael Cox, Architect A 18 C

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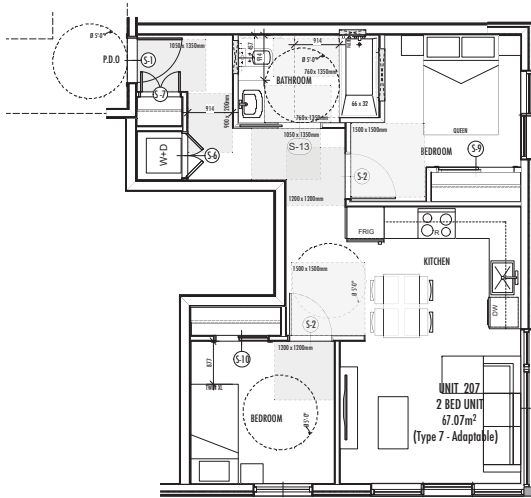
JADASI  
DEVELOPMENT

Rev.	Description	Rev.	Description
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2	ISSUED FOR PERMITTING	2	ISSUED FOR PERMITTING
3	ISSUED FOR PERMITTING	3	ISSUED FOR PERMITTING
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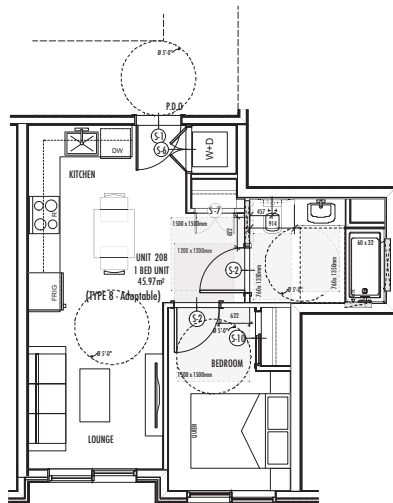
Drawing Number:

**A - 1.8**



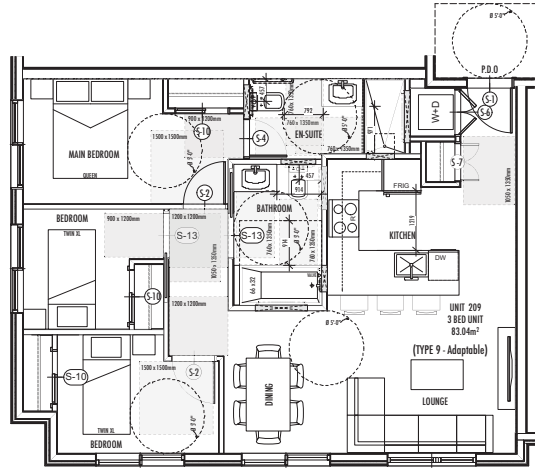


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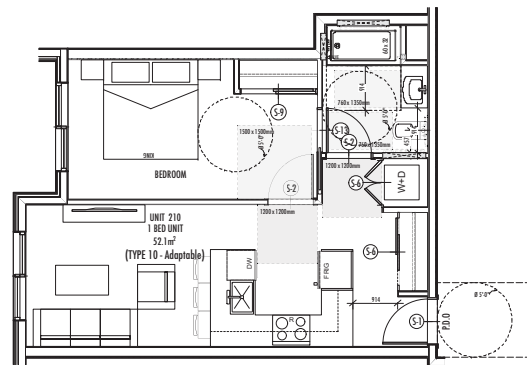


**ADAPTABLE UNIT TYPE 8**  
SCALE: 1:50

ADAPTABLE DESIGN UNIT LIST									
> 25 % OF TOTAL UNITS									
APT.#	UNIT TYPE	LEVEL	STUDIO	1 BED	2BED	3BED	ADAPTABLE LEVEL 2	UNIT AREA m2	UNIT AREA ft2
201	1-A	2nd FLOOR						56.12	604.08
202	2-A	2nd FLOOR						56.9	612.47
203	3	2nd FLOOR						887.49	9587.49
204	4-A	2nd FLOOR						40.97	441.00
205	5-A	2nd FLOOR						40.26	433.36
206	6-A	2nd FLOOR						40.84	439.60
207	7-A	2nd FLOOR						67.07	721.94
208	8-A	2nd FLOOR						49.97	494.82
209	9-A	2nd FLOOR						83.04	893.84
210	10-A	2nd FLOOR						52.1	560.80
305	4-A	3rd FLOOR						40.97	441.00
TOTAL			4	4	1	2	11	606.69	6530.41



**ADAPTABLE UNIT TYPE 9**  
SCALE: 1:50



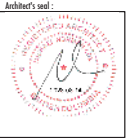
**ADAPTABLE UNIT TYPE 10**  
SCALE: 1:50

ADAPTABLE DESIGN - NORTH VANCOUVER		LEVEL 1	LEVEL 2
*ADDITIONAL BC ADAPTABLE DWELLING UNITS REQUIREMENTS TO ALL LEVELS			
<b>A BASIC</b>	4" HIGH CONTRASTING COLOUR ADDRESS NUMBERS 100 LUX (MIN) LIGHTING LEVELS (OUTSIDE + MAIN ENTRIES / SUITE ENTRIES) NO POLISHED FINISH ON ENTRY FLOORING LEVER DOOR HANDLES ON ALL DOORS (EXC. POCKET, SLIDING, DOORS WITH OPENERS) ALL SIGNAGE IN COMMON AREAS WITH CONTRASTED COLOURS ELEVATOR BUTTONS WELL CONTRASTED		
<b>B BUILDING ACCESS</b>	OUTSIDE STAIRS - COLOUR CONTRAST ON STAIR NOSING VISUAL AND TACTILE CUES ON CURB CUTS UNOBSTRUCTED ACCESS TO MAIN BUILDING ENTRANCES FROM STREET/SIDEWALKS 5' UNOBSTRUCTED CORRIDOR FROM PARKING LEVEL 2' CLEAR WALL SPACE ADJACENT TO DOOR LATCH FROM PARKING LEVEL UNOBSTRUCTED ACCESS TO GARBAGE RECEPTACLES + STORAGE LOCKERS NO SPARKS IN BUILDING CIRCULATION (INC. CORRIDORS ON RES. LEVELS) ACC. STORAGE LOCKERS FOR EACH UNIT IF APPLICABLE 3" CANOPY OVER MAIN BUILDING ENTRANCES & ENTERPHONE AUTOMATIC DOOR OPENER FOR ONE MAIN ENTRY DOOR + FROM PARKADE LEVEL DISABLED PARKING PROVIDED AS PER ZONING BYLAW 3" BUILDING + SUITE ENTRY DOORS FLUSH THRESHOLDS THROUGHOUT BUILDING (MAX 1/2" HEIGHT) ACCESSIBLE BUILDING ENTERPHONE W/ CALL BUTTONS, SUITE DOOR BELLS		
<b>C COMMON AREAS</b>	ACCESSIBLE MAILBOXES FOR AD UNITS 5' RADIUS TURNING IN FRONT OF MAILBOXES		
<b>D CIRCULATION</b>	CORRIDORS MIN 4' WIDE (EXCL. SERVICE AREAS) 5' TURNING RADIUS INSIDE AND OUTSIDE ENTRY CORRIDOR OF EACH UNIT SLIP RESISTANT FLOORING COLOUR CONTRASTING EXIT DOORS * 5' TURNING RADIUS CLEAR ADJACENT TO ELEVATOR ENTRANCE		
<b>E SUITE CIRCULATION / UNIT FLOORING</b>	WIRING FOR AUTOMATIC DOOR OPENER FOR SUITE ENTRY 2' CLEAR WALL SPACE ADJACENT DOOR LATCHES (DOOR SWINGS TOWARDS USER) NON-SLIP FLOORING IN KITCHEN + MAIN 1 BEDRM 1/2" MAX HIGH DENSITY, LOW LEVEL LOOP CARPET + UNDERLAY * FLOOR SPACE ON BOTH SIDES OF BATHRM + BEDRM. DOORS TO COMPLY TO A-3.8.3.6 (1) BCBC		
<b>F UNIT ENTRIES</b>	ADJUSTABLE DOOR CLOSERS DOOR HANDLE 40" ABOVE FLOOR W/ DEADBOLTS DIRECTLY ABOVE OR BELOW		
<b>G DOORS</b>	2'10" CLEAR DOOR OPENINGS		
<b>H PATIOS + BALCONIES</b>	2'10" CLEAR DOOR OPENINGS 1/2" MAX THRESHOLD (PATIO/BALCONY DOORS/SL) 5' TURNING RADIUS ON PATIO/BALCONY OUTDOOR LIGHT FIXTURE PROVIDED ELECTRICAL OUTLET PROVIDED		
<b>I WINDOWS</b>	OPENING MECHANISM MAX 40" ABOVE FLOOR 6" HORIZONTAL WINDOWS IN LIVING RM. + DINING RM. + MIN 1 BEDRM 2'6" MAX SILL HEIGHT ABOVE FLOOR		
<b>J KITCHEN</b>	CONTINUOUS COUNTER BETWEEN STOVE AND SINK ADDITIONAL TASK LIGHTING 100 LUX (MIN) AT SINK, STOVE + WORK AREA PULL-OUT WORK BOARDS AT 2'8" HEIGHT LEVER HANDLE FAUCETS + CABINET HANDLES (TYPE D OR J) ADJUSTABLE SHELVES IN ALL CABINETS		
<b>K BATHROOM</b>	TOILET LOCATED ADJACENT TO WALL (MIN 3") 5' TURNING RADIUS 3" CLEARANCE ALONG TUB LENGTH TUB CONTROL VALVE AT OUTER EDGE OF TUB + CENTRAL SPOUT SOLID BLOCKING IN WALLS OF TUB/SHOWER, TOILET AREA, TOWEL BARS PRESSURE BALANCED TUB/SHOWER VALVES ALLOW 4" DROP IN VANITY HEIGHT (PLUMBING) PROVISION OF VANITY SINK REMOVAL ADJUSTABLE HEIGHT SHOWER HEAD * 800mm (MIN) FRONT OF WC TO FACING WALL * 760mm x 1350mm CLEAR FLOOR SPACE IN FRONT OF LAVATORY (CENTERED) * 760mm x 1350mm CLEAR FLOOR SPACE CONNECTING ROUTE * SOLID BLOCKING FOR FUTURE INSTALLATION OF GRAB RAILS (WC, TUB / SHOWER)		
<b>L AMENITY</b>	PROVIDE CARPET + DRAPES		
<b>M BEDROOMS</b>	PROVIDE LIGHT FIXTURE IN OR ADJACENT TO CLOSET		
<b>N ELECTRICAL</b>	SEE ELECTRICAL REQUIREMENTS		



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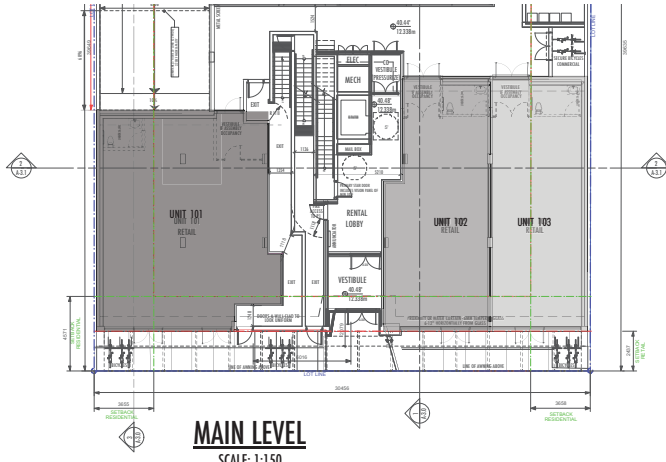
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JADASI  
DEVELOPMENT

Project Name	880 W 15TH
Project Address	880 WEST 15TH STREET, North Vancouver, BC
Project File	880 W 15TH
Project Date	2023 02 10
Project Number	924
Project Scale	1:50
Project Units	ADAPTABLE UNITS

Drawing Number:  
**A - 1.9**

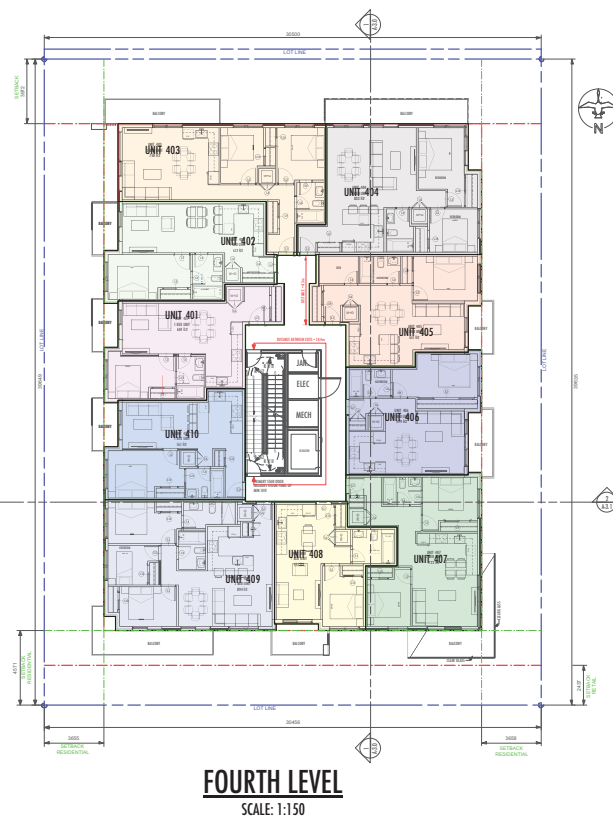
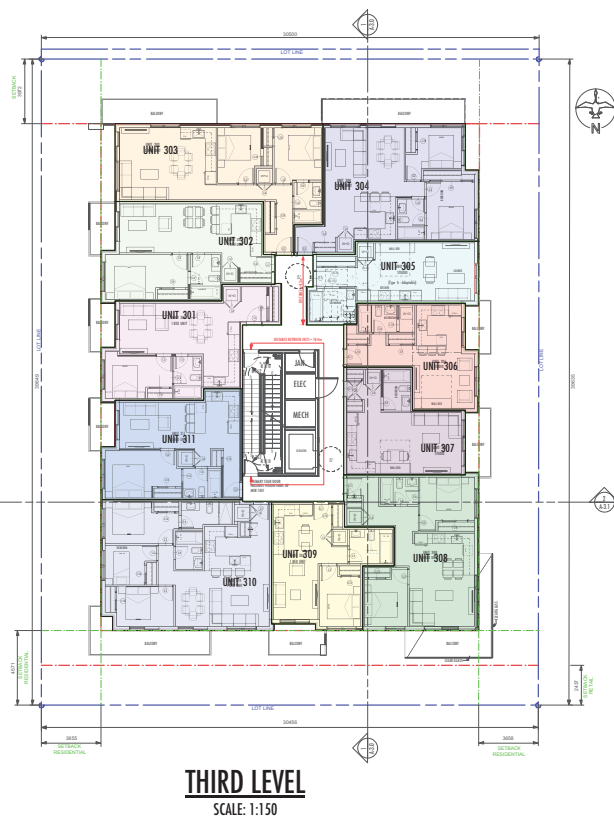
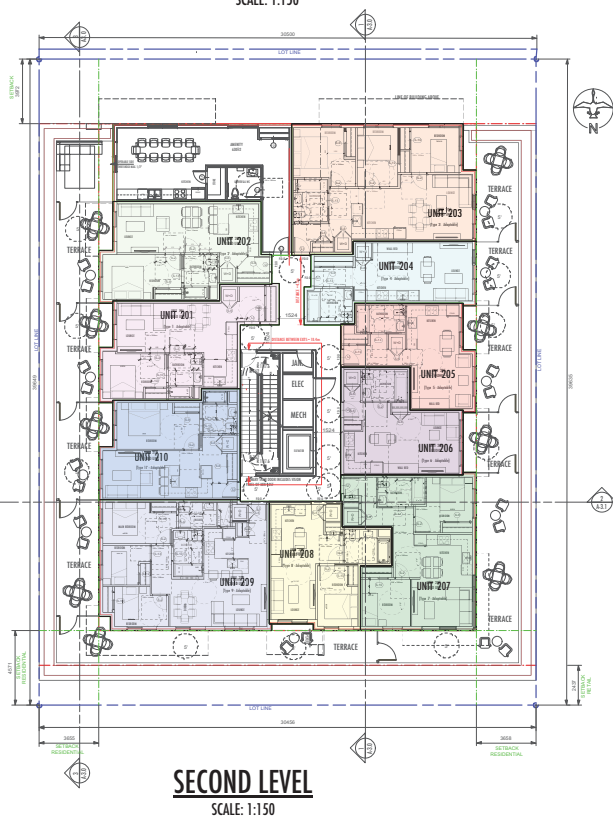




AREA SCHEDULE (COMMERCIAL)				
	UNIT TYPE	LEVEL	AREA (m <sup>2</sup> )	AREA (ft <sup>2</sup> )
MAIN FLOOR				
101	RETAIL	1	141.53	1523.43
102	RETAIL	1	94.86	1021.07
103	RETAIL	1	93.59	1007.40
	<b>TOTAL</b>		<b>329.98</b>	<b>3551.90</b>

AREA SCHEDULE (RESIDENTIAL)				
	UNIT TYPE	LEVEL	AREA	AREA (ft <sup>2</sup> )
SECOND FLOOR				
201	1-A	2	56.12	604.08
202	2-A	2	56.9	612.47
203	3	2	82.45	887.49
204	4-A	2	40.97	441.00
205	5-A	2	40.26	433.36
206	6-A	2	40.84	439.60
207	7-A	2	67.07	721.94
208	8-A	2	45.97	494.82
209	9-A	2	83.04	893.84
210	10-A	2	52.1	560.80
			<b>565.72</b>	<b>6089.41</b>
THIRD FLOOR				
301	1	3	56.12	604.08
302	2	3	56.9	612.47
303	11	3	69.66	749.82
304	12	3	71.36	768.12
305	4-A	3	40.97	441.00
306	5	3	40.26	433.36
307	6	3	40.84	439.60
308	7	3	67.07	721.94
309	8	3	45.97	494.82
310	9	3	83.04	893.84
311	10	3	52.1	560.80
			<b>624.29</b>	<b>6719.86</b>

FOURTH FLOOR				
401	1	3	56.12	604.08
402	2	3	56.9	612.47
403	11	3	69.66	749.82
404	13	3	77.39	833.03
405	14	3	60.5	651.22
406	15	3	55.66	599.12
407	7	3	67.07	721.94
408	8	3	45.97	494.82
409	9	3	83.04	893.84
410	10	3	52.1	560.80
			<b>624.41</b>	<b>6721.15</b>
FIFTH FLOOR				
501	1	3	56.12	604.08
502	2	3	56.9	612.47
503	11	3	69.66	749.82
504	13	3	77.39	833.03
505	14	3	60.5	651.22
506	15	3	55.66	599.12
507	7	3	67.07	721.94
508	8	3	45.97	494.82
509	9	3	83.04	893.84
510	10	3	52.1	560.80
			<b>624.41</b>	<b>6721.15</b>
	<b>TOTAL:</b>		<b>2438.83</b>	<b>26251.57</b>



**GATEWAY**  
ARCHITECTURE  
INTEGRATED

Michael Cox, Architect A18 C

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**JADASI DEVELOPMENT**

880 W 15TH  
880 WEST 15TH STREET, North Vancouver, BC

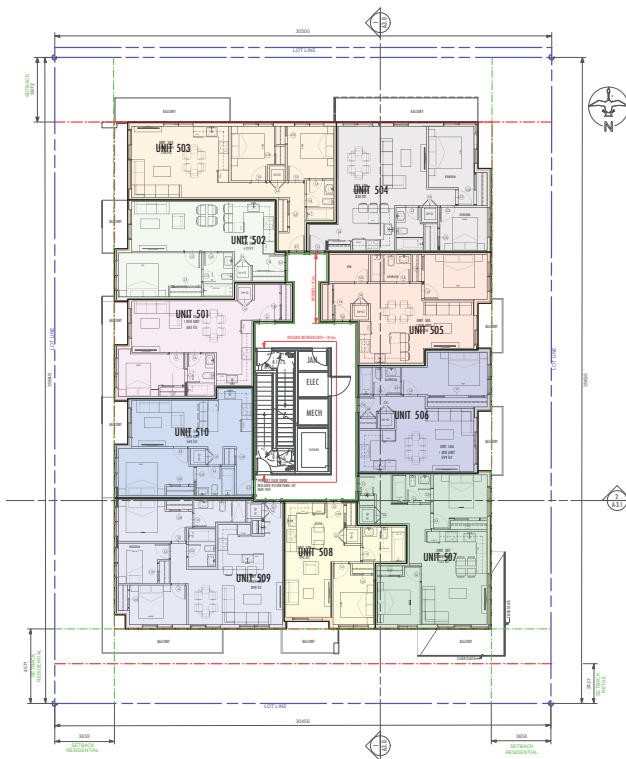
**AREA OVERLAYS**

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Project Title: 880 W 15TH STREET, North Vancouver, BC  
Drawing Title: AREA OVERLAYS

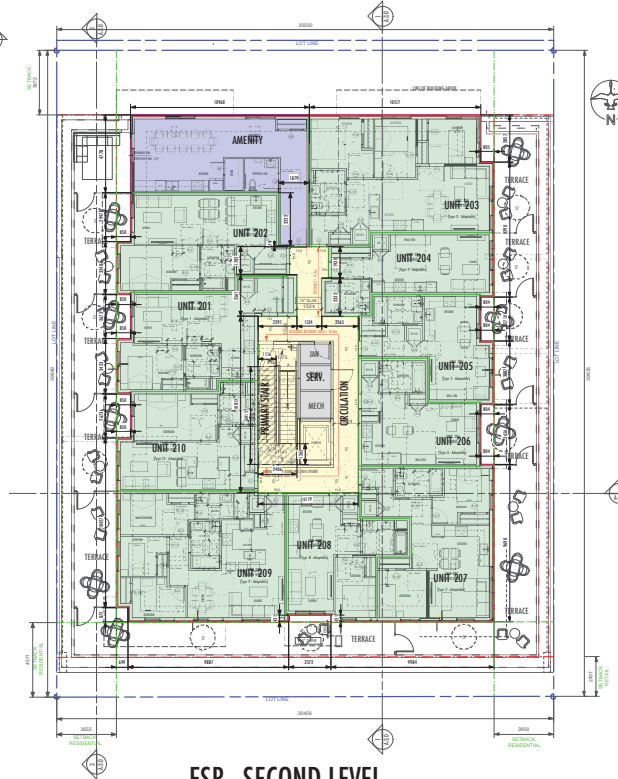
Rev: 1  
Rev: 2  
Rev: 3  
Rev: 4  
Rev: 5  
Rev: 6  
Rev: 7  
Rev: 8  
Rev: 9  
Rev: 10

Drawn by: M.C.  
Date: 2023-02-10  
Project Number: 924  
Scale: 1/4"=1'-0"

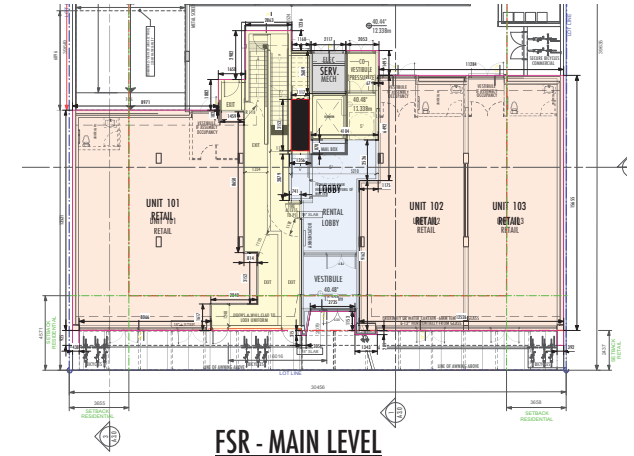
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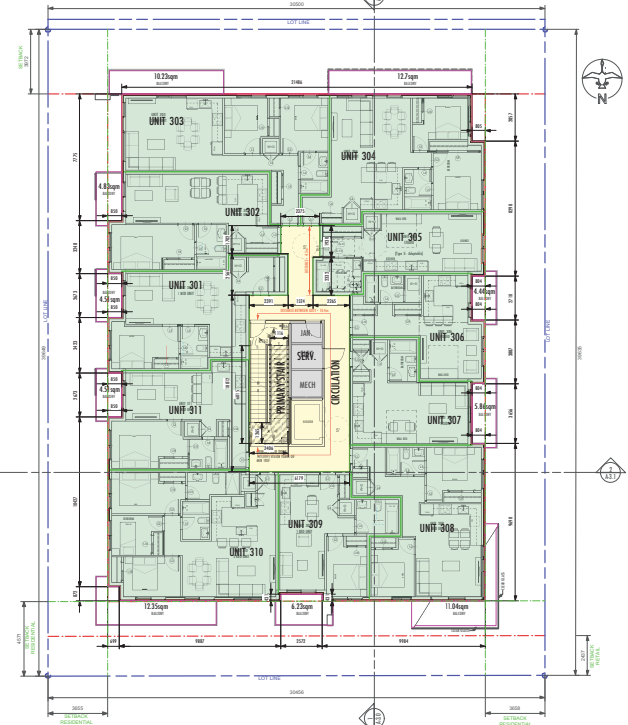
**UNIT AREAS - FIFTH LEVEL**  
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**FSR - SECOND LEVEL**  
SCALE: 1:150



**FSR - MAIN LEVEL**  
SCALE: 1:150



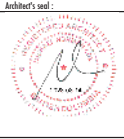
**FSR - THIRD LEVEL**  
SCALE: 1:150



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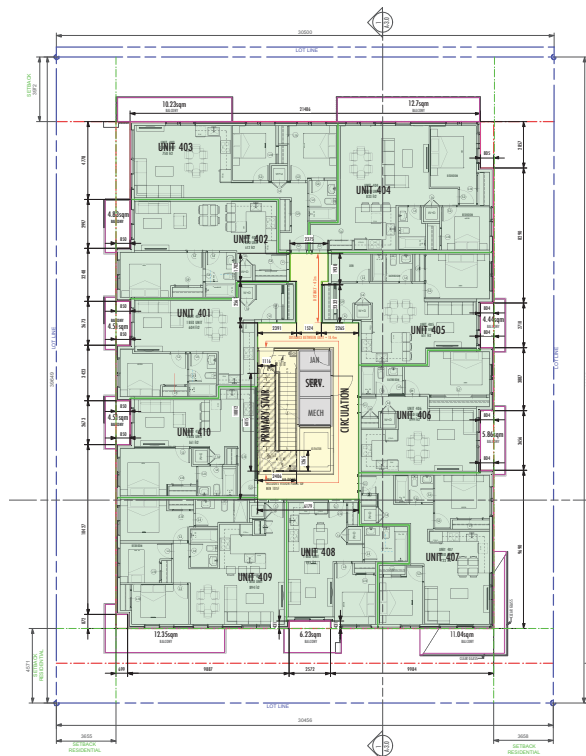
**JADASI  
DEVELOPMENT**

No.	Revision	Description
1.	1.000000	FOR CLIENT REVIEW
2.	1.000000	FOR CLIENT REVIEW
3.	1.000000	FOR CLIENT REVIEW
4.	1.000000	FOR CLIENT REVIEW
5.	1.000000	FOR CLIENT REVIEW
6.	1.000000	FOR CLIENT REVIEW
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8.	1.000000	FOR CLIENT REVIEW
9.	1.000000	FOR CLIENT REVIEW
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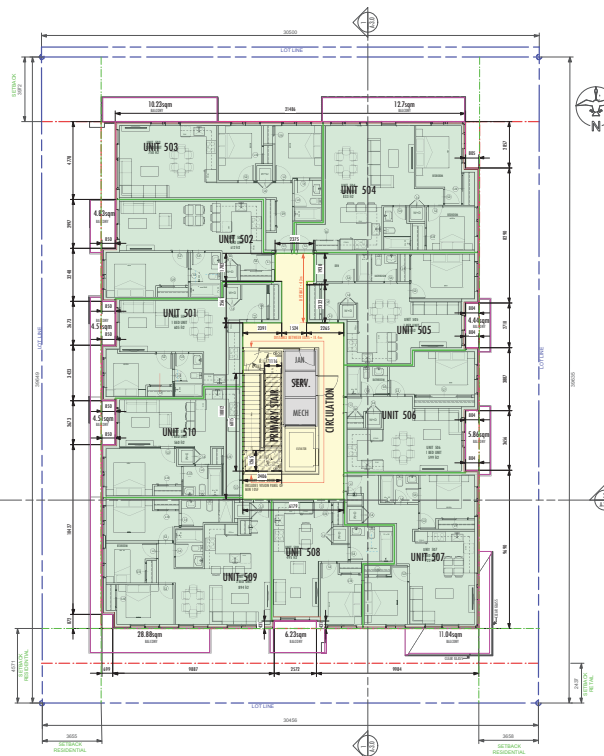
Project Info	Drawing Info
880 W 15TH STREET, North Vancouver, BC	AREA / FSR OVERLAYS
Drawn by: M.C.	Project Number: 924
Date: 2023 02 10	Scale: 1/4" = 1'-0"
Project Number: 924	

Drawing Number:

**A - 1.11**



**FSR - FOURTH LEVEL**  
SCALE: 1:150



**FSR - FIFTH LEVEL**  
SCALE: 1:150

FSR OVERLAYS		
	AREA (m2)	AREA (ft2)
GROSS FLOOR AREA - MAIN LEVEL		
RETAIL	329.98	3551.90
CIRCULATION	88.36	951.11
SERVICE	5.52	59.42
LOBBY	42.8	460.70
ARC. ELEMENTS	1.16	12.49
<b>TOTAL</b>	<b>467.82</b>	<b>5035.61</b>
GROSS FLOOR AREA - SECOND LEVEL		
RESIDENTIAL	565.74	6089.63
CIRCULATION	65.15	701.27
AMENITY	58.57	630.45
SERVICE	9.7	104.41
<b>TOTAL</b>	<b>699.16</b>	<b>7525.76</b>
GROSS FLOOR AREA - THIRD & FOURTH LEVEL		
RESIDENTIAL	624.31	6720.07
CIRCULATION	65.15	701.27
SERVICE	9.7	104.41
<b>TOTAL</b>	<b>699.16</b>	<b>7525.76</b>
GROSS FLOOR AREA - FIFTH LEVEL		
RESIDENTIAL	624.31	6720.07
CIRCULATION	65.15	701.27
SERVICE	9.7	104.41
<b>TOTAL</b>	<b>699.16</b>	<b>7525.76</b>
GROSS BALCONY AREAS		
THIRD LEVEL	80.78	869.52
FOURTH LEVEL	80.78	869.52
FIFTH LEVEL	94.88	1021.29
<b>TOTAL</b>	<b>256.44</b>	<b>2760.32</b>
TOTAL SITE AREA x 2.5		
10% allowance	1226.51	3066.28
		306.63
TOTAL FSR CALC		
TOTAL LEVEL 1	467.82	5035.61
TOTAL LEVEL 2-5	2796.64	30103.03
<b>TOTAL</b>	<b>3264.46</b>	<b>35138.65</b>
DEDUCTIONS		
WALL THICKNESS	-41.16	-443.05
ADAPT. UNIT EXCL.	-20.9	-224.97
AMENITY	-58.57	-630.45
LOBBY	-42.8	-460.70
PRIMARY STAIR	-35.69	-384.17
<b>TOTAL</b>	<b>3065.34</b>	<b>32995.32</b>



220 - 608 6th Street  
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tel: (604) 608-1868

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JADASI  
DEVELOPMENT

Project Name	880 W 15th Street, North Vancouver, BC
Project File	FSR OVERLAYS
Project No.	1
Project Date	2023 02 10
Project Status	924
Project Scale	1/4" = 1'0"

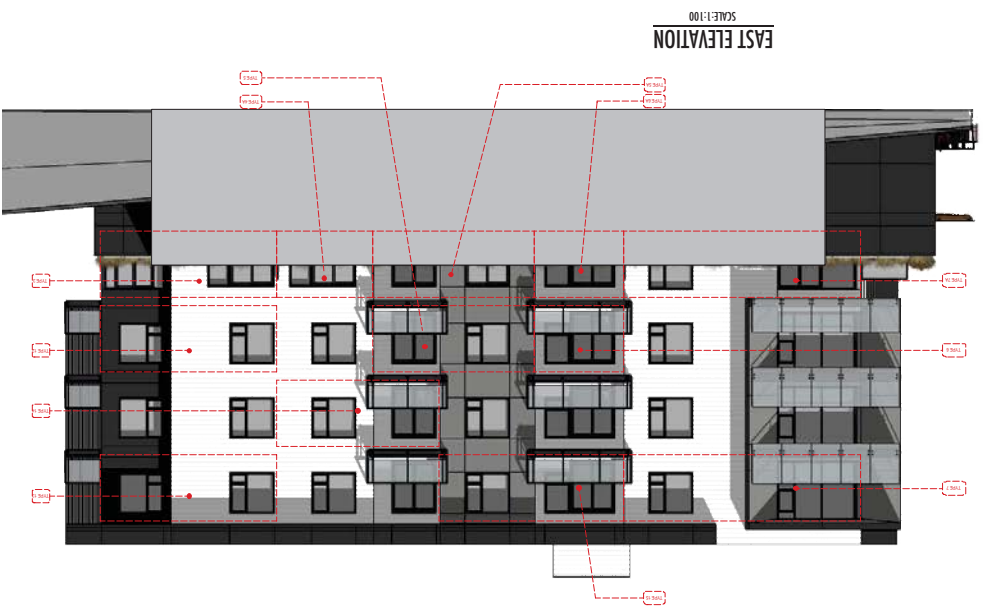
Project Name	880 W 15th Street, North Vancouver, BC
Project File	FSR OVERLAYS
Project No.	1
Project Date	2023 02 10
Project Status	924
Project Scale	1/4" = 1'0"

Drawing Number:  
**A - 1.12**







[illegible]



**WEST ELEVATION**  
SCALE: 1:100



**SOUTH ELEVATION**  
SCALE: 1:100

GATEWAY

ARCHITECTURE INCORPORATED

Michael Cox, Architect A18 C

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JADASI DEVELOPMENT

880 W 15TH

880 WEST 15TH STREET, North Vancouver, BC

Drawn by: M.C.

Date: 2023-02-10

Project Number: 924

Scale: AS SHOWN

Project Title: 880 W 15TH

Drawing Title: LIMITING DISTANCE CALCULATIONS

Drawing Number: A - 2.3





Michael Cox, Architect A18 C

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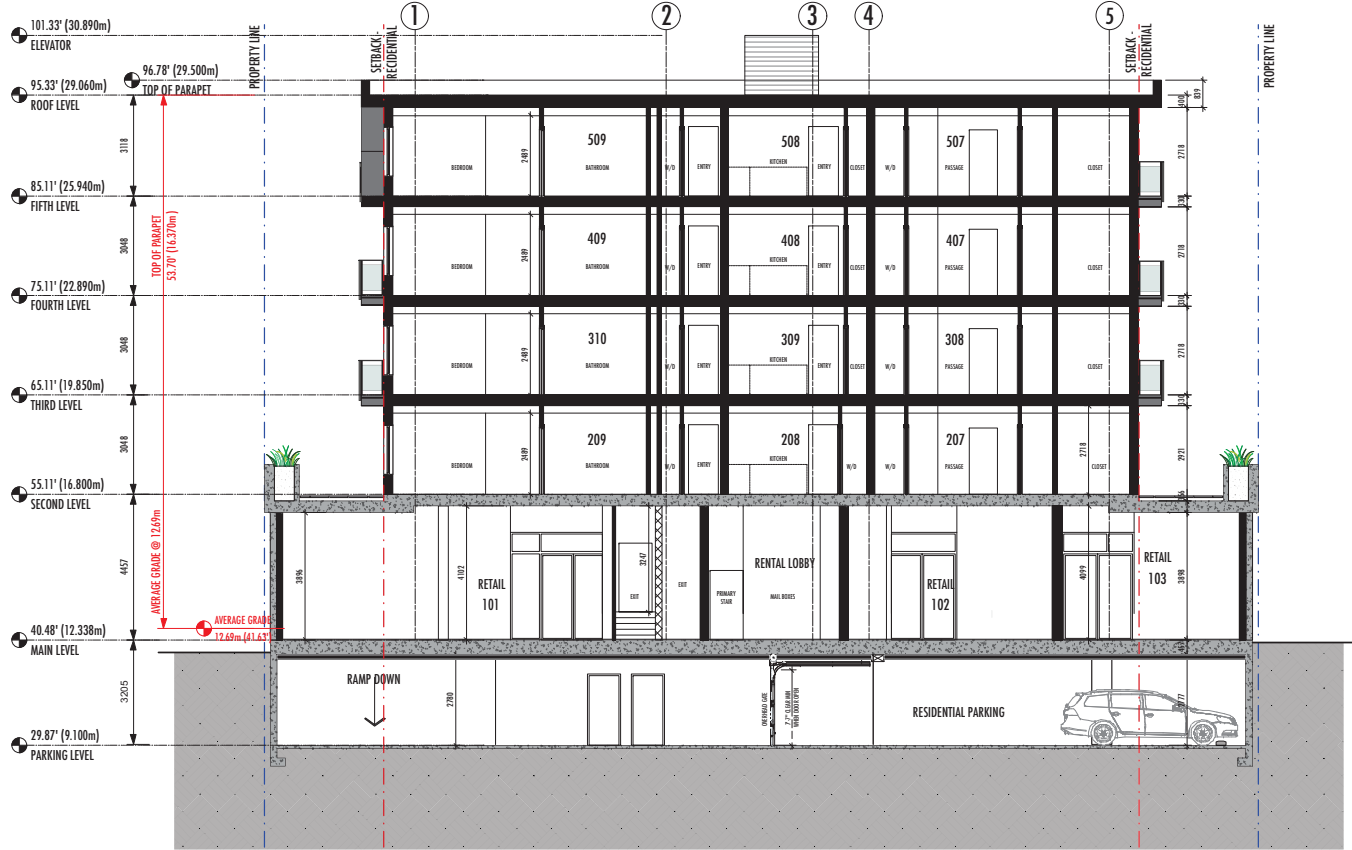
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## JADASI DEVELOPMENT

Revision		By	Date
1	FOR PERMIT REVIEW 1	MC	2023 02 10
2	FOR PERMIT REVIEW 2	MC	2023 02 10
3	FOR PERMIT REVIEW 3	MC	2023 02 10
4	FOR PERMIT REVIEW 4	MC	2023 02 10
5	FOR PERMIT REVIEW 5	MC	2023 02 10
6	FOR PERMIT REVIEW 6	MC	2023 02 10
7	FOR PERMIT REVIEW 7	MC	2023 02 10

Project Title	880 W 15th Street, North Vancouver, BC
Drawing Title	SECTION 2
Project No.	924
Scale	AS SHOWN

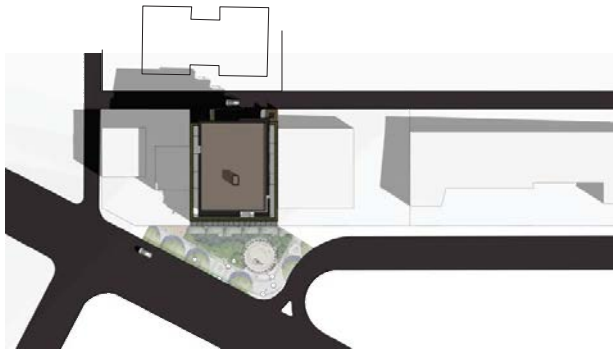


SECTION 2  
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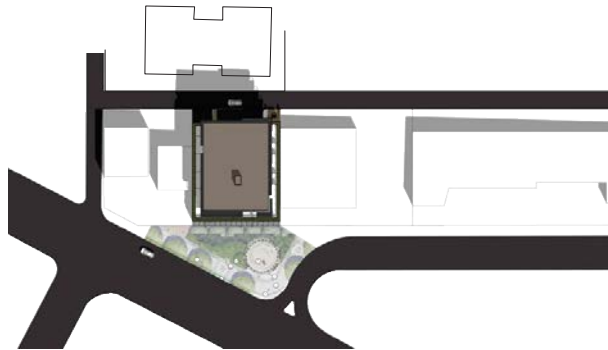
Drawing Number:

A - 3.1

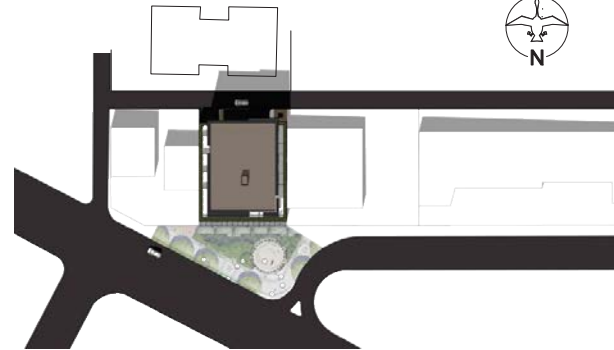




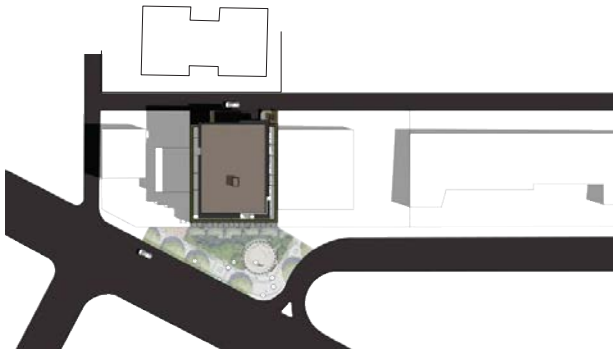
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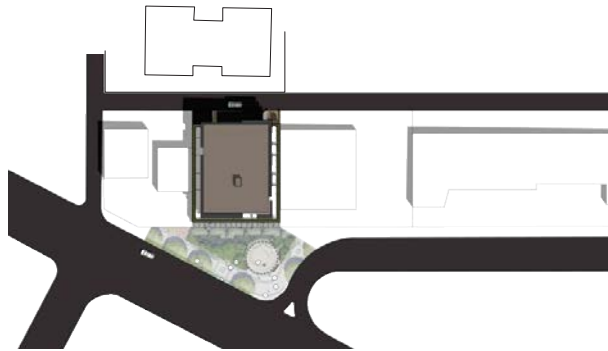
MARCH 21 AT 12 : 00 pm



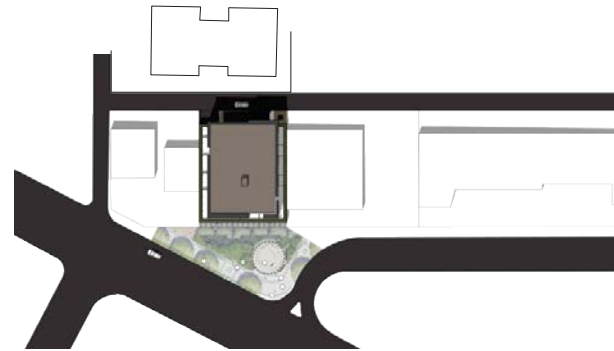
MARCH 21 AT 2 : 00 pm



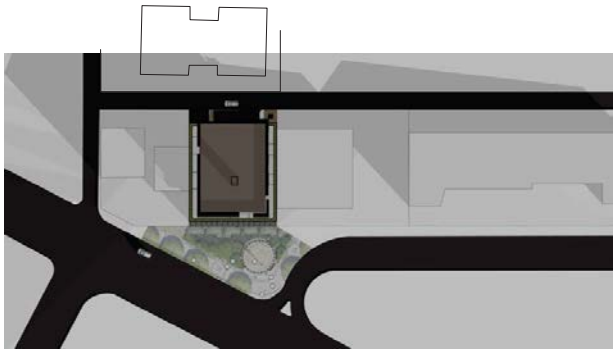
JUNE 21 AT 10 : 00 am



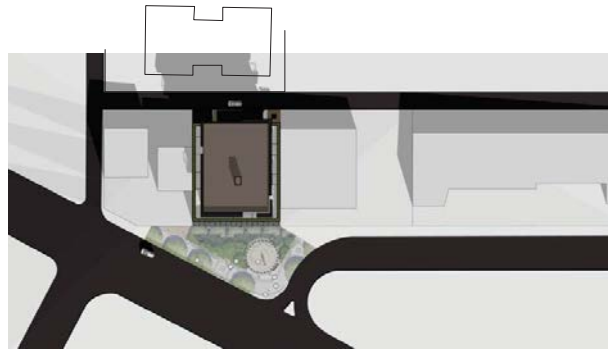
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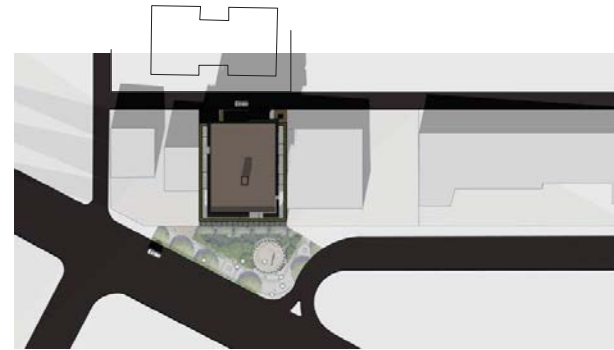
JUNE 21 AT 2 : 00 pm



DECEMBER 21 AT 10 : 00 am



DECEMBER 21 AT 12 : 00 pm

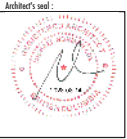


DECEMBER 21 AT 2 : 00 pm



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#### JADASI DEVELOPMENT

Rev.	Description / Revision	Date	By	Check
1	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
2	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
3	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
4	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
5	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
6	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	
7	ISSUED FOR PERMITTING / PP	2023.02.10	ME / ME	

Project Title:	880 W 15TH
Location:	880 WEST 15TH STREET, North Vancouver, BC
Project Number:	924
Sheet Number:	924
Scale:	

Drawing Number:  
**A - 4.0**

PERSPECTIVE VIEW FROM MARINE DRIVE LOOKING TOWARDS SOUTH - EAST



Michael Cox, Architect A18 C

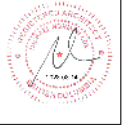
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## JADASI DEVELOPMENT

Project Info		Drawing Title	
Project Name	880 W 15TH	Project Name	880 WEST 15TH STREET, North Vancouver, BC
Project Number	880 WEST 15TH STREET, North Vancouver, BC	Project Number	880 WEST 15TH STREET, North Vancouver, BC
Project Date	2023-02-10	Project Date	2023-02-10
Project Status	924	Project Status	924
Project Scale	AS SHOWN	Project Scale	AS SHOWN
Drawing Number:		A - 4.1	

PERSPECTIVE VIEW FROM LANE LOOKING TOWARDS NORTH - WEST



PERSPECTIVE VIEW FROM LANE LOOKING TOWARDS NORTH - EAST



Michael Cox, Architect A18 C

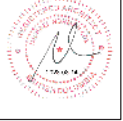
220 - 601 6th Street  
New Westminster, BC V3L 3C1  
Tel: (604) 608-1868

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## JADASI DEVELOPMENT

Rev.	Description	Date	By	Check
1	Issued for construction	2023-02-10	Michael Cox	Michael Cox
2	Issued for construction	2023-02-10	Michael Cox	Michael Cox
3	Issued for construction	2023-02-10	Michael Cox	Michael Cox
4	Issued for construction	2023-02-10	Michael Cox	Michael Cox
5	Issued for construction	2023-02-10	Michael Cox	Michael Cox
6	Issued for construction	2023-02-10	Michael Cox	Michael Cox
7	Issued for construction	2023-02-10	Michael Cox	Michael Cox

Project Title	Drawing Title
880 W 15TH STREET, North Vancouver, BC	PERSPECTIVES
880 WEST 15TH STREET, North Vancouver, BC	
Drawn by: 000	
Date: 2023-02-10	
Project Number: 924	
Scale: AS SHOWN	

Drawing Number:

A - 4.2



**SOUTH ELEVATION - MARINE DRIVE / W 15TH AVENUE** SCALE: 1:100



**NORTH ELEVATION - LANE** SCALE: 1:100

Rev.	Issued	For	By
1.	12/08/20	FOR SUBMIT REVIEW	JADASI
2.	12/08/20	FOR SUBMIT REVIEW	JADASI
3.	12/08/20	FOR SUBMIT REVIEW	JADASI
4.	12/11/20	FOR SUBMIT REVIEW	JADASI
5.	12/12/20	FOR SUBMIT REVIEW	JADASI
6.	12/02/21	FOR SUBMIT REVIEW	JADASI
7.	12/02/21	FOR SUBMIT REVIEW	JADASI

Project Info	Drawing Info
880 W 15TH	STREET ELEVATIONS
880 WEST 15TH STREET, North Vancouver, BC	
Drawn by: JADASI / JADASI	
Date: 2023 02 10	
Project Number: 924	
Scale: AS SHOWN	





SOUTH ELEVATION - MARINE DRIVE / W 15TH AVENUE N.T.S



NORTH ELEVATION - LANE N.T.S



VIEW FROM MARINE DIRVE LOOKING EAST N.T.S



VIEW FROM W 15TH ST LOOKING WEST N.T.S



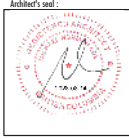
VIEW FROM LANE LOOKING WEST N.T.S



Michael Cox, Architect A.I.B.C.

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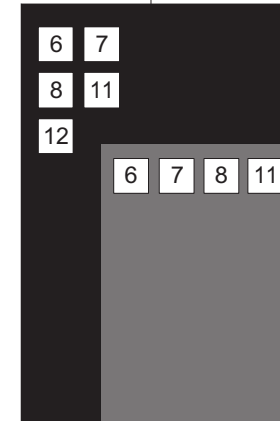
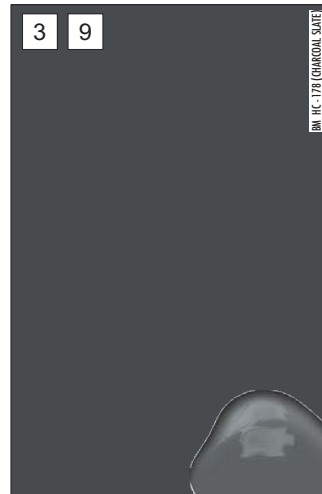
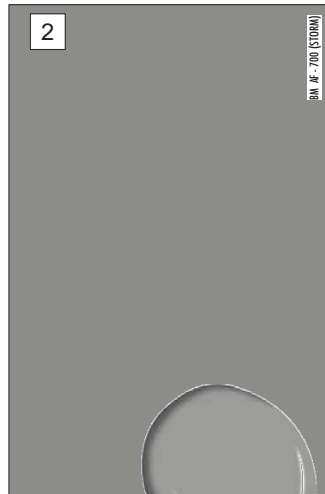
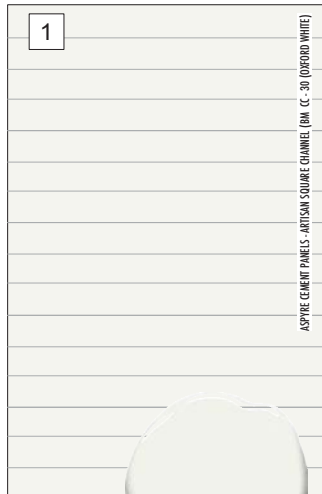
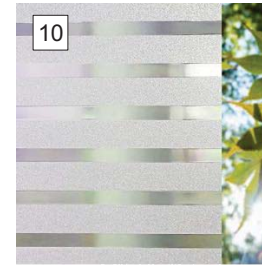
JADASI  
DEVELOPMENT

Project Info	Drawing Title
880 WEST 15TH STREET, North Vancouver, BC	EXISTING STREETVIEW
Drawn by: ME / ME	
Date: 2023-02-10	
Project Number: 924	
Scale: AS SHOWN	
Drawing Number:	
A - 4.4	



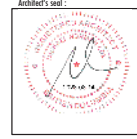
**SOUTH ELEVATION** SCALE: 1:100

FINISHES & COLOUR LEGEND :	
1	ASPIRE CEMENT PANELS - ARTISAN SQUARE CHANNEL (BM. CC - 30 (OXFORD WHITE))
2	FIBRE CEMENT PANELS - BM. AF - 700 (STORM)
3	FIBRE CEMENT PANELS - BM. HC - 178 (CHARCOAL SLATE)
4	AL13 ARCH SYSTEMS - ARCHITECTURAL PANEL (BRAZILIAN TEAK)
5	AL13 ARCH SYSTEMS - PANEL SYSTEM (WHITE)
6	VINYL WINDOWS & DOORS - (BLACK FRAME WITH CLEAR GLASS)
7	ALUMINIUM STORE FRONT - (BLACK FRAME WITH CLEAR GLASS)
8	RAILINGS - POWDER COATED BLACK WITH FROSTED GLASS
9	ALUMINIUM PROFILE - (TO MATCH CHARCOAL SLATE PANELS)
10	FROSTED GLASS - (UP TO 5' FROM FINISHED FLOOR)
11	FROSTED GLASS PANEL - (MOUNT ON TOP OF RAILING TO UNDER SIDE OF SOFFIT)
12	RAILINGS - POWDER COATED BLACK WITH CLEAR GLASS



12

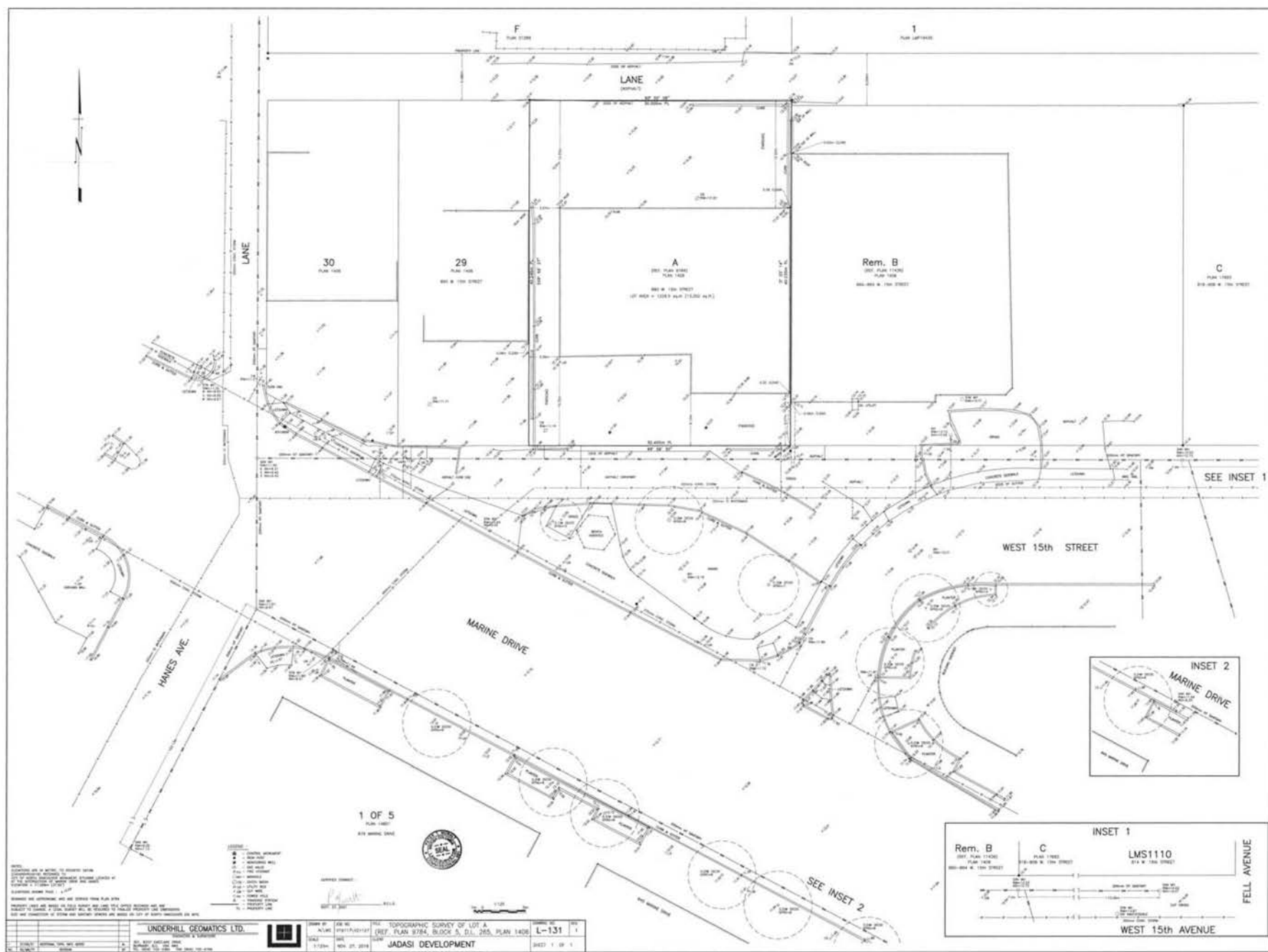
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Rev.	Description	Rev.	Description
1.	15/08/2023 FOR CLIENT REVIEW	1.	15/08/2023 FOR CLIENT REVIEW
2.	15/08/2023 FOR CLIENT REVIEW	2.	15/08/2023 FOR CLIENT REVIEW
3.	15/08/2023 FOR CLIENT REVIEW	3.	15/08/2023 FOR CLIENT REVIEW
4.	15/08/2023 FOR CLIENT REVIEW	4.	15/08/2023 FOR CLIENT REVIEW
5.	15/08/2023 FOR CLIENT REVIEW	5.	15/08/2023 FOR CLIENT REVIEW
6.	15/08/2023 FOR CLIENT REVIEW	6.	15/08/2023 FOR CLIENT REVIEW
7.	15/08/2023 FOR CLIENT REVIEW	7.	15/08/2023 FOR CLIENT REVIEW

Project Info	Drawing Info
880 W 15TH STREET, North Vancouver, BC	880 W 15TH STREET, North Vancouver, BC
NO	NO
2023 02 10	2023 02 10
Project Number: 924	Project Number: 924
Scale: AS SHOWN	Scale: AS SHOWN





DRAWING LIST

- L1.0 Cover Sheet
- L1.1 Overall Site Plan
- L1.2 Level 1 - Materials Plan
- L1.3 Level 1 - Landscape Plant Design
- L1.4 Level 1 - Landscape Interim Plan
- L1.5 Level 1 - Landscape Interim Plant Plan
- L1.6 Level 1 - Drainage Plan
- L1.7 Level 2 - Site Plan
- L1.8 Level 2 - Planting Plan
- L1.9 Overall Soil Volume Plan
- L2.1 Sections
- L2.2 Sections
- L3.1 Landscape Details
- L3.2 Landscape Details

LIGHTING LEGEND

Landscape Lighting Shown For Information Only. Refer To Electrical Drawings For Final Types, Quantities And Locations.

- Planter Wall / Niche Light
- Pedestrian Lighting
- Street Lighting by Civil Refer
- Bollard Lighting, Typ.

GRADING + DRAINAGE

- +BG 10mm Building Grade
- +IBG10mm Interpolated Building Grade
- +FG10mm Finished Grade
- +TOS10mm Top of Slab
- +TS10mm Top of Stair
- +TB10mm Top of Bench
- +TW10mm Top of Wall

MATERIAL LEGEND

Key Description

S1 Cast In Place Concrete Paving  
- to City of North Vancouver Standard  
Finish: Fine Broom Pattern: saw cuts as shown on plan.  
Coordinate with Civil

S9 Planting Area

S2 Granite Stone Paving  
- to City of North Vancouver Standard  
Size: 112.5mm x 112.5mm x 75mm thk  
Finish: Flamed  
Coordinate with Civil

F1 Creative Pipe Bike Rack  
Supplier: Media Outdoor Advertising Inc  
QTY: 9

S3 Exposed Aggregate Concrete  
- to City of North Vancouver Standard  
Finish: Exposed Aggregate  
Coordinate with Civil

F2 Wood Seating with Backrest & arm rests  
- to City of North Vancouver Standard

S4 Classic Standard Series-Half Standard  
- to City of North Vancouver Standard  
Size: Length: 112.5mm x 112.5mm x 75mm thk  
Colour: Natural/Shadow/Charcoal

F3 Bench  
Colour: Black  
Supplier: VICTOR STANLEY RB2  
To be City Standard

S5 Cast In Place Concrete Paving - Vehicular  
Colour: Natural  
Finish: Light broom  
Pattern: Saw cut as shown

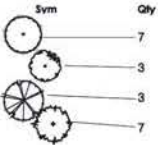
S6 Cast In Place Concrete Paving on site  
Colour: Natural/Charcoal  
Finish: Fine Broom  
Pattern: saw cuts as shown on plan.

S7 Hydrapressed Concrete Slab Pavers  
Size: 610mm x 610mm x 50mm thk.  
Colour: Natural  
Supplier: Abbotsford Concrete  
(604-892-4987)

S8 Decorative River Rock

PLANT LIST

TREES



Sym	Qty	Botanical Name	Common name	Size/Spacing	BIRD
	7	Acer rubrum 'Armstrong	Armstrong Maple	7cm cal.	
	3	Amelanchier alnifolia	Saskatoon	7cm cal.	B
	3	Prunus x yedoensis 'Akebono'	Akebono Yoshino Cherry	6cm cal.	B
	7	Quercus palustris	Pin Oak	7cm cal.	B

SHRUBS

Sym	Qty	Botanical Name	Common name	Size/Spacing	BIRD
Ag	86	Azalea x 'Ghard's Pleasant White'	Ghard's Pleasant White Azalea	#2 pot / 600mm O.C.	
Bm	99	Buxus microphylla 'Green Beauty'	Littleleaf Boxwood	#3 pot / 600mm O.C.	
Bw	16	Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	#2 pot / 450mm O.C.	
Ck	89	Cornus sericea 'Kelsey'	Kelsey's Dwarf Red-Osier Dogwood	#3 pot / 760mm O.C.	B
Lp	141	Lonicera Pileata	Privet honeysuckle	#1 pot / 600mm O.C.	B
Mn	12	Mahonia nervosa	Langleaf Mahonia	#1 pot / 600mm O.C.	B
Sg	17	Senecio greyl	Daisy bush	#2 pot/ 760mm O.C.	
Vo	171	Vaccinium ovatum 'Thunderbird'	Thunderbird Evergreen Huckleberry	#2 pot/ 760mm O.C.	

GROUNDCOVERS, GRASSES, FERNS & VINES

Sym	Qty	Botanical Name	Common name	Size/Spacing	BIRD
af	16	Aquilegia Formosa	Red columbine	#2 pot / 450mm O.C.	B
au	196	Arctostaphylos uva-ursi	Bearberry	#1 Pot / 450mm O.C.	B
cs	70	Carex stipata	Sawbeak Sedge	#1 pot / 450mm O.C.	
es	109	Erica carnea	Spring Heath	#1 pot / 450mm O.C.	
Me	205	Mahonia repens	Creeping Mahonia	#1 pot / 450mm O.C.	B
pm	5	Polystichum munitum	Hard Shield Fern	#2 pot / 450mm O.C.	
rf	28	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black Eyed Susan	#2 pot / 450mm O.C.	B
se	51	Sedum x 'Purple Emperor'	Purple Emperor Stonecrop	#1 pot / 300mm O.C.	

BIRD FRIENDLY DESIGN STRATEGY

Landscape design and plant selection, as well as the architectural design, has been thoughtfully considered to support the North City of Vancouver 'Bird Friendly Strategy Design Guidelines'. Layered Planting with a variety of textures, height and density has been used and species have been selected to support bird habitat.

Plant species have been selected to provide material and opportunities for nesting, fruit & seeds as food source, and flowers throughout the growing seasons to provide nectar and support pollination and habitat. Native species and plant diversity that avoids large monocultures will further support a wide range of bird habitat and bird species in the area.

LANDSCAPE NOTES

- All work shall meet or exceed the requirements as outlined in the current Edition of the Canadian Landscape Standard.
- Plant sizes and related container classes are specified according to the Canadian Landscape Standard current Edition. For container classes #3 and smaller, plant sizes shall be as shown in the plant list and the Standard; for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list call for #5 class containers, these shall be as defined in the CNLA (ANS) Standard.
- All trees to be staked in accordance with CNLA Standards.
- ALL STREET TREES install 8" x 24" Deep Root Barrier centred on each tree between tree pit and sidewalk (ON BOTH SIDES: CURB AND SIDEWALK).
- For all existing on site services and survey symbols refer to survey drawings.
- All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings within six (6) months of the date of issuance of any required occupancy permit, or any use or occupancy of the proposed development not requiring an occupancy permit, and thereafter permanently maintained in good conditions.
- Irrigation to be provided for all 'Soft Landscape Areas' shown on the drawing.
- The irrigation system design and installation shall be in accordance with the Irrigation industry of BC Standards and Guidelines.
- Planters and plant pots to be irrigated with a high efficiency irrigation system.
- All irrigation valve boxes equipped with quick-couplers.
- A preliminary lighting plan for roof patio has been included & will be refined by electrical consultant to ensure that safety levels of lighting is provided & that the light levels do not exceed comfortable ranges.

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Project:

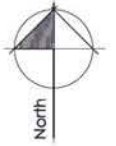
880 west 15th street  
North Vancouver  
Jadasi Development

Drawn by: AL  
Check by: PK  
Date: Nov.08.2021  
Scale:  
Drawing Title:

Cover Sheet

Project No.:  
21022  
Sheet No.:





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Project:

**880 west 15th street  
 North Vancouver  
 Jadasi Development**

Drawn by: AL  
 Check by: PK  
 Date: Nov.08.2021  
 Scale: 1:125  
 Drawing Title:

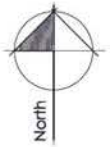
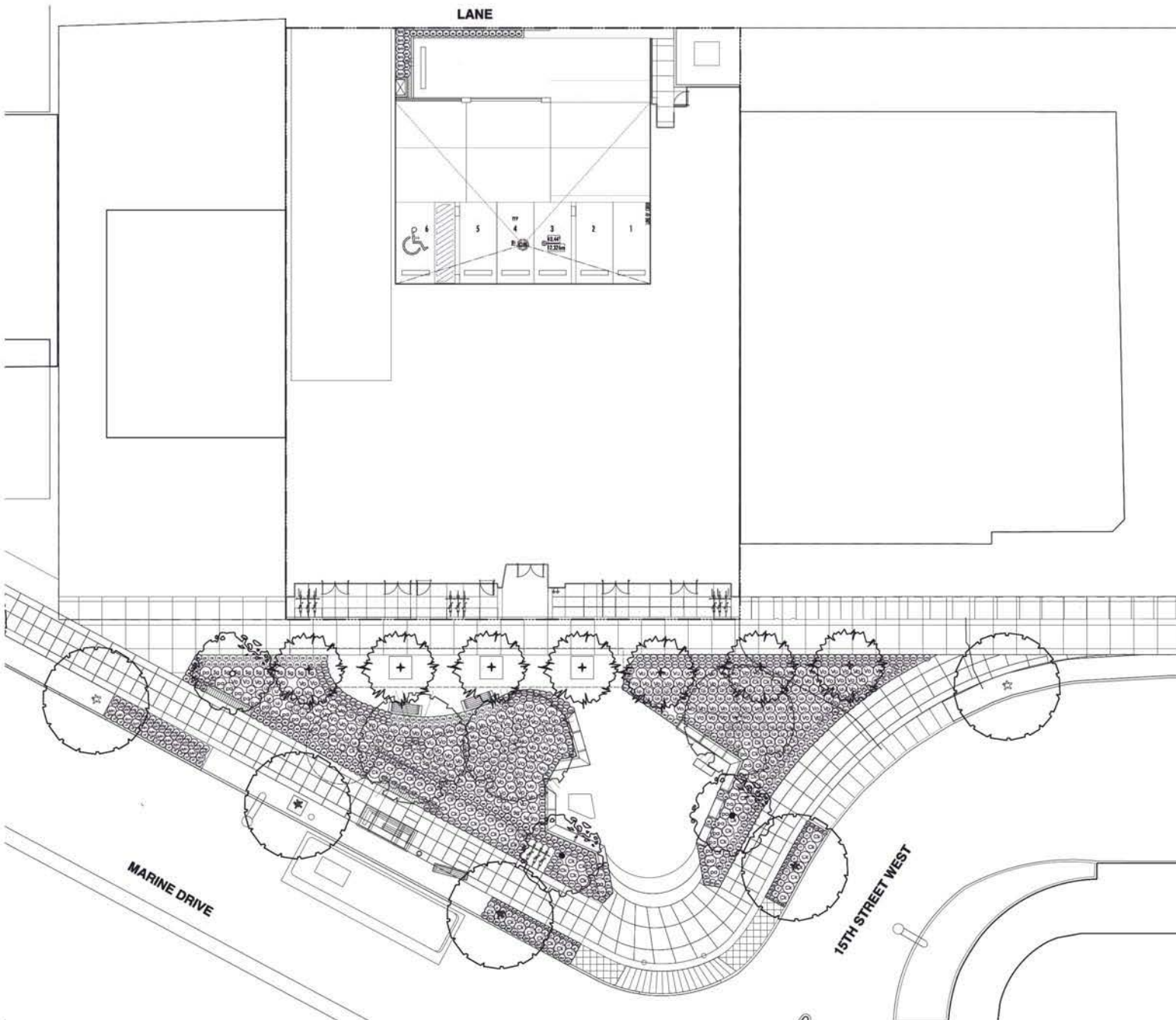
**Overall Site Plan**

Project No.:  
**21022**  
 Sheet No.:

**L- 1.1**







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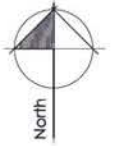
**880 west 15th street  
North Vancouver**  
Jadasi Development

Drawn by:	AL
Check by:	PK
Date:	Nov. 08. 2021
Scale:	1:125
Drawing Title:	

**Level 1 -  
Landscape Plant Design**

Project No.:	21022
Sheet No.:	

**L- 1. 3**



3	Dec. 12 - 22	Released for Reasoning
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Project:

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North Vancouver  
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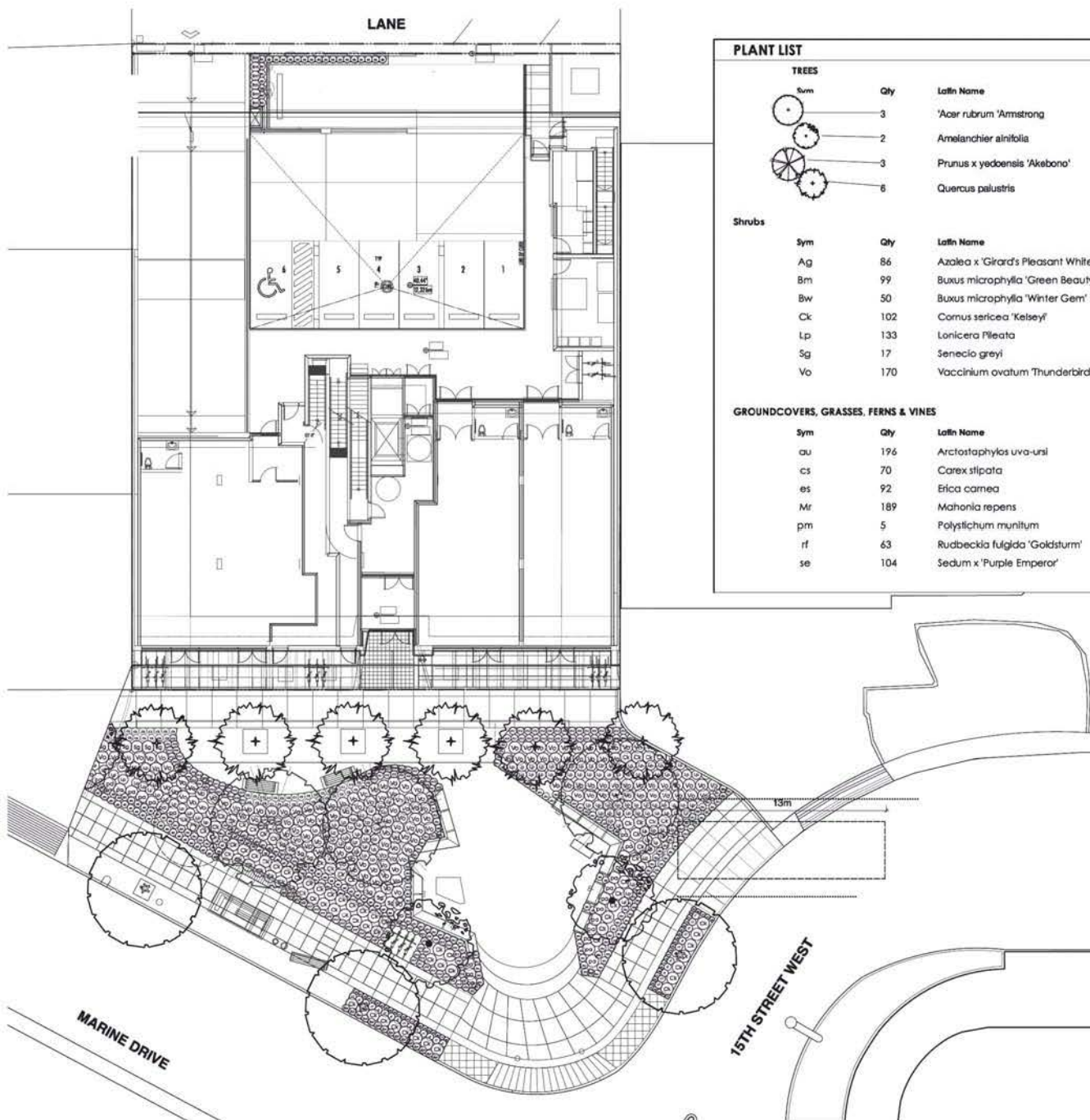
Drawn by:	AL
Checked by:	PK
Date:	Nov. 08, 2021
Scale:	1:125
Drawing Title:	

**Level 1 -  
Landscape Interim Plan**

Project No.:	21022
Sheet No.:	

**L- 1. 4**





## PLANT LIST

### TREES

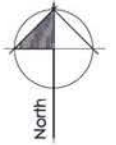
Sym	Qty	Latin Name	Common name	Size/Spacing
	3	'Acer rubrum 'Armstrong	Armstrong Maple	7cm col.
	2	Amelanchier alnifolia	Saskatoon	7cm col.
	3	Prunus x yedoensis 'Akebono'	Akebono Yoshino Cherry	6cm col.
	6	Quercus palustris	Pin Oak	7cm col.

### Shrubs

Sym	Qty	Latin Name	Common name	Size/Spacing
Ag	86	Azalea x 'Girard's Pleasant White'	Girard's Pleasant White Azalea	#2 pot / 600mm O.C.
Bm	99	Buxus microphylla 'Green Beauty'	Littleleaf Boxwood	#3 pot / 600mm O.C.
Bw	50	Buxus microphylla 'Winter Gem'	Winter Gem Boxwood	#2 pot / 450mm O.C.
Ck	102	Cornus sericea 'Kelsey'	Kelsey's Dwarf Red-Osier Dogwood	#3 pot / 760mm O.C.
Lp	133	Lonicera flleata	Privet honeysuckle	#1 pot / 600mm O.C.
Sg	17	Senecio greyi	Daisy bush	#2 pot / 760mm O.C.
Vo	170	Vaccinium ovatum Thunderbird'	Thunderbird Evergreen Huckleberry	#2 pot / 760mm O.C.

### GROUNDCOVERS, GRASSES, FERNS & VINES

Sym	Qty	Latin Name	Common name	Size/Spacing
au	196	Arctostaphylos uva-ursi	Bearberry	#1 pot / 450mm O.C.
cs	70	Carex stipata	Sawbeak Sedge	#1 pot / 450mm O.C.
es	92	Erica carnea	Spring Heath	#1 pot / 450mm O.C.
Mr	189	Mahonia repens	Creeping Mahonia	#1 pot / 450mm O.C.
pm	5	Polystichum munitum	Hard Shield Fern	#2 pot / 450mm O.C.
rt	63	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black Eyed Susan	#2 pot / 450mm O.C.
se	104	Sedum x 'Purple Emperor'	Purple Emperor Stonecrop	#1 pot / 300mm O.C.



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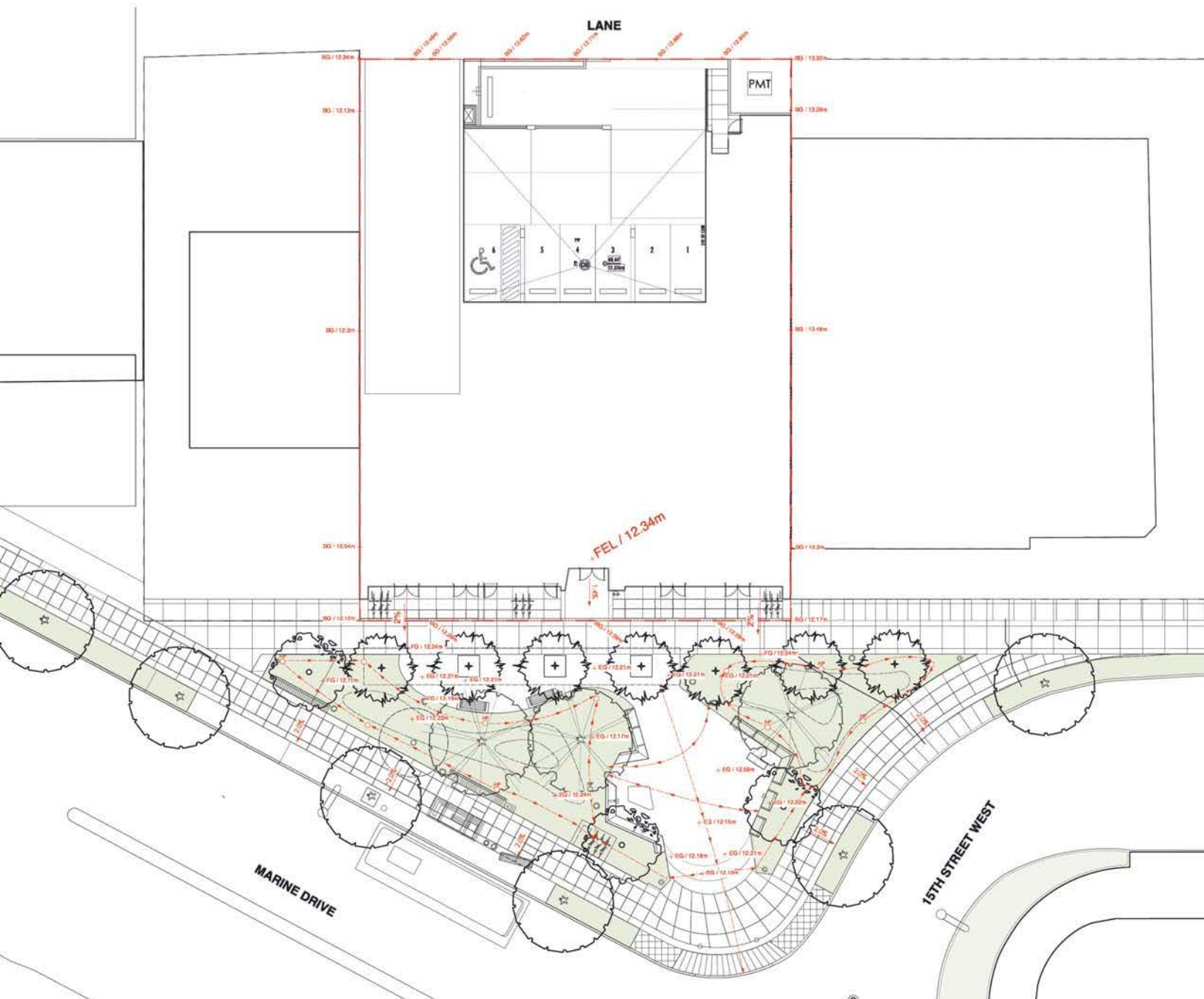
**880 west 15th street**  
**North Vancouver**  
 Jadas Development

Draw by: AL  
 Check by: PK  
 Date: Nov.08.2021  
 Scale: 1:125  
 Drawing Title:

**Level 1 -**  
**Landscape Interim Plant Plan**

Project No.:  
**21022**  
 Sheet No.:

**L- 1.5**



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Project:

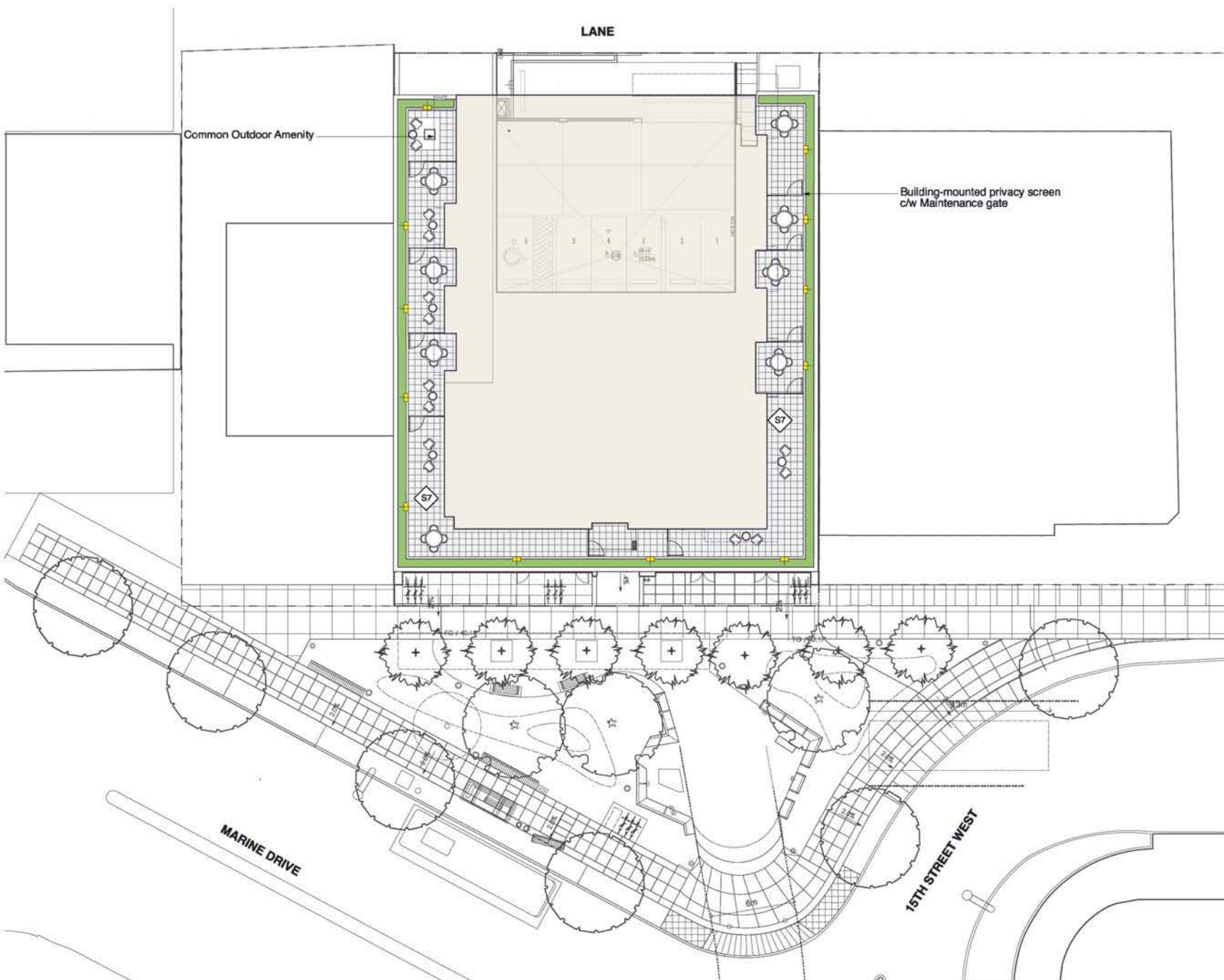
**880 west 15th street  
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Draw by: AL  
 Check by: PK  
 Date: Nov.08.2021  
 Scale: 1: 125  
 Drawing Title:

**Level 1 -  
 Drainage Plan**

Project No.:  
**21022**  
 Sheet No.:

**L- 1.6**



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Project:

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 North Vancouver  
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Draw by: AL

Check by: PK

Date: Nov.08.2021

Scale: 1:125

Drawing Title:

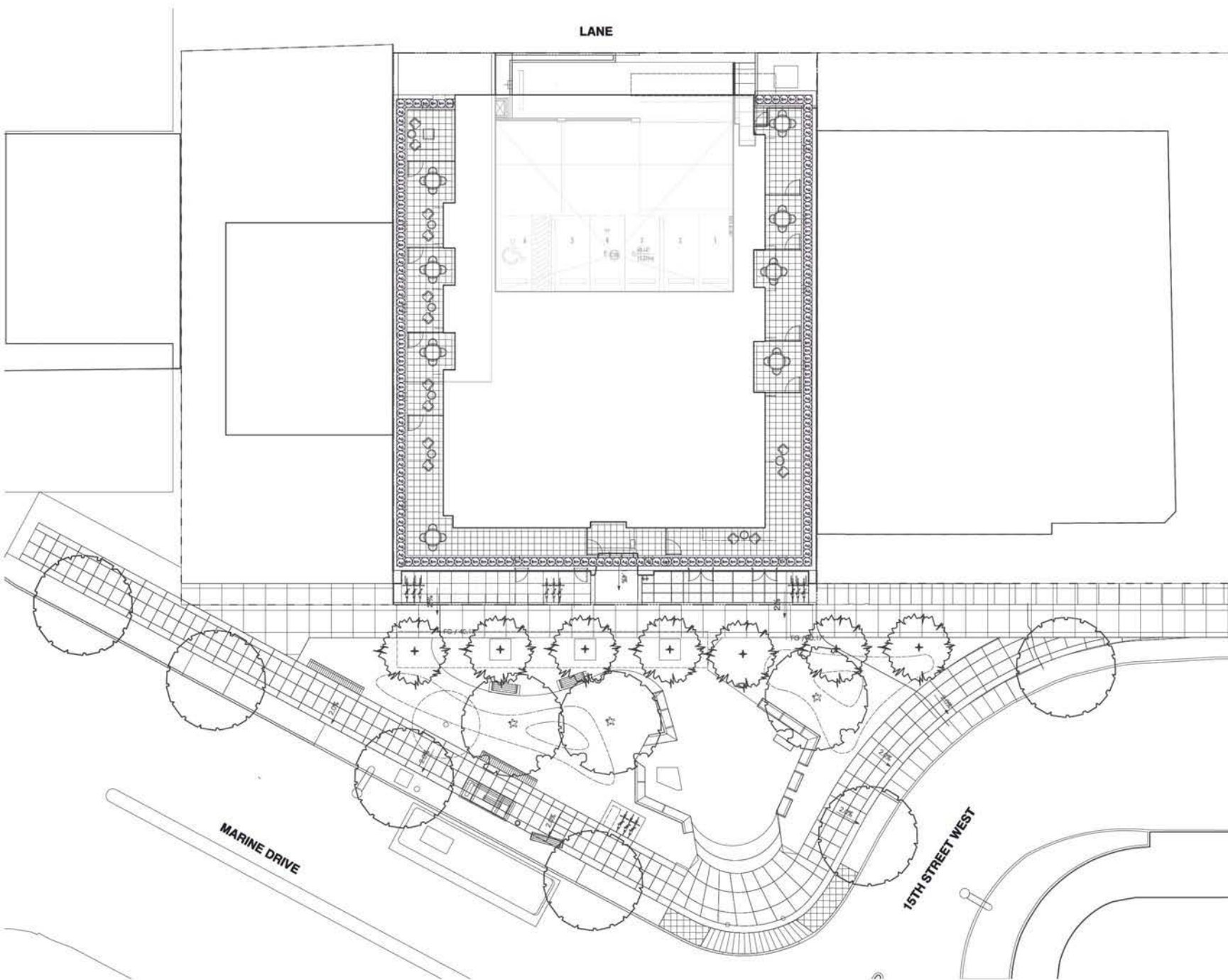
**Level 2 - Site Plan**

Project No.:  
**21022**

Sheet No.:

**L- 1. 7**





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Project:

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Check by: PK

Date: Nov.08.2021

Scale: 1:125

Drawing Title:

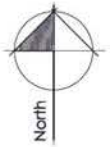
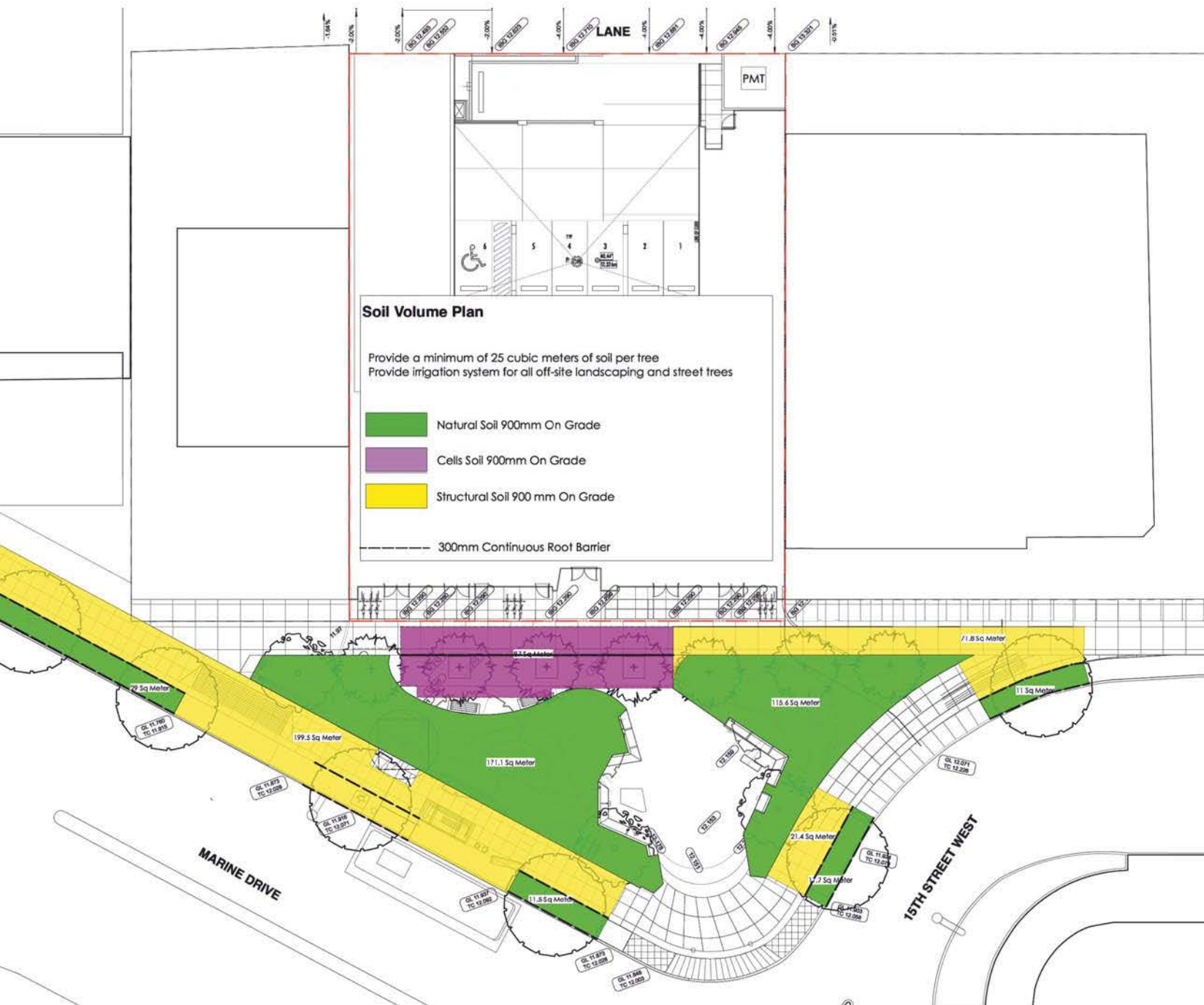
**Level 2 - Planting Plan**

Project No.:  
**21022**

Sheet No.:

**L- 1. 8**





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Project:

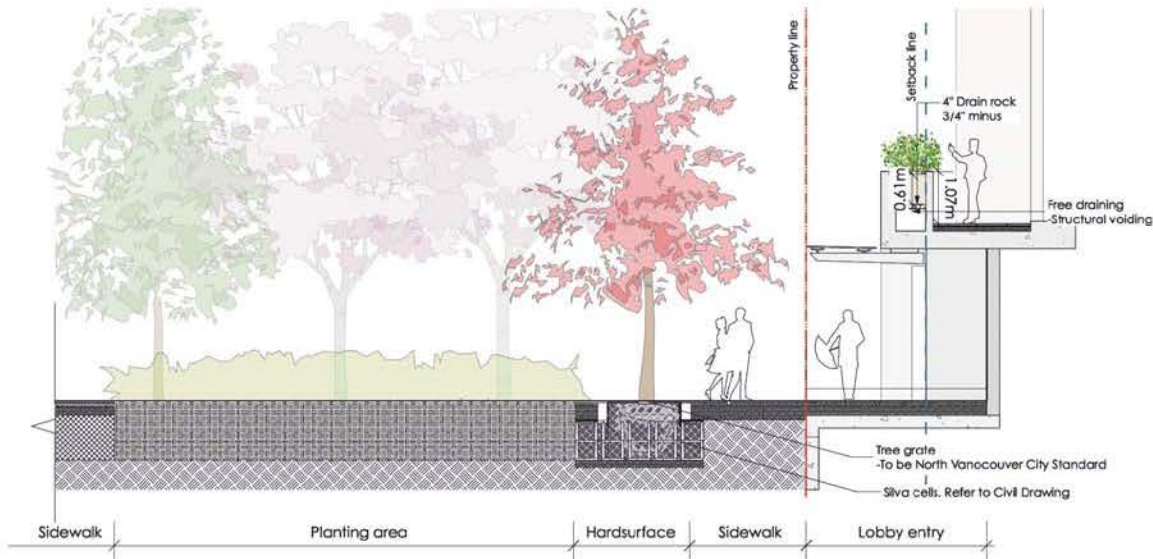
**880 west 15th street  
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Draw by: AL  
Check by: PK  
Date: Nov.08.2021  
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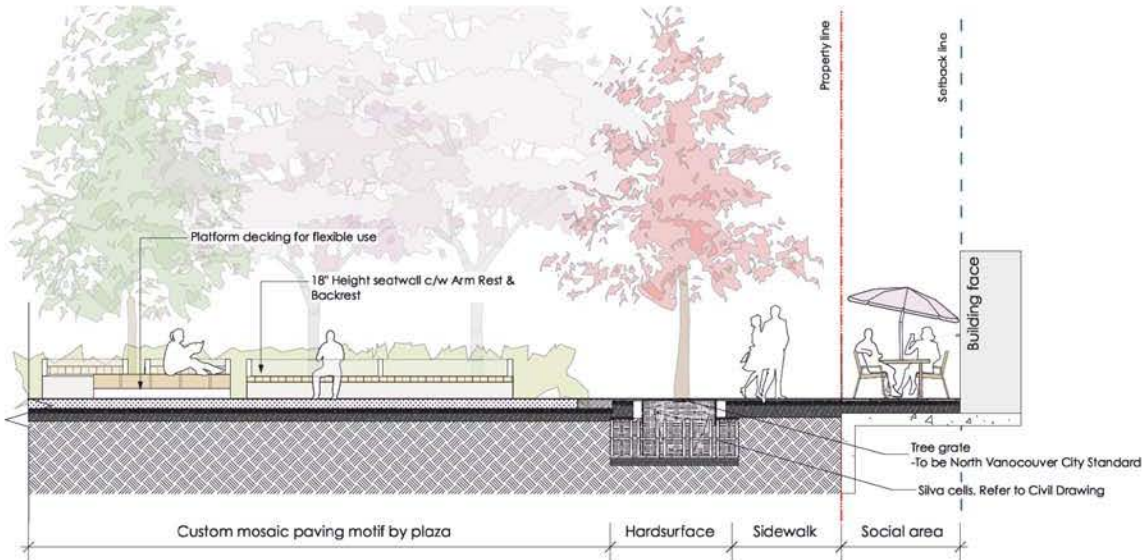
**Overall Soil Volume Plan**

Project No.:  
**21022**  
Sheet No.:

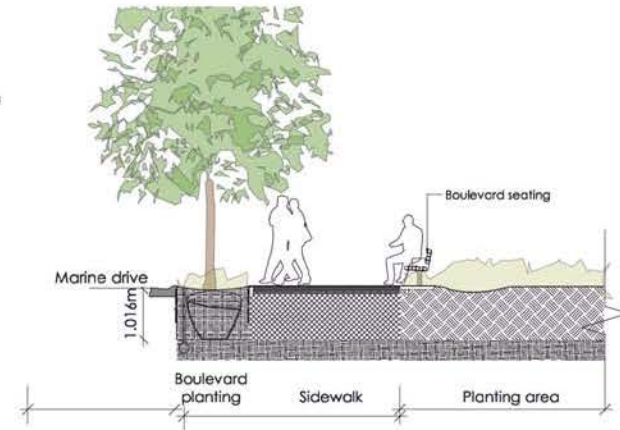
**L- 1.9**



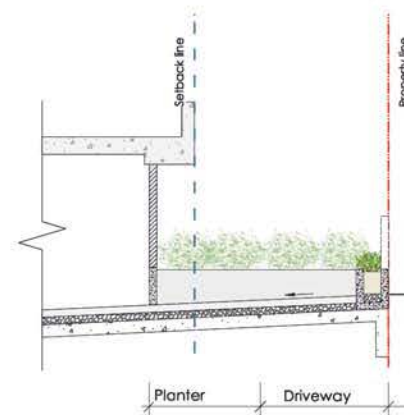
**A**  
L1.2 Main entrance through planting area  
Scale: 1:50



**B**  
L1.2 Outdoor amenity area and public art plaza  
Scale: 1:50



**C**  
L1.2 Boulevard planting and sidewalk  
Scale: 1:50



**D**  
L1.2 Parkade entrance  
Scale: 1:50

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Project:

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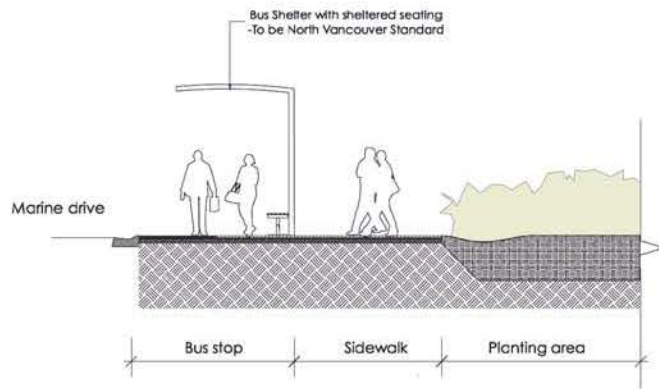
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Landscape Section

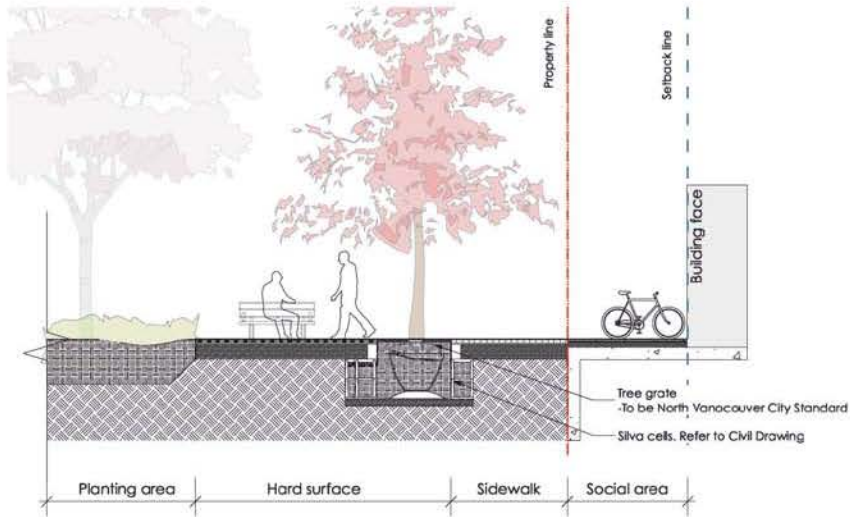
Project No.:  
21022  
Sheet No.:

L- 2.1

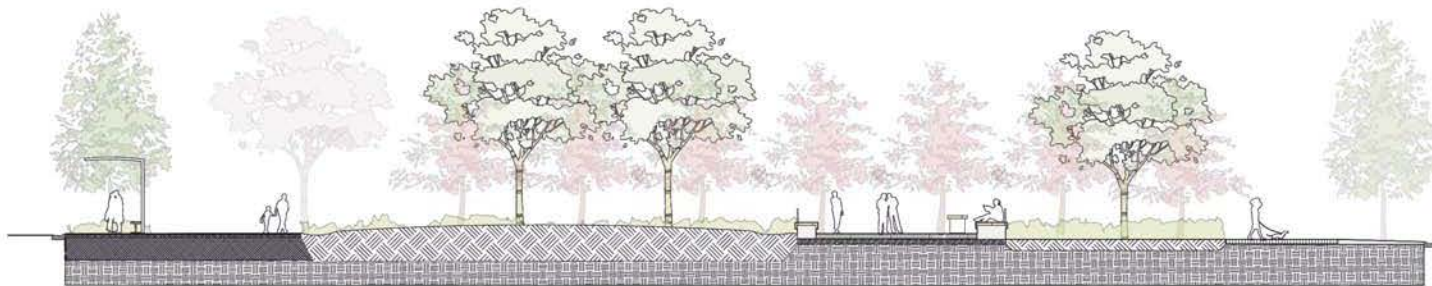




**E**  
L1.2 Bus shelter and planting area  
Scale: 1:50



**F**  
L1.2 Outdoor amenity area and adjacent urban space  
Scale: 1:50



**G**  
L1.2 Corner plazas  
Scale: 1:100

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Project:

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North Vancouver  
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Drawing Title:

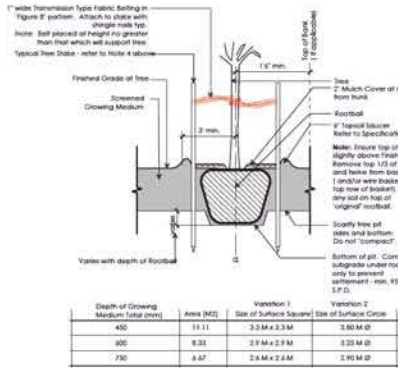
Landscape Section

Project No.:  
21022

Sheet No.:

L- 2.2

- General Notes:**
1. Do not cut tree leader.
  2. Protect tree from damage during planting. Ensure rootball protected from sun, frost or desiccation.
  3. Ensure tree location does not conflict with Underground Services. "Call before digging".
  4. All street trees to be spaced with 2'-4'3" x 8' long. Minimum depth of stake embedment 4'-2'.
  5. Ensure stakes do not penetrate or damage rootball. Ensure all stakes are aligned parallel to sidewalk/road on tree pit concrete.
  6. Provide min. 3 cubic meters of growing medium per tree.
  7. Refer to Growing Medium Chart below for surface area depth of Growing Medium.



## 2 Tree Retention

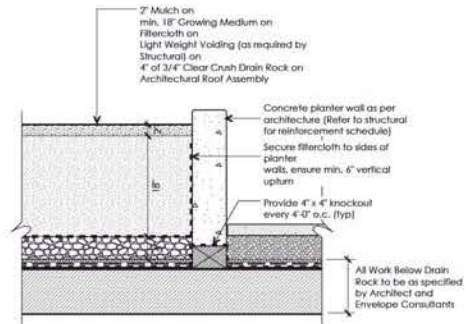
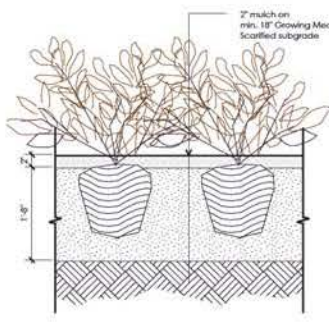
How can trees be successfully retained?

Retain trees in place when possible. An individual's responsibility in maintaining the established landscape is to ensure that trees are properly maintained. Trees retained under grade is greatly reduced to the 50% replacement of providing special protective barriers. Barriers are required to protect the roots, trunk and branches of trees in urban settings as well as in the property line and during on-site construction (Figure 5).



**Table 1: Tree Retention Barrier**

Tree Diameter (mm)	Minimum Height (mm)	Minimum Length (mm)
50	100	100
75	150	150
100	200	200
125	250	250
150	300	300
175	350	350
200	400	400
225	450	450
250	500	500
275	550	550
300	600	600
325	650	650
350	700	700
375	750	750
400	800	800
425	850	850
450	900	900
475	950	950
500	1000	1000



## 1 Tree Planting Grade

Scale: NTS

## 2 Tree Planting Grade per City of North Vancouver

Scale: NTS

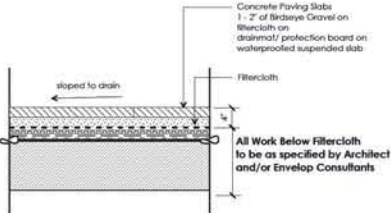
## 3 Shrub Planting on Grade

Scale: 1:20

## 4 Typical CIP Concrete Planter on Slab

Scale: 1:20

**Note:**  
Cut off Pavers as required to maintain pattern/layout as shown on Layout Plans. All pavers to be cut with Concrete Saw. No guillotine cuts will be allowed. Pavers cut directly on rigid insulation will be rejected.

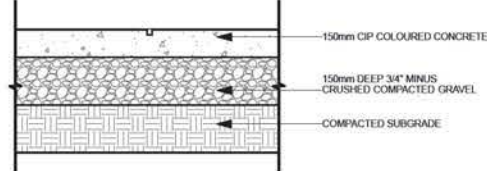


## 6 Patio Concrete Paving Slabs on Slab

Scale: 1:20

## NOTES:

COLOURED CONCRETE TO BE DONE WITH AD-MIXTURE "CHARCOAL" L.M. SCOFIELD COMPANY C-24 OR CITY APPROVED EQUIVALENT

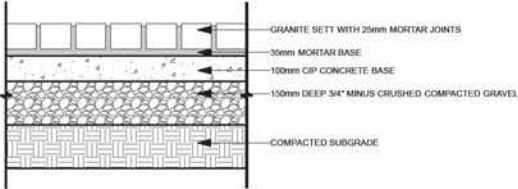


## 7 Standard Coloured Concrete Details per City of North Vancouver City

Scale: 1:20

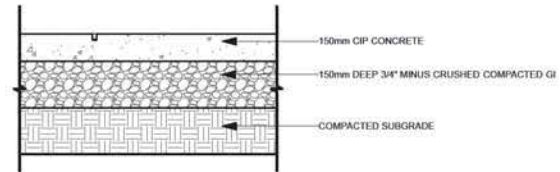
## 5 CIP Concrete Paving on Slab

Scale: 1:20



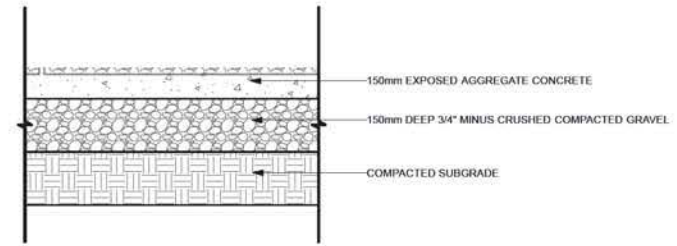
## 9 Standard Broom Finish Concrete Details per City of North Vancouver

Scale: 1:20



## 10 Standard Exposed Aggregate Concrete Details per City of North Vancouver

Scale: 1:20



## 8 Standard Granite Set Details per City of North Vancouver

Scale: 1:20

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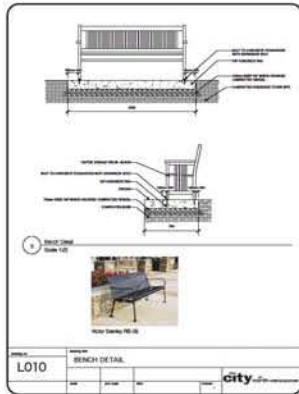
Project:  
**880 west 15th street**  
**North Vancouver**  
Jadasi Development

Drawn by: AL  
Check by: PK  
Date: Nov.08.2021  
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Drawing Title:

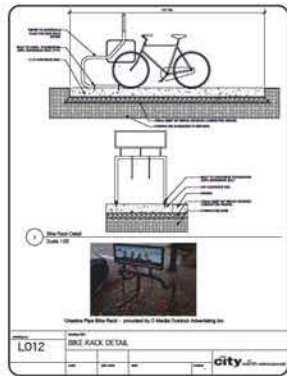
**andscape Detail**

Project No.:  
**21022**  
Sheet No.:

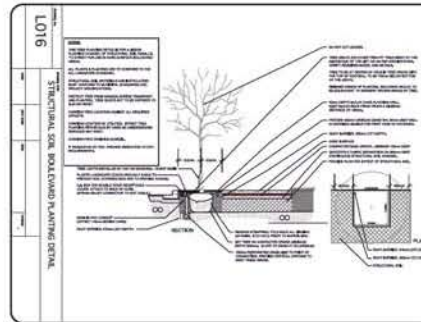




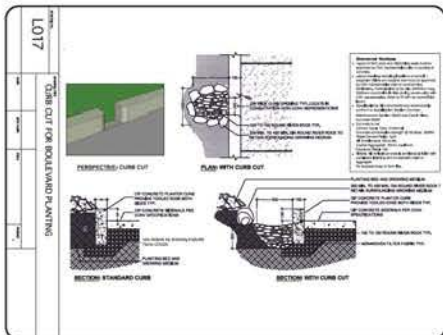
1  
L 1.1 Standard Bench Details per City of North Vancouver City  
Scale: 1:20



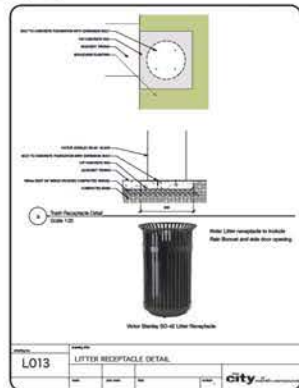
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L 1.1 Standard Bike Rack Details per City of North Vancouver City  
Scale: 1:20



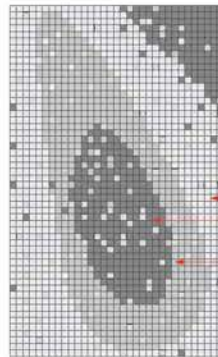
3  
L 1.1 Standard Structural Soil Boulevard Planting Detail per City of North Vancouver  
Scale: 1:20



4  
L 1.1 Standard Curb Cut For Boulevard Planting Detail per City of North Vancouver  
Scale: 1:20



5  
L 1.1 Standard Litter Receptacle Details per City of North Vancouver  
Scale: 1:20



8  
L 1.1 Abbotsford-Classic Standard Series  
Scale: NTS

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North Vancouver  
Jadasi Development

Draw by: AL  
Check by: PK  
Date: Nov.08.2021  
Scale: As shown  
Drawing Title:

Landscape Detail

Project No.:  
21022

Sheet No.:

L- 3. 2



**ADVISORY DESIGN PANEL**  
CITY OF NORTH VANCOUVER  
141 WEST 14TH STREET  
NORTH VANCOUVER  
BC / CANADA / V7M 1H9

T 604 985 7761  
F 604 985 9417  
INFO@CNV.ORG  
CNV.ORG

May 20, 2022

VIA EMAIL: [jamie@jadasi.ca](mailto:jamie@jadasi.ca)

Jamie da Silva, Jadasi Development  
5454 Cortez Crescent  
North Vancouver, BC V7R 4R4

Dear Mr. da Silva:

**Re: 880 West 15<sup>th</sup> Street (Rezoning Application)**

This will confirm that at their meeting on April 20, 2022, the Advisory Design Panel reviewed the above submission and endorsed the following resolution:

“THAT the Advisory Design Panel has reviewed the rezoning application for 880 West 15<sup>th</sup> Street and recommends approval subject to addressing the following issues to the satisfaction of the Development Planner:

- further understanding and development of how to execute landscaping, and address concerns relating to pattern/pavement adjacencies relative to development and phasing of the plaza;
- clear and strong support by panel for public art in the plaza;
- design development to address CPTED access issues from adjacent buildings to residential levels;
- concern from panel around building setbacks and future development on adjacent sites; and
- design development of passive design elements as project advances through the development phases;

AND THAT the Panel wishes to thank the applicant for their presentation.”

The recommendations of the Advisory Design Panel pertain only to site-specific design and site planning considerations and do not, in any way, represent Council and staff approval or rejection of this project.

Yours truly,

T. Huckell  
Committee Clerk-Secretary

Cc: M. Menzel, Planner 2, Planning and Development  
M. Cox, Gateway Architecture  
P. Kreuk, Durante Kreuk Ltd. Landscape Architecture

**880 W. 15th Street, North Vancouver – Developer Information Session Summary Report****Event Date:** Wednesday, July 20<sup>th</sup>, 2022**Time:** 6:00 PM – 7:05 PM**Location:** Online Zoom Webinar

**Attendance:** 2 members of the public attended virtually.  
The Jadasi Development applicant team was in attendance, as was a representative from the City of North Vancouver staff.

**Comments:** Two (2) comments forms and/or emails were received following the DIS.

**Meeting Purpose:** 1) To present rezoning application materials to the community  
2) To provide an opportunity for the community to ask questions about the development  
3) To provide an opportunity for the community to comment on the proposal

**Notification:**

In accordance with City of North Vancouver policies:

Invitation Flyers

DIS Invitation flyers were mailed on July 6<sup>th</sup>, 2022 to 171 addresses within a 40 m radius of the site.

Appendix A: Notification includes a copy of this material.

Newspaper Ad

A DIS newspaper ad was placed in the North Shore News on July 6<sup>th</sup>, July 13<sup>th</sup>, 2022. A copy of the ads is included in Appendix A: Notification.

Notification Sign

A DIS notification sign, with revisions, was erected on the site July 6<sup>th</sup>, 2022. A photo of the installed site sign is included in Appendix A: Notification.

**Attendance:**

2 members of the public signed in for the virtual meeting. A copy of the attendee list is included in Appendix B: Attendee List (redacted for privacy).

The following City staff and project team members were in attendance:

City of North Vancouver:

- Matthew Menzel, Planner 2

Jadasi Development Project Team:

- James da Silva, Jadasi Development
- Einar Halbig, E3 Eco Group Inc.
- Michael Cox, Gateway Architecture

- Henry Eksteen, Gateway Architecture
- Peter Kreuk, Durante Kreuk Ltd.

Facilitators:

- Katrina May, Katrina May Consulting
- Charles Pan, Assistant

**Overview:**

In accordance with the City of North Vancouver’s Virtual DIS Public Consultation Guidelines, the developer-led meeting was held in an online Virtual Developer Information Session (DIS) format. Meeting participants watched a PowerPoint presentation by the applicant project team.

Participants were invited to use the Zoom Webinar Q&A function to ask questions or submit comments during the DIS, which were addressed at the end of the presentation during the Question & Answer period. The facilitator read all questions received aloud and directed questions to the appropriate project team member to respond verbally for all participants to hear. Answers were transcribed by the facilitator’s assistant and posted for all to see.

The project presentation and facilitated Question & Answer period took approximately 65 minutes. The facilitators received several questions and comments about the project and recorded them for inclusion in this summary report, attached as a separate Appendix C: Public Dialogue.

A total of 49 questions or comments were received during the DIS. The key themes related to sustainability, such as whether the applicant had considered low-carbon concrete for use in the parkade and podium, solar panels on a portion of the roof, as well as deconstruction plan that would involve repurposing materials. There was support for the fact that there will be electrical conduits built in for potential future solar panel installation, as well as for no use of natural gas in the building.

Questions arose on the number of below-market rental units and how long the affordability would be guaranteed. There was support for the fact that the affordability of the four below-market units will be secured for the life of the building, as governed by a Housing Agreement.

Questions arose on the number, type and location of the bike parking stalls. The suggestion was made to include e-bike charging stations as well as additional secured bike storage.

**Comment Sheet and Email Summary:**

Participants were invited to submit written comments (using the City’s standard comment form or via email) to the applicant and/or the municipal development planner, following the DIS. Two (2) comment forms and zero (0) emails were submitted before or after the DIS. These are submitted as a separate Appendix D: Public Comments.

The two comments received were opposed to the project, citing the desire to retain the mature trees on site and the potential loss of animal habitat should they be cut down. Concern was also expressed over the location and size of the project and the potential increase in activity in the lane. The suggestion was



made to allow commercial use only on the site, with a maximum of two storeys in height. Support was expressed for the appearance of the building overall.

**Conclusion:**

The purpose of this online Virtual Developer Information Session was to present to the community the proposed Rezoning application, and to provide attendees with an opportunity to ask clarifying questions and comment on the proposal. 171 DIS notification flyers were distributed by mail to the surrounding community, and two community members signed into the DIS. Two DIS notification signs were posted on the property. A total of 49 questions or comment were received and responded to during the meeting.

Members of the public could participate in this consultation process in three ways:

- Watching a virtual project presentation during the DIS
- Asking questions of the project teams and/or City Staff during the DIS

The DIS meeting length and format was sufficient to provide all participants an opportunity to learn more about the proposed project, ask questions, and make any comments they wished to provide that evening. Participants asked questions or provided comments to the development team, mostly related to building sustainability efforts. Support was expressed for the electrical conduits for potential future solar panels and the below-market rental units as well as the overall appearance of the building. Suggestions were made regarding increased secured bike storage and the inclusion of e-bike charging stations. Concern was expressed over the height and use of the building, suggesting that a commercial use only be permitted. There was also concern over the need to cut down the mature trees on site. Support was expressed for the overall appearance of the building and for the rental housing (including the four below-market rental units) being provided to the community.

## Appendix A: Notification:

Newspaper Advertisement: North Shore News, Wednesday, July 6<sup>th</sup> and July 13<sup>th</sup>, 2022

WEDNESDAY, JULY 6, 2022 **NEWS | A27**

### DEVELOPER INFORMATION SESSION

Jadasi Development (880 W 15<sup>th</sup>) Ltd. and Gateway Architecture are holding a Virtual Information Session where interested members of the public are invited to learn about our application for a 5 storey mixed-use rental residential building with ground floor commercial located at 880 W. 15<sup>th</sup> Street, North Vancouver.

Public input is welcome throughout the planning application process and can be shared with the Applicant and City Contact at any time. For more information, please visit: <https://www.cnv.org/Property-and-Development/Projects-and-Developments/Current-Developments/880-West-15th-Street>

**How to Participate:**  
Please contact the applicant in advance by email [info@jadasi.ca](mailto:info@jadasi.ca) or phone (604-347-9654) to register for the Virtual Developer Information Session via Zoom. A zoom link or phone-in instructions will be provided.

**Date:** July 20<sup>th</sup>, 2022  
**Time:** 6:00 PM - 7:30 PM

Michael Cox  
Gateway Architecture Inc.  
604.608.1868  
[Mike@designvancouver.com](mailto:Mike@designvancouver.com)



**Planning Department Contact:** Matthew Menzel, 604.982.8337, [mmenzel@cnv.org](mailto:mmenzel@cnv.org)  
This meeting is required by the City of North Vancouver as part of the development process.

A24 | ARTS &amp; LIFE WEDNESDAY, JULY 13, 2022

north shore news nsnews.com

## Permit For Pesticide Use

PERMIT NO. 402-0683-22-25

**Permit Holder:** B.C. Ministry of Forests, Range Branch  
2100 Labieux Road, Nanaimo, B.C. V9T-6E9 | Phone: 250 739-8206  
Attention: Becky Brown, Invasive Plant Specialist

A Pesticide Use Permit has been issued for the purpose of eradicating invasive intertidal cordgrasses (*Spartina spp.*), which are designated as Provincial Noxious Weeds under B.C.'s Weed Control Act. Treatment areas will be restricted to infestations of *Spartina* on cobble beaches, salt marshes and intertidal mudflats (at low tide) located in Boundary Bay, Robert's Bank, and Burrard Inlet, but treatment may expand over the course of the permit period to include sites at Sturgeon Bank and Sea Island. The total area for this herbicide treatment is a maximum of 10 hectares annually, spread across approximately 12,488 coastal hectares.

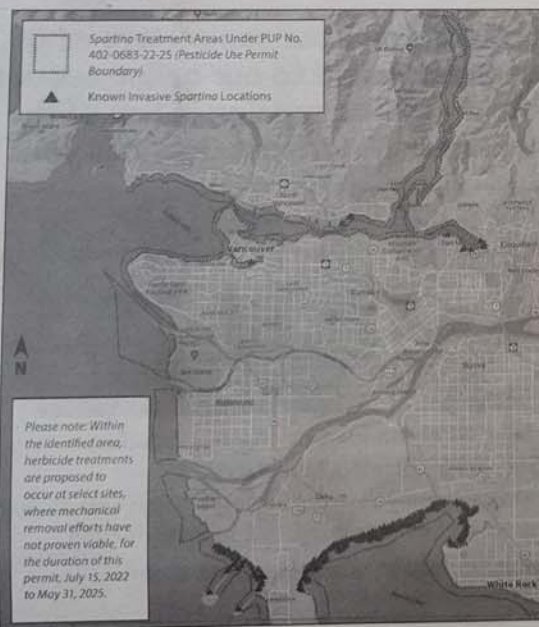
Pesticide applications will consist only of the herbicide product called Habitat Aqua (active ingredient: imazapyr) PCP #32374, which will be applied to selected sites using backpack sprayers or mounted sprayers. Pesticide applications will complement existing and ongoing mechanical removal methods.

This is the fourth Pesticide Use Permit established by the provincial government for treatment of *Spartina spp.* in this region. The previous nine years of herbicide treatments have shown a significant decreasing trend in the overall abundance and distribution of these noxious weeds. This pesticide use may occur during the months of May to November, from **July 15, 2022 to May 31, 2025**.

A copy of the Pesticide Use Permit and maps of the proposed treatment areas may be viewed online at: <http://ow.ly/aKMI30msrj>.

Or by contacting the applicant, Becky Brown at: 250 739-8206.

For more information on the permitted uses in this Pesticide Use Permit, please contact the permit holder listed above.



### GARDEN TO TABLE

## Taming wild garlic yields surprising, delicious results

LAURA MARIE NEUBERT  
Contributing writer

**I was delighted recently to identify what I believe is wild field garlic (*Allium vineale*) growing in the under-story of our dwarf fruit trees.**

The diminutive, fully formed bulbs weigh in at about 10 per cent of the weight of conventional hardneck garlic.

Last February, while renovating a patch of overgrown landscape into raised beds for a friend, I came across small, ordered clumps of delicate, tubular mounding grass. What struck me was its vibrancy and tender suppleness, at a time of year when most plants remained dormant.

Curious, I transplanted the slightly pungent clumps into one-gallon pots, and set them aside under the shade of a nearby oak tree. There they remained for 15 months – slumbering quietly, insulated by fallen leaves.

I ran across them again three months ago, reaching up through the sea of brown detritus like a family of brilliant green sea urchins. I was smitten, and brought the beautiful creatures home.

I transplanted them into one of our front garden beds, alongside native wild strawberries and perennial herbs. They did not take at all well to transplanting, so I attempted rescue with a top-dress of vermi-compost

and restorative cold teas of soluble mycorrhizal fungi, kelp and sea minerals, administered weekly.

Slowly but surely my garden babies of unknown progeny recovered, and about three weeks ago, several dozen miniature garlic stocks started emerging here and there among the clumps of stringy and decidedly un-garlic-like leaves. Then slender scapes appeared, arching up and turning toward each other, forming little green hearts of gratitude. I was delighted.

Once the scapes had produced one full turn, I pulled out a few whole stalks for examination. After consulting my 1931 edition of *Wild Plants of Canada*, and several more current foraging guides, I am quite sure that field garlic, a.k.a. stag's garlic, is the correct identification.

I was fascinated to also learn that every wild plant that smells like onions or garlic is edible, and that field garlic provides much needed nourishment and immune system fortification during the cold winter months, when little else is growing. Look for field garlic under deciduous trees that let precious, life-giving sunlight stream down between bare branches.

Field garlic is delicious. I have decided to use the tiny cloves in jars of pickled cucumbers and baby carrots. Some I will confit by

*Continued on page 25*

## DEVELOPER INFORMATION SESSION

Jadasi Development (880 W 15<sup>th</sup>) Ltd. and Gateway Architecture are holding a Virtual Information Session where interested members of the public are invited to learn about our application for a 5 storey mixed-use rental residential building with ground floor commercial located at 880 W. 15<sup>th</sup> Street, North Vancouver.

Public input is welcome throughout the planning application process and can be shared with the Applicant and City Contact at any time. For more information, please visit: <https://www.cnv.org/Property-and-Development/Projects-and-Developments/Current-Developments/880-West-15th-Street>

### How to Participate:

Please contact the applicant in advance by email [info@jadasi.ca](mailto:info@jadasi.ca) or phone (604-347-9654) to register for the Virtual Developer Information Session via Zoom. A zoom link or phone-in instructions will be provided.

**Date:** July 20<sup>th</sup>, 2022

**Time:** 6:00 PM – 7:30 PM

Michael Cox  
Gateway Architecture Inc.  
604.608.1888  
[Mike@designvancouver.com](mailto:Mike@designvancouver.com)



**Planning Department Contact:** Matthew Menzel, 604.982.8337, [mmenzel@cnv.org](mailto:mmenzel@cnv.org)  
This meeting is required by the City of North Vancouver as part of the development process.



## Notification Sign





Notification Flyer

## Notice of Development Proposal

### Early public comment opportunity for rezoning application at 880 West 15<sup>th</sup> Street

Jadasi Development (880 W 15th) Ltd. And Gateway Architecture are holding a Virtual Information Session where interested members of the public are invited to learn about our application for a 5 storey, mixed-use rental residential building with ground floor commercial located at 880 W. 15th Street, North Vancouver.

Public input is welcome throughout the planning application process and can be shared with the Applicant and City Contact at any time (see next page for comment form). For more information, please visit [www.cnv.org/CurrentDevelopments/880-West-15th-Street](http://www.cnv.org/CurrentDevelopments/880-West-15th-Street)

<if required> Attend the Virtual Developer Information Session

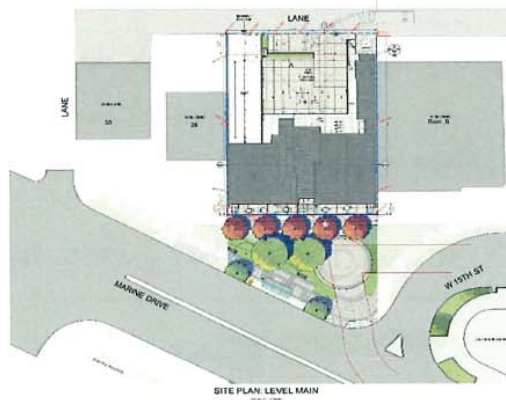
**How to Participate:** Please contact applicant Jamie da Silva at 604-347-9654 or [info@jadasi.ca](mailto:info@jadasi.ca) to register for the virtual Development Information Session in advance.

**Date & Time:** July 20<sup>th</sup>, 2022 | 6:00 PM – 7:30 PM

#### Rendering of Proposal



#### Site Map



#### Applicant Contact

Michael Cox  
Gateway Architecture Inc.  
[mike@designvancouver.com](mailto:mike@designvancouver.com)  
604-608-1868

#### City of North Vancouver Contact

Matthew Menzel, Planner 2  
Planning & Development  
141 West 14<sup>th</sup> Street, North Vancouver  
[mmenzel@cnv.org](mailto:mmenzel@cnv.org)  
604-982-8337

2158598

**Appendix B: Attendee List (redacted to preserve privacy)**

Attended	User Name (Original Name)	Email
1	[REDACTED]	
2		

**Appendix C: Public Dialogue (see attached)**

**Appendix D: Public Comments – Written and Emailed Submissions (see attached)**

**From:** Anna Hardy  
**Sent:** March-27-23 12:09 PM  
**To:** Submissions  
**Cc:** Jessica McIlroy (Councillor); Tony Valente (Councillor); Angela Girard (Councillor)

Hello,

I am not able to attend council this evening but I wanted to send my brief feedback on Agenda Item 6:. Zoning Bylaw Amendment for 880 West 15th Street (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture).

Overall, I support this development, particularly as we need more rental housing and this corridor has easy access to rapid transit and other infrastructure.

I remain very concerned that the cycling and pedestrian infrastructure in this area is unsafe and there are no plans to improve it despite significant developments in the area. Specifically, the "triangle" from 16th to the North, Fell to the East and Marine to the South (where this and the Midas Tire shop and one other are sited) is super dangerous, particularly for kids heading up to their catchment schools of Westview and Carson Graham.

I hope to see some more cycling improvements in the neighbourhood as this and other developments progress.

Thank you,  
Anna Hardy  
1805 Westview Drive  
North Vancouver



**From:** Chris Ruimy  
**Sent:** April-03-23 11:08 AM  
**To:** Submissions  
**Subject:** 880 West 15th Street

To whom this may concern,

I have received this letter to write of any concerns about this rezone. I have three concerns:

Building a residential building surrounded by automotive shops is going to lead to a lot of noise complaints and similar issues. (This already happens from buildings across the street. Imagine sharing a wall.)

Construction vehicles blocking access to my business

Construction being too loud to be able to operate my business. (hearing customers on the phone etc)

Please write back to confirm that you have received my concerns. If I could receive any updates about the situation that would also be appreciated.

Thank you,

Chris Ruimy  
Owner/ Manager  
The Auto Room Sales & Service Ltd.  
864 15th Street West, North Vancouver



# PUBLIC NOTICE

Regular Council Meeting  
Monday, April 17, 2023 at 6:00pm

## First Reading of "Zoning Amendment Bylaw No. 8957" and "Housing Agreement Bylaw No. 8958" – 880 West 15<sup>th</sup> Street

**Proposal:** To rezone the subject property from a Service Commercial (CS-1) Zone to a new Comprehensive Development 759 (CD-759) Zone, to permit the development of a 5-storey mixed-use building with 330 sq.m. of commercial space at grade and 41 residential rental units.

**To provide written input:** All persons who believe their interest in property may be affected by the proposed bylaws will be afforded an opportunity to be heard by written or email submission. ***All submissions must include your name and address*** and should be sent to the Corporate Officer at [input@cnv.org](mailto:input@cnv.org), or by mail or delivered to City Hall, ***no later than noon on Monday, April 17, 2023***, to ensure their availability to Council at the meeting. ***No Public Hearing will be held.***

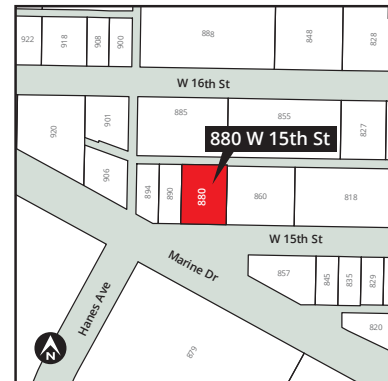
**Watch the meeting** online at [cnv.org/LiveStreaming](https://cnv.org/LiveStreaming) or in person at City Hall, 141 West 14<sup>th</sup> Street. Enter City Hall from 13<sup>th</sup> Street after 5:30pm.

**View the documents** online at [cnv.org/PublicHearings](https://cnv.org/PublicHearings) to view the proposed bylaws and background material.

**Questions?** Matthew Menzel, Planner, [mmenzel@cnv.org](mailto:mmenzel@cnv.org) / 604-982-8337

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. 8957

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

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

1. This Bylaw shall be known and cited for all purposes as “**Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957**” (**Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759**).
2. Division VI: Zoning Map of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by reclassifying the following lands currently having a civic address of 880 West 15<sup>th</sup> Street and legally described below as henceforth being transferred, added to and forming part of CD-759 (Comprehensive Development 759 Zone):

PID: 011-152-206	LOT A (REFERENCE PLAN 9784) BLOCK 5 DISTRICT LOT 265 PLAN 1406
------------------	---

from zone CS-1.

3. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:

- A. Adding the following Comprehensive Development Zone to Section 1101 in numerical order:

CD-759 Comprehensive Development 759 Zone (880 West 15<sup>th</sup> Street)

In the CD-759 Zone, permitted Uses, regulations for permitted Uses, regulations for the size, shape and siting of Buildings and Structures and required Off-Street Parking shall be as in the C-2 Zone, except that:

- (1) The permitted Principal Use on the Lot shall be limited to:

- (a) Retail-Service Group 1

- (i) Accessory Rental Apartment Residential Use;
- (ii) Accessory Home Occupation Use, subject to Sections 507(6), (7) and (8) of this Bylaw;
- (iii) Accessory Off-Street Parking Use;
- (iv) Accessory Home Office Use;

(2) Gross Floor Area

- (a) Combined and in total, shall not exceed 1.6 times the Lot Area;
- (b) Maximum Gross Floor Area may be further increased to a maximum of 2.5 times the Lot Area, upon entering into a Housing Agreement with the City:

BASE DENSITY			
OCP Schedule ‘A’		2.0 FSR	
ADDITIONAL (BONUS) DENSITY			
ADDITIONAL DENSITY CATEGORY	DESCRIPTION	ADDITIONAL (BONUS) DENSITY	POLICY REFERENCE
Secured Rental Housing	100% rental housing; 10% mid-market rental units	0.5 FSR	OCP section 2.2
TOTAL DENSITY		2.5 FSR	

- (3) A minimum of 10% of units shall have 3 bedrooms;
- (4) Lot Coverage of Principal Building shall not exceed a maximum of 85 percent;
- (5) Building Height:
  - (a) The Principal Building shall not exceed a Building Height of 17 metres (69 feet) as measured from the average Building Grades;
  - (b) Elevator and mechanical penthouses may project beyond the defined height in (4)(a) by a maximum of 6.1 metres (20 feet) including elevator shafts and mechanical rooms;
- (6) Section 607 shall be varied to permit an accessory Apartment Use on the second Storey and above;
- (7) Section 611(5) Siting shall be waived and replaced with the following siting requirements:
  - (a) The Principal Building shall be sited not less than:
    - (i) 3.972 meters (13 feet) from the lane (Rear Lot Line) to the north;
    - (ii) 2.38 meters (8 feet) from the lane (Rear Lot Line) to the north, to an unclosed balcony at the second level and above;



(8) Section 611(6) Building Width and Length shall be waived.

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICE

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8958

**A Bylaw to enter into a Housing Agreement (880 West 15<sup>th</sup> Street)**

**WHEREAS** Section 483 of the *Local Government Act* R.S.B.C. 2015 c.1 permits a local government to enter into a housing agreement for rental housing.

**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 “**Housing Agreement Bylaw, 2023, No. 8958**” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759, Rental Housing Commitments).
2. The Council hereby authorizes the agreement substantially in the form attached to this bylaw between The Corporation of the City of North Vancouver and Jadasi Development (880 W 15th) Ltd. with respect to the lands referenced as 880 West 15<sup>th</sup> Street, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8958” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15<sup>th</sup> Street, CD-759).
3. The Mayor and Corporate Officer are authorized to execute the Housing Agreement and any documents required to give effect to the Housing Agreement.

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

---

MAYOR

---

CORPORATE OFFICER

## PART 2 – TERMS OF INSTRUMENT

### RENTAL HOUSING AGREEMENT AND SECTION 219 COVENANT

**THIS AGREEMENT** dated for reference the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

BETWEEN:

**JADASI DEVELOPMENT (880 W 15TH) LTD.**

5454 Cortez Crescent  
North Vancouver, British Columbia,  
V7R 4R4

(the “Owner”)

AND:

**THE CORPORATION OF THE CITY OF NORTH VANCOUVER,**  
a municipal corporation pursuant to the *Local Government Act* and  
having its offices at 141 West 14th Street, North Vancouver,  
British Columbia, V7M 1H9

(the “City”)

**WHEREAS:**

- A. The Owner is the registered and beneficial owner of the Lands.
- B. The City is a municipal corporation incorporated pursuant to the *Local Government Act*, RSBC 2015, c. 1 and the *Community Charter*, SBC 2003, c. 26.
- C. Section 219 of the *Land Title Act*, RSBC 1996, c. 250 permits registration of a covenant in favour of a municipality in respect of the use of land or the use of a building on or to be erected on land, that land is or is not to be built on except in accordance with the covenant and that land is not to be subdivided except in accordance with the covenant.
- D. Section 483 of the Act permits a local government to, by bylaw, enter into a housing agreement that may include terms and conditions regarding the occupancy of the housing units identified in the agreement, including respecting the form of tenure of the housing units, the availability of the housing units to classes of persons, the administration and management of the housing units and the rents and lease, sale or share prices that may be charged.
- E. The City has adopted a bylaw authorizing this Agreement.
- F. The Owner and the City wish to enter into this Agreement pursuant to Section 219 of the *Land Title Act* and section 483 of the Act.

**NOW THEREFORE** in consideration of the sum of Ten Dollars (\$10.00) now paid by the City to the Owner and for other good and valuable consideration (the receipt and sufficiency of which the Owner hereby acknowledges), the Owner and the City covenant each with the other as follows:



## 1. DEFINITIONS

- (a) **“Act”** means the *Local Government Act*, RSBC 2015, c.1 as amended from time to time;
- (b) **“Affordable Rent”** means with respect to each Mid-Market Rental Unit a rent payment amount equal to 10% below the “Private Apartment Average Rents” for the corresponding bedroom type in the City of North Vancouver as established by CMHC’s Housing Market Information Portal for the year the tenancy is entered into;
- (c) **“Agreement”** means this agreement as amended from time to time;
- (d) **“Commencement Date”** has the meaning set out in section 2.1 herein;
- (e) **“Council”** means the municipal council for the City of North Vancouver;
- (f) **“CMHC”** means Canada Mortgage and Housing Corporation;
- (g) **“Director, Planning and Development”** means the chief administrator of the Department of Planning of the City and their successors in function and their respective nominees;
- (h) **“Dwelling Unit”** means a dwelling unit as defined in the City of North Vancouver’s “Zoning Bylaw 1995, No. 6700” as amended from time to time;
- (i) **“Lands”** means those lands and premises legally described as:  
  
Parcel Identifier: 011-150-206  
Legal Description: LOT A (REFERENCE PLAN 9784) BLOCK 5 DISTRICT LOT 265  
PLAN 1406
- (j) **“Mid-Market Rental Units”** means the four Dwelling Units in the Residential Building to be constructed on the Lands that are rented to tenants for Affordable Rent;
- (k) **“Market Rental Units”** means all Dwelling Units in the Residential Building other than the Mid-Market Rental Units;
- (l) **“Maximum Household Income”** means an annual gross household income determined by multiplying Affordable Rent by 12 to yield the households’ annual housing costs, and divide by 30% (0.30) to meet the standard definition of affordability;
- (m) **“Rental Purposes”** means an occupancy or intended occupancy which is or would be governed by a tenancy agreement as defined in Section 1 of the *Residential Tenancy Act*, SBC 2002 c. 78 as amended from time to time between the Owner and the tenant;
- (n) **“Rental Units”** means the Market Rental Units and the Mid-Market Rental Units;

- (o) **“Residential Building”** means the five storey building to be constructed on the Lands to be used for Rental Purposes with 41 Dwelling Units, of which 37 Dwelling Units will be Market Rental Units and four Dwelling Units will be Mid-Market Rental Units;
- (p) **“RT Act”** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (q) **“Rezoning Bylaw”** means the rezoning bylaw applicable to the Lands described as “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8957”;
- (r) **“Section 219 Covenant”** means a covenant pursuant to Section 219 of the *Land Title Act*;
- (s) **“Tenancy Agreement”** means an agreement, whether written or oral, express or implied, between the Owner and a tenant respecting possession or occupancy of a Rental Unit; and
- (t) **“Term”** has the meaning set out in section 2.1 herein.

## 2. TERM

- 2.1 This Agreement will commence upon adoption by the City’s Council of “Housing Agreement Bylaw, 2023, No. 8958” (Jadasi Development (880 W 15th) Ltd. / Gateway Architecture, 880 West 15th Street, CD-759, Rental Housing Commitments) (the **“Commencement Date”**) and will continue until the date this Agreement is terminated in accordance with sections 2.2 or 8.3(c) (the **“Term”**).
- 2.2 This Agreement will terminate immediately upon the removal or destruction of the Residential Building provided the Residential Building is not repaired or rebuilt following the destruction thereof.
- 2.3 Subject to section 7.3, upon termination of this Agreement, this Agreement will be at an end and of no further force and effect.

## 3. SECTION 219 COVENANT

- 3.1 The Owner covenants and agrees with the City as a covenant in favour of the City pursuant to Section 219 of the *Land Title Act*, RSBC 1996, c. 250 that during the Term of this Agreement, it being the intention and agreement of the Owner that the provisions in this Agreement be annexed to, and run with and be a charge upon the Lands, that notwithstanding the Rezoning Bylaw, the Lands will be used and built on only in strict compliance with the terms and conditions of this Agreement and that:
  - (a) the Lands must not be subdivided or stratified;
  - (b) the Rental Units in the Residential Building must be used for Rental Purposes only and all Rental Units must be owned and operated by the Owner, provided that the Mid-Market Rental Units may be operated by a non-profit entity engaged by the Owner and having expertise in non-market housing, with the approval of the Director, Planning and Development; and

- (c) no Rental Unit in the Residential Building must be occupied for any purpose except for Rental Purposes pursuant to a Tenancy Agreement.
- 3.2 The Owner further covenants and agrees with the City that the Lands and any buildings or structures constructed thereon including the Residential Building must be developed, built, and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.
- 3.3 Pursuant to section 219(6) of the *Land Title Act*, RSBC 1996, c. 250 except for the negligence of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
  - (a) any act or omission, negligent or otherwise, by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible;
  - (b) the Owner's default under this Agreement; and
  - (c) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.

#### **4. TENANCY RESTRICTIONS**

- 4.1 The unit mix for Rental Units in the Residential Building will be no fewer than five three-bedroom units, 10 two-bedroom units, 20 one-bedroom units and six studio units or as otherwise approved in writing by the Director, Planning and Development in their discretion.
- 4.2 The four Mid-Market Rental Units will be provided in the following unit mix: one studio unit, one one-bedroom unit, one two-bedroom unit, and one three-bedroom unit. The Owner may only change this mix with the approval in writing by the Director, Planning and Development with such approval to be granted in their discretion. The Owner will be entitled to determine the locations of the four Mid-Market Rental Units within the Residential Building.
- 4.3 The Owner will enter into a minimum 1 year Tenancy Agreement for each of the Mid-Market Rental Units which will convert to a month to month tenancy at the end of the 1 year term. If such a tenancy is ended prior to the end of the Term, the Owner must rent the Mid-Market Rental Unit at Affordable Rent. For greater certainty, at the end of each tenancy, the Mid-Market Rental Unit will continue to be rented as a Mid-Market Rental Unit at Affordable Rent, which obligation will be ongoing at all times during the Term.

#### **5. OWNER'S OBLIGATIONS**

- 5.1 Without limiting section 3.1 of this Agreement:
  - (a) Management and administration: the management, administration, and associated costs with the management and administration of the Rental Units, including the Mid-Market Rental Units, will be borne by the Owner or its designated rental agent, unless otherwise approved by the City in writing and all Mid-Market Rental Units must be managed by one rental agent;

- (b) Compliance with Tenant Relocation Plan: INTENTIONALLY DELETED
- (c) Advertisement: when the Mid-Market Rental Units first become available, the Owner will advertise such units for a minimum of one month on at least two common rental property search platforms that allow potential tenants to view available properties for rent in North Vancouver without payment of a fee or requirement for registration, and the Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units. When a Mid-Market Rental Unit becomes available for a subsequent, new tenancy, the Owner will advertise the unit in accordance with the foregoing requirements for a period of at least one week;
- (d) Tenant Selection: the Owner will make the Mid-Market Rental Units available, both at the first tenancy and each subsequent tenancy, in the following order of priority:
- (i) If the Residential Building replaces an existing rental building, then tenants from the existing rental building on the Lands being replaced who have household incomes at or below the Maximum Household Income will be provided first right of refusal in the Mid-Market Rental Units, and have first priority, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
  - (ii) Households who have been displaced from redevelopment elsewhere in the City who have household incomes at or below the Maximum Household Income will have second priority, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis
  - (iii) The Owner will then make any remaining Mid-Market Rental Units not rented by tenants from the existing building on the Lands available to tenants with an annual household income at or below that the Maximum Household Income who are either current residents of the City of North Vancouver or who work in the City of North Vancouver and have done so for at least six months, provided that if there are multiple applicants in this category for one unit, then applicant families with one or more dependents will have priority for units with two or more bedrooms and if applicants are equal in this regard, then applications will be considered on a first come-first-served basis;
  - (iv) If there are any remaining Mid-Market Rental Units not rented by tenants who meet the criteria in sections 5.1(d)(i) to (iii) after the expiry of the one-month advertising period, then the Owner will make such units available to tenants who meet the Maximum Household Income requirement; and
  - (v) Tenants in Mid-Market Rental Units must not have an ownership interest in a residential property in the City or in a neighbouring municipality which the



tenant could otherwise occupy and the Owner will require confirmation from the prospective tenant that they meet this requirement at the time of tenancy;

- (vi) In determining whether a tenant meets the Maximum Household Income requirements or the requirement in section 5.1(d)(v), the Owner or its rental agent, so long as it acts honestly and in good faith, is entitled to rely on all information provided by the prospective tenant and the Owner will have no liability if the prospective tenant intentionally or unintentionally provides any incorrect information. The Owner is under no obligation to monitor or update the financial circumstances of the tenant once the lease is signed.
- (e) Rent Amount and Permitted Increases: Affordable Rent for Mid-Market Rental Units is to be determined at the time of tenancy. Rent amounts may be subsequently increased below or at the permitted annual rent increase then set under the RT Act;
- (f) Compliance with applicable laws: without restricting the foregoing, the Owner will comply with all applicable provisions of the RT Act and any other provincial or municipal enactments imposing obligations on landlords in relation to residential tenancies;
- (g) Performance: the Owner will perform its obligations under this Agreement diligently and in good faith;
- (h) Information Regarding Unit Availability: If the City establishes a register for availability of Mid-Market Rental Units within the City, the Owner will provide to the City information regarding any Mid-Market Rental Units that become available for rent, in a form acceptable to the Director, Planning and Development;
- (i) Evidence of compliance: provided that the same can be done without breaching the *Personal Information Protection Act* (as amended from time to time) the Owner will, on an annual basis at the time of Business License renewal and upon any other request by the City, supply to the City copies of any documentation in possession of the Owner necessary to establish compliance with the Owner's obligations under this Agreement.

## 6. DEFAULT AND REMEDIES

- 6.1 The City may, acting reasonably, give to the Owner a written notice (in this section 6.1, the "**Notice**") requiring the Owner to cure a default under this Agreement within 30 days of receipt of the Notice. The Notice must specify the nature of the default. The Owner must act with diligence to correct the default within the time specified.
- 6.2 If the default is not corrected within the time specified, the Owner will pay to the City on demand by the City 200 percent of the difference between current market rent, as determined by a third-party appraiser, and Affordable Rent for each Mid-Market Rental Unit in default for the default year to the end of the Term of the Agreement. The monies collected from default will be deposited to the City's Affordable Housing Reserve Fund.
- 6.3 The Owner will pay to the City on demand by the City all the City's costs of exercising its rights or remedies under this Agreement, on a full indemnity basis.

- 6.4 The Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 6.5 Each party to this Agreement, in addition to its rights under this Agreement or at law, will be entitled to all equitable remedies including specific performance, injunction and declaratory relief, or any of them, to enforce its rights under this Agreement.
- 6.6 The Owner acknowledges and agrees that it is entering into this Agreement to benefit the public interest in providing housing for Rental Purposes, and that the City's rights and remedies under this Agreement are necessary to ensure that this purpose is carried out and that the City's rights and remedies under this Agreement are fair and reasonable and ought not to be construed as a penalty or forfeiture.
- 6.7 No reference to nor exercise of any specific right or remedy under this Agreement or at law or at equity by any party will prejudice, limit or preclude that party from exercising any other right or remedy. No right or remedy will be exclusive or dependent upon any other right or remedy, but any party, from time to time, may exercise any one or more of such rights or remedies independently, successively, or in combination. The Owner acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy of a default by the Owner under this Agreement.

## **7. LIABILITY**

- 7.1 Except for the negligence of the City or its employees, agents or contractors, the Owner will indemnify and save harmless each of the City and its elected officials, board members, officers, directors, employees, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:
- (a) any act or omission by the Owner, or its officers, directors, employees, agents, contractors, or other persons for whom at law the Owner is responsible; and
  - (b) the Owner's ownership, operation, management or financing of the Lands for the provision of housing for Rental Purposes.
- 7.2 Except to the extent such advice or direction is given negligently, the Owner hereby releases and forever discharges the City, its elected officials, board members, officers, directors, employees and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns from and against all claims, demands, damages, actions or causes of action by reason of or arising out of advice or direction respecting the ownership, operation or management of the Lands for the provision of housing for Rental Purposes which has been or hereafter may be given to the Owner by all or any of them.
- 7.3 The covenants of the Owner set out in sections 7.1 and 7.2 of this Agreement will survive the expiration or the earlier termination of this Agreement and will continue to apply to any breach of the Agreement and to any claims arising under this Agreement during the ownership by the Owner of the Lands.

## **8. GENERAL PROVISIONS**

- 8.1 The Owner agrees to reimburse the City for all legal costs reasonably incurred by the City for the preparation, execution and registration of this Agreement and notice of this Agreement which is required to be filed pursuant to the *Local Government Act*. The Owner will bear their own costs, legal or otherwise, connected with the preparation, execution or registration of this Agreement.
- 8.2 Nothing in this Agreement:
- (a) affects or limits any discretion, rights, powers, duties or obligations of the City under any enactment or at common law, including in relation to the use or subdivision of land;
  - (b) affects or limits any enactment relating to the use of the Lands or any condition contained in any approval including any development permit concerning the development of the Lands; or
  - (c) relieves the Owner from complying with any enactment, including the City's bylaws in relation to the use of the Lands.
- 8.3 The Owner and the City agree that:
- (a) this Agreement is entered into only for the benefit of the City;
  - (b) this Agreement is not intended to protect the interests of the Owner, occupier or user of the Lands or any portion of it including the Rental Units and the Limited Common Property; and
  - (c) without limiting part 2 of this Agreement, the City may at any time execute a release and discharge of this Agreement in respect of the Lands, without liability to anyone for doing so.
- 8.4 This Agreement burdens and runs with the Lands and any part into which any of them may be subdivided or consolidated, by strata plan or otherwise. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its successors and assigns, and all persons who acquire an interest in the Lands after the date of this Agreement. Without limiting the generality of the foregoing, the Owner will not be liable for any breach of any covenant, promise or agreement herein in respect of any portion of the Lands sold, assigned, considered or otherwise disposed of, occurring after the Owner has ceased to be the owner of the Lands.
- 8.5 The covenants and agreements on the part of the Owner in this Agreement have been made by the Owner as contractual obligations as well as being made pursuant to section 483 of the Act and as such will be binding on the Owner.
- 8.6 The Owner will, at its expense, do or cause to be done all acts reasonably necessary to ensure this Agreement and notice of this Agreement is registered against the title to the Lands, including any amendments to this Agreement as may be required by the Land Title Office or the City to effect such registration.

- 8.7 The City and the Owner each intend by execution and delivery of this Agreement to create both a contract and a deed under seal.
- 8.8 An alleged waiver by a party of any breach by another party of its obligations under this Agreement will be effective only if it is an express waiver of the breach in writing. No waiver of a breach of this Agreement is deemed or construed to be a consent or waiver of any other breach of this Agreement.
- 8.9 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.
- 8.10 Every obligation of a party which is set out in this Agreement will extend throughout the Term and, to the extent that any obligation ought to have been observed or performed prior to or upon the expiry or earlier termination of the Term, such obligation will survive the expiry or earlier termination of the Term until it has been observed or performed.
- 8.11 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 parties by registered mail, by facsimile or e-mail transmission, or by personal service, to the following address for each party:

City: The Corporation of the City of North Vancouver  
141 West 14<sup>th</sup> Street  
North Vancouver, British Columbia  
V7M 1H9  
**Attention: Director, Planning & Development**  
Facsimile: 604.985.0576  
Email: [planning@cnv.org](mailto:planning@cnv.org)

The Owner: Jadasi Development (880 W 15th) Ltd.  
5454 Cortez Crescent  
North Vancouver, British Columbia,  
V7R 4R4  
**Attention: Jamie da Silva**  
Email: [jamie@jadasi.ca](mailto:jamie@jadasi.ca)  
Phone: 604-347-9654

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; if made by facsimile or e-mail transmission, on the first business day after the date when the facsimile or e-mail transmission was transmitted; 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 parties, may designate a different address or different or additional persons to which all notices, demands, or requests are to be addressed.

- 8.12 Upon request by the City, the Owner will promptly do such acts and execute such documents as may be reasonably necessary, in the opinion of the City, to give effect to this Agreement.



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

## **9. INTERPRETATION**

- 9.1 Gender specific terms include both genders and include corporations. Words in the singular include the plural, and words in the plural include the singular.
- 9.2 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.
- 9.3 The word "including" when following any general statement or term is not to be construed to limit the general statement or term to the specific items which immediately follow the general statement or term to similar items whether or not words such as "without limitation" or "but not limited to" are used, but rather the general statement or term is to be construed to refer to all other items that could reasonably fall within the broadest possible scope of the general statement or term.
- 9.4 The words "must" and "will" are to be construed as imperative.
- 9.5 Any reference in this Agreement to any statute or bylaw includes any subsequent amendment, re-enactment, or replacement of that statute or bylaw.
- 9.6 This is the entire agreement between the City and the Owner concerning its subject, and there are no warranties, representations, conditions or collateral agreements relating to the subject matter of this Agreement, except as included in this Agreement. This Agreement may be amended only by a document executed by the parties to this Agreement and by bylaw, such amendment to be effective only upon adoption by City Council of an amending bylaw to "Housing Agreement Bylaw, 2023, No. 8958".
- 9.7 This Agreement is to be governed by and construed and enforced in accordance with the laws of British Columbia.
- 9.8 This Agreement can be signed in counterpart.

IN WITNESS OF THIS AGREEMENT the City and the Owner have executed this Agreement by signing the "Form C – General Instrument – Part 1" or "Form D – Executions Continued" attached hereto.

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 Department 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: Blair Underhill, Planner 2

Subject: EXPANDING THE INTER-MUNICIPAL TRANSPORTATION NETWORK  
SERVICES BUSINESS LICENCE TO HOPE, KENT AND MISSION

Date: April 5, 2023 File No: 16-8330-01-0001/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, dated April 5, 2023, entitled  
"Expanding the Inter-Municipal Transportation Network Services Business  
Licence to Hope, Kent and Mission":

THAT the participation of the District of Hope, the District of Kent, and the City of  
Mission in the Inter-Municipal Transportation Network Services Business Licence  
(the "IMBL") be approved, in principle;

AND THAT the Proposed IMBL Agreement Bylaw and the Proposed IMBL  
Scheme Bylaw be considered to enable the participation of the District of Hope,  
the District of Kent, and the City of Mission in the IMBL scheme;

AND FURTHER THAT the Mayor and Corporate Officer be authorized to execute  
any agreements or documents to give effect to the resolutions.

**ATTACHMENTS**

1. Inter-municipal Business License Bylaw for Ride-Hailing (CityDocs [#2347474](#))
2. Public Meeting Resolution: Inter-Municipal Business License Bylaw for Ridehailing  
(CityDocs [#2347477](#))
3. Proposed Inter-municipal Transportation Network Services Business Licence  
Agreement Bylaw, 2023, No. 8966 (CityDocs [#2337956](#))
4. Proposed Inter-municipal Transportation Network Services Business Licence  
Scheme Bylaw, 2023, No. 8967 (CityDocs [#2337954](#))

## PURPOSE

The purpose of this report is to enable the District of Hope, the District of Kent, and the City of Mission to participate in the IMBL for ride-hailing companies. To allow new entrants to the IMBL, each participating municipality must approve and enact new IMBL bylaws and enter into a new IMBL Agreement (Attachments 3 and 4).

## BACKGROUND

Ride-hailing was legalized in B.C. on September 16, 2019. The Province regulates ride-hailing companies through the *Passenger Transportation Act*, the *Motor Vehicle Act*, and the *Commercial Transportation Act*. The BC Passenger Transportation Board (PTB) has sole authority to approve companies to operate ride-hailing services, and it establishes the boundaries of each company's operations.

Ride-hailing companies are generally authorized to operate in multiple municipalities based on a system of five Regions established by the PTB. The City of North Vancouver is part of Region 1, which includes Metro Vancouver, the Fraser Valley, and Squamish-Lillooet. Municipalities may issue business licences to ride-hailing companies approved by the PTB to operate within their municipal boundaries.

On March 30, 2020, Council approved City of North Vancouver's participation in an IMBL agreement with Region 1 municipalities. With the IMBL, a ride-hailing company needs to purchase only one licence to operate in all participating municipalities.

An IMBL is formed through common bylaws enacted by each participating municipality. The IMBL Agreement Bylaw allows municipalities to enter into the IMBL Agreement among the partner municipalities. It addresses terms such as the fee, revenue sharing formula and distribution, and overall administration of the licence. A second bylaw, the IMBL Scheme bylaw, is the formal mechanism through which the IMBL is implemented in each municipality and sets out the various terms and conditions that apply to the IMBL across the participating municipalities.

## DISCUSSION

These bylaws repeal and replace the existing IMBL bylaws and the existing IMBL Agreement will be terminated and replaced with the new Agreement which must be approved and enacted by all participating municipalities. Staff in the 28 municipalities have agreed to bring the IMBL Bylaws to their Councils in Q2 of 2023. Should it be approved, the new Agreement will come into effect on June 1, 2023. From that day forward, licence holders and new licensees would be able to operate in all 28 municipalities. No action is required on the part of licence holders.

The IMBL was conceived as a means to support the ride-hailing industry roll-out and on-going operations with a single licence and consistent regulations across Region 1 municipalities. The addition of the District of Hope, the District of Kent, and the City of Mission would be a further step in fulfilling the original goal of the IMBL.



## **Changes to the Existing IMBL Bylaws**

Other than adding the three municipalities, the IMBL would remain largely unchanged from the 2020 IMBL Agreement for ride-hailing. The exceptions are edits to remove text related to the "initial licence year" since the licence is now in its third year. Municipalities were encouraged to create new bylaws, instead of amending existing bylaws, as new members are being added to the IMBL Agreement.


## **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the recommendations of this report. As is listed in Section 11 of the IMBL Agreement, the City of Vancouver (as the licence issuer and administrator) 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.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The IMBL aligns with direction in the City's Mobility Strategy to reduce the need for private vehicle ownership while expanding mobility options for ways to get around.

RESPECTFULLY SUBMITTED:

  
Blair Underhill, RPP MCIP  
Planner 2

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

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**REPORT**

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.

*Continued...*

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

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**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.



 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 CAO MEETING ROOM, CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, MARCH 30, 2020**

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

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT the meeting recess to the Public Meeting regarding “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”.

**CARRIED UNANIMOUSLY**

The meeting recessed to the Public Meeting at 7:15 pm and reconvened at 7:32 pm.

**BYLAW – THIRD READING**

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

Moved by Councillor Bell, seconded by Councillor Girard

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

**CARRIED UNANIMOUSLY**

**BYLAW – ADOPTION**

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

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**CARRIED UNANIMOUSLY**

*Continued....*



**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD IN THE CAO MEETING ROOM, CITY HALL, 141 WEST 14<sup>TH</sup> STREET, NORTH VANCOUVER, BC, ON  
MONDAY, MARCH 30, 2020**

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

**BYLAW – THIRD READING**

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

Moved by Councillor Bell, seconded by Councillor Girard

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

**CARRIED UNANIMOUSLY**

**BYLAW – ADOPTION**

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

Moved by Councillor Bell, seconded by Councillor Girard

THAT “Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767” be adopted, signed by the Mayor and City Clerk and affixed with the corporate seal.

**CARRIED UNANIMOUSLY**

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 9<sup>th</sup> day of March, 2020.

READ a second time on the 9<sup>th</sup> day of March, 2020.

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

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

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MAYOR

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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 License* 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

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Date

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Village of Harrison Hot Springs

Mayor

---

Corporate Officer

---

Date

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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 9<sup>th</sup> day of March, 2020.

READ a second time on the 9<sup>th</sup> day of March, 2020.

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

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

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MAYOR

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CITY CLERK

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8966

**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, 2023, No. 8966**” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission).
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 Corporate Officer 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.
3. “Inter-Municipal Transportation Network Services Business Licence Agreement Bylaw, 2020, No. 8766” and all amendments are repealed upon adoption of this bylaw.

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER

## 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 District of Hope, the District of Kent, 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 City of Mission, 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 June 1, 2023.
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 licenced to operate in the Region 1 operating area by the Passenger Transportation Board;

“Inter-municipal TNS Business Licence” means a business licence that 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 Licence 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.

10. The fee for any additional vehicles that begin operating under the authority of an Inter-municipal TNS Business Licence holder after the annual licence 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. 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.
13. 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 licence 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.
14. 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.
15. 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.
16. 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.

17. The suspension or cancellation of an Inter-municipal TNS Business Licence under section 15 or 16 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.

23. This Agreement replaces and supercedes the Inter-municipal TNS Business Licence Agreement entered into by 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 in 2020.
24. 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

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Date

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City of Chilliwack

Mayor

---

Corporate Officer

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Date

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City of Coquitlam

Mayor

---

City Clerk

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Date

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City of Delta

Mayor

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City Clerk

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Date

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Village of Harrison Hot Springs

Mayor

---

Corporate Officer

---

Date

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The District of Hope

Mayor

---

Corporate Officer

---

Date

---

The District of Kent

Mayor

---

Chief Administrative Officer

---

Date

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The Corporation of the City of Langley

Mayor

---

Corporate Officer

---

Date

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The Corporation of the Township of Langley

Mayor

---

Township Clerk

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Date

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Village of Lions Bay

Mayor

---

Corporate Officer

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Date

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City of Maple Ridge

Presiding Member

---

Corporate Officer

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Date

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The City of Mission

Mayor

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Corporate Officer

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Date

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The Corporation of the City of New Westminster

Mayor

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City Clerk

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Date

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The Corporation of the City of North Vancouver

Mayor

---

Corporate Officer

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Date

---

The Corporation of the District of North Vancouver

Mayor

---

Municipal Clerk

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Date

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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

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# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8967

### **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 2023 Inter-municipal TNS Business Licence Agreement (the “Participating Municipalities”) wish to permit licenced 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 TNS Business Licence scheme;

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 “**Inter-municipal Transportation Network Services Business Licence Scheme Bylaw, 2023, No. 8967**” (Expanding the Inter-municipal TNS Business Licence to Hope, Kent and Mission).

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 licenced 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 Licence 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.
10. The fee for any additional vehicles that begin operating under the authority of an Inter-municipal TNS Business Licence holder after the annual licence 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 licence 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.
21. "Inter-Municipal Transportation Network Services Business Licence Scheme Bylaw, 2020, No. 8767" and all amendments are repealed upon adoption of this bylaw.
22. This Bylaw shall come into force and take effect on June 1, 2023.

READ a first time on the <> day of <>, 2023.

READ a second time on the <> day of <>, 2023.

READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2023 – 2027 FINANCIAL PLAN BYLAW

Date: April 5, 2023 File No: 05-1700-03-0001/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled "2023 – 2027 Financial Plan Bylaw":

THAT "Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962" be considered.

**ATTACHMENTS**

1. Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962 (CityDocs [#2342704](#))

**SUMMARY**

On March 27, 2023, Council endorsed CNV's 2023–2027 Financial Plan, and directed staff to bring forward a Financial Plan Bylaw (2023 to 2027) that reflects an overall tax rate increase of 5.24%. The Community Charter requires Financial Plans to set out municipal objectives and policies in relation to the distribution of property taxes among the property classes that are subject to taxation. On April 3, 2023, Council endorsed an across the board property tax increase for each property class.

This report recommends adoption of a complete 2023–2027 Financial Plan Bylaw that incorporates Council's March 27 and April 3 endorsements for further consideration.



## BACKGROUND

The Community Charter requires the preparation and adoption of a Financial Plan covering five years prior to May 15 each year. The proposed 2023-2027 Financial Plan Bylaw (**Attachment 1**) includes several expenditures, all of which were endorsed by Council on March 27, 2023. These expenditures are summarized in Schedule 1, Part 1 of the draft Financial Plan Bylaw. Expenditures for 2023 total \$301.4 million and are presented below:

	2022	2023	Increase/ (Decrease)
Operating Budget	\$88.5	\$95.6	\$7.1
Capital Plan	215.0	71.2	(143.8)
Shipyards Budget	2.0	2.2	0.2
Water Budget	14.3	16.4	2.1
Sewerage and Drainage Budget	15.9	17.9	2.0
Solid Waste Budget	3.9	4.1	0.2
Cemetery Budget	0.4	0.6	0.2
Collection for Other Organizations	57.3	57.4	0.1
Other Items	33.6	36.0	2.4
<b>Total</b>	<b>\$ 430.9M</b>	<b>\$ 301.4M</b>	<b>(\$129.5M)</b>

Council endorsed a 2023 tax rate increase of 5.24% to fund the 2023-2027 Financial Plan and, on April 3, 2023, endorsed an across the board property tax increase for each property class.

## DISCUSSION

The Community Charter requires Financial Plan Bylaws to include some additional disclosures, as described below:

### 1. Revenue Proportions by Funding Source

- Property Taxes are CNV's major source of revenue, accounting for 57% of total revenues, which is a reduction of 2% over 2022. The 2023-2027 Financial Plan projects the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future Metro Vancouver costs. CNV will continue to look for ways to reduce the overall percentage of revenue that comes from property tax consistent with statements in the 2014 Official Community Plan but, for the purposes of this plan, no new material user fees are assumed.

### 2. Distribution of Property Taxes among the Property Classes

- It is the goal of CNV's Long Term Property Tax Strategy that CNV's business to residential tax rate ratio be at or below the median for the region. CNV's ratio been near the regional median for the past few years and the Financial Plan assumes no material changes to the current tax distribution.

3. Use of Permissive Tax Exemptions ("PTE's")

- The Community Charter gives Council the authority to exempt certain lands and/or improvements in the City from municipal taxation. The Community Charter requires that a PTE policy statement be included in the Financial Plan. The summary statement included in the draft Bylaw reflects the current PTE Policy approved by Council.

## **FINANCIAL IMPLICATIONS**

Financial implications have been addressed in detail during the financial planning process and throughout this report.

## **INTER-DEPARTMENTAL IMPLICATIONS**

The 2023–2027 Financial Plan Bylaw is a reflection of CNV's policies and the work plans of all CNV departments. In developing this Bylaw, Finance staff rely on their close working relationship with staff in other departments and CNV's shared-cost agencies.

## **STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS**

The preparation and approval of a Financial Plan Bylaw is consistent with the requirements of the Community Charter, the 2023-2027 Financial Plan and tax distributions recently endorsed by Council, CNV's 2014 Official Community Plan, and CNV's PTE Policy.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer

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

**BYLAW NO. 8962**

**Financial Plan for the Years 2023 to 2027**

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

1. This Bylaw shall be known and cited for all purposes as “**Financial Plan for the Years 2023 to 2027 Bylaw, 2023, No. 8962**”.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2023, and ending December 31, 2027.

READ a first time on the <> day of <>, 2023.

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READ a third time on the <> day of <>, 2023.

ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 8962  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2023 – 2027**

**(1) 2023 – 2027 Financial Plan (\$000's)**

<b>For the year ended December 31</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
<b>Revenue</b>					
Property Value Tax	75,715	78,124	80,605	83,153	85,772
Levies (Storm and Eco)	4,143	4,447	4,773	5,171	5,533
Revenue from Fees and Services	49,976	53,142	56,556	60,286	63,466
Revenue from Other Sources	3,929	3,804	3,842	3,880	3,919
	133,763	139,517	145,776	152,490	158,690
<b>Transfers</b>					
Collections for Other Governments	57,415	58,563	59,734	60,929	62,148
Transfer from Reserves	63,796	83,621	51,462	45,845	42,754
External Contributions	28,719	5,328	3,822	3,120	3,751
Transfer from Capital Assets	17,700	18,054	163,415	18,783	19,159
	167,630	165,566	278,433	128,677	127,813
<b>Total Revenues</b>	<b>301,393</b>	<b>305,083</b>	<b>424,209</b>	<b>281,167</b>	<b>286,503</b>
<b>Expenditures</b>					
<b>Operating Expenses</b>					
General Government	27,607	28,297	29,004	29,729	30,472
Transportation and Transit	8,344	8,552	8,766	8,985	9,210
Health, Social Services, Housing	4,000	4,100	4,203	4,308	4,416
Development Services	8,307	8,515	8,728	8,946	9,170
Protective Services	31,247	32,029	32,830	33,651	34,492
Parks, Recreation and Culture	26,489	27,151	27,830	28,526	29,239
Water	12,053	18,246	20,861	20,697	22,523
Sewer	12,514	18,871	22,788	24,862	26,655
Solid Waste	4,098	4,210	4,327	4,446	4,570
	134,658	149,971	159,337	164,150	170,747
<b>Capital Expenditures</b>	<b>76,443</b>	<b>64,316</b>	<b>27,547</b>	<b>23,055</b>	<b>20,895</b>
<b>Transfers</b>					
Collections for Other Governments	57,415	58,563	59,734	60,929	62,148
Equity	19,525	18,819	19,289	19,771	20,265
Reserves	13,352	9,414	45,302	13,262	12,448
Debt Servicing	0	4,000	113,000	0	0
	90,292	90,796	237,325	93,962	94,861
<b>Total Expenditures</b>	<b>301,393</b>	<b>305,083</b>	<b>424,209</b>	<b>281,167</b>	<b>286,503</b>



**SCHEDULE "A" TO BYLAW NO. 8962  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2023 – 2027**

**(2) Revenue Proportions by Funding Source**  
(Excluding Transfers)

	(\$000's)									
	2023	%	2024	%	2025	%	2026	%	2027	%
Property Value Tax	75,715	57	78,124	56	80,605	55	83,153	55	85,772	54
Levies (Storm and Eco)	4,143	3	4,447	3	4,773	3	5,171	3	5,533	4
Revenue from Fees and Services	49,976	37	53,142	38	56,556	39	60,286	39	63,466	40
Revenue from Other Sources	3,929	3	3,804	3	3,842	3	3,880	3	3,919	2
Total Revenues	133,763	100	139,517	100	145,776	100	152,490	100	158,690	100

**Background:** Property Taxes are CNV's major source of revenue. CNV's reliance on property tax as a source of revenue has increased gradually over the past several years. This trend is partially due to the lack of access to other types of revenues. Where feasible, CNV charges user fees for services, however this is not possible for many services. The 2023-2027 Financial Plan projects the percentage of revenue coming from property taxes to decrease gradually, due to the assumptions in place surrounding growth of revenue from Fees and Services, particularly within Utilities where rate increases need to account for significant future costs from Metro Vancouver.

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

**(3) Distribution of Property Taxes among the Property Classes**

Property Class and Description		Tax Allocation %	
		2022	2023
1	Residential	56.38%	56.79%
2	Utilities	0.49%	0.45%
3	Major Industry – Capped	10.70%	10.53%
4	Major Industry – Non capped	0.62%	0.61%
5	Light Industry	1.02%	0.94%
6	Business	30.74%	30.63%
8	Recreation/Non-Profit	0.05%	0.05%

**Background:** In 2008 Council adopted a Long Term Property Tax Strategy to shift taxes from the business and light industrial tax classes to the residential tax class. The goal of this strategy was to move CNV's tax rates and tax rate multiples to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity. As CNV's tax rates and tax rate multiples are now competitive within the region, Council endorsed an across the board tax rate increase for 2023.

**Policy:** CNV will continue to distribute property taxes among the various property classes to keep tax rates and tax rate multiples competitive within the Metro Vancouver Region, while maintaining the principles of fairness and equity.

**SCHEDULE “A” TO BYLAW NO. 8962  
CITY OF NORTH VANCOUVER FINANCIAL PLAN  
FOR THE YEARS 2023 – 2027**

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**(4) Use of Permissive Tax Exemptions**

**Background:** Council currently allows permissive tax exemptions to organizations within the City, in accordance with eligibility criteria defined under the Community Charter. This criteria shows various types of institutions as eligible, including religious institutions, providers of social housing, and not for profit societies and service organizations.

**Policy:** CNV has adopted a policy that includes a set of criteria for approving permissive tax exemptions. This criteria links taxation exemptions to desired community needs and outcomes. Applications are also assessed on whether or not uses are available to a significant portion of community residents, if there is ongoing involvement of community volunteers, if benefiting organizations have competent management, and if funding comes from multiple sources. Council also carefully considers the total amount of permissive tax exemptions granted each year when reviewing the annual Property Tax Exemption bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

All existing permissive tax exemptions are reviewed each year and staff continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with CNV's goals and objectives.



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**FINANCE DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: 2023 TAX RATES BYLAW

Date: April 05, 2023

File No: 05-1970-05-0005/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled "2023 Tax Rates Bylaw":

THAT "Tax Rates Bylaw, 2023, No. 8963" be considered.

**ATTACHMENTS**

1. Proposed "Tax Rates Bylaw, 2023, No. 8963" (CityDocs [2347288](#))

**PURPOSE**

The purpose of this report is to seek Council approval for the 2023 Tax Rates Bylaw.

**DISCUSSION**

The Community Charter requires the preparation and adoption of a Tax Rates Bylaw, after adoption of the financial Plan but before May 15<sup>th</sup> each year. The property tax rates are set each year to enable CNV to collect the tax levy that is required in the Financial Plan.

The Tax Rate Bylaw presented for endorsement reflects the 5.24% tax rate increase endorsed by Council at the March 27, 2023 Regular Council meeting and the "across

the board" tax rate distribution option endorsed by Council at the April 3, 2023 Regular Council meeting.

The 2023 Tax Rates Bylaw contains the following schedules:

**Schedule A** - Rates required for CNV's total general municipal tax revenue

**Schedule B** - Rates required for the CNV's storm drainage levy

**Schedule C** - Rates required for the CNV's eco levy

**Schedule D** - Rates required for the Metro Vancouver Regional District tax

Note that the other governmental agencies (School, TransLink, BC Assessment and the Municipal Finance Authority) will set and approve their own respective rates separate from CNV's Tax Rate Bylaw.

## FINANCIAL IMPLICATIONS

Financial implications have been addressed in detail during the 2023 – 2027 Financial Planning process.

## STRATEGIC PLAN IMPLICATIONS

The preparation and approval of a Tax Rates Bylaw is a critical step in CNV's financial planning process. The property taxes collected through the Bylaw will provide funding for programs and projects in support of the vision and priorities of the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer

# THE CORPORATION OF THE CITY OF NORTH VANCOUVER

## BYLAW NO. 8963

### **A bylaw for imposing property value taxes on land and improvements in the City of North Vancouver for the year 2023.**

**WHEREAS** it is provided under Section 197(1) of the *Community Charter* being, that the Council must, each year after adoption of the financial plan but before the 15<sup>th</sup> day of May, subject to the provisions and restrictions of the *Community Charter* contained, pass a bylaw to impose property value taxes on all land and improvements according to the assessed value thereof, for the purpose enumerated and set forth in Section 197(1) of the *Community Charter*,

**WHEREAS** the Council of The Corporation of the City of North Vancouver deems it necessary and expedient to pass a bylaw for imposing a property value tax on all taxable land and improvements, according to the assessed value thereof, on the last Revised Assessment roll for The Corporation of the City of North Vancouver, the rates thereafter imposed and levied for purpose hereinafter stated;

**WHEREAS** for General and Debt purposes, according to the last Revised Assessment Roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$33,153,589,748;

**AND WHEREAS** for the Regional Hospital purposes, according to the last Revised Assessment roll of the City, the amount of the assessed value of the taxable land and taxable improvements is \$33,176,894,948;

**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 “**Tax Rates Bylaw, 2023, No. 8963**”.
2. The following rates are hereby imposed and levied for the year 2023:
  - A. For all lawful general purposes of the municipality on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “A” attached hereto and forming a part hereof.
  - B. For the storm drainage purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “B” attached hereto and forming a part hereof.
  - C. For the eco levy purposes on the assessed value of land and improvements taxable for general municipal purposes, rates appearing on Schedule “C” attached hereto and forming a part hereof.
  - D. For the City’s appropriate share of the monies required for the operating fund of the Metro Vancouver Regional District for the year 2023, on the assessed value of land and improvements taxable for Regional Hospital District purposes, rates appearing on Schedule “D” attached hereto and forming a part hereof.



3. The minimum amount of taxation upon a parcel of real property shall be One Hundred Dollars (\$100.00) for property owners 65 years of age and over and Three Hundred and Fifty Dollars (\$350.00) for property owners under 65 years of age.

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ADOPTED on the <> day of <>, 2023.

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MAYOR

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CORPORATE OFFICER

SCHEDULE "A"

2023 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class		Municipal General
1.	Residential	1.55077
2.	Utilities	37.95873
4.	Major Industry	26.09662
4.	Major Industry (With Provincial Cap)	26.09662
4.	Major Industry (With Provincial Cap for new investment)	21.35178
5.	Light Industry	4.91562
6.	Business	4.91562
8.	Recreation/Non Profit	1.74179

SCHEDULE "B"

2023 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class		Storm Drainage
1.	Residential	0.05619
2.	Utilities	1.37549
4.	Major Industry	0.94565
4.	Major Industry (With Provincial Cap)	0.94565
4.	Major Industry (With Provincial Cap for new investment)	0.77372
5.	Light Industrial	0.17813
6.	Business	0.17813
8.	Recreation/Non Profit	0.06312

SCHEDULE "C"

2023 Tax Rates (\$'s of tax per \$1,000 taxable value)

Property Class		Eco Levy
1.	Residential	0.02720
2.	Utilities	0.66578
4.	Major Industry	0.45773
4.	Major Industry (With Provincial Cap)	0.45773
4.	Major Industry (With Provincial Cap for new investment)	0.37450
5.	Light Industry	0.08622
6.	Business	0.08622
8.	Recreation/Non Profit	0.03055

SCHEDULE "D"

2023 Tax Rates (\$'s of tax per \$1,000 taxable value)

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Property Class	Metro Vancouver Regional District
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1. Residential	0.05233
2. Utilities	0.18315
4. Major Industry	0.17791
5. Light Industry	0.17791
6. Business	0.12820
8. Recreation/Non Profit	0.05233

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Department Manager	Director	CAO

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

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Larry Sawrenko, Chief Financial Officer

Subject: LONSDALE ENERGY CORPORATION LOAN

Date: April 5, 2023 File No: 05-1610-01-0001/2023

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

**RECOMMENDATION**

PURSUANT to the report of the Chief Financial Officer, dated April 5, 2023, entitled "LONSDALE ENERGY CORPORATION LOAN":

THAT the loans currently outstanding and authorized by the City of North Vancouver be renewed and consolidated on a 5-year demand term and at an interest rate of 3.51% compounded quarterly as of August 1, 2023;

THAT a term is added to the loan requiring twelve-month notice to Lonsdale Energy Corp. if the City of North Vancouver wishes to demand repayment of the loan prior to the endorsed debt repayment schedule.

AND THAT Council endorses Lonsdale Energy Corp.'s proposed debt repayment schedule.

**ATTACHMENTS**

1. Report of the Manager – Finance, Lonsdale Energy Corporation, dated April 5, 2023, entitled "City Loan Report and Debt Repayment Schedule"

## BACKGROUND

Lonsdale Energy Corporation ("LEC") is a government business enterprise wholly owned by the City of North Vancouver ("CNV") whose capital expansions to date have primarily been financed through shareholders loans from CNV. Loans authorized to date total \$37.6 million, with current balances outstanding as at March 31, 2023 equaling \$31.9 million. LEC's shareholders loans are secured by way of a 5 year demand promissory note that matures August 1, 2023, and bears interest at 2.65% per annum.

Council has directed LEC to seek commercial loans of up to \$12 million, plus grants, to finance its future growth, and to repay CNV's shareholders loans over time. LEC currently makes principal payments equal to a percentage of its Capacity revenue (10% from 2017-26 and 5% from 2027-36) based on projected customer growth and, based on current projections, is expected to have the loan repaid in 15 years. LEC is in negotiations with commercial lenders and granting agencies to secure new financing.

As part of its year end audit process, LEC's auditors annually test LEC's ability to operate as a going concern. Given CNV's shareholder loan is a demand loan, since the onset of COVID-19, auditors have expressed concern that LEC may not be able to continue as a going concern should CNV demand immediate loan repayment. For the past few years Council has agreed to provide LEC with 1 year notice of any demand for repayment, providing LEC with adequate time to refinance its shareholders loans in the event of such demand, to support LEC's ability to demonstrate to its auditors that it can continue to operate as a going concern.

Further background is provided in LEC's report included as ***Attachment 1***.

## DISCUSSION

With the current demand note maturing August 1, 2023, a new promissory note needs to be executed or LEC's shareholders loan needs to be refinanced.

Historically, CNV has set LEC's interest rate at the rate the Municipal Finance Authority ("MFA") currently offers for loans of comparable term. This practice provides a lower borrowing rate to LEC than available from commercial lenders and enables CNV to earn a return on its portfolio investments greater than available by investing in fixed income securities. CNV's fixed income investment portfolio generated a return of 2.51% in 2022. MFA currently offers municipalities an interest rate for loans with a 5 year term of 3.51%. In the Fall of 2022, the best rate LEC was offered by commercial lenders was 4.53% for a loan with a 5 year term and a 25 year amortization period. This report recommends that LEC's shareholders loan be renewed for another 5 year term at an interest rate of 3.51%, providing CNV with a higher portfolio interest rate than it is current earning, and enabling LEC to borrow at rates more competitive than available from commercial lenders.



LEC's loan repayments have historically been made as agreed. An analysis of LEC's historical and future financial capacity as discussed in **Attachment 1** shows that LEC is generating sufficient cashflow to service its debt. Renewal of LEC's shareholders loan is also assumed in CNV's 2023-2027 Financial Plan recently endorsed by Council March 27, 2023.

This report also recommends that a term is added to LEC's loan requiring twelve-month notice to LEC if CNV decides to demand immediate repayment of the loan so that LEC can demonstrate to its external auditors that it remains a going concern for the purposes of financial reporting. The existing formula for calculating principal payments would otherwise remain, enabling the loan to be repaid in full by 2037.

### **FINANCIAL IMPLICATIONS**

Financial implications are addressed throughout this report.

### **INTER-DEPARTMENTAL IMPLICATIONS**

This report as was developed in co-operation with LEC.

### **STRATEGIC PLAN, OCP, OR POLICY IMPLICATIONS**

CNV's OCP includes Objective 4.1.2 (d) to:

"Encourage the transition to sustainable energy sources by ... Supporting the Lonsdale Energy Corporation (LEC) in the development and implementation of a Sustainable Energy Strategy"

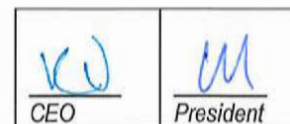
The recommended LEC loan financing provides financial support to LEC to enable it to connect to new buildings and position them to benefit from LEC's move to low carbon energy sources over time.

RESPECTFULLY SUBMITTED:



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Larry Sawrenko  
Chief Financial Officer



T 604.983.7305 F 604.985.1573 E info@cnv.org  
141 West 14th Street, North Vancouver BC V7M 1H9

## REPORT

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To: Mayor Linda Buchanan and Members of Council

From: Sean Wood, Manager – Finance, LEC

SUBJECT: CITY LOAN REPORT AND DEBT REPAYMENT SCHEDULE

Date: April 5, 2023

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### RECOMMENDATION:

**PURSUANT** to the report of the Manager – Finance of Lonsdale Energy Corp., dated April 5, 2023, entitled “City Loan Report and Debt Repayment Schedule”:

**THAT** the loans currently outstanding and authorized by the City of North Vancouver be renewed and consolidated on a 5-year demand term and at an interest rate of 3.51% compounded quarterly as of August 1, 2023;

**THAT** a term is added to the loan requiring twelve-month notice to Lonsdale Energy Corp. if the City of North Vancouver wishes to demand repayment of the loan prior to the endorsed debt repayment schedule.

**AND THAT** Council endorses Lonsdale Energy Corp.’s proposed debt repayment schedule.

### ATTACHMENT:

1. Loans from the City of North Vancouver as at March 31, 2023
2. Debt Repayment Schedule as at March 31, 2023



## PURPOSE

This report provides an overview of the loans outstanding from the City of North Vancouver (the City) to Lonsdale Energy Corp. (LEC), as well as the principal and interest payments made to date. This report recommends a renewal of the five-year demand term loan maturing on August 1, 2023, and inclusion of a requirement for twelve month notice if the City intends to demand repayment of the loan. This report also seeks Council's endorsement of an updated debt repayment schedule. These recommendations are made with consideration of LEC's ability to service its debt to the City.

## BACKGROUND

LEC was incorporated in 2003 and began operations in 2004 providing hydronic (water-based) space heating and domestic hot water services to multi-family, commercial, and institutional buildings within the City. LEC has operated and built the district energy system to provide reliable and competitively priced thermal energy to 104 buildings and approximately 15,000 residents within the City. In recent years the Company has significantly increased its focus on the decarbonization of the district energy system and is aiming to decarbonize 40% of its forecasted energy demand by 2026. In addition to being the sole shareholder of LEC, the City has helped facilitate the growth and decarbonization of the district energy system as a lender.

On December 16, 2013, the City converted its amount due from LEC into a five-year demand term loan maturing on December 16, 2018, and bearing interest at 2.10% per annum. Previously incurred expenses from the City for the construction of LEC's distribution network were converted into debt and LEC was authorized to borrow up to a total of \$12 million (inclusive of these expenses) from the City. A debt repayment schedule was established which was based on revenue projections for LEC's Capacity Charges and therefore would match loan obligations to the growth of the Company. This funding facilitated the growth of the district energy system from 2009 to 2015. In the subsequent years LEC made additional funding requests and provided the specific purpose of each request as summarized in **Attachment 1**. On August 1, 2018, all of these authorized amounts were consolidated into a new five-year demand term loan maturing on August 1, 2023, and bearing an interest rate of 2.65% per annum. Two small funding requests were made in 2019 and 2021 bearing the same terms as the consolidated loan.

On June 29, 2012, the City received a loan of \$2,000,000 under the Green Municipal Investment Fund through the Municipal Finance Authority (MFA) to finance eligible capital costs related to LEC infrastructure. Funding was transferred to LEC who took responsibility for principal and interest payments. Historically, the balance of this loan and its obligations have been included in LEC's reporting to Council. LEC made the final principal and interest payments in May 2022 retiring the loan.

As of March 31, 2023, the loans from the City are summarized as follows:

Amount Authorized by Council	Amount Disbursed to LEC	Future Draws / Balance Available	Principal Payments Made by LEC	Amount Due to the City
\$37,632,966	\$31,941,966	\$5,691,000	\$5,288,880	\$26,653,086



Despite the challenges of the COVID-19 pandemic, LEC has exceeded its scheduled loan obligations (interest and principal payments) by \$342,000 for 2021 and 2022. During 2022 LEC made interest payments of \$706,877 (2021 - \$714,798) and principal payments of \$917,098 (2021 - \$1,077,979). In addition to facilitating the growth of the system, the interest earned by the City at a rate of 2.65% is competitive with the City's fixed income investment portfolio yield at 2.51% (2022).

In the report to Council dated June 6, 2017, titled "2017-2018 LEC Construction Program Financing", LEC informed Council of its intention to use debt, instead of operating revenues, to fund major capital expansions and upgrades of the district energy system. This practice was adopted to meet the considerable capital requirements necessary to connect new buildings during a period of rapid development, use revenues to retire earlier debt, and provide transparency to Council for LEC's significant capital projects. In response to the funding requests made by LEC in the report "Lonsdale Energy Corporation Funding Request" dated November 17, 2021, Council asked that LEC investigate commercial funding options. LEC presented commercial options available to LEC and Council authorized LEC to borrow up to \$12 million from a commercial lender to fund low carbon energy initiatives. LEC is in the process of negotiating with commercial lenders for a credit facility.

The funds loaned by the City to LEC have facilitated numerous building connections over the past decade which will maximize the impact of the low-carbon energy sources as they are added to the system. This mutually beneficial arrangement has allowed LEC to build the system to meet the growing demand of the community while providing the City with a competitive long-term return on investment.

## **DISCUSSION**

### ***Renewal of 5-year Demand Term***

Staff recommend that Council renew the loan with the same terms for another five years commencing August 1, 2023, as was done in 2013 and 2018. Although retirement of the loan is scheduled for 2037 in the debt repayment schedule, limiting the term of the loan to five years allows the City and LEC the flexibility to adjust the terms and interest rate on a regular basis. Similar to the past report, the proposed 3.51% interest rate is based on the indicative long-term lending rate provided by the MFA for a 5-year term. This rate is mutually beneficial to the City, LEC, and customers:

1. The City receives a rate (3.51%) greater than their fixed income investment portfolio yield, which carried a return of 2.51% in 2022.
2. LEC receives a rate lower than available from commercial lenders. In Fall of 2022 the best rate LEC was offered by commercial lenders was 4.53% on a term loan.
3. Customers benefit from lower rates from LEC, as Capacity Charges to customers consider the cost of financing LEC's infrastructure.

The adjusted interest rate does add one additional year to the debt repayment schedule, however, the additional year follows the same principles as previously set out in the repayment schedule.

As LEC seeks to rapidly decarbonize the district energy system, its capital requirements will correspondingly increase significantly. LEC recognizes a need to seek additional



funds from commercial lenders, grants, etc., however, if the current loan from the City were to be replaced by commercial funding, LEC would need to reassess and possibly extend the schedule for decarbonization, as well as raise rates to customers to meet higher financing costs.

### ***Twelve-Month Notice***

The terms of the existing loans to LEC were discussed with Council when executing the 5-year term loan in July 2018. Except for consolidating the individual promissory notes into one note and adjusting the interest rate, the terms of the loan remained unchanged. Notably, the terms refer to the loan as a 5-year demand term loan, meaning the City can call the full loan amount without notice, although the City and LEC have mutually agreed that the loan will be retired per the debt repayment schedule. During the audit of LEC's 2020 financial statements, the auditors raised concerns on the callability of the loan. This was due to the economic effects of the COVID-19 pandemic increasing operational and liquidity risks across all sectors. The auditors were concerned that if called, LEC would face difficulty in securing alternative funding without reasonable notice. Previously the auditor had accepted Council's endorsement of a debt repayment schedule and LEC's record of meeting its obligations as sufficient evidence against these risks, however, the external factors brought on by COVID-19 required them to seek more assurance. In order to mitigate the noted risk and address the going concern (the accounting assumption that a company has the necessary resources to operate indefinitely) of LEC, staff brought a report to Council requesting that the City consent to providing twelve-month notice to LEC if the City were to call the loan outside of the agreed upon schedule. This notice period allows LEC adequate time to secure alternative funding, to continue classifying the loans as non-current liability, and provides the necessary assurance to the auditor.

Staff are recommending that a twelve-month notice period be added to the terms of the loan to satisfy audit requirements and avoid the need to seek Council's endorsement on an annual basis. It should be noted that the loan agreement allows for modification or termination by written agreement and therefore, if the City were to call the loan upon LEC securing alternative financing, the City and LEC could agree to terminate the loan before conclusion of the twelve-month period.

### ***Debt Repayment Schedule (Attachment 2)***

The debt repayment schedule for the loans outstanding to the City has been updated to consider the proposed change in interest rate and the past year's activity. There has not been any significant change from last year and LEC expects to retire its debt obligations to the City by the end of 2037, as opposed to the previously scheduled 2036, due to the increase of the interest rate. To date, LEC has made a total of \$5.3 million in principal payments to the City, which has met or exceeded all of the scheduled principal payment obligations. Additionally, LEC has paid approximately \$4.4 million in interest to the City on these loans. The remaining draws of funding from the City include distribution piping construction on E 15<sup>th</sup> Street (\$450,000); construction of Mini-Plant 9 at the Concert's Harbourside Development (\$1,200,000); distribution piping for heat recovery at the North Shore Waste Water Treatment Plant (\$3,600,000); as well as a funds for the completion of two booster pump stations (\$115,000). LEC has issued dividends at a rate of 5% of the previous year's principal payments to the City and therefore the dividends payable have also been projected in the schedule.



### **Debt Servicing**

LEC staff conduct 18-month cash flow projections on a monthly basis to determine the company's ability to meet its short-term obligations. Recent modelling demonstrates LEC's capacity to satisfy all of its debt obligations to the City in 2023. Additionally, LEC conducts long-term modelling to determine the financial impact and feasibility of significant capital projects, new low-carbon energy sources, and its capital structure. Once again, long-term modelling indicates LEC's ability to repay its debt obligations under the suggested schedule. Current modelling, with this schedule, indicates LEC's 2023 cash flow (defined as Earnings before Interest, Taxes, Depreciation, and Amortization or "EBITDA") will be approximately 9 times higher than its 2023 interest costs to the City. When we also consider principal payments, LEC projects cash flows approximately 3.5 times higher than its debt (ie principal and interest) obligations. An EBITDA-to-Interest Coverage ratio of 9-to-1 and a Debt-Service Coverage ratio of 3.5-to-1 are strong indicator of LEC's ability to satisfy its debt obligations to the City in the coming year.

### **Summary**

The following recommendations have been made to Council:

1. Renewal of the 5-year demand term loan at an interest rate of 3.51%.
2. The additional requirement of twelve month notice to demand repayment of the loan outside of the agreed upon debt repayment schedule.
3. Endorsement of the updated debt repayment schedule in **Attachment 2**.

These recommendations have been made on the basis of providing a mutually beneficial loan agreement for the City and LEC, while preserving LEC's ability to decarbonize the community energy system and provide affordable rates to customers. If these loans were to be converted to commercial debt, it is likely LEC would need to delay decarbonization of the district energy system, as well as reassess and adjust rates to customers.

### **FINANCIAL IMPLICATIONS:**


The financial implications are addressed throughout this report.

### **STRATEGIC PLAN IMPLICATIONS:**

LEC aligns with the 2018-2022 Council Strategic Plan, more specifically, Council's Livable City goal stating:

Further develop a renewable energy strategy to transition the City-owned Lonsdale Energy Corporation district energy system to incorporate low carbon energy sources and minimize the use of natural gas, including exploring a compost/waste to energy facility and other strategic opportunities

**RESPECTFULLY SUBMITTED BY:**

  
Sean Wood, CPA  
Manager – Finance, LEC

**Loans from the City of North Vancouver**  
as at March 31, 2023

Date Authorized by Council	Loan Purpose	Amount Authorized by Council	Amount Disbursed to LEC	Loan Balance Available	Principal Payments	Amount Outstanding (Due to City)
2012-06-19	Green Municipal Investment Fund Project Loan - Loan through the City	\$ 2,000,000	\$ 2,000,000	\$ -	\$ (2,000,000)	\$ -
2013-12-16	Distribution System Construction & Working Capital	12,000,000	\$ 12,000,000	-	\$ (3,288,880)	8,711,120
2015-06-13	Corix Agreement Expiration Settlement	2,000,000	\$ 2,000,000	-	\$ -	2,000,000
2015-11-02	Corix Agreement Expiration Settlement	611,966	\$ 611,966	-	\$ -	611,966
2016-01-25	Construction of Mini-Plant 8	1,600,000	\$ 1,545,000	55,000	\$ -	1,545,000
2016-04-04	Connection of 160 E 6th	600,000	\$ 600,000	-	\$ -	600,000
2016-04-04	Connection of Moodyville	2,300,000	\$ 2,300,000	-	\$ -	2,300,000
2016-09-12	W Keith Road Financing & NTS1 & BPS1	3,250,000	\$ 3,135,000	115,000	\$ -	3,135,000
2017-06-12	2017-18 Construction Financing - E 18th St - Lonsdale to 154 E 18th	360,000	\$ 345,000	15,000	\$ -	345,000
2017-06-12	2017-18 Construction Financing - Chesterfield Ave - 15th to 1549 Chesterfield	220,000	\$ 220,000	-	\$ -	220,000
2017-06-12	2017-18 Construction Financing - Chesterfield Ave - 1549 to 1730 Chesterfield	400,000	\$ 400,000	-	\$ -	400,000
2017-06-12	2017-18 Construction Financing - E 15th St - Lonsdale to 1441 & 1549 St Georges	620,000	\$ 620,000	-	\$ -	620,000
2017-06-12	2017-18 Construction Financing - Mahon Ave - Ext. to 63 Mahon (Alcuin College)	75,000	\$ 75,000	-	\$ -	75,000
2017-06-12	2017-18 Construction Financing - Controls Replacement & Upgrade: MP4,6, & 7	325,000	\$ 290,000	35,000	\$ -	290,000
2017-06-12	2017-18 Construction Financing - MP5 Capacity Increase	100,000	\$ 100,000	-	\$ -	100,000
2017-06-12	2017-18 Construction Financing - Carrie Cates Court - Cost Overrun	200,000	\$ 200,000	-	\$ -	200,000
2017-07-24	Heat Recovery from the NSWWTP	3,600,000	\$ -	3,600,000	\$ -	-
2017-09-18	Cooling Services at Lot 5	1,200,000	\$ 1,150,000	50,000	\$ -	1,150,000
2018-07-16	St. Georges Ave - 160 E 6th Street to E 3rd Street & NTS2	1,600,000	\$ 1,455,000	145,000	\$ -	1,455,000
2018-07-16	MP9 - Construction of MP9 at Harbourside Concert Properties	1,200,000	\$ -	1,200,000	\$ -	-
2018-07-16	E 15th Street - St. Georges Ave to 250 E 15th Street & LGH	450,000	\$ -	450,000	\$ -	-
2018-07-16	Chesterfield Ave - W Keith Road to W 3rd Street	950,000	\$ 950,000	-	\$ -	950,000
2019-07-15	Bewicke Ave - 14th Street to 715 W 15th St. (HE220)	130,000	\$ 130,000	-	\$ -	130,000
2019-07-15	Ridgeway Ave - 3rd to 1st St. (Trails phased connections)	375,000	\$ 370,000	5,000	\$ -	370,000
2019-07-15	MP2 Boiler Addition	286,000	\$ 265,000	21,000	\$ -	265,000
2019-07-15	E 8th St. - St. Georges Ave. to 128 E 8th St. (HE133)	150,000	\$ 150,000	-	\$ -	150,000
2019-07-15	Booster Pump Station 2 at 366 E 3rd Street	100,000	\$ 100,000	-	\$ -	100,000
2019-07-15	E 17th St. - Lonsdale to 143 E 17th St. (HE135)	260,000	\$ 260,000	-	\$ -	260,000
2019-07-15	E 12th St. - St. Georges Ave. to 127 E 12th St. (HE136)	230,000	\$ 230,000	-	\$ -	230,000
2019-07-15	E 20th St. - Lonsdale Ave. to 125 E 20th St. (HE137)	150,000	\$ 150,000	-	\$ -	150,000
2021-12-06	E 1st St. - Ridgeway Ave. to 520 E 1st St.	290,000	\$ 290,000	-	\$ -	290,000
<b>TOTAL</b>		<b>\$ 37,632,966</b>	<b>\$ 31,941,966</b>	<b>\$ 5,691,000</b>	<b>\$ (5,288,880)</b>	<b>\$ 26,653,086</b>



**DEBT REPAYMENT SCHEDULE**  
as at March 31, 2023

Revenue allocated towards debt obligation growth factor (2017-2026): 10.00%  
Revenue allocated towards debt obligation growth factor (2027-2036): 5.00%  
Forecasted Interest Rate: 3.51%

Status	Year	Scheduled Revenue Allocation towards Debt Obligation	Additional Revenue Allocated to Debt Obligation	Total Actual / Forecasted Payment Allocation to Debt Obligation	Actual / Forecasted Loan Balance Outstanding	Draws on Remaining Authorized Loan Balance	Total Debt Obligation		Dividends (5% of Previous Year's Principal Payment)
							Interest Payments	Annual Principal Payment Amount	
Actual	2013	\$ 181,399	-	\$ 181,399	\$ 11,411,018		\$ 14,817	\$ 166,582	
Actual	2014	388,115	-	388,115	12,324,620		214,870	173,245	
Actual	2015	433,457	-	433,457	15,130,982		253,282	180,175	
Actual	2016	490,252	-	490,252	15,907,770		302,870	187,382	
Actual	2017	1,000,000	2,667	1,002,667	21,691,926		357,790	644,877	
*Actual	2018	1,100,000	-	1,100,000	24,188,992		498,448	601,552	
Actual	2019	1,210,000	125,556	1,335,556	26,307,373		654,777	680,779	30,100
Actual	2020	1,331,000	27,095	1,358,095	26,518,086		698,885	659,210	34,000
Actual	2021	1,464,100	328,677	1,792,777	26,940,184		714,798	1,077,979	33,000
Actual	2022	1,610,510	13,465	1,623,975	27,003,086		706,877	917,098	53,900
Forecast	2023	1,771,561		1,771,561	26,085,988	1,650,000	691,279	1,080,282	45,900
Forecast	2024	1,948,717		1,948,717	26,655,706	115,000	935,615	1,013,102	54,000
Forecast	2025	2,143,589		2,143,589	25,757,604	3,600,000	904,092	1,239,497	50,700
Forecast	2026	2,357,948		2,357,948	28,118,107		986,946	1,371,002	62,000
Forecast	2027	2,475,845		2,475,845	26,747,105		938,823	1,537,022	68,600
Forecast	2028	2,599,637		2,599,637	25,210,083		884,874	1,714,763	76,900
Forecast	2029	2,729,619		2,729,619	23,495,320		824,686	1,904,933	85,700
Forecast	2030	2,866,100		2,866,100	21,590,386		757,823	2,108,278	95,200
Forecast	2031	3,009,405		3,009,405	19,482,109		683,822	2,325,583	105,400
Forecast	2032	3,159,875		3,159,875	17,156,525		602,194	2,557,681	116,300
Forecast	2033	3,317,869		3,317,869	14,598,844		512,419	2,805,450	127,900
Forecast	2034	3,483,763		3,483,763	11,793,394		413,948	3,069,815	140,300
Forecast	2035	3,657,951		3,657,951	8,723,580		306,198	3,351,753	153,500
Forecast	2036	3,840,848		3,840,848	5,371,827		188,551	3,652,297	167,600
Forecast	2037	4,032,891		4,032,891	1,719,529		60,355	1,719,529	182,600
Forecast	2038	4,234,535		-	-		-	-	86,000
Future Disbursements						\$ 5,365,000			
Unused funds from completed projects						326,000			
Loan balance available at March 31, 2023						\$ 5,691,000			

\* The Annual Principal Payment Amount includes a deferred payment from March 21, 2019. This payment was scheduled for December 2018, however was deferred to provide contingency cash flow to mitigate the risk of increased natural gas prices due to the rupture of an Enbridge pipeline on October 9, 2018.



## **NOTICE OF MOTION**

15. Council Code of Conduct and City of North Vancouver Respectful Communication Policy – File: 01-0530-01-0001/2023

Submitted by Council of the Whole

### **RECOMMENDATION:**

WHEREAS the City of North Vancouver has a priority to be a City for People that is welcoming, inclusive, safe, accessible and supports the health and well-being of all;

WHEREAS a Code of Conduct is a written document that sets shared expectations for conduct or behaviour;

WHEREAS responsible conduct that is grounded in agreed upon principles furthers a local government's ability to provide good governance to their community;

WHEREAS Council of the City of North Vancouver, as a group, wishes to lead through example that it sets for the City and the community;

WHEREAS the City of North Vancouver wishes to promote a safe, healthy, respectful and positive environment for all staff, members of the public and volunteers at its facilities, and has an obligation to provide a workplace free of violence, bullying and harassment;

AND WHEREAS civil discourse is essential to a free and functioning democracy now;

THEREFORE BE IT RESOLVED that staff be directed to bring forward for Council's consideration a Code of Conduct for the City of North Vancouver Council regarding respectful behaviour and communication between members of Council;

THAT staff be further directed to bring forward recommendations for a bylaw or policy for Council's consideration regarding respectful behaviour and communications of and with Council, City staff, volunteers and members of the public when interfacing with one another and/or using City facilities or services;

AND THAT the bylaw or policy include definitions of appropriate and inappropriate behaviour and communication and provide a clear process with assigned roles and authorities for City staff and Council members to address inappropriate communication when it occurs.

*Background Information, April 11, 2023*

**References:**

Province of British Columbia:

[Responsible Conduct of Locally Elected Officials](#)

UBCM:

[Resources for Developing and Improving Codes of Conduct](#)