



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,
HELD ELECTRONICALLY FROM CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, NOVEMBER 2, 2020 AT 5:30 PM**

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

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 2, 2020

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, October 27, 2020

PROCLAMATION

Veterans’ Week – November 5-11, 2020

PUBLIC INPUT PERIOD

CONSENT AGENDA

Items *3, *4 and *5 are listed in the Consent Agenda and may be considered separately or in one motion.

CORRESPONDENCE

- *3. Board in Brief – Metro Vancouver Regional District, October 2, 2020

BYLAWS – ADOPTION

- *4. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803”
(2020 Project Plan Funding)
- *5. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020,
No. 8804” (2020 Project Plan Funding)
6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801”
(Ridgeway Neighbourhood 30 km per hour Zone)

DELEGATION

Yavanna Arnold, President, and Greg Holmes, Executive Director, Lower
Lonsdale Business Improvement Area – The Shipyards District – Lower
Lonsdale: The Place to Be

CORRESPONDENCE

7. Greg Holmes, Executive Director, Lower Lonsdale Business Improvement Area – Delegation Request for the Lower Lonsdale Business Improvement Area (LLBIA)

PRESENTATION

Report to Our Community and Pandemic Response and Service Restoration Update – Chief Librarian and Library Board Chair

REPORT

8. Rezoning Application: 801-925 Harbourside Drive and 18 Fell Avenue (518166 British Columbia Ltd., CD-646 Text Amendment)

BYLAW – FIRST AND SECOND READINGS

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment)

REPORTS

10. E-Bike Share Planning Framework
11. Amendment to “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

BYLAW – RESCIND SECOND AND THIRD READINGS

12. “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

BYLAW – SECOND AND THIRD READINGS, AS AMENDED

13. “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

NOTICE OF MOTION

14. Retractable Balcony Glass Systems – Councillor Valente

COVID-19 UPDATE

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, November 2, 2020

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, October 26, 2020

PROCLAMATION

Veterans' Week – November 5-11, 2020

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.

As City Hall remains closed to the public, the Regular Council Meetings will be held electronically via "WebEx". To speak during the Public Input Period of a Regular Council Meeting, pre-registration is required by completing an online form at cnv.org/PublicInputPeriod. Persons can also pre-register by phoning 604-990-4230 and providing contact information. **All pre-registration must be submitted no later than 12:00 noon on the day of the meeting.**

Once you have pre-registered, you will receive login/call-in instructions via email/phone.

You will be required to login or phone into the Council meeting between 5:00 and 5:15 pm on the day of the meeting. At the meeting, speakers will be asked to state their name and address for the record. If speakers have written materials to accompany their presentation, these materials must be emailed to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the meeting.

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

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

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

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

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *3. Board in Brief, Metro Vancouver Regional District, October 2, 2020
– File: 01-0400-60-0006/2020

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated October 2, 2020, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

BYLAWS – ADOPTION

- *4. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803”
(2020 Project Plan Funding)

RECOMMENDATION:

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

- *5. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding)

RECOMMENDATION:

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

END OF CONSENT AGENDA

BYLAW

6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone)

RECOMMENDATION:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

DELEGATION

Yavanna Arnold, President, and Greg Holmes, Executive Director, Lower Lonsdale Business Improvement Area

Re: The Shipyards District – Lower Lonsdale: The Place to Be

Item 7 refers.

CORRESPONDENCE

7. Greg Holmes, Executive Director, Lower Lonsdale Business Improvement Area, October 6, 2020 – File: 01-0230-20-0026/2020

Re: Delegation request for the Lower Lonsdale Business Improvement Area (LLBIA)

RECOMMENDATION:

THAT the correspondence from Greg Holmes, Executive Director, Lower Lonsdale Business Improvement Area, dated October 6, 2020, regarding the “Delegation request for the Lower Lonsdale Business Improvement Area (LLBIA)”, be received.

PRESENTATION

Report to Our Community and Pandemic Response and Service Restoration Update – Chief Librarian and Library Board Chair

REPORT

8. Rezoning Application: 801-925 Harbourside Drive and 18 Fell Avenue (518166 British Columbia Ltd., CD-646 Text Amendment) – File: 08-3400-20-0034/1

Report: Planner 1, October 21, 2020

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated October 21, 2020, entitled “Rezoning Application: 801-925 Harbourside Drive and 18 Fell Avenue (518166 British Columbia Ltd., CD-646 Text Amendment)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment) be considered and the Public Hearing be waived;

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

AND THAT legal agreements assuring access to the bicycle parking and facilities for the appropriate persons be secured at the applicant’s expense and to the satisfaction of staff.

Item 9 refers.

BYLAW – FIRST AND SECOND READINGS

9. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment) be given first and second readings.

REPORTS

10. E-Bike Share Planning Framework – File: 16-8530-01-0001/2020

Report: North Shore Mobility Options Coordinator and Sustainable Transportation Coordinator, October 21, 2020

RECOMMENDATION:

PURSUANT to the report of the North Shore Mobility Options Coordinator and the Sustainable Transportation Coordinator, dated October 21, 2020, entitled “E-Bike Share Planning Framework”:

Continued...

REPORTS – Continued

10. E-Bike Share Planning Framework – File: 16-8530-01-0001/2020 – Continued

THAT the E-Bike Share Policy be endorsed;

THAT the E-Bike Share Policy be implemented on a pilot basis for 2 years;

THAT staff be directed to limit the number of permits the City issues to 1 E-Bike Share provider during the pilot;

AND THAT staff be directed to draft the required amendments to applicable City bylaws to enable the E-Bike Share Policy for Council consideration and approval.

11. Amendment to “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) – File: 08-3360-20-0498/1

Report: Manager, Development Planning, October 21, 2020

RECOMMENDATION:

PURSUANT to the report of the Manager, Development Planning, dated October 21, 2020, entitled “Amendment to Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments):

THAT second and third readings of “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be rescinded;

THAT “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be amended to include the final form of agreement, which has been substantially revised to better secure the rental housing commitments for the property;

AND THAT “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be given second and third readings, as amended.

BYLAW – RESCIND SECOND AND THIRD READINGS

12. “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

RECOMMENDATION:

THAT second and third readings of “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be rescinded.

BYLAW – SECOND AND THIRD READINGS, AS AMENDED

13. “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments)

RECOMMENDATION:

THAT “Housing Agreement Bylaw, 2020, No. 8776” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be given second and third readings, as amended.

NOTICE OF MOTION

14. Retractable Balcony Glass Systems – File: 09-3760-03-0001/2020

Submitted by Councillor Valente

RECOMMENDATION:

WHEREAS the COVID-19 pandemic continues to result in hardships for residents, especially those living in smaller homes, across the City of North Vancouver;

WHEREAS City staff are already undertaking a review to simplify the Zoning Bylaw;

WHEREAS many multi-family and other dwelling buildings have balconies that often cannot be used year-round due to inclement weather;

WHEREAS being able to better utilize balcony space may result in increased options for City residents to workout, play and benefit from a semi-outdoor, weather-protected space;

AND WHEREAS the City is committed to supporting the well-being of its residents;

Continued...

NOTICE OF MOTION – Continued

14. Retractable Balcony Glass Systems – File: 09-3760-03-0001/2020 – Continued

THEREFORE BE IT RESOLVED THAT staff investigate removing barriers in the Zoning Bylaw to better utilize balconies and other outdoor spaces through retractable balcony glass systems.

Background Information:

<https://lumon.com/ca-en/about-us/news-about-lumon-deck-enclosure-products-in-canada/vancouver-councillors-request-staff>

COVID-19 UPDATE

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN



**MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD
ELECTRONICALLY FROM CITY HALL, 141 WEST 14TH STREET, NORTH
VANCOUVER, BC, ON **MONDAY, OCTOBER 26, 2020****

PRESENT

COUNCIL MEMBERS

Mayor L. Buchanan
Councillor H. Back*
Councillor D. Bell*
Councillor A. Girard*
Councillor T. Hu*
(joined at 5:45 pm)
Councillor J. McIlroy*
Councillor T. Valente*

**Participated electronically*

STAFF MEMBERS

L. McCarthy, CAO*
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
H. Granger, City Solicitor*
B. Pearce, Director, Strategic and Corporate Services*
B. Themens, Director, Finance*
M. Epp, Director, Planning and Development*
Y. Zeng, Manager, Development Planning*
A. Devlin, Manager, Transportation Planning*
D. Johnson, Development Planner*
D. Pope, Director, Engineering, Parks and Environment*
K. Magnusson, Deputy Director, Engineering, Parks and Environment*
R. Skene, Director, Community and Partner Engagement*
P. Duffy, Manager, Bylaw Services*

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

APPROVAL OF AGENDA

Moved by Councillor Back, seconded by Councillor McIlroy

1. Regular Council Meeting Agenda, October 26, 2020

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Bell, seconded by Councillor Girard

2. Regular Council Meeting Minutes, October 19, 2020

CARRIED UNANIMOUSLY

PUBLIC INPUT PERIOD

Nil.

CONSENT AGENDA

Moved by Councillor Bell, seconded by Councillor Valente

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

*3. "Taxation Exemption Bylaw, 2020, No. 8795"

Moved by Councillor Bell, seconded by Councillor Valente

THAT "Taxation Exemption Bylaw, 2020, No. 8795" be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

*4. "Consumption of Liquor in Public Places Bylaw, 2020, No. 8781, Amendment Bylaw, 2020, No. 8802" (Text Amendments and Schedule A)

Moved by Councillor Bell, seconded by Councillor Valente

THAT "Consumption of Liquor in Public Places Bylaw, 2020, No. 8781, Amendment Bylaw, 2020, No. 8802" (Text Amendments and Schedule A) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

PUBLIC HEARING – 1740 Bewicke Avenue

Moved by Councillor Valente, seconded by Councillor Girard

THAT the meeting recess to the Public Hearing regarding "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793" (Mehrddad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2).

CARRIED UNANIMOUSLY

The meeting recessed to the Public Hearing at 5:32 pm and reconvened at 7:28 pm.

BYLAWS – THIRD READING

5. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2)

Moved by Councillor McIlroy, seconded by Councillor Girard

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8793” (Mehrdad Rahbar / Vernacular Design, 1740 Bewicke Avenue, RS-2) be given third reading.

CARRIED UNANIMOUSLY

The Mayor declared a recess at 7:49 pm and the meeting reconvened at 7:55 pm.

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796” (Kent Halex, Halex Architecture, 225 East 21st Street, CD-727)

Moved by Councillor Bell, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8796” (Kent Halex, Halex Architecture, 225 East 21st Street, CD-727) be given third reading.

CARRIED UNANIMOUSLY

7. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2) be given third reading.

CARRIED UNANIMOUSLY

MOTION

8. Development Variance Permit No. PLN 2020-00016 (1348 Forbes Avenue)
– File: 08-3400-20-0016/1

Moved by Councillor Girard, seconded by Councillor Valente

THAT Development Variance Permit No. PLN2020-00016 (1348 Forbes Avenue) be issued to Antigoni Pantazis, in accordance with Section 498 of the *Local Government Act*;

AND THAT the Mayor and Corporate Officer be authorized to sign Development Variance Permit No. PLN2020-00016, following adoption of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8794” (Reza Nobari / Disa Design Group, 1348 Forbes Avenue, RS-2).

CARRIED UNANIMOUSLY

REPORT

9. Rezoning Application: 200 West Esplanade (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., CD-729) – File: 08-3400-20-0004/1

Report: Planner 1, October 14, 2020

Moved by Councillor Valente, seconded by Councillor McIlroy

PURSUANT to the report of the Planner 1, dated October 14, 2020, entitled “Rezoning Application: 200 West Esplanade (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., CD-729)”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) be considered and referred to a Public Hearing;

THAT “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) be considered and referred to a Public Hearing;

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

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;

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

AND THAT the Mayor and Corporate Officer be authorized to sign the necessary documents to permit solar shades, which are permanently affixed to the proposed building, as an encroachment over City property.

CARRIED UNANIMOUSLY

BYLAWS – FIRST AND SECOND READINGS

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729)

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8798” (First Capital (200 West Esplanade) Corporation / Rafii Architects Inc., 200 West Esplanade, CD-729) be given first and second readings.

CARRIED UNANIMOUSLY

BYLAWS – FIRST AND SECOND READINGS – Continued

11. “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments)

Moved by Councillor Valente, seconded by Councillor McIlroy

THAT “Housing Agreement Bylaw, 2020, No. 8799” (First Capital (200 West Esplanade) Corporation, 200 West Esplanade, CD-729, Rental Housing Commitments) be given first and second readings.

CARRIED UNANIMOUSLY

REPORT

12. Ridgeway Slow Speed Zone Implementation – File: 16-8330-04-0001/1

Report: Sustainable Transportation Coordinator, October 14, 2020

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Sustainable Transportation Coordinator, dated October 14, 2020, entitled “Ridgeway Slow Speed Zone Implementation”:

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone) be considered.

CARRIED

Councillor Back is recorded as voting contrary to the motion.

BYLAW – FIRST, SECOND AND THIRD READINGS

13. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone)

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone) be given first and second readings.

CARRIED

Councillor Back is recorded as voting contrary to the motion.

Moved by Councillor Bell, seconded by Councillor McIlroy

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801” (Ridgeway Neighbourhood 30 km per hour Zone) be given third reading.

CARRIED

Councillor Back is recorded as voting contrary to the motion.

REPORTS

14. Noise Control Measures and Bylaw Review – File: 09-3900-01-0001/2020

Report: Manager, Bylaw Services, October 16, 2020

Moved by Councillor Valente, seconded by Councillor Bell

PURSUANT to the report of the Manager, Bylaw Services, dated October 16, 2020, entitled “Noise Control Measures and Bylaw Review”:

THAT staff be directed to engage subject matter experts to assist with a comprehensive review of noise issues in the City and report back on the establishment of a Noise Advisory Task Force to consider a long term strategy for managing noise in the City, with funding to be addressed in the 2021 budget;

THAT noise monitoring stations be installed and piloted in areas of the City to monitor noise trends, as described in Proposed Action 1;

THAT staff be directed to prepare a bylaw for Council consideration to amend the Noise Control Bylaw to add the words “talking and singing with” to paragraph 9, Schedule “B”, regarding amplified sound, as described in Proposed Action 2;

THAT the Noise Exemption Permit process, outlined in Part 4 of the Noise Control Bylaw, be reviewed and proposed amendments be included in the bylaw to amend the Noise Control Bylaw, as described in Proposed Action 3;

THAT staff be directed to prepare a bylaw for Council consideration to amend the Noise Control Bylaw to include an assessment of tonal and impulsive content of sound to be considered in any noise complaint assessment, as described in Proposed Action 4;

AND THAT the requirements for noise control construction signage be updated and proposed amendments be included in the bylaw to amend the Noise Control Bylaw, as described in Proposed Action 5.

CARRIED UNANIMOUSLY

15. 2020 Project Plan – Funding Appropriations #2068 – #2075 and Bylaws No. 8803 and No. 8804 – File: 05-1705-30-0019/2020

Report: Director, Finance, October 14, 2020

Moved by Councillor Girard, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Finance, dated October 14, 2020, entitled “2020 Project Plan – Funding Appropriations #2068 – #2075 and Bylaws No. 8803 and No. 8804”:

THAT (Funding Appropriation #2068) an amount of \$288,073 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2020 Project Plan;

Continued...

REPORTS – Continued

15. 2020 Project Plan – Funding Appropriations #2068 – #2075 and Bylaws No. 8803 and No. 8804 – File: 05-1705-30-0019/2020 – Continued

THAT (Funding Appropriation #2069) an amount of \$15,000 be appropriated from the General Building Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2070) an amount of \$47,968 be appropriated from the General Equipment Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2071) an amount of \$39,140 be appropriated from the Justice Administration Building Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2072) an amount of \$1,512,200 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2073) an amount of \$1,387,713 be appropriated from the Annual Budget – Transfer to General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2074) an amount of \$484,500 be appropriated from the General Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT (Funding Appropriation #2075) an amount of \$12,500 be appropriated from the Sustainable Transportation Reserve Fund for the purpose of funding the 2020 Project Plan;

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding), a Bylaw to appropriate an amount of \$99,000 from the Development Cost Charges (Parks) Reserve Fund to fund the 2020 Project Plan, be considered;

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding), a Bylaw to appropriate an amount of \$118,800 from the Development Cost Charges (Transportation) Reserve Fund to fund the 2020 Project Plan, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2023, the unexpended balances shall be returned to the credit of the respective fund.

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS

16. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding)

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding) be given first and second readings.

CARRIED UNANIMOUSLY

BYLAWS – FIRST, SECOND AND THIRD READINGS – Continued

16. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding) – Continued

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803” (2020 Project Plan Funding) be given third reading.

CARRIED UNANIMOUSLY

17. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding)

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding) be given first and second readings.

CARRIED UNANIMOUSLY

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804” (2020 Project Plan Funding) be given third reading.

CARRIED UNANIMOUSLY

COVID-19 UPDATE

Nil.

COUNCIL INQUIRIES / REPORTS

18. Grand Boulevard Closure – File: 01-0220-01-0001/2020

Inquiry by Councillor Back

Councillor Back inquired of Mayor Buchanan regarding the permanent barriers on Grand Boulevard, asking if the barriers and blocks can be made more prevalent for easier visibility.

The Director, Engineering, Parks and Environment, advised that this matter is under review by staff and improvements will be made.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Councillor Valente commented that he intends to bring forward a Notice of Motion regarding Retractable Balcony Glass Systems at the next Regular meeting of Council.

ADJOURN

Moved by Councillor Back, seconded by Councillor Girard

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:37 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

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Office of the Mayor
CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

VETERANS' WEEK

- WHEREAS** Canada has grown into a vibrant country, a nation shaped by its people, their courage, and their commitment to protecting and defending human rights whenever and wherever they are threatened;
- WHEREAS** Peace and Freedom are not just words; they are values and beliefs worthy of sacrifice yesterday, today and tomorrow;
- WHEREAS** This year's theme commemorates the 75th anniversary of the end of the Second World War and residents are encouraged to learn more about the key battles and conflicts that led to the Allied victory;
- AND WHEREAS** Canadian sacrifice and valour will be remembered forever as a rich legacy of peace, freedom and identity;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **November 5 to 11, 2020** as **VETERANS' WEEK** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, November 2, 2020

Mayor Linda Buchanan

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For Metro Vancouver meetings on Friday, October 2, 2020

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

Greg.Valou@metrovancouver.org.

Metro Vancouver Regional District**E 1.1 Metro 2040 Urban Centre and FTDA Policy Review Recommendations****APPROVED**

The Metro 2040 Urban Centre and Frequent Transit Development Area (FTDA) Policy Review is an initiative to explore areas for improvement to Metro 2040's regional growth framework. Five recommendations were presented to address the identified challenges and to improve the Urban Centre and FTDA policies that will be included in Metro 2050:

1. Include a Frequent Transit Corridor Network Map to simplify the use of the FTDA tool;
2. Divide the Municipal Town Centres (MTCs) and Frequent Transit Development Areas (FTDAs) into two subtypes to clarify expectations;
3. Introduce a framework to support reclassifying one type of centre to another;
4. Update targets for growth to Urban Centres and FTDAs to align with 2050 projections; and
5. Strengthen compact and complete development policies to support climate change mitigation and adaptation and other regional priorities.

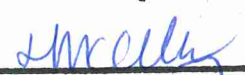
The Board endorsed the Urban Centres and Frequent Transit Development Area policy recommendations as presented.

E 1.2 Metro 2040 Environment Policy Review Recommendations**APPROVED**

This report provided an overview of the scope, objectives and process of the Metro 2040 Environment Policy Review, followed by a summary of recommendations, including:

- clarifying the definition for the conservation and recreation regional land use designation;
- setting an aspirational target for protecting ecosystems in the region;
- integrating sensitive ecosystems;
- supporting a regional green infrastructure network; and
- supporting member jurisdictions' emerging environmental planning policies.

The Board endorsed the Metro 2040 environment policy recommendations as presented as the basis for Metro 2050 environment related policies.

Reviewed by:  _____ CAO

E 1.3 Guidelines for Electronic Meetings and Participation by Members**APPROVED**

The Local Government Act, together with the Regional District Electronic Meeting Regulation, authorizes board and committee members to participate in meetings using video-conference technology in accordance with the conditions set out in the Procedure Bylaw. These guidelines outline suggested procedures and practices related to participation by electronic means at board and committee meetings.

The Board endorsed the guidelines as presented.

E 3.1 Widgeon Marsh Regional Park – Grant Funding Application, Canada Infrastructure Program**APPROVED**

The Widgeon Marsh Regional Park management plan was approved by the MVRD Board in December 2019. Detailed design of the concept plan is underway with implementation to begin in 2021 and extend to 2023. The Board endorsed the grant funding application of \$2,920,000 for Widgeon Marsh Regional Park improvements through the Investing in Canada Infrastructure Program — Community, Culture and Recreation, to advance the initial phase of park improvements planned for 2021.

E 4.1 Strata Energy Advisor Pilot Program Results**RECEIVED/APPROVED**

The Strata Energy Advisor Pilot Program was a multi-partner Sustainability Innovation Fund pilot project that provided professional energy advisor services to strata-owned multi-unit residential buildings to support the implementation of energy and GHG reduction projects. The projects supported through the program resulted in 2,265 tonnes of GHG reductions, saving owners over \$320,000 per year in utility costs, and collecting valuable lessons about how to support this building sector. The pilot showed that significant GHG reductions are possible, and that an expanded program would support potential regulations to establish GHG limits for large buildings.

The Board received the report for information and directed staff to report back with options for administration and delivery of a region-wide Strata Energy Advisor Program.

E 4.2 Partnering Agreements for Metro Vancouver's Wood Stove Exchange Program**APPROVED**

Metro Vancouver has operated a Wood Stove Exchange Program since 2009 with funding from the provincial government. The exchange program reduces emissions from residential wood burning in the region by providing rebates to accelerate replacement of older, uncertified wood burning appliances with units that are more energy efficient and comply with more stringent emissions standards.

The Board authorized the participation of wood burning appliance retailers in Metro Vancouver's wood stove exchange program, directed staff to publish Metro Vancouver's intention to work with wood burning appliance retailers listed in the report, authorized the MVRD to enter into a partnering agreement with a number of retailers, and authorized the Commissioner to execute the partnering agreements.

E 4.3 Greenhouse Gas Emissions and Ride-Hailing**APPROVED**

The Board resolved to send a letter to the BC Minister of Transportation and Infrastructure to support the TransLink Mayors Council request that:

- a. the regulations governing transportation network services (TNS) be amended to establish greenhouse gas requirements on TNS operators and that these requirements include:
 - I. a future-year emissions reduction and/or zero-emissions target, with interim targets;
 - II. a requirement that each TNS operator submit an emissions reduction plan outlining the measures to be taken to achieve the targets established;
 - III. a requirement to report, at regular intervals, progress towards achieving the established targets.
- b. consideration be given for equivalent requirements for the taxi industry; and
- c. a copy of the letter be sent to the BC Ministry of Energy and Mines in order to encourage creation of new funding programs specifically aimed at supporting shared-use vehicles and gig-economy commercial vehicles to transition to clean energy vehicles.

E 5.1 2021 Schedule of Regular Board Meetings**RECEIVED**

The Board received for information the schedule of regular board meetings, as follows:

- Friday, January 29, 2021
- Friday, February 26, 2021
- Friday, March 26, 2021
- Friday, April 30, 2021
- Friday, May 28, 2021
- Friday, June 25, 2021
- Friday, July 30, 2021
- Friday, September 24, 2021
- Wednesday, October 20, 2021 (Budget Workshop)
- Friday, October 29, 2021
- Friday, November 26, 2021 (Inaugural Meeting)
- Friday, December 17, 2021

Meetings will take place at the Metro Vancouver Boardroom, 28th Floor, 4730 Kingsway, Burnaby BC, at 9:00 a.m., unless otherwise specified on the Metro Vancouver public notice board, the Metro Vancouver website, and the respective agenda, or as authorized by the Procedure Bylaw.

G 1.1 Election of the MVRD Representative on the 2020-2021 Union of British Columbia Municipalities Executive

The Union of British Columbia Municipalities (UBCM) is an organization established under provincial statute, governed by an executive, to provide a common voice for local government on policy matters.

Annually, the MVRD Board must elect, pursuant to the UBCM Bylaws, a representative to serve on the UBCM Executive for a one-year term. Director Craig Hodge was elected as MVRD representative to UBCM by acclamation.

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

The Board received delegation summaries and information items from Standing Committees.

Regional Planning Committee – September 11, 2020

Delegation Summaries:

3.1 Anita Huberman, Surrey Board of Trade and Carla Guerrero, Purpose Driven Development

Information Items:

5.5 Engaging and Recognizing First Nations in Metro 2050

First Nations are identified as one of four core audiences in the Metro 2050 engagement plan. Staff have developed an engagement approach tailored to First Nations that includes notifying First Nations with consultative areas in Metro Vancouver of the opportunity to engage on Metro 2050, meeting with First Nations on request, and circulating the draft version of Metro 2050 for comment. To date, three meetings have occurred. Engagement on Metro 2050 provides an opportunity to enhance staff-to-staff relations and communication to support a stronger shared understanding of the future growth challenges in the region. Metro 2050 also provides an opportunity to review and potentially strengthen how First Nations are recognized in the regional growth strategy. However, staff are mindful that the regional growth strategy is not applicable to federal lands including First Nations Reserve Lands, and that First Nations, other than Tsawwassen First Nation, are not signatories to the strategy under the Local Government Act.

Regional Parks Committee – September 16, 2020

Information Items:

5.2 Regional Parks – Alternative Transportation Study, Part I Inventory

The Alternative Transportation Study, Part I Inventory provides an inventory and assessment of bikeway and transit access to regional parks and greenways. Results show a wide variety in ease of access by bikeway and frequency of transit available to each regional park and greenway. Part II of this study will identify opportunities to enhance in-park facilities and to improve cycling and transit accessibility of regional parks and greenways. The results of this study will be shared with the Regional Parks Committee in 2021.

Climate Action Committee – September 16, 2020

Information Items:

5.2 Managing Metro Vancouver's Corporate Energy and Greenhouse Gas Emissions (2014 to 2018)

Metro Vancouver uses energy to provide services to the region, which generates greenhouse gas emissions. Energy purchases cost approximately \$26 million per year, and unit rates for purchased energy are expected to continue to rise. Metro Vancouver facilities also produce energy for internal use and for sale to BC Hydro. To help manage operating costs and maintain Metro Vancouver's commitment to corporate carbon neutrality, staff are developing energy and GHG targets by service area, and pursuing actions to continuously improve energy efficiency and enhance renewable energy generation opportunities. This report provided an update on energy trends and actions to improve Metro Vancouver's progress on energy efficiency, support a transition to renewable energy, and achieve GHG emissions reductions, in the context of the Corporate Energy Management Policy, Climate 2050, and new regional GHG reduction targets. Systems have been developed to regularly report progress and will be updated as needed to ensure that all appropriate information is included.

5.3 Water Supply Outlook 2120

Over the past three years, a detailed technical study was completed to assess long-term water supply needs for the rapidly growing Metro Vancouver region. The study evaluated the implications of climate change, power resiliency, and seismicity and key findings have been consolidated into Water Supply Outlook 2120 - The Future of Water.

Long-term modelling predicts declining snowpack due to warming temperatures and reduced summer rainfall. To manage the predicted supply shortfall, additional water supplies were reviewed, both within and outside the Metro Vancouver region. This study confirms that Metro Vancouver is on the right track with plans to have Coquitlam Lake Water Supply Project in place to provide the additional water supply needed to meet the growing demand for water over the next 50 years. A number of projects have been identified that could provide the next longer-term increment, such as raising Seymour Falls Dam, but new sources of supply outside the existing watersheds will not be required for the foreseeable future (i.e. desalinating Fraser River water or expansion to Pitt Lake).

5.4 2020 Update on Water Sustainability Innovation Fund Projects

Annually, the Climate Action Committee receives an update on all projects funded under the Sustainability Innovation Funds. This report provides an update on five projects that were approved for funding from 2017 to 2019 and are in various stages of completion.

I 2 Local Government Matters**APPROVED**

Ahead of the October 24 provincial election, Metro Vancouver is launching the fourth iteration of Local Government Matters, a non-partisan issues campaign to centre the challenges facing local governments. Metro Vancouver deployed a similar tactic for the 2013 and 2017 provincial elections and the 2019 federal election.

The major parties contesting the election are being asked a series of questions related to four issue areas. All responses received from the parties will be published on LocalGovernmentMatters.com.

The Board approved the Local Government Matters campaign for 2020 and provided additional questions to be included. The Board directed staff to revise the draft Local Government Matters letter to include additional questions seeking clarification on positions and plans related to:

- a) supportive housing, including resources for in-house, outreach, addictions and mental health programs;
- b) provincial resources for expedited approvals of local government projects; and
- c) greenhouse gas reduction program in alignment with the Metro 2050 climate change strategy and the Intergovernmental Panel on Climate Change.

Greater Vancouver Water District

E 1.1 Award of Contract Resulting from Request for Proposal No. 20-097: Construction Management Services for Capilano Main No. 5 South Shaft to Chilco **APPROVED**

The Board approved the award of a contract in the amount of up to \$483,062 (exclusive of taxes) to McMillen Jacobs Associates for Phase 1, Pre-construction Services, resulting from Request for Proposal No. 20-097: Construction Management Services for Capilano Main No. 5 – South Shaft to Chilco, subject to final review by the Commissioner; and authorized the Commissioner and the Corporate Officer to execute the required documentation once the Commissioner is satisfied that the award should proceed.

E 1.2 Seymour Salmonid Society – Contribution Agreement **APPROVED**

Metro Vancouver has a long-standing relationship with the Seymour Salmonid Society and the Seymour River Hatchery. The GVWD has provided funding for core hatchery operating costs to the society since 1996. The current contribution agreement of \$125,000 per year ends on December 31, 2020. The GVWD contribution to the Seymour Salmonid Society is critical to the operation of the Seymour River Hatchery, outdoor education programs and Pacific salmon restoration and conservation in the region.

The Board approved the renewal of the Contribution Agreement between the GVWD and the Seymour Salmonid Society for a three-year term, and annual contribution amount of \$125,000, commencing on January 1, 2021 and ending on December 31, 2023.

E 2.1 Capital Infrastructure Project Governance **RECEIVED**

In the Fall of 2019, the Board expressed interest in undertaking a review of Metro Vancouver's project delivery practices for major infrastructure in order to ensure value for our residents. An independent consultant, KPMG, conducted a high level review of current Metro Vancouver practices and recommended seven strategic areas of opportunity going forward. These recommendations were reported to the Committee and Board in April, 2020. At its meeting held September 11, 2020, the Finance and

Intergovernment Committee received an update on progress in implementing the consultant recommendations. Written reports will be provided in all future updates going forward. The next update will be provided in November, 2020. The Board received the report for information.

Greater Vancouver Sewage and Drainage District

E 1.1 Strategy for Review and Update of the Integrated Liquid Waste and Resource Management Plan

APPROVED

Metro Vancouver must review and update the 2011 Integrated Liquid Waste and Resource Management Plan (ILWRMP), as directed by the Minister of Environment and Climate Change Strategy.

The Minister requires that a comprehensive review and update strategy be submitted by October 30, 2020, along with other requested information. Staff have prepared a robust ILWRMP review and update engagement program, informed by discussions with Ministry and member jurisdiction staff via Regional Administrative Advisory Committee (RAAC), Regional Engineers Advisory Committee (REAC) and Regional Finance Advisory Committee (RFAC).

Possible focus areas of a new plan, to be confirmed through engagement, include: managing rainwater and stormwater; managing and treating wastewater; managing assets and risk; innovation; affordability; and collaboration and engagement. The plan is scheduled for development over three years for endorsement by member jurisdictions and the Board.

The Board authorized staff to forward the engagement program for the review and update of the ISWRMP to the Minister of Environment and Climate Change Strategy for approval and authorized staff to initiate engagement upon receipt of approval from said Minister.

E 2.1 Waste-to-Energy Facility Proposed Operational Certificate Amendment Feedback

RECEIVED

The Waste-to-Energy Facility Operational Certificate includes a reduction in emission limits for sulphur dioxide and hydrogen chloride by December 2022. Dispersion modelling and a health risk assessment showed that at current emission levels, hydrogen chloride and sulphur dioxide concentrations are projected to meet air quality objectives and not result in a public health risk.

Metro Vancouver applied to the BC Ministry of Environment and Climate Change Strategy to amend the Operational Certificate deferring the emission limit reduction to March 2025 to allow for additional monitoring. Newspaper advertisements are required as part of the provincial process to consider Operational Certificate amendments. In addition to newspaper advertisements, over 750 notifications were sent to waste management stakeholders, municipalities, adjacent regional districts, adjacent properties, and First Nations. Three organizations responded expressing concerns and one organization requested additional information. This report summarizes all feedback and Metro Vancouver's responses and will be submitted to the Ministry of Environment and Climate Change Strategy for consideration.

The Board received the report for information.



E 2.2 CleanBC Plastics Action Plan Implementation Update

APPROVED

At its September 18, 2020 meeting, the Zero Waste Committee considered a report with an update on CleanBC's Plastics Action Plan implementation. Staff provided a presentation at the meeting outlining the contents of the report as well as new information related to a September 12, 2020 announcement by the Minister of Environment and Climate Change Strategy related to municipal single-use plastic bans as well as updates to the provincial Recycling Regulation.

The Board resolved to write a letter to the Minister of Environment and Climate Change Strategy requesting clarification on potential provincial bans on single-use plastics, including anticipated scope and timing of such bans.

E 3.1 Capital Infrastructure Project Governance

RECEIVED

In the Fall of 2019, the Board expressed interest in undertaking a review of Metro Vancouver's project delivery practices for major infrastructure in order to ensure value for our residents. An independent consultant, KPMG, conducted a high level review of current Metro Vancouver practices and recommended seven strategic areas of opportunity going forward. These recommendations were reported to the Committee and Board in April, 2020. At its meeting held September 11, 2020, the Finance and Intergovernment Committee received an update on progress in implementing the consultant recommendations. Written reports will be provided in all future updates going forward. The next update will be provided in November, 2020. The Board received the report for information.

I 1 Committee Information Items and Delegation Summaries

RECEIVED

The Board received information items from Standing Committees.

Liquid Waste Committee – September 17, 2020

Information Items:

5.2 Climate 2050 and Clean Air Plan Discussion Paper on Waste Management

A series of issue area discussion papers are being developed to support the engagement processes for Climate 2050 and the Clean Air Plan. The discussion paper on waste management is being presented to the Liquid Waste Committee. Feedback on the discussion paper will support development of the Climate 2050 Roadmaps and the Clean Air Plan.

Zero Waste Committee – September 18, 2020

Information Items:

5.3 2020 Regional Clothing Waste Reduction Campaign Results

On February 18, 2020 Metro Vancouver launched year two of the "Think Thrice About Your Clothes" behaviour change campaign. The primary objective was to raise awareness of the clothing waste issue and empower residents to take action by focusing on three main areas of clothing waste reduction: reduce, care

and repair, and donate. The media strategy included both broad reach and targeted digital tactics, and delivered over 62 million impressions. Initially, the campaign was slated to be in-market for nine weeks ending April 19, however, due to COVID-19, several campaign tactics were changed to focus less on 'donate' and more on 'reduce' and 'repair.' In-market dates were also shifted to maximize efficacy within this challenging situation.

5.4 2020 Create Memories Not Garbage Campaign

The holidays are a heavy consumption season that can result in unnecessary waste. The Create Memories, Not Garbage campaign helps identify where residents can reduce their waste by offering low-waste tips and ideas. Typically, the campaign focuses on two behaviours that residents are most willing to change (wrapping and gifts) but because of enhanced on-line behaviours as a result of COVID-19, how to recycle online shopping packaging (an issue that goes beyond seasonal) and how to create low-waste décor will be added to the messaging mix. Digital, TV, radio and transit ads will reach residents at staggered intervals starting October 5 (for early shoppers) to January 12 (for post-Christmas recycling tips). Creative will continue to encourage residents to try doing just one thing differently to create less waste and will direct residents to the campaign website for inspiration. Campaign performance will be assessed via earned media, website traffic, and social media engagement.

Metro Vancouver Housing Corporation

E 1.1 Mortgage Renewal 22450 121 Avenue, Maple Ridge (Fraserwood)

APPROVED

The mortgage for the MVHC-owned Fraserwood located at 22450 121 Avenue, Maple Ridge in the amount of \$3,277,419 is up for renewal on December 1, 2020.

The Board:

a) hereby irrevocably authorized and directed British Columbia Housing Management Commission (BCHMC) to act on its behalf to renew the existing mortgage presently held by Toronto Dominion Bank for the Fraserwood including but not limited to selecting, at BCHMC's sole discretion, the mortgage renewal terms and arranging mortgage renewal with the take-out lender on terms and conditions that are acceptable to BCHMC; and

b) directed any two officers or directors, or any one director together with any one officer of the MVHC for and on behalf of the MVHC be and are hereby authorized to execute and deliver under the seal of the MVHC or otherwise, all such deeds, documents and other writings and to do such acts and things in connection with the mortgage assignment, renewal and amendment as they, in their discretion, may consider to be necessary or desirable for giving effect to this resolution and for the purpose of fulfilling the requirements of the lender of the monies.



E 1.2 Considerations for Integrating Child Care into New Metro Vancouver Housing Developments

RECEIVED

In addition to affordable housing, there is a significant need in the region for affordable childcare. To support tenants and contribute to this unmet need in the region, Metro Vancouver Housing is exploring the potential to include integrated childcare facilities in future MVH development projects, through the support of provincial funding programs, or other models such as in-home daycare. This report provided an overview of design, operational and funding considerations for MVH when considering integrated child care facilities in new developments. The Board received the report for information.

E 1.2 Mortgage Account Signing Officers – Inlet Centre

APPROVED

Coast Capital is the successful lender to assume the mortgage for the MVHC owned Inlet Centre located at 101 Noons Creek Drive, Port Moody. In order to execute the mortgage, Coast Capital requires MVHC to provide a resolution in Coast Capital's standard form appointing the signing officers to establish a new bank account for the processing of the monthly mortgage payments.

The Board authorized the resolution to appoint signing officers as required by Coast Capital Savings Federal Credit Union for the purposes of the mortgage for the Inlet Centre.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8803

**A Bylaw to authorize the expenditure of monies from the
Development Cost Charge (Parks) Reserve Fund
for the 2020 Project Plan Appropriations.**

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

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

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

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Parks) Reserve Fund Bylaw, 2020, No. 8803**” (2020 Project Plan Funding).
2. The following amounts are hereby appropriated from the Development Cost Charge (Parks) Reserve Fund for the purpose of funding:
 - A. \$49,500 for the “Semisch Greenway (West 3rd Street to Semisch Park)” project; and
 - B. \$49,500 for the “Upper Levels Greenway – Lonsdale Avenue to Lynn Valley Road” project.

READ a first time on the 26th day of October, 2020.

READ a second time on the 26th day of October, 2020.

READ a third time on the 26th day of October, 2020.

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

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8804

**A Bylaw to authorize the expenditure of monies from the
Development Cost Charge (Transportation) Reserve Fund
for the 2020 Project Plan Appropriations.**

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

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

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

1. This Bylaw shall be known and cited for all purposes as “**Development Cost Charge (Transportation) Reserve Fund Bylaw, 2020, No. 8804**” (2020 Project Plan Funding).
2. The following amount is hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding:
 - A. \$118,800 for the “Moodyville Traffic Signals” project.

READ a first time on the 26th day of October, 2020.

READ a second time on the 26th day of October, 2020.

READ a third time on the 26th day of October, 2020.

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

MAYOR

CORPORATE OFFICER

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8801

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

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

1. This Bylaw shall be known and cited for all purposes as “**Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2020, No. 8801**” (Ridgeway Neighbourhood 30 km per hour Zone).
2. “Street and Traffic Bylaw, 1991, No. 6234” is amended as follows:
 - A. By replacing section 1004.2 with the following:

.2 30 km/h Streets

Notwithstanding Section 1003, it shall be unlawful for any person to drive or operate a motor vehicle at a rate of speed greater than 30 km per hour on:

- (a) Rufus Drive between Cedar Village Crescent and the City Boundary at 16th Street;
- (b) Ridgeway Avenue and Moody Avenue between East Keith Road and East 13th Street;
- (c) East 8th Street, East 9th Street, East 10th Street, East 11th Street and East 12th Street between St. Georges Avenue and Grand Boulevard West; and
- (d) Lyon Place between Ridgeway Avenue and Moody Avenue.

READ a first time on the 26th day of October, 2020.

READ a second time on the 26th day of October, 2020.

READ a third time on the 26th day of October, 2020.

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

MAYOR

CORPORATE OFFICER


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WHO ARE WE

- Registered non-profit
- Only 2nd BIA on the North Shore
- 77 BIA's in B.C. & 24 in Metro Vancouver
- Established December 2017
- Operational May 2017

Four years of robust activity



**THE SHIPYARDS DISTRICT
LOWER LONSDALE**

VISION


The Shipyards District in Lower Lonsdale will be the North Shore's Downtown – a magnetic gathering place embraced by visitors and residents with a vibrant and engaged business community.




**THE SHIPYARDS DISTRICT
LOWER LONSDALE**

MISSION

To work in partnership with the business community creating memorable experiences through events, promotions and economic development whilst showcasing all that makes the district the most vibrant and unique in Canada.



MAP



*COMPACT, ENGAGE
ACTIVE*

- 18 city blocks
- 637 business operators
- 204 property owners

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**



TEAM

- 14-member board of directors
- Board comprised of property owners and business operators
- 3 Ex-officio board members
- Executive Director
- Contractors

*EACH AND EVERY MEMBER BUSINESS AND
PROPERTY OWNER*

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**



WHAT WE DO

- Marketing and Promotions
- Street Beautification
- Events
- Member Services
- Economic Development

WHAT IS BEST FOR OUR BUSINESS COMMUNITY

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**

ADVERTISING

**FALL FOR SHOPPING,
FALL FOR FOOD,
FALL FOR FUN**

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**

#shipyardsdistrict

COME JOIN US

- SeaBus
- Skytrain
- Transit shelters

OVER SIX MILLION MARKETING IMPRESSIONS

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**


THE SHIPYARDS DISTRICT
 LOWER LONSDALE

PROMOTIONS



LOWER LONSDALE
THE SHIPYARDS DISTRICT


 MINUTES



Lonsdale Quay Market 1




Visitor Centre 2





Visitor Ambassadors Tourism Showcase






THE SHIPYARDS DISTRICT
 LOWER LONSDALE

MEDIA

**PATIOS, PICNICS AND
LOWER LONSDALE**

If you haven't been recently, consider visiting this neighbourhood where it's new at fresco culture.






CARD


March 1-31

29,889
 37



- Social Media
- Broadcast
- Print

TOTAL REACH OVER 8 MILLION



Our City Tonight - Episode 29

Global BC



BEAUTIFICATION



- 100 Street banners
- 28 Garden boxes

"The Shipyards Garden District has definitely got people in the neighbourhood talking and feeling like it's a community," the third-generation North Vancouverite said. "It's creating the engagement we were hoping for." Owner of Mo's General Store.

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**



EVENTS



- Seasonal celebrations
- Micro - events
- Play – Embrace the space

"I love what's happening in this neighbourhood, its awesome for a family to feel connected to community"
Halloween visitor

**THE SHIPYARDS DISTRICT
LOWER LONSDALE**



MEMBERS SERVICES

- Advocacy
- Member workshops
- Communication
- Networking





THE SHIPYARDS DISTRICT
LOWER LONSDALE



ECONOMIC DEVELOPMENT

- Residential development
- Commercial development
- Transportation
- Filming





THE SHIPYARDS DISTRICT
LOWER LONSDALE




THE SHIPYARDS DISTRICT
LOWER LONSDALE

ECONOMIC DEVELOPMENT


- Business Recruitment





THE SHIPYARDS DISTRICT
LOWER LONSDALE

THANK YOU





October 6, 2020

Mayor and Council
City of North Vancouver
141 West 14th Street
North Vancouver, B.C.
V7M 1H9

Re: Delegation request for the Lower Lonsdale Business Improvement Area (LLBIA)

Dear Mayor and Council:

On behalf of the Board of Directors of the Lower Lonsdale Business Improvement Area (LLBIA), We would like to formally request a delegation appointment before council.

Since setting up business in our inaugural first year of operation in 2017 we have worked diligently to engage the more than 800 commercial property owners and business operators who call The Shipyards District home. During this time we have grown quickly into an established, professionally run organization with a proud list of accomplishments. This includes street enhancement like colourful street banners, community garden boxes, and support the City of North Vancouver's Public Realm enhancement projects.

We have launched a visitor servicing ambassador program with the assistance of Quay Property Management and City of North Vancouver, complete with customized Guide & Map. We have activated a Ferris Wheel attraction, created a new signature event, Shipyards Festival, welcomed more than 2500 tourism professionals as part of Tourism Passport Challenge and created over 8 million media impressions with potential visitors. These reflect just a few of our accomplishments and we've only just begun.

We would be delighted to brief the Mayor and Council on our activities and plans for 2021 and beyond.

Sincerely,


Greg Holmes
Executive Director

cc Karla Graham, Corporate Officer, City of North Vancouver
cc Larry Orr, Deputy Director, Community and Partner Engagement, City of North Vancouver

Reviewed by:



CAO

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North
Vancouver
City Library

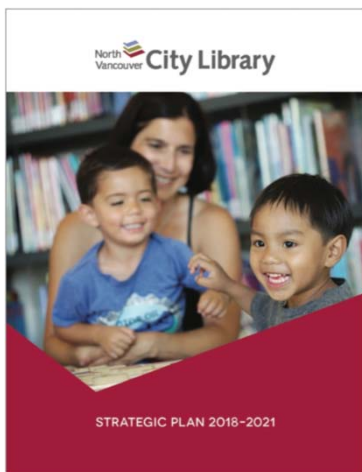
2019

Report to our community

AND

Pandemic response & service restoration update

2018-2021 Strategic Plan



2019 was the second year of City Library's 2018-2021 Strategic Plan.



The plan outlines City Library's strategic priorities, which align with Council's 2018-2022 Strategic Plan.

North
Vancouver
City Library // mvl.ca

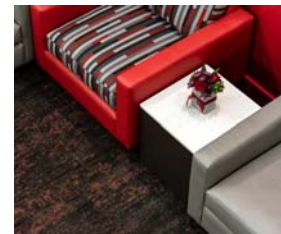
CREATING VIBRANT SPACES: CAFÉ CONNECTION

In September 2019 we removed the wall separating City Library from Laziza Café and:

- Created a new community living room
- Added 30 seats for library and café customers
- Increased hours of access to our public facility



A **vibrant city** is where dynamic public spaces and places provide opportunities for connection and enable residents to engage with their community.



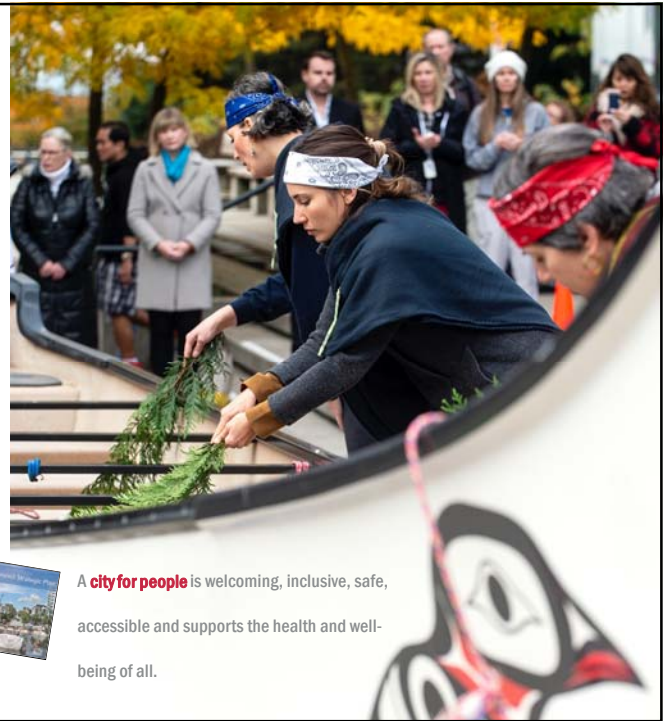
HONOURING INDIGENOUS PERSPECTIVES: PULLING TOGETHER

The library aspires to be a place where Indigenous community members feel comfortable and see themselves reflected in library spaces and services.



SEMÁ7MAKA CANOE FAMILY

- An annual canoe journey seeks to strengthen relations and promote reconciliation
- Members include Indigenous community members, local law enforcement & staff from public service agencies including City Library
- Sleeping ceremony for Semá7maka took place October 2019 in the Civic Plaza



A **city for people** is welcoming, inclusive, safe, accessible and supports the health and well-being of all.

INSPIRING LEARNING, DISCOVERY & CREATION: STEAM



SCIENCE, TECHNOLOGY, ENGINEERING, ARTS & MATH (STEAM)

In 2019, City Library staff created more than twenty unique STEAM programs:

- Incorporating 21st century literacies into library programs
- Partnering with expert educators and local businesses
- Focusing on family literacy and inclusive access



North Vancouver
School District
the natural place to learn



Parks
Canada

Parcs
Canada

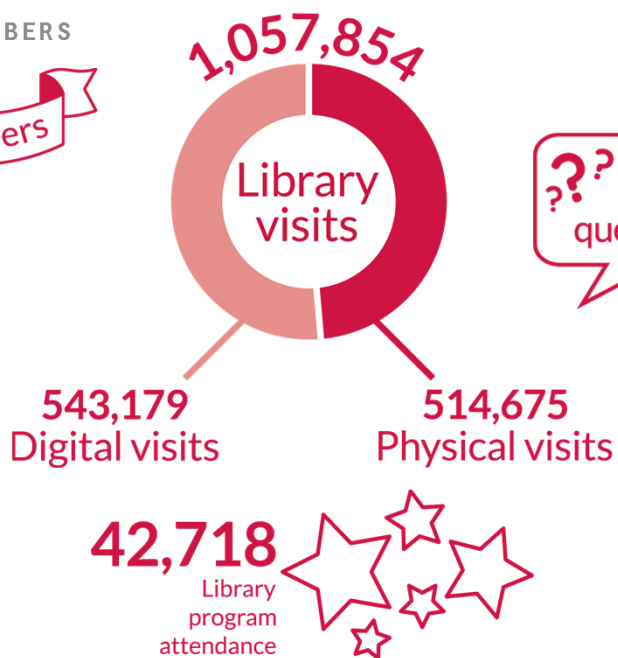
vancouver
aquarium



THE UNIVERSITY
OF BRITISH COLUMBIA



2019: YEAR IN NUMBERS



Supporting our community through COVID-19



CITY LIBRARY SERVICE RESTORATION

Phase 0	Phase 1	Phase 2	Phase 3	Phase 4
Limited critical services	Modified operations	Staged partial facility reopening	Substantial facility reopening	Full-scale service restoration
March 16 – May	MAY 4	JULY 7	SEPTEMBER 8 →	TBD
Facility closed to the public; services provided digitally and by telephone during reduced hours.	Addition of book returns, takeout service and home delivery service. Tech lending. Limited outreach.	Phased reopening of facility beginning with reduced hours and limited access to tech, collections and spaces.	Increased hours and expanded access to collections, spaces and services. Expanded outreach.	All services restored.
BC PHASE 1: Essential services operations	BC PHASE 1: Essential services operations	BC PHASE 2: Under enhanced protocols	BC PHASE 3: Under enhanced protocols	BC PHASE 4: Treatment/ vaccine



ALTERNATIVE SERVICES

When the library's physical doors closed, we shifted to alternative service delivery, offering:

- Increased access to ebooks, eaudiobooks and other digital content
- Information & referral service by telephone, email and chat
- Virtual storytimes and interactive programs
- Digital library cards



763
Chat sessions



103,069
Digital books, audiobooks,
magazines & newspapers
borrowed



LIBRARY TAKEOUT



TECHNOLOGY ACCESS



Residents, especially vulnerable residents, rely on public libraries for:

- Access to computers and the Internet
- Help in learning to use technology
- Support when things go wrong

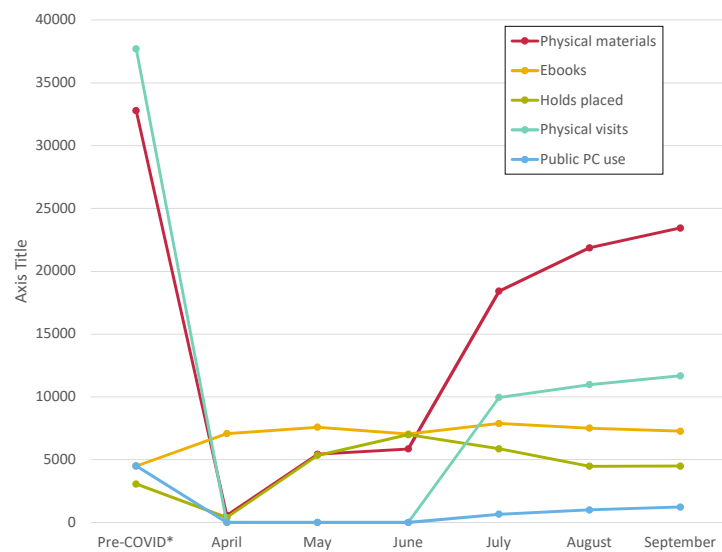


400
Smartphones &
tablets distributed



51,604
Online courses
taken

REOPENING THE BUILDING



RE-ENVISIONING PARTNERSHIPS & OUTREACH



WHAT WE HAVE LEARNED

COVID-19 has underlined some of the most valued and important components of library service:

- **Books and reading** – escape and information
- **Digital literacy & technology access**
- **Skills development** – tech skills, workplace skills
- **Social infrastructure** – free, open community space
- **Information & referral** – trusted information
- **Physical infrastructure** – water, washrooms, safety



Thank you



2019 Report to our Community



The North Vancouver City Library is grateful for the opportunity to learn and grow on the traditional, ancestral and unceded lands of the Coast Salish Peoples including the territories of the Squamish (Skwxwú7mesh) and Tsleil-Waututh (səlilwətaʔ) Nations.



Children's librarian Karen Coyne reads to Queen Mary Elementary School students during one of their weekly library visits.

2019 Board of Trustees

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CHAIR

Trevor Wiebe
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Members of the Board of Trustees are appointed by City Council to govern and provide strategic and policy direction to City Library. To learn more, visit nvcl.ca/about/library-board.

2019 Leadership Team

Deb Hutchison Koep
CHIEF LIBRARIAN

Wai-Lin Chee
DEPUTY CHIEF LIBRARIAN

Mikale Fenton
COMMUNITY, PROGRAM & SERVICE DEVELOPMENT

Monique Liddle
BRANCH OPERATIONS & CUSTOMER EXPERIENCE

Leanna Wright
ADMINISTRATIVE SERVICES

Walter Zicha
ACQUISITIONS & COLLECTIONS

// A NOTE FROM THE CHIEF LIBRARIAN & BOARD CHAIR

For City Library, as for so many others, responding to the COVID-19 pandemic has fully occupied our attention since early March. So we have prepared a shorter-than-usual Community Report to share with you some of the highlights from 2019.

We are so proud of the innovative, transformational work that was accomplished in 2019, the second year of City Library's 2018–2021 Strategic Plan — a plan that was developed in partnership with our community.

Looking back through the lens of COVID-19, it stands out how many of the highlights of 2019 centred on shared experiences and bringing people together — things that now seem impossibly distant and unreal.

As we strive to restore valued services and implement innovative new ways of serving the community in the face of the pandemic, we continue to be guided by our mission to foster the love of learning and strengthen community connections. We continue to explore new and often digital ways to create a sense of togetherness and community, and at the same time we are working to bridge the digital divide that prevents so many in our community from participating and connecting.

We could not do this work without the ongoing foundational support of the City of North Vancouver and the Province of British Columbia and the many generous gifts from donors that enable us to go above and beyond. We are also grateful for our many community partners, who work with us to strengthen literacy, promote well-being, and strive to ensure that no one gets left behind.



Stephen Smith
BOARD CHAIR



Deb Hutchison Koep
CHIEF LIBRARIAN



Pulling together

City Library was honoured to be invited to join the Semá7maka (Snowbird) canoe family this year in the annual Pulling Together Canoe Journey. Pulling Together is a partnership among Indigenous communities, law enforcement and public service organizations with a focus on supporting and building relationships with youth.

Each year, canoe families undertake a summer canoe trip. The journey is one of reconciliation, discovery, contemplation and renewed commitment to uplift and honour Indigenous communities. Paddlers share meals and stories, learn about canoe journeys of the past, and participate in ceremonies and traditions.

Following this year's journey, the library hosted a public Sleeping Ceremony for Semá7maka in October to formally close the canoe season. Members of the community gathered in Civic Plaza for prayers, music and dancing from members of the Squamish and Tsleil-Waututh Nations.

Participating in the journey is part of the reconciliation work City Library is committed to continuing.



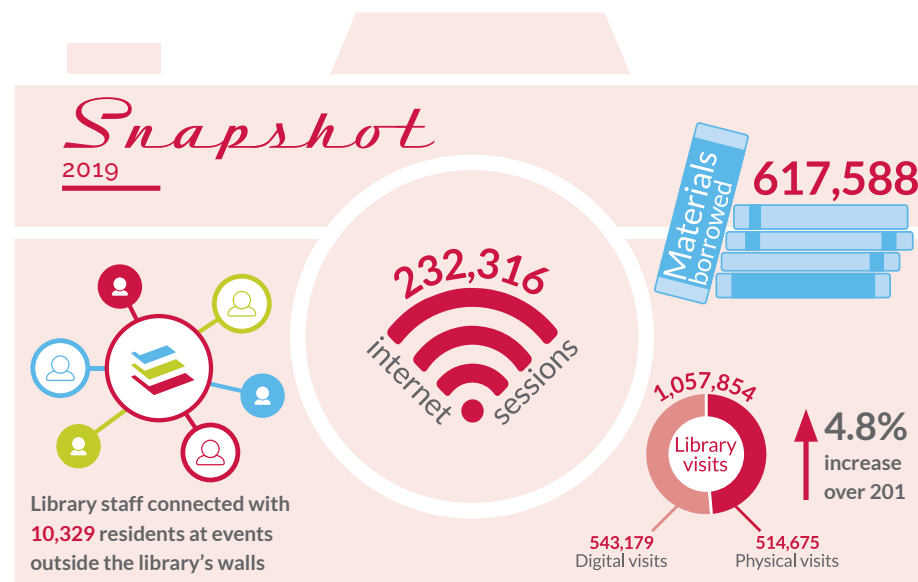
A fine-free library

In response to research showing that overdue fines are a barrier to access and have a disproportionate effect on low-income households, especially those with children, and other vulnerable populations, City Library made a historic decision to eliminate overdue fines in 2019. The decision was reflected in the library's 2020 budget, with support from City Council.

"Libraries are accessible, welcoming, community hubs where residents of all ages can go to learn, connect and

share experiences," City of North Vancouver Mayor Linda Buchanan said. "The library's decision to reduce financial barriers supports Council's work to make our city a vibrant, inclusive and connected community for everyone."

With this change, the North Vancouver City Library becomes the first public library in the Lower Mainland to go fine-free, joining a growing international group that includes Chicago and San Francisco Public Libraries as well as dozens of BC libraries.



// CREATE VIBRANT SPACES

Café connection

In September, the community was invited to celebrate the grand opening of the Café Connection. This new "Community Living Room" transformed a previously underutilized, transactional space into a welcoming seating area and created a direct connection between the library and the adjoining Laziza Café.

This new space at the entrance of the library was immediately embraced as a friendly, comfortable place for people of all ages to gather to sip coffee, read a newspaper, catch up with their neighbours and study. It also added more than 30 new seats — a welcome addition for anyone who has looked for an empty seat in the library during peak times.

// INSPIRE LEARNING, DISCOVERY & CREATION

STEAM-powered programming

STEAM stands for science, technology, engineering, arts and mathematics. It is a holistic educational approach that stimulates numeracy, design, creativity, problem-solving and critical thinking skills. In 2019, City Library began to integrate STEAM concepts and activities into an increasing number of programs and initiatives.

Responding to our community's desire for activities that promote and foster computational thinking and creativity — especially for children — City Library partnered with local organizations to enhance and supplement a robust roster of STEAM programs.



Thank you

// 2019 DONORS

\$5,000+

Gravity Productions, Inc.

\$1,000 – \$4,999

Arrow Season 7
Beverly Productions Canada Inc.
Friends of the North Vancouver City Library
Jean Hamilton
RBC Foundation
Rita Nash
Anonymous

\$301 – \$999

Alison Brookfield
Shirley Cumberbatch
Christine Lilley
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Dorothy Watters
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Anonymous

SUSTAINING SUPPORT

City of North Vancouver
Province of British Columbia

North Vancouver City Library
120 14th St. West
North Vancouver, B.C. V7M 1N9
Canada

 NorthVanCityLibrary

 NorthVanCityLibrary

 NorthVanCityLib

A teen buddy works with a young reader on literacy skills in the Children's Department.



 North
Vancouver
City Library

city
of north
vancouver

 MIX
Paper from
responsible sources
FSC® C014956

Supporting our community through COVID-19

ON MARCH 16, North Vancouver City Library closed its doors in response to growing concerns about the spread of COVID-19 in our community.

We did so with regret, knowing how much the community values the library as a welcoming and inclusive place for learning and connection — and how critically important the library is for a sense of community and normality in uncertain times.

Staff immediately went to work to develop new ways of connecting with customers and to plan for those without access to technology. We never stopped looking for ways to restore and improve service. Following public health and workplace safety guidelines, we launched takeout service in May, and reopened our doors in July. And we continue to expand services and hours in accordance with the most current health and safety guidelines.



The library from home

When City Library closed its physical doors, staff pivoted to provide service by **telephone, email, chat** and through our digital branch at nvc1.ca.

Programming went virtual as our friendly, talented staff started recording **online story times**, teen trivia contests, STEAM experiments, home learning tips and more activities to keep young people and families connected and engaged. We relaunched book clubs, English language learning circles, seniors' gatherings and other programs on Zoom to help people connect with the library and one another during a time of isolation and worry.

We invested in **ebooks, e-audiobooks, online magazines** and **newspapers** and other digital content, available through our website 24/7. People looking to learn a new language or skill could access **free online learning** with Mango Languages, Lynda.com, CreativeBug, and other platforms through the library website.

Staff also created a **Library at Home** section on our website and curated lists of recommended and reliable resources focused on the needs of home learners, people working from home, and folks needing information, help and social connection during this challenging time.

At the start of May, we launched **Library Takeout** to meet the community's growing hunger for reading material. Customers could email their "orders" which staff processed for **contactless pickup** at the front door. Many customers took us up on our offer to select books for them based on their reading preferences, and were thrilled to discover new authors and titles to love.



Welcoming you back

City Library **reopened** to the public on July 7. Our first days focused on **public computer access, browsing** for fiction, and **holds pickup**, followed quickly by the reopening of the beloved Children's Area and later the non-fiction collections on the third floor. Many of our first visitors expressed their excitement to pick their own books — while others simply cried.

Staff continue to innovate and plan services such as **outdoor library space**, **exam supervision** services, and in-person technology help.



Library services from March – July



103,069

Digital books, audiobooks, magazines & newspapers borrowed



419

Digital library cards issued



1,796

Takeout orders

11,849

Items delivered

“

Thank you from the bottom of my heart for the TWO bags of books I picked up on Friday. I, like everyone else in the world, often have difficulty sleeping these days and a book takes my thoughts away from the horror of COVID-19 to a better place. So thank you for being there for us. When I bang on my pot lid at 7 p.m., I will be thinking of you folks as well. You rock!

— A 60-year-old lifelong library patron

”



3,625

Virtual program views



194,957

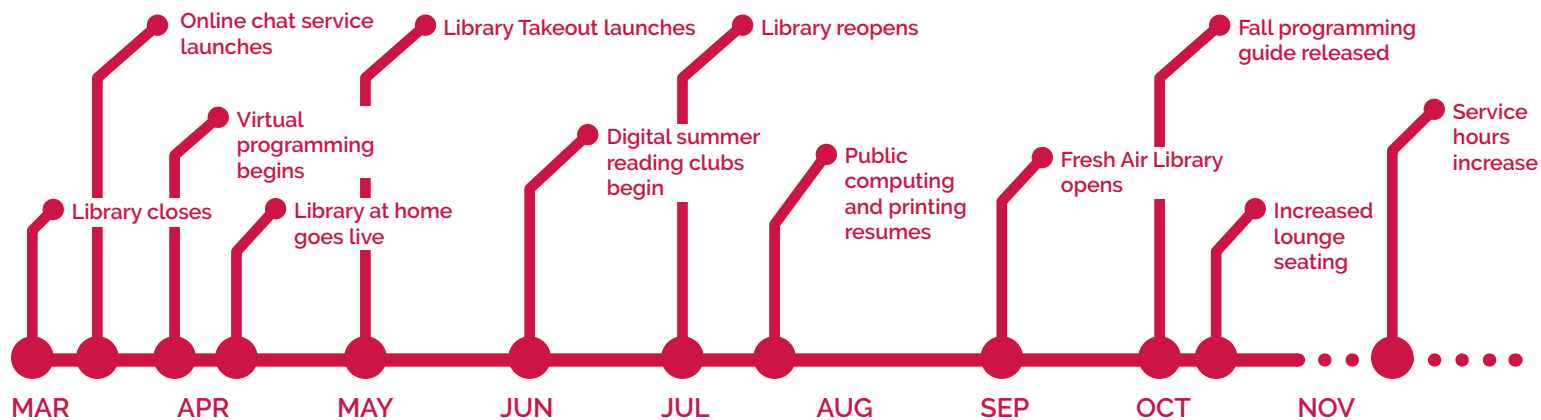
Visits to nvc1.ca



763

Chat sessions

Reinventing the library again, and again, and again...






Walter Zicha, Head of Acquisitions and Collections, greets a regular attendee to the library's popular Babies Storytime program. The program, like many others, went online during the pandemic where Mr. Walter continues to share songs, rhymes and stories with his fans.



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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Emily Macdonald, Planner 1

Subject: REZONING APPLICATION: 801 - 925 HARBOURSIDE DRIVE AND
18 FELL AVENUE (518166 BRITISH COLUMBIA LTD., CD-646 TEXT
AMENDMENT)

Date: October 21, 2020 File No: 08-3400-20-0034/1

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

RECOMMENDATION:

PURSUANT to the report of the Planner 1, dated October 21, 2020, entitled "Rezoning Application: 801-925 Harbourside Drive and 18 Fell Avenue (518166 British Columbia Ltd., CD-646 Text Amendment)":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8805" (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment) be considered and the Public Hearing be waived;

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

AND THAT legal agreements assuring access to the bicycle parking and facilities for the appropriate persons be secured at the applicant's expense and to the satisfaction of staff.

ATTACHMENTS:

1. Context Map (Doc# [1956127](#))
2. Phase 1 End Destination Facility Plans, dated October 5, 2020 (Doc# [1960328](#))
3. Applicant's Design Rationale Technical Memo (Doc# [1943965](#))
4. HUB Cycling Report, dated October 2, 2020 (Doc# [1960333](#))
5. Zoning Bylaw Amendment Bylaw No. 8805 (Doc# [1956224](#))

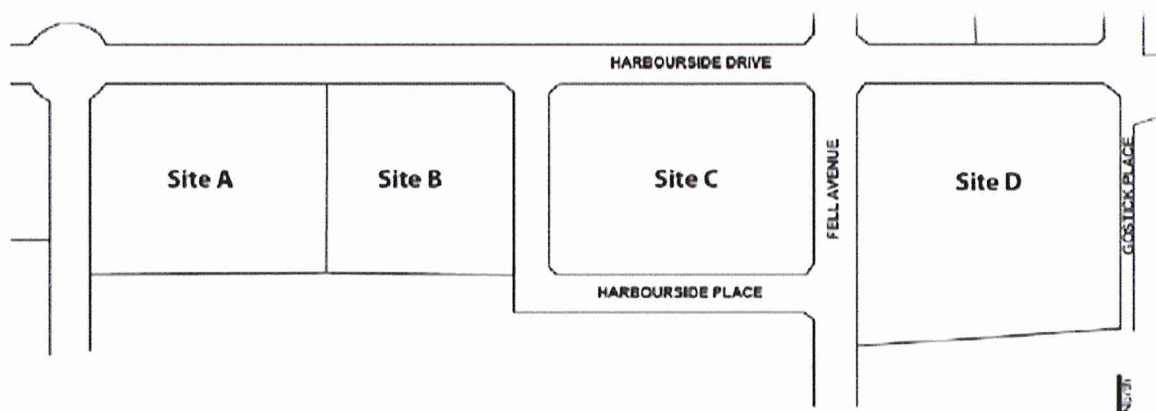
SUMMARY

This report recommends a text amendment to CD-646 Zone (Harbourside Development) to allow commercial bike parking and shower and locker facilities (End Destination Facilities) to be combined for multiple buildings within each of the four sites in the CD-646 Zone.

BACKGROUND

The properties at 801-925 Harbourside Drive and 18 Fell Avenue comprise the Comprehensive Development 646 (CD-646) Zone and Harbourside Development Permit Area. Planning processes for the area began prior to adoption of the current Official Community Plan (OCP). These properties were identified in the 2002 OCP as a special study area, with a mixed-use (commercial and residential) designation. An OCP amendment was completed in 2013 to allow for a mixed-use development, which subsequently submitted for rezoning and which was approved in 2014. The rezoning drawings included conceptual designs for the four sites within the Harbourside area, and for the surrounding streets and park land. Unlike other rezoning projects, but similar to the Harry Jerome Neighbourhood Lands, the specific details of the future development were not solidified at the time of rezoning, but rather, Development Permit Guidelines were adopted that would guide the design of future development through a Development Permit process. A proposal which complies with the approved CD-646 Zone and Development Permit Guidelines may be approved by staff.

Figure #1 (from CD-646 Zone Schedule 103)



Since the initial rezoning, there have been two text amendments requested by the applicant, Concert Properties. The first was to add supportive seniors' housing as a permitted use, and the second was to allow for a redistribution of floor areas, by Use, allotted to the four Sites. These amendments were approved in 2015 and 2017, respectively.

A Development Permit application for the first phase of development at 18 Fell Avenue (Site D) was submitted in December 2017 and is currently in the final stages of review.

A park planning process, which is separate from the Development Permit review, is also underway for Kings Mill Walk Park, led by Parks & Environment staff. Applications for development of the other sites have not yet been received, but a development permit application for Phase 2, at 801 Harbourside Drive (i.e. Site C), is anticipated sometime in 2021.

PROJECT DESCRIPTION

The proposal for Phase 1 of the Harbourside Development includes a subdivision of Site D into three separate parcels, with a total of four buildings. An overall site plan showing the four proposed buildings is included in the Design Rationale Technical memo (Attachment #3). The memo shows the location of the proposed bike parking and facilities within the site. A more detailed drawing of the parking and facilities is shown in the End Destination Facility Plans (Attachment #2). The proposed secure bike parking and facilities, located within Building 3, would be available for use by employees of the commercial units, which are located in Buildings 1, 2, and 4.

The Zoning Bylaw currently does not contemplate the provision of pooled bike parking or End Destination Facilities serving multiple buildings. For the proposed development at 18 Fell Avenue, the current Zoning would require that each building have its own bicycle parking and that each building containing a commercial use must also provide an End Destination Facility.

The proposed changes to the Zoning Bylaw are summarized in the table below.

Table #1. Requested Changes to CD-646

	Current Regulation	Proposed Regulation
Accessory End Destination Facility Location	All new Buildings and Uses that require Secure Bicycle Parking (except for a Residential Use) shall provide an Accessory End Destination Facility	Accessory End Destination Facility requirements may be calculated and provided for a Site (as defined in CD-646), rather than for individual buildings or parcels.
Secure Bicycle Parking Location	Secure Bicycle Parking is required to be provided on the same property as the Use to which it is Accessory	Secure Bicycle Parking may be located "off-site", provided that it is within the same Site (as defined in CD-646) as the use for which it is required.

The proposed text amendment would allow for required commercial secure bicycle parking and End Destination Facilities to be provided in a single location for each of the four Sites within CD-646, even if the Sites are subdivided into multiple parcels.

A comparison of the minimum and proposed facility requirements is provided in Table #2, below. Plans for phases 2, 3 and 4 have not been developed to a level of detail that would allow for review of future End Destination Facilities and Secure Bicycle Parking on those Sites.

Table #2. Required and Proposed End Destination Facilities and Bicycle Parking

	Minimum for Site D	Proposed
Secure Bicycle Parking	9 spaces (minimum 6 horizontal)	13 horizontal, plus 3 trailer spaces
Showers and grooming stations	1	2
Wash basins	1	2
Water closets	0	2
Lockers	18	28

The proposal only requires an amendment to address requirements for commercial bike parking and facilities. Requirements for residential uses will be met for each of the proposed parcels.

POLICY FRAMEWORK

The property is designated as Harbourside Waterfront (Mixed Use) in the OCP. This designation is limited to the four sites at 801–925 Harbourside Drive and 18 Fell Avenue.

Official Community Plan	
Policy 1.4.4 <i>Incorporate active-design principles in new development that encourage physical movement and social interaction thereby contributing to a healthier community;</i>	A shared facility, as opposed to more limited separate facilities, would allow for more social interactions and community-building among employees who actively commute to the site for work.
Policy 2.1.1 <i>Invest in cycling and pedestrian networks and facilities to make these more attractive, safer, and convenient transportation choices for all ages and abilities with an aim to increase these ways of travelling over single-occupant vehicle use;</i>	The proposed shared facility is in a very convenient location, located at grade and separate from motor vehicles. The location can be accessed directly from the Spirit Trail or from the north or west vehicle entry points.
Policy 2.2.2 <i>Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures (e.g. providing bicycle end-of-trip facilities and pedestrian-level lighting, reducing parking requirements in developments in close proximity to transit, on-street pay parking, electric vehicle charging stations, and parking spaces for car-share, carpool and low-emission vehicles);</i>	A reduction in required parking is not part of this application, however, this proposal will support future possible reductions in on-street or off-street parking in the Harbourside area.
Policy 2.3.2 <i>Accommodate the transportation needs of all users, including those with limited mobility and disabilities;</i>	The improved facility supports affordable modes of transportation, including cycling and walking or jogging.
Policy 2.3.8 <i>Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and low-emission vehicles;</i>	The proposed facility will help to make active transportation options more viable as alternatives to single-occupancy vehicle travel.

PLANNING ANALYSIS

Site Context and Surrounding Use

The subject area is made up of four separate Sites, which are identified in the CD-646 Zone as Site A, Site B, Site C and Site D. The buildings and uses immediately surrounding the subject site are outlined in Table #3.

Table #3. Surrounding Uses

Direction	Address	Description	Zoning	OCP Land Use Designation / Height Maximum
North	Multiple addresses: 758 to 930 Harbourside Dr.	2-4 storey, large floor plate buildings with surface parking, primarily Industrial Business Park Uses	Various CD Zones	Mixed Employment
East	18 Gostick Pl. 10 Gostick Pl.	2-storey, light industrial Burrard Yacht Club	CD-366 Zone W-1 Zone	Mixed Employment
West	955 Harbourside Dr.	Bodwell High School	CD-428 Zone	Commercial
South	n/a	Kings Mill Walk Park	P-1 Zone	Parks, Recreation, and Open Space

End Destination Facility Design

The proposed End Destination Facility for Site D, shown in Attachment 2, exceeds zoning requirements in terms of minimum facilities, whether these are calculated separately for each proposed parcel, or for the Site as a whole.

The location and design of the facility shows careful consideration for convenience and appeal for users. The location is highly visible and easily accessible from the Spirit Trail, which can help to ensure that eligible users are aware of it, making active commuting a more attractive mode choice.

HUB Cycling has provided a third-party review of the proposed facility design (Attachment #4). The review notes a maximum travel distance of up to 80 metres from the proposed facility to the commercial units, which would take no more than 1-2 minutes to walk.

An additional aspect of a shared facility is that users would benefit from having access to the two shower facilities, making availability of at least one shower more likely at any given time. Were the facilities to be provided separately on the three parcels, employees of commercial establishments in one parcel would not likely be able to use the facilities on another parcel.

If approved, legal agreements will need to be secured to ensure use of the End Destination Facility is free and accessible to employees of the commercial units as needed.

For future phases of development within the Harbourside Development Permit Area, the appropriateness of combining facilities within a shared space will be assessed. On Sites where commercial floor areas are much higher and therefore generate a high requirement for secure bicycle parking, pooling of the facilities may not provide as much benefit. In these cases, separate facilities will likely be needed. Review of the appropriate use of the allowance for pooled facilities will be conducted through review of the Development Permit applications for each Site.

COMMUNITY CONSULTATION

Because this proposal will have no impact on adjacent properties, staff did not recommend that community consultation be conducted.

The applicant hired HUB Cycling to provide a third-party review of the proposed facilities. The review concludes, after comparing several alternative options, that the proposed design is preferred over current Zoning requirements. See Attachment #4 for the full report.

CONCLUSION

This proposal represents good planning and is in line with the Official Community Plan. The proposed facilities exceed minimum Zoning requirements and are designed and sited to provide a high level of quality and convenience for active commuters.

RESPECTFULLY SUBMITTED:



Emily Macdonald
Planner 1

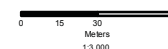


City of North Vancouver

Context Map

Legend

- Subject Site
- Legal_Parcels
- Aerial 2019



DISCLAIMER

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

GIS Division, Information Technology,
City of North Vancouver

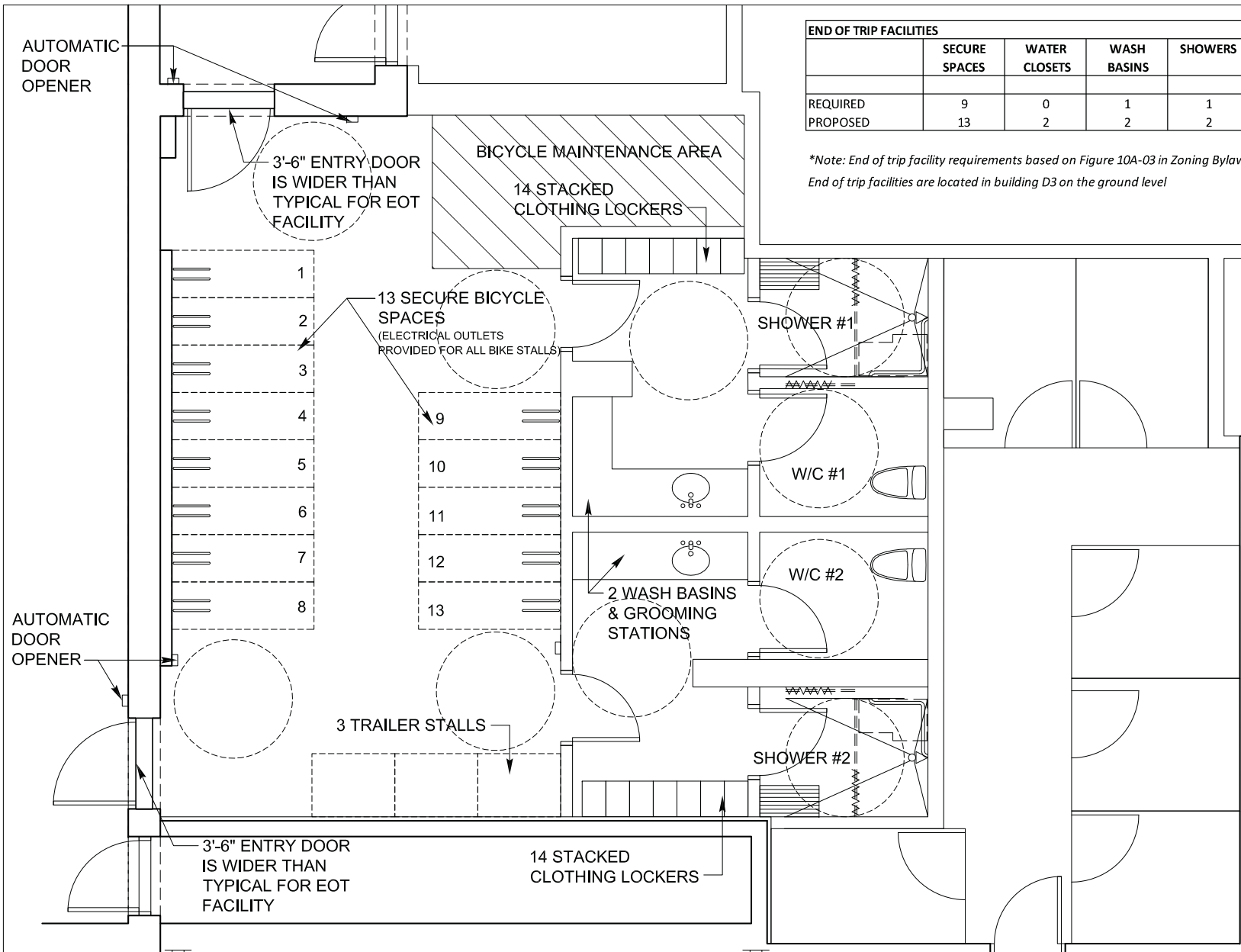
city
of north
vancouver

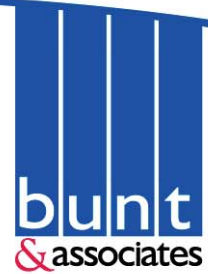
END OF TRIP FACILITIES

	SECURE SPACES	WATER CLOSETS	WASH BASINS	SHOWERS	GROOMING STATIONS	CLOTHING LOCKERS
REQUIRED	9	0	1	1	1	18
PROPOSED	13	2	2	2	2	28

*Note: End of trip facility requirements based on Figure 10A-03 in Zoning Bylaw, No.6700

End of trip facilities are located in building D3 on the ground level





MEMO

DATE: August 20, 2020
PROJECT NO: 04-18-0420
PROJECT: Harbourside, City of North Vancouver

SUBJECT: Centralized Accessory End of Destination Facility, Technical Memo

TO: Emily Macdonald, City of North Vancouver

PREPARED BY: Paul Dorby, MSc
REVIEWED BY: Henry McQueen/Michael Webb, Concert Properties

1. INTRODUCTION

This memo has been prepared to support the technical bylaw amendment application for Zoning Bylaw, 1995, No 6700, Comprehensive Development "CD"-646 Zone. The purpose of this amendment is to allow for Amenity End of Destination Facilities (AEDFs) to be centralized within each of the four sites identified in 'CD-646 Zone', rather than on a per legal lot basis as it is currently written. This memo focuses on the access benefits of a centralized AEDF on Lot D as it is the furthest along in the design process and provides the most effective case study.

The memo should be read in conjunction with Hub Cycling's document 'Bicycle Friendly Business Review: Harbourside Development Phase 1 (Lot D) August 2020' which essentially audits the AEDF components together with providing an assessment of the merits for a centralized facility compared to three separate locations serving each building (as prescribed in the City of North Vancouver's Zoning Bylaw requirements).

This memo will focus on the access and circulation arrangements to/from the AEDF in the context of relevant planning guidance and the City's bicycle network.

2. DESIGN GUIDANCE REVIEW

A review of design guidance for the planned location of the secure bicycle facility has been made where the following cites materials from two local independent documents.

Camille B. Lefrancois prepared a document referred to as 'SECURE BIKE PARKING IN VANCOUVER: Local & Regional Context, Best Practices, and Recommendations for an EasyPark Pilot'. On Page 4 of

this guidance document, it provides the following best practice approach to secure bicycle location selection:

‘High demand area: secure bicycle parking facilities should be built close to transit stations, workplaces, schools, or other destination-rich locations.

Proximity to destination: for longer stays, a maximum distance of 50-100 metres to the final destination is recommended, although TransLink suggests that it can be up to 250 metres if it is a staffed bicycle station that provides additional services.

Connection to the bicycle network: the bike parking should be directly on or easily accessed from a bike route, with no need to dismount until as close to the entrance as possible.

Ease of access: the bike parking should be at grade, or otherwise accessible by a ramp separated from motorised traffic.’

In respect to the planned Lot D Accessory End Destination Facility, it will be within 100-metres of each commercial building it serves, it will be at-grade, and be directly accessible to a bicycle route. All these points will be confirmed in Section 4.

Hub Cycling produced a document called ‘Not Just Bike Racks: Informing Design for End of Trip Cycling Amenities in Vancouver Real Estate’ that set out the challenges and opportunities in accommodating secure cycling facilities within new development projects. On Page 44 of this document, it references the developer challenges in providing at-grade facilities:

‘...suggestions and examples we heard involved moving bikes and related amenity spaces to above-grade areas either in common areas on each floor or in bike-sized in-unit storage ... While it seems certain that many cyclists would be glad to avoid underground parking garages, developers told us that making these sorts of storage and amenity ideas financially feasible, especially given the city’s high land costs, would require the area taken up by them to be excluded from calculations of floorspace ratios (FSR).’

Even with the above, Concert Properties is committed to provide an at-grade secure bicycle facility to support the Lot D commercial uses and they recognize the benefits it will provide to future employees.

3. CITY OF NORTH VANCOUVER BICYCLE NETWORK

Presented in **Figure 1** is Harbourside Lot D site in the context of the City of North Vancouver’s bicycle network.

Along the site’s south frontage is the ‘Spirit Trail’, which connects to Lonsdale Quay and Moodyville Park in the east and to the Lions Gate Bridge and West Vancouver in the west. This route also

connects with the Bewicke Avenue Greenway (north south route), located one block east of the site, with connections to the West Keith Road bicycle route (to Upper Lonsdale) and Green Lacey Greenway.

Figure 1: City of North Vancouver Bicycle Master Plan On-street & off Street



4. LOT D ACCESSORY END OF DESTINATION FACILITY

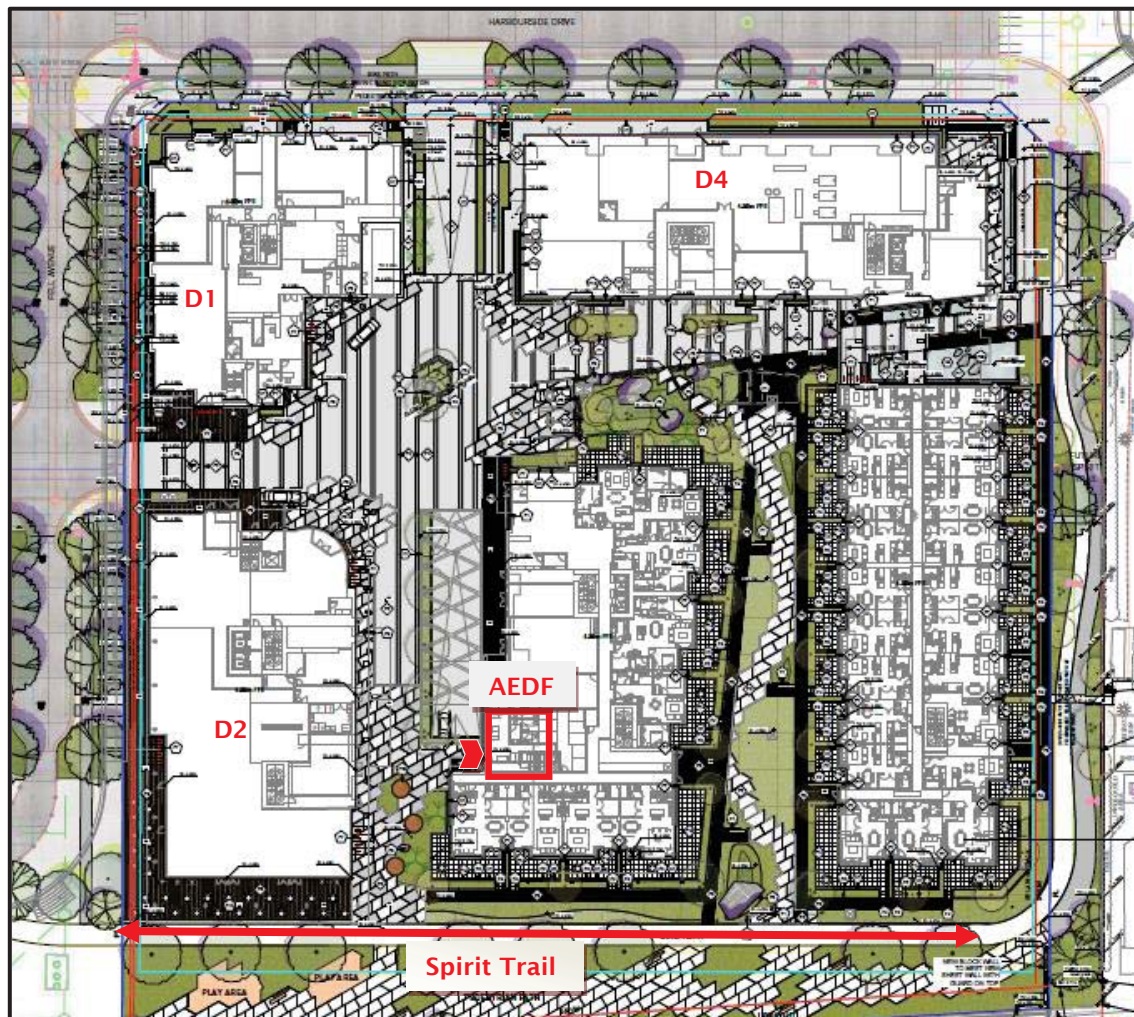
The Lot D Access End of Destination Facility will be accessed from the southern extension of the internal plaza to the waterfront, as identified in **Figure 2**, with direct access to the Spirit Trail (25-metres).

The AEDF can also be accessed from Harbourside Drive (north driveway) and Fell Avenue (west driveway) although both are also used by general vehicle movements to access the ramp to the P1 Parking Level.

The AEDF will be around 15 to 20-metres from the commercial facilities in Building D2, 70 to 80-metres from those in Building D3, and 80-metres from those in Building D4. All are within the 100-

metre walk distance guidance threshold referenced in Section 2, and where employees can comfortably walk across the internal plaza to access the rear of each building from the AEDF. Furthermore, the at-grade AEDF avoids the need for vertical circulation whether to cycle up/down a ramp or to use an elevator to access each building from the P1 Level.

Figure 2: Harbourside Lot D Amenity End of Destination Facility



5. SUMMARY

This memo highlights the benefits of the planned Accessory End of Destination Facility from an access and circulation perspective, while the approach is also consistent with local best practice guidance.

* * * * *



Bicycle Friendly Business Review: Harbourside Development Phase 1 (Lot D)

HUB Cycling

October 2, 2020

Purpose & Process of the Review

HUB Cycling has been hired as a consultant to provide an objective review of the Amenity End Destination Facilities (AEDFs) required in zoning bylaw No. 6700 (1995) as part of the Phase 1 (Lot D) development application. HUB Cycling's involvement is to provide planning, design, and user knowledge to ensure that the proposed AEDFs would provide the most comfortable, efficient, and safest user experience. As such, the majority of this review focuses on proposed AEDFs that are required through Bylaw 6700.

The review process began with a meeting between HUB Cycling, Concert Properties, and Bunt & Associates Transportation Planning and Engineering to provide an overview of the proposal as it pertains to the bicycle user. HUB Cycling staff then met with City of North Vancouver staff to learn more about Bylaw 6700. Lastly, HUB Cycling staff met with representatives from the HUB North Shore Local Committee, who provided feedback on the first and second drafts of the review.

Background

The Harbourside Development at 18 Fell Avenue is a proposed multi-phased, parceled, and master-planned project located in the southwest corner of the City of North Vancouver. Phase 1 would exist on Lot D and consist of four separate buildings located between Gostick Place and Fell Avenue. Area 1 comprises buildings D1, Area 2 comprises building D2 and D3, and Area 3 comprises building D4. The total square metres of ground-floor commercial retail units (CRUs) for all of the buildings is 2305.2 m² (see Figure 1).

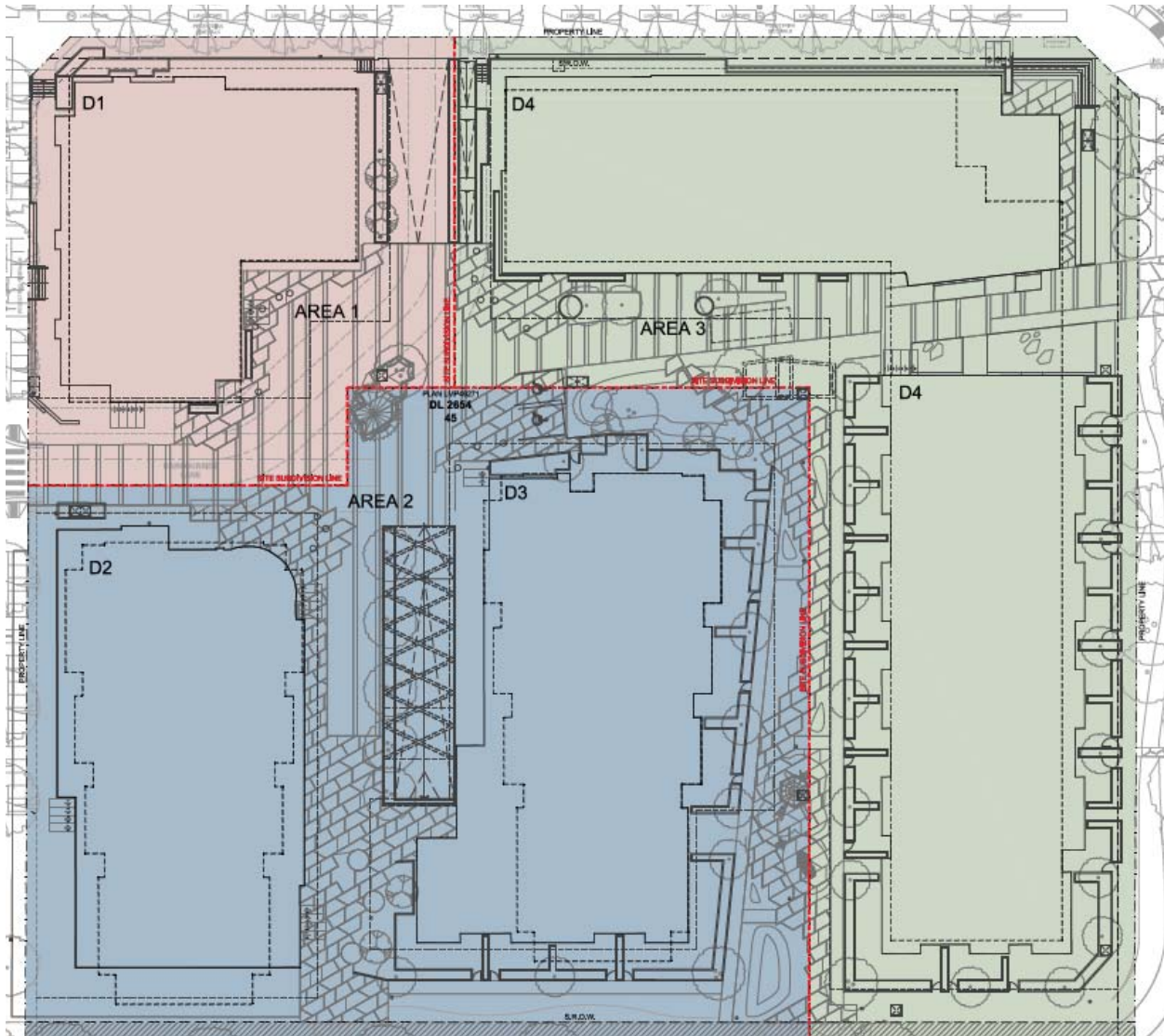


Figure 1 - Phase 1 would consist of three subdivided areas that include four separate buildings.

Bylaw 6700 was amended in 2010 so that developments could adequately accommodate users with bicycles¹.

Given the current numbers provided by Concert Properties as of July 2020, the following bylaw requirements have either been met or exceeded as part of zoning bylaw No. 6700:

¹ Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2010, No. 8076 (Bicycle Parking), adopted by Council in April 2010.

Bicycle Parking Spaces

The table below summarizes the required and proposed residential and commercial bicycle parking spaces.

BICYCLE PARKING									
RESIDENTIAL									
	# OF UNITS	SHORT TERM		SECURE		VERTICAL		TOTAL	
		6 spaces per 60 units		1.5 spaces per unit		max 35%			
		REQ.	PROV.	REQ.	PROV.	MAX.	PROV.	REQ.	PROV.
AREA 1	110	11	11	165	165	58	49	176	176
AREA 2	103	10	10	155	165	54	33	165	175
AREA 3	164	17	17	246	247	56	83	263	264
TOTAL	377	38	38	566	577	198	165	604	615
COMMERCIAL									
	COMMERCIAL	SHORT TERM		SECURE		VERTICAL		TOTAL	
	AREA (m ²)	6 spaces per 1000 m ²		1 space per 250 m ²		max 35%			
		REQ.	PROV.	REQ.	PROV.	MAX.	PROV.	REQ.	PROV.
AREA 1	556.6	6	6	2	4	1	1	8	10
AREA 2	913.3	6	6	4	5	1	1	10	11
AREA 3	835.3	6	6	3	4	1	0	9	10
TOTAL	2,305.2	18	18	9	13	3	2	27	31
TOTAL RESIDENTIAL & COMMERCIAL								631	646

Summary of bicycle parking as provided by Concert Properties.

- **Short-Term Residential - Met**

In the current proposal, there are eight racks dispersed between buildings D1, D2, D3, and D4. Three out of eight racks provide covered parking, while one rack is semi-covered².

Consider 100 percent covered short-term parking to maximize the comfort for bicycle users. Covering all short-term spaces will increase year-round usage and allow users to park throughout the development.

- **Secure Residential** - Required: 566; Proposed: 577 - *Exceeded by 11 spaces*
- **Vertical Residential - Met**
- **Short-Term Commercial** - Required: 18; Proposed: 18 - *Met*
- **Secure Commercial** - Required: 9; Proposed: 13 - *Exceeded by 4 spaces*

² At the time of this submission, Concert Properties is exploring opportunities to maximize the number of short term parking stalls that are fully covered.

Accessory End Destination Facilities (AEDFs)

The number of AEDFs is determined by the number of required secure bicycle parking spaces (see Figure 10A-03).

Figure 10A-03 – Accessory End Destination Facility Requirements – Minimum Total Facility Requirements			
Required Number of Secure Bicycle Parking Spaces	Water Closets	Wash Basins	Showers
Less than 3	0	0	0
3-10	0	1	1
11-20	0	2	2
21-30	0	3	3
31-40	2	4	4
For each additional 30 or part thereof	2 additional	2 additional	2 additional

Figure 10A-03 within Bylaw 6700 outlines the number of AEDFs according to the number of required secure bicycle parking spaces.

In accordance with Figure 10A-03, the table below summarizes the required and proposed AEDFs provided by Concert.

END OF TRIP FACILITIES						
	SECURE SPACES	WATER CLOSETS	WASH BASINS	SHOWERS	GROOMING STATIONS	CLOTHING LOCKERS
REQUIRED	9	0	1	1	1	18
PROPOSED	13	2	2	2	2	28

**Note: End of trip facility requirements based on Figure 10A-03 in Zoning Bylaw, No.6700
End of trip facilities are located in building D3 on the ground level*

- **Water closets** - Exceeded by 2
- **Wash basins** – Exceeded by 1
- **Showers** – Exceeded by 1
- **Lockers** - Exceeded by 10

Location of Commercial AEDFs

Under zoning bylaw 6700, section 10A07 specifies that "...all new Buildings and Uses that require secure bicycle parking shall provide an Accessory End Destination Facility." Residential uses are exempt from the AEDF requirement. Depending on how many secure spaces are required, AEDFs may include water closets, wash basins, showers, and lockers. The bylaw also requires the location of all AEDFs to be no more than 50 metres away from the secure bicycle parking. Lot D has been subdivided into three areas, therefore the bylaw requires buildings D1, D2, and D4 to include elements of an AEDF. However, Concert Properties is proposing one centralized AEDF which is in contravention of section 10A07 of the bylaw.

Centralized AEDF Precedents

We are not aware of any current examples in the City of North Vancouver where comprehensive development zones have been subdivided and as such, there are limited examples of AEDFs within such developments to draw from. However, we are aware of a number of large developments that consist of multiple buildings that include a centralized AEDF. The first precedent below is compared with Concert Properties' proposed centralized AEDF (Option 1).

- **Vancouver General Hospital (VGH) Cycling Centre, 866 West 10th Avenue, Vancouver BC**
Accessible at-grade via the 10th Avenue Bikeway, VGH's Cycling Centre serves staff working at multiple buildings throughout the hospital campus.

Details	Harbourside Development (Lot D) Option 1	Vancouver General Hospital (VGH) Cycling Centre
Location	18 Fell Avenue, City of North Vancouver BC	866 West 10th Avenue, Vancouver BC
Zoning	CD - Comprehensive Development	CD - Comprehensive Development
Area (m ²)	15,827	100,000+
Number of buildings serviced by AEDF	3	13

Total amount of Commercial / Office Space (m²)	2,305	50,737 ³
Secure spaces	13	174
Water closets	2	4
Showers	2	5
Lockers	28	8
Bicycle Maintenance Area	1	1
Distance from secure bike parking and AEDF	Less than 5 metres	5 - 20 metres
Distances from secure bike parking to CRUs	15 - 80 metres	10 - 350 metres ⁴

- [Oxford Place, 1055 West Hastings Street, Vancouver BC](#)**
 Oxford Place contains one below-ground centralized AEDF that services four large commercial buildings.
- [The Post, 349 West Georgia, Vancouver BC](#)**
 This undergoing heritage redevelopment would include a centralized AEDF as well as automatic bicycle storage, accessed through a bike-only entrance/exit via Homer Street [\[see Level 2 Floor Plan\]](#).
- [Oakridge Centre, 650 West 41st Avenue, Vancouver BC](#)**
 During the public consultation phase, providing secure bicycle storage and amenities for guests and users of the commercial and office spaces was one of the key suggestions. As a result, secure parking and the AEDF will be provided on the [P1 Mezzanine](#) via Cambie Street.
- [Nathan Phillips Square Bicycle Station, Toronto ON](#)**
 Built in 2019, it services two municipal buildings, providing 170 secure bicycle spaces, washrooms, showers, and a staff office.

³ Data provided by Vancouver Coastal Health's Facilities Management Team

⁴ Distances estimated using the City of Vancouver's [VanMap](#) tool

- **RiverScape Bike Hub, Five Rivers MetroPark, Dayton Ohio.**
While not part of a multi-unit building complex, this centralized AEDF is located in a downtown public park at the centre of the region's largest paved trail network, providing commuters with secure parking and end of trip amenities.
- **McDonald's Cycle Centre, Millennium Park, Chicago Illinois**
Similar to the Riverscape Bike HUB, the Cycle Centre is located in a downtown public park, providing commuters with a centralized AEDF, secure bike parking, a bicycle repair shop with professional mechanics, and bike rentals.

Review of Options

The following section reviews the three options that Concert Properties could choose to take as part of their next submission.

- **Option 1:** Pursue existing proposed centralized ground-floor AEDF in building D3 through a zoning bylaw amendment
- **Option 2:** Pursue decentralized, ground-floor AEDFs in buildings D1, D2 and D4
- **Option 3:** Pursue decentralized AEDFs below ground (P1) in buildings D1, D2, and D4

A framework using criteria to determine the most comfortable, efficient, and safest user experience for each of the three options is summarized in the table on the following page.

Provision of Amenity End Destination Facilities (AEDFs)

Option	Area	Buildings	Required Amenity	Secure Spaces (SS)		Water Closets (WC)		Washbasins (W)		Showers (S)		Lockers (L)		Bicycle Repair Station
			Calculation	1 space per 250m ²		3-10 SS = 0 WC 11-20 SS = 0 WC		3-10 SS = 1 W 11-20 SS = 2 W		3-10 SS = 1 S 11-20 SS = 2 S		L=SS(2)		Not required
			Total Commercial Area (m ²)	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Proposed
Option 1	1 + 2 + 3	D1, D2, D3, D4	2,305.20	9	13	0	2	1	2	1	2	18	28	1
			Total	9	13	0	2	1	2	1	2	18	28	1
Option 2 & 3	1	D1	556.6	2	2	0	0	0	0	0	0	4	8	0
	2	D2, D3	913.3	4	4	0	0	1	1	1	1	8	12	0
	3	D4	835.3	3	3	0	0	1	1	1	1	6	8	0
			Total	9	11	0	0	2	2	2	2	18	28	0
Rank				Option 1		Option 1		Option 1		Option 1		Option 1		Option 1

Access and Egress

Criteria	Option 1	Option 2	Option 3
Approximate distance from secure bicycle parking spaces to AEDF(s) (50 metre maximum required)	Less than 5 metres	50 - 100 metres [1]	50 - 140 metres [1]
Approximate distance from AEDF(s) to CRUs	15-80 metres	Less than 10 metres	35 - 90+ metres + elevation
Approximate distance from	75 metres	Less than 25 metres	110 - 150 metres + elevation
Rank	2nd	1st	3rd

Health & Safety

Criteria	Option 1	Option 2	Option 3
Visibility to those passing [2]	Good	Limited	Very limited
Passive surveillance [2]	High	Low	Very low
Likelihood of interacting with motor	Low	Low	Medium-high
Exposure to air pollution	Low	Low	Medium-high
Rank	1st	2nd	3rd

Social Wellbeing

Criteria	Option 1	Option 2	Option 3
Likelihood of interacting with other	High	Low	Low
Rank	1st	Tied for 2nd	Tied for 2nd

Overall User Experience

Summation of all criteria	Option 1	Option 2	Option 3
Rank	1st	2nd	3rd

Footnotes

[1] Note that in Options 2 and 3, lockers are required in all three of the AEDFs. However, a wash basin and a shower are required in two out of three of the AEDFs. Therefore, lockers would need to be within 50 metres of the secure bike parking for all three of the rooms, while the water closet, wash basin, and shower would need to be within 50 metres of the secure bike parking for one out of three of the rooms.

[2] This criteria could be particularly beneficial to those who are more likely to feel unsafe on their own.

Evaluation of Options 1, 2, and 3

Provision of amenity and destination facilities (AEDFs)

1st: Option 1

2nd: Option 2

3rd: Option 3

Option 1 provides greater viability and comfort through the provision of more and centralized amenities. While the total number of wash basins, showers, and lockers would be the same in Options 2 and 3, Option 1 would provide users these facilities in the same space as the secure bicycle parking. Whereas, in Options 2 and 3, one out of three of the AEDFs would only require lockers. Furthermore, Option 1 currently exceeds the minimum number of amenities with 13 instead of 9 secure spaces, 2 instead of 0 water closets, and 28 instead of 18 lockers. Additionally, a bicycle maintenance area has been proposed, given that a centralized facility increases the usage and viability of shared amenities.

Access and Egress

1st: Option 2

2nd: Option 1

3rd: Option 3

Option 1 provides the shortest distance between the secure bicycle parking and AEDF. Providing the secure bicycle parking and AEDFs in a singular space meets the bylaw's 50 metre maximum distance requirement and provides the shortest distance between the three options. Whereas given that one out of three of the AEDFs in Options 2 and 3 would not have enough secure bicycle spaces to require all of the amenities, users who have access and want to use the wash basin and shower would be required to walk approximately 60 - 100 metres (Option 2) from one building to the other or 100 - 140 metres (Option 3) across P1. Note that in Options 2 and 3, lockers are required in all three of the AEDFs and would need to be within 50 metres of the secure bike parking. Whereas, a wash basin and a shower are required in two out of three of the rooms, therefore requiring the room with these facilities to be within 50 metres of the secure bike parking.

Option 2 provides the shortest distance between the AEDFs and the CRUs. AEDFs inside each of the three buildings would provide the shortest distance (less than 10 metres) from each facility to the CRUs. Whereas in Option 1, users would be required to walk 15 - 80 metres from the AEDF to the CRUs and in Option 3, 35 - 90 metres plus added time and energy as a result of the elevation gain, as well as interaction with motor vehicles and exposure to air pollution.

Option 2 provides the shortest distances from the off-site entrances to the AEDFs. Ground floor decentralized AEDFs would be easily accessed off of Harbourside Place

and Fell Avenue. Whereas the distances in Option 1 would be approximately 75 metres and in Option 3 between 110 - 150 metres, plus time and energy as a result of the elevation gain, as well as interaction with motor vehicles and exposure to air pollution.

Health & Safety

1st: Option 1

2nd: Option 2

3rd: Option 3

Option 1 provides the most passive surveillance for users and visibility to passersby. With greater accessibility brings greater visibility to passersby as well as usage, so a centralized AEDF would allow enhanced passive surveillance and a sense of safety for the users. Furthermore, the adjacent wall to the parkade ramp is 3 foot 6 inches tall, allowing users of the AEDF to be visible within the main interior courtyard. Whereas smaller, decentralized AEDFs in Options 2 and 3 would result in less usage and less passive surveillance.

Options 1 and 2 provide the least interaction with motor vehicles. The AEDFs in both options would be accessible from the exterior and/ or interior ground-floor of the development, reducing the need for users to travel below ground and interact with motor vehicles (Option 3), increasing safety and reducing exposure to air pollution. Furthermore, AEDFs positioned below ground could increase opportunity theft with fewer users and invisibility from passersby at ground level. Theft could be mitigated in any option through FOB access and security cameras.

Social Wellbeing

1st: Option 1

2nd: Option 2

3rd: Option 3

Option 1 provides the greatest potential for social interaction. Users accessing one AEDF could interact with users from all CRUs, increasing the likelihood of social interaction and fostering social cohesion through sustainable workplace behaviour. A shared communication platform could be created to alert users of a new user, in order to reduce concerns about interacting with strangers.

Whereas smaller, decentralized AEDFs in Options 2 and 3 would lead to less interaction with other users and the ability to foster social cohesion through sustainable workplace behaviour. In Option 3, some residents may feel uncomfortable having non-residents access P1 to use the secure bicycle parking and AEDFs, presuming the residential and commercial facilities are accessed by a shared entrance/ exit.

Additional considerations

Option 1

- **Potential to set a negative precedent for future developments.** If approved by the City of North Vancouver, a centralized AEDF may allow future sites rezoned as comprehensive development with a larger surface area to adopt the same approach, resulting in the possibility of unreasonably long walking distances between the AEDF and CRUs. One way to address this is to identify maximum walking distances between the AEDFs and CRUs and require dispersed AEDFs where the maximums are exceeded.
- **Efficiency of space and sharing of resources.** A centralized AEDF provides the amenities in a singular space, avoiding the construction of three separate rooms, each requiring access corridors and other infrastructure that would reduce the overall CRU square footage. A centralized AEDF also encourages the sharing of resources, such as the proposed bicycle maintenance area inside the AEDF.

Option 2

- **Cumbersome to integrate into buildings.** Decentralized ground floor AEDFs require corridors for access and egress that would reduce the overall CRU square footage. Given the site's proximity to the Burrard Inlet, mechanical equipment is required at ground level, further reducing the CRU square footage.

Overall user satisfaction

1st: Option 1

2nd: Option 2

3rd: Option 3

This metric was calculated by considering the performance of each option against the criteria relating to the provision of amenity end destination facilities, access and egress, health and safety, and social wellbeing. Together, this ranking determines the most comfortable, efficient, and safest user experience.

AEDFs - Further Considerations

- **Charging outlets for electric cycles in both secure and short-term parking.** While not currently in Bylaw 6700, uptake in electric bicycle usership is increasing globally. Locally, the [District of North Vancouver](#) and the City of Vancouver

([S6.3.21](#)) require level 1 (110v) electrical outlets in secure bike parking spaces in order to accommodate electric cycles.

- **Opening & closing AEDF doors.** Doors that automatically open via FOB access and/ or a push button are much more comfortable to use while handling a bicycle than a manual, heavy, spring-loaded door. Doors should be at least 1.6 metres wide to accommodate a wide array of bicycle sizes⁵.
- **Require maximum walking distances between AEDFs and CRUs.** A centralized AEDF may allow future sites rezoned as comprehensive development with a larger surface area to adopt the same approach, resulting in the possibility of unreasonably long walking distances between the AEDF and CRUs. One way to address this is to identify maximum walking distances between the AEDFs and CRUs and require dispersed AEDFs where the maximums are exceeded.
- **Consider separating the secure bicycle parking and AEDF requirements between Commercial and Office.** Under the current bylaw, office space is included under commercial use when calculating the number of secure bicycle parking spaces and AEDFs. However, the number of employees per square metre may be greater in an office versus commercial environment, therefore the calculation may not completely reflect the total number of people and end-of-trip amenities required.

Other Considerations

- **Consider 100 percent covered short-term parking to maximize the comfort for bicycle users.** Covering all short-term spaces will increase year-round usage and encourage users to park throughout the development, rather than only at the racks that are covered⁶.
- **Consider adding covered short-term parking on public lands surrounding the development.** Currently, exterior public realm components include several curbside spaces for motor vehicles. Upon arrival, the interior bicycle parking spaces are not visible to bicycle users. Therefore, adding curbside bicycle parking spaces to the exterior of the building would be more visible and increase transportation equity as part of the development.

⁵ [BC Active Transportation Design Guide](#), Section H: Amenities + Integration (p. H48).

⁶ At the time of this submission, Concert Properties is exploring opportunities to maximize the number of short term parking stalls that are fully covered.

- **Consider raised bicycle and pedestrian crossings at Fell Avenue.** Currently, the bicycle and pedestrian paths lower to the grade of the roadway. However, best-practice design recommends a level crossing for people cycling and walking, requiring motor vehicles to reduce speed when driving through the crossing.
- **Consider secure bicycle parking on each residential floor instead of in P1 for residential users.** HUB Cycling's North shore Local Committee has been working with developers to include centralized secure bicycle storage on each floor rather than one singular space at or below ground level. This approach maximizes convenience and reduces the likelihood of theft, as the bicycle parking spaces are as close to each residential unit as possible. Currently, this approach has been used in the *həmləsəm*, *qələxən*, and *çəsnaʔəm* student residences at the University of British Columbia.

Select Resources

- [*Not Just Bike Racks: Informing Design for End of Trip Amenities in Vancouver Real Estate*](#) (HUB Cycling, 2018)
- [*Essentials of bike parking*](#) (APBP, 2015)
- [*Secure bike parking in Vancouver: Local and regional context, best-practices, and recommendations for an EasyPark pilot*](#) (Lefrancois, 2014).

Appendix

- *Pandemic Safety for Bike Racks and Amenities* (HUB Cycling, 2020)

About HUB Cycling

HUB Cycling is a charitable not-for-profit organization that makes cycling better through education, planning, research, action, and events. Through our diverse range of services we are leading the way in making cycling an attractive choice for everyone. Our broad knowledge and expertise make us uniquely positioned to provide consulting services to evaluate bicycle infrastructure planning, policy, and design. HUB Cycling has also educated thousands of people, and motivated tens of thousands more to cycle regularly, and has championed improvements that #UnGapTheMap to create a high quality connected regional cycling network.

Contact

Andrew Picard, MSc.PI
Planner
HUB Cycling
andrew@bikehub.ca

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8805

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, 2020, No. 8805**” (518166 British Columbia Ltd., 801-925 Harbourside Drive and 18 Fell Avenue, CD-646 Text Amendment).
2. Part 11 of Division V: Comprehensive Development Regulations of Document “A” of “Zoning Bylaw, 1995, No. 6700” is hereby amended by:
 - A. In Section 1100 within the designation “CD-646 Comprehensive Development 646 Zone”, adding the following after Section B11:

(B12) Non-Residential Secure Bicycle Parking

 - (a) Secure Bicycle Parking that is required for any Use, other than a Residential Use, may be provided on a parcel other than the parcel containing the Use for which it is required, provided that the parcel is within the same Site as the Use for which it is required, and provided that the Secure Bicycle Parking is secured by legal agreement(s) in favour of the City that allows, among other things, access by the owners and employees of businesses located within the commercial units of the Site to the Secure Bicycle Parking area.

(B13) Accessory End Destination Facilities

- (a) Accessory End Destination Facilities may be provided as a shared amenity for each Site, rather than for individual parcels. Where Accessory End Destination Facilities are provided for multiple parcels, the number of facilities, outlined in Section 10A09, shall be calculated based on the combined total required Secure Bicycle Parking for non-residential Uses on those parcels. The Accessory End Destination Facilities shall be secured by legal agreement(s) in favour of the City that allows, among other things, access by the owners and employees of businesses located within the commercial units of the Site to the Accessory End Destination Facilities.

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

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

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

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

MAYOR

CORPORATE OFFICER



 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: Zachary Mathurin, North Shore Mobility Options Coordinator
Natalie Corbo, Sustainable Transportation Coordinator

Subject: E-BIKE SHARE PLANNING FRAMEWORK

Date: October 21, 2020 File No: 16-8530-01-0001/2020

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

RECOMMENDATION

PURSUANT to the report of the North Shore Mobility Options Coordinator and the Sustainable Transportation Coordinator, dated October 21, 2020, entitled "E-Bike Share Planning Framework":

THAT the E-Bike Share Policy, included as Attachment 1 of this report, be endorsed;

THAT the E-Bike Share Policy be implemented on a pilot basis for two years;

THAT staff be directed to limit the number of permits the City issues to one E-Bike Share provider during the pilot;

AND THAT staff be directed to draft required amendments to applicable City Bylaws to enable the E-Bike Share Policy, for Council consideration and approval.

ATTACHMENTS

1. North Vancouver E-Bike Share Policy (Doc # [1925010](#))
2. Draft E-Bike Share Permit Guidelines (Doc # [1925011](#))

SUMMARY

In response to Council direction, staff have prepared a planning framework to manage and support third-party operators of shared electric bicycle (“e-bike”) fleets across the City. Council endorsement of the E-Bike Share Policy will allow staff to finalize a licensing and permitting process and prepare required bylaw amendments to enable regulations. Should Council proceed, staff anticipate being able to receive applications from e-bike share providers for review in fall 2020. Based on conversations with industry stakeholders, this timeline would allow e-bike share operators to launch by spring or summer of 2021.

BACKGROUND

In 2018, Council directed staff to pursue a pilot for a public e-bike share system, in collaboration with the Districts of North Vancouver and West Vancouver. Attempts to identify an appropriate third-party vendor to operate a system through a request-for-proposal process were unsuccessful. In October 2019, Council directed staff to develop a licensing framework to enable supportive conditions for third-party e-bike share operators. A licensing and permitting framework would allow providers to establish and operate e-bike share services in the City subject to terms and conditions. This service and regulatory model is common in many jurisdictions in North America.

DISCUSSION

Overview of e-bike share planning framework

The key elements of the proposed e-bike share planning framework are:

1. E-Bike Share Policy (see Attachment 1), which outlines the goals and expectations of e-bike share systems and services. Council endorsement of this policy is being requested through this report.
2. Permit Guidelines (see Attachment 2), which will outline the application process and conditions for operation, insurance, liability, safety, and enforcement for third-party service operators who obtain a permit. The permit guidelines are considered draft and still subject to refinement and are provided here for Council information. Final guidelines will be brought back to Council for information at the same time as the enabling bylaw amendments in fall 2020.
3. Enabling bylaw amendments to authorize the permit and business license, and create enforcement mechanisms. These bylaw amendments are forthcoming and dependent on Council endorsement of the policy.

The planning framework is ultimately envisioned to be a model for coordinated management and regulation of e-bike share services across the North Shore. To this end, the framework was developed collaboratively with staff at the Districts of North Vancouver and West Vancouver. At this time, the framework is only being brought to the City of North Vancouver Council for consideration, as the City’s density and position

as the Regional Urban Centre makes the logical first phase of any shared mobility system. Staff at the Districts of North and West Vancouver intend to bring the framework to their councils for consideration in the future, to support opportunities for inter-jurisdictional system expansion.

Overview of e-bike share permit process

Should Council endorse the E-Bike Share Policy, staff anticipate being able to launch an open call for applications before the end of 2020. The issuance of a permit will be enabled by the bylaw amendments to be considered by Council later this fall, should those be passed.

The E-Bike Share Permit Guidelines (see Attachment 2) detail the minimum operating requirements for e-bike share, including device staging and parking, safe use on streets, liabilities and obligations, equity and sustainability practices, and data sharing. Applications will be evaluated based on the level of detail provided and their capacity to meet the requirements established in the Permit Guidelines and ability to achieve the goals outlined in the Policy. Providers will need to complete an application form and submit the following additional information:

- Detailed description of their e-bike with an emphasis on its safety and performance;
- Detailed operations and maintenance plans covering parking and staging, device relocation and rebalancing, maintenance standards, customer education, safety, payments, data sharing; and sustainability and equity measures.

The proposed framework has multiple benefits for both the City and prospective operators, including: a simplified application process, flexibility for the City to respond to issues and adjust permit conditions to reflect what staff observe through monitoring, and clear delineation of the City's and operators' roles and obligations regarding operations, enforcement, and liability. The policy and permit framework does not guarantee that operators would be interested in applying once the framework is adopted. However, it positions the City and, eventually, our North Shore partner municipalities, to be ready to review and accept applicants in the future.

The planning framework will be implemented on a limited pilot basis in order to better assess potential uptake and manage City efforts

Staff recommend that the e-bike share permit framework be initially implemented as a pilot running for 24 months during which the City would only issue a single permit to one operator.

The purpose of the pilot phase is to understand demand for e-bike share services, measure their impacts in the community and the public realm, and manage risks, cost and resource implications for City staff to mitigate issues which may be caused by e-bike share services. In the pilot phase, permits would initially be available for e-bike share as it is one of the few forms of shared micromobility with a performance history staff can reference when evaluating the safety of devices proposed for deployment.

Staff are proposing to pilot the introduction of private e-scooters in partnership with the Ministry of Transportation and Infrastructure (MoTI), but e-scooters will not be included in the E-Bike Share Policy. The performance of the private e-scooter pilot will help staff evaluate whether e-scooters, and other device types, may be deployed for shared use in the future.

The planning framework will be enabled through amendments to City bylaws

The permitting process will be enabled primarily through amendments to the City's Street and Traffic Bylaw to create a new street use permit class to authorize and regulate the deployment of e-bikes on municipal roads. Provincial regulations on how e-bikes are to be used on municipal roadways will apply and staff will evaluate whether there is a need for additional local regulations (including speed restrictions and designating streets, roadways, or facilities permitted for their use in order to safely and effectively manage potential conflicts with other road users).

Additional amendments will be necessary to add e-bike share providers to the business schedule in the Business License Bylaw and to create penalties for operators under our Bylaw Notice Enforcement Bylaw. These proposed bylaw amendments will be brought back to Council for consideration for approval in fall 2020. The City will not be in a position to receive applications for e-bike share services until bylaw amendments are adopted.

FINANCIAL IMPLICATIONS

Staff expect any shared service operator to absorb all program costs, including equipment, operating, and promotional costs. Revenue from permit fees will help offset staff time associated with administration and enforcement. An amount of \$50,000 has been appropriated to support the creation of device staging and parking areas in public right-of-way through pavement marking and signage in addition to those proposed or provided by any service operator. Pending selection of an operator, additional funding is not expected to be required.

Constraints on the City's operation staff and services resulting from COVID-19 may limit staff's ability to respond to issues associated with any e-bike share service in a timely manner. As such, the proposed e-bike share planning framework is designed to limit potential exposure to risks and other impacts. Staff propose to limit the number of permits to one e-bike operator for ease of monitoring, and to require operators to provide a performance deposit to cover costs to the City should the operator not meet the agreed upon terms and conditions. Experience from other jurisdictions has demonstrated that these financial mechanisms are effective in yielding high compliance.

INTER-DEPARTMENTAL IMPLICATIONS


Staff from the City's Planning and Development department developed the e-bike share planning framework with input from the City's Solicitor, Records Management and Privacy Coordinator, and Engineering, Parks, and Environment department. Staff have also worked with colleagues at the Districts of North Vancouver and West Vancouver.

These departments and colleagues from neighbouring municipalities will continue to be involved in implementing and monitoring e-bike share services.


STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The e-bike share planning framework supports key goals and objectives in the City's Official Community Plan, including prioritizing the use of non-automobile modes of travel (Objective 2.1), encouraging technological innovation to overcome transportation barriers (Objective 2.3.7), encourage low-emission transportation options (Objective 2.3.8), and collaborating with neighbouring municipalities to improve the connectivity of the transportation system (Objective 2.3.10). The policy also supports key 2018-2022 Council Strategic Plan priorities, including: exploring innovative solutions to transportation challenges, increasing the City's viability as a tourism destination, and investigating actions to reduce barriers and challenges to local businesses.

RESPECTFULLY SUBMITTED:



Zachary Mathurin
North Shore Mobility Options Coordinator



Natalie Corbo
Sustainable Transportation Coordinator

COUNCIL POLICY

12 Transportation



Policy Name	North Vancouver E-Bike Share Policy
Policy Number	12 ###
Effective Date	Month DD, YYYY
Approved By	Council

PURPOSE

The purpose of this policy is to establish the City's vision and goals for Electric Bike (E-Bike) Share. This policy guides the E-Bike Share licensing framework, including the E-Bike Share Permit Guidelines and business license. Together, the policy and licensing framework create the enabling conditions for E-Bike Share to operate in a safe, accessible way that supports the City's goals.

POLICY

1. Scope

- a) E-Bike Share services are provided by a legal entity whose business is to offer on-demand public rental of motor assisted cycles (as defined in the *Motor Vehicle Act*). E-Bikes are typically distributed throughout a service area and picked up and dropped off primarily in the public right-of-way as an additional travel option for short, point-to-point trips. This policy does not cover businesses renting devices from a brick-and-mortar establishment for roundtrip use.

2. Vision, Goals and Alignment with City Policy/Strategy

- a) The City's vision for E-Bike Share is a widely-deployed service that provides a sustainable transportation mode which complements transit and provides a safe and comfortable alternative to private vehicles for local trips.
- b) E-Bike Share will support the following goals:
 - i. *Increasing Freedom of Mobility*: E-Bike Share is intended to grow the number of travel options available in the City, which can promote equity in our transportation system by making active transportation an attractive and affordable option, helping to shift more local trips to active modes;
 - ii. *Supporting and Supplementing Transit Usage*: E-Bike Share can play a vital role in connecting the first- and last-mile gap between transit and local destinations. The City will ensure E-Bikes are distributed across the community to complement the transit network and help increase transit ridership;
 - iii. *Promoting Sustainable Transportation*: E-Bike Share can reduce community greenhouse gas emissions linked to transportation and improve health outcomes through cleaner air and increased physical activity;

- iv. *Providing a Safe Mode of Travel:* E-Bike Share should be a safe mode of travel for riders and other road users. The City will work with partners to monitor incident reports and respond to risks if they appear;
- v. *Maintaining a High Quality Public Realm:* E-Bikes must be safely stored to maintain accessibility and should complement the public spaces they share with other road users;
- vi. *Making Efficient Use of Resources:* E-Bike Share operations should rely on existing infrastructure and planned investments and impacts to municipal resources must be monitored closely; and
- vii. *Ensuring a Great Mobility Experience:* E-Bike Share is a key part of growing the City's active transportation network and reducing barriers to moving around. Understanding the community's experience will help the City improve E-Bike Share services as they evolve.

c) Alignment with City Policy/Strategy

- i. E-Bike Share services support the Strategic Plan vision and priority to be a Connected City that provides active and sustainable ways for people and goods to move to, from and within the City safely and efficiently.
- ii. E-Bike Share aligns with the Official Community Plan objectives to encourage technological innovation to overcome physical barriers to transportation, and to encourage transportation options that reduce fossil fuel use.

3. Operations

a) License to Operate

- i. Service providers will be required to obtain a street use permit and business license to operate E-Bike Share services in the City.
- ii. The E-Bike Share Permit Guidelines set the standards and procedures for all applicants seeking a street use permit to operate an E-Bike Share service in the City. The Guidelines include requirements for safety, service availability, operations and parking, insurance and liability, and data sharing and reporting.
- iii. Applicants that are issued a permit must also obtain a business license, enabling them to operate in accordance with all City regulations and bylaws.

- b) This E-Bike Share Policy covers Motor Assisted Cycles, also known as electric bicycles ("e-bikes").

4. Accountability

- a) Council is responsible for approving the E-Bike Share Policy, approving and allocating funds and resources, and providing oversight regarding the E-Bike Share Policy.
- b) The City Engineer is responsible for issuing the Street Use Permit (per Street and Traffic Bylaw, 1991, No. 6234).
- c) The Licensing Inspector of the City is responsible for granting business license (per Business Licence Bylaw, 2018, No. 8640).

AUTHORITY

- Community Charter, SBC, 2003,
- Local Government Act, RSBC, 1996
- Motor Vehicle Act, RSBC, 1996

REFERENCES

- North Shore E-Bike Share Permit Guidelines
- City of North Vancouver Business License Bylaw, 2018, No. 8640
- City of North Vancouver Bylaw Notice Enforcement Bylaw, 2018, No. 8675
- City of North Vancouver Intermunicipal Business License Agreement Authorization Bylaw, 2001, No. 7350
- City of North Vancouver Street and Traffic Bylaw, 1991, No. 6234

DOCUMENT HISTORY

Date	Action	By
	TBFD	

City of North Vancouver

E-Bike Share Permit Guidelines

Permit guidance and conditions for electric bicycle share.

Version 0.91 (DRAFT 10)

NOTE: These guidelines should be considered draft and subject to change and refinement.

October 16, 2020

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1. E-Bike Share Permit Overview

The Permit guidelines intend to assist Operators in understanding the process for obtaining an E-Bike Share Permit from the City and guide the operations of E-Bike Share services after a permit is issued. The Permit Guidelines outline the key requirements relating to operations, parking and staging, data sharing, and compliance and liability that Operators must meet as a condition of their permit. Failure to meet any of the requirements to the satisfaction of the City could result in fines, suspension of the Permit, or cancellation of the Permit.

A. Components of the E-Bike Share Permit Guidelines

The E-Bike Share Permit Guidelines contains the following key sections:

Section II. Definitions used in the E-Bike Share framework documents

Section III. Application guidance for prospective Operators

Section IV. Operator requirements

The City expects Operators to familiarize themselves with the contents of the Policy and the Permit before a Permit is issued and throughout the E-Bike Share program's length of operation.

B. Implementation of the E-Bike Share Permit

The Policy and Permit Guidelines are in force on a pilot basis. The pilot period of the E-Bike Share program will last 24 months from the issuance of a permit. For the duration of the pilot phase, the City will be accepting applications for the E-Bike Share services and limiting the number of Permits they issue to Operators to one (1).

Prior to the end of the pilot period, the City will review and assess the performance and success of the program in delivering E-Bike Share services in the City. At that time, the City may cease or suspend the Policy and Permit or update them to extend the pilot, expand the maximum number of Operators that can be issued a Permit, make the Policy and Permit Guidelines permanent, or make other updates deemed necessary for the ongoing success of E-Bike Share in the City.

2. Definitions

“Broken E-Bike” means an **E-Bike** that is no longer reasonably safe to operate on public roadways, fails to meet standards of the **E-Bike** specifications as defined by the City's Street and Traffic bylaw, or is unable to be unlocked by a **Customer**.

“City” means the municipal corporation of the City of North Vancouver.

“Customer” means a person or corporation that rents an **E-Bike** from the **Operator** for any amount of time within the lands of the **City**.

“Data” means the information defined in the **Data** specifications section of the **Permit** supplied by the **Operator** to the **City** at regular time intervals.

“E-Bike” means a Motor Assisted Cycle approved by the **City** for use in a **Fleet**.

“E-Bike Share” means a service and platform owned and managed by an **Operator** offering a **Fleet** of **E-Bikes** intended for rent by the public for transportation **Trips** on an on-demand basis, typically accessed through a **Mobile App**.

“Fleet” means all **E-Bikes** publically available to rent by **Customers** and deployed by an **Operator** holding a valid **Permit**.

“Geo-fence” means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the **City** for implementation by the **Operator** in the **Mobile App**.

“Helmet” means a type of protective equipment worn on a head which is required when riding an **E-Bike**.

“Licence” means a business licence issued after approval of the **Permit** by the **City** to an **Operator** granting the right to operate an E-Bike Share service in the **City** for a specific length of time.

“Mobile App (or Application)” means the **Operator’s** piece of software installed on a **Customer’s** phone that is used to connect to the **Operator’s E-Bike Share** service. All communications delivered through the **Mobile App** as per the **City’s** wishes will need to be included in any other software or communications technology that is used to reserve and make use of an **E-Bike** associated with the **E-Bike Share** service.

“Operator” means a person or corporation that holds a valid **Permit** issued by the **City** and that owns, operates, and maintains an **E-Bike Share** service.

“North Shore” is the common term to refer to the area located north of the Burrard Inlet that includes the area contained within the municipal boundaries of the three **City**.

“Permit” means the document issued to an **Operator** by the **City** granting the right and responsibility to provide **E-Bike Share** services within the **City**.

“Personal Information” means recorded information about an identifiable individual as defined by the B.C. Freedom of Information and Protection of Privacy Act (RSBC 1996, c. 165).

“Policy” means the guiding policy document that describes the goals and scope of the **E-Bike Share** program.

“Trip” means the action of a **Customer** renting an **E-Bike** by unlocking (**‘Trip start’**), travelling during that period (**‘Trip time’**) and ending the rental in its final parking location (**‘Trip end’**).

3. Permit Application Guidance

A. Process

This application process for the Permit covers E-Bike Share services in the City of North Vancouver. The potential Operator must complete the Permit application form and submit it, with additional required documents, to the City. The City may request additional information from the Operator to make an evaluation.

The Operator is not guaranteed the issuance of a Permit, and the City may refuse to issue a Permit for any reason including and not limited to:

- (a) If the Operator has failed to comply with the laws of any other jurisdiction;
- (b) If the Operator is unable or unwilling to agree to any of the terms and conditions of the Policy or the Permit; and,
- (c) If the City for any other reason believes the Operator will be unable to provide safe, equitable and reliable E-Bike Share services.

Application materials must be submitted in English, by email to, **transportation@cnv.org** <mailto:tranmgmt@kelowna.ca> in PDF format.

The potential Operator who is approved for a Permit must submit the following additional materials and fees before the Permit will be issued:

- (a) Proof of insurance meeting the requirements set out in this Policy and in the Permit conditions;
- (b) The fees matching the initial Fleet size as outlined in the Fee Schedule;
- (c) The Performance Deposit as outlined in the Fee Schedule; and,
- (d) Apply to the City of North Vancouver for the E-Bike Share Inter-Municipal Business Licence and pay the appropriate fee.

The City will invite potential Operators to apply for a Permit through a two-week open call for applications. The City will strive to review applications in a timely matter from the end of the open call for applications. The evaluation of applications will be based on the criteria set out in *Section III C – Application Assessment* set out below, which includes the readiness of a potential Operator to deploy their E-Bikes in the City, the Operator's ability to achieve the goals outlined in this Policy, and the quality of their application materials. The application requirements and assessment criteria are described in the Permit. If no applications are submitted during the two-week open call, the City may choose to keep applications open until such time that a potential Operator submits an application.

B. Required Information and Documents

The Operator must submit the following information and documents for the City to consider an application to be complete. See Section IV for further details on program requirements.

- (a) Completed Permit application form;
- (b) Description and images of all E-Bike models that will be used in the Fleet and evidence that E-Bike models meet or exceed safety standards in the Provincial Motor Vehicle Act, including;
 - i. Detailed description of the E-Bike's safety equipment and features
 - ii. Detailed description of the Helmet distribution plan for Customers to ensure compliance with BC Helmet laws
- (c) Operations and maintenance plan, covering the Operator's qualifications for operating an E-Bike Share service, enforcement activities, initial service area, E-Bike maintenance standards, response times to complaints and issues, and staffing plans;
- (d) Parking and relocation plan, outlining proposed staging and parking locations, physical description of parking areas and their features, and operational activities for rebalancing;
- (e) Customer education and safety plan, including conditions for using E-Bikes and a cleaning plan;
- (f) Customer payments plan, including how those without smartphones and those without a credit card, debit card, or bank account can access the E-Bike Share service;
- (g) Data collection and management plan, including details on how it will share Data with the City, store Data, and how the Personal Information of Customers will be protected.
- (h) Sustainability plan, including estimates for lifecycle emissions and an operations emissions reporting plan; and,
- (i) Equity plan, including options for low-income individuals and those with alternate mobility needs.

C. Application Assessment

The City will only consider complete applications from potential Operators that provide all the information required by these Permit guidelines by the end of the open call period. The City reserves the right not to consider an incomplete application, but may, at their discretion, advise applicants of any missing application materials and accept such materials during the open call period to rectify an incomplete application. The City further reserves the right to reject all applications.

The Operator must demonstrate through its application that it can deliver on the goals and expectations established in the Policy and meet all of the requirements described in the Permit guidelines.

The key criteria the City use during the application assessment and evaluation are:

Criteria	Weight
(a) Whether the Operator is a fit and proper organization for the purposes of providing E-Bike Share services in the City taking into account the experience of the Operator, financial capacity, local presence, reputation, and staffing levels;	15%
(b) The quality of the E-Bike(s) proposed for deployment, specifically its demonstrated ability to be responsive to	35%

the safety needs in North Shore conditions;	
(c) The quality of the information provided in the plans included in the application;	25%
(d) Demonstrated responsiveness the needs and benefits to the City community; and,	15%
(e) Quality of proposed value-add program features such as education, promotion, and program strategic planning.	10%

Following the submission of the application package, the City expects potential operators to demonstrate the E-Bike they propose to use on the North Shore. The City will not consider an application complete until municipal staff have receive a sample E-Bike for testing and have an opportunity to perform a test ride or the potential Operator demonstrates the E-Bike to the satisfaction of municipal staff.

D. Program Expansion and North Shore Coordination

The Permit Guidelines were developed jointly by staff at the City of North Vancouver, District of North Vancouver, and District of West Vancouver. It is anticipated that the first phase of an e-bike share program will begin in the City, with the possibility of future expansion to these other municipalities on the North Shore. Should the other North Shore municipalities endorse an E-Bike Share framework, references to the City in these Permit Guidelines may be expanded to include the other participating municipalities. Should the program be expanded, it is anticipated that one municipality will be the central permit receiving authority acting on behalf of the participating municipalities.

4. E-Bike Share Program Requirements

A. Safety

The Operator is responsible for the safe and secure deployment of E-Bikes in its service area, including all operations and staging activities related to the management of its E-Bike Share service. The Operator is responsible to ensure the safe use of its E-Bikes by Customers on public and private spaces where they are permitted for use, as defined by the City's Street & Traffic bylaw.. The Operator is the first point of contact for issues or complaints related to E-Bike Share operations.

In addition, the City expects the Operator to meet the following safety requirements:

- (a) The Operator must comply with all applicable federal, provincial and municipal laws, bylaws, and regulations;
- (b) The Operator is responsible to conduct their own due diligence, including reviewing all relevant legislation;
- (c) The Operator must have visible language on each E-Bike, within the Mobile App, and on its website, that requires Customers to follow all relevant laws including Federal, Provincial, and municipal legislation and regulations;
- (d) The Operator is responsible for informing all Customers about all Helmet laws applicable based on E-Bike class;

- (e) The Operator must provide on all E-Bikes and all other communications materials contact information for Customers and members of the public to report a complaint or inquire about the service;
- (f) The Operator must immediately remotely lock down any E-Bike that is inoperable, unresponsive or not safe to operate once notified;
- (g) Once notified of an issue, the Operator should remove any Broken Device from the public right-of-way within 6 hours and remove the Broken Device from the Fleet or have the Broken Device repaired; and,
- (h) The Operator must provide ongoing inspection, maintenance, and cleaning of all E-Bikes.

B. Service Availability

The City expects Operators to make their Fleet available, at a minimum, from May through September inclusively. Operators are encouraged to make their E-Bike Share service available throughout the year. The City acknowledges that some forms of E-Bike Share may not be suitable for 24-hour per day use and therefore expect the Operator to establish regular business hours and display them appropriately on all E-Bikes and within the Mobile App.

In addition, the City expects the Operator to meet the following requirements:

- (a) The Operator must inform the City of any changes to the availability of its services at least 10 business days in advance;
- (b) The Operator's Mobile App must be available 24 hours per day for Customer sign up, support requests, and information;
- (c) The Operator must have operations support staff available during regular business hours at minimum, and should have support staff available 24 hours per day;
- (d) The Operator must provide its communications and Mobile App in English and French, and preferably provide other language options, including Farsi, Mandarin, and Cantonese;
- (e) The Operator should make available different payment methods available to Customers in addition to those typically found in the Mobile App such as using a pre-loaded balance credit, over the phone, debit transaction, or others deemed feasible; and,
- (f) The Operator should provide at least 1 paid membership account to the City for enforcement purposes and describe the features of the membership to the City.

C. Operations and Parking

The Operator is responsible for informing Customers on how to operate and park E-Bikes properly and in approved locations. The Operator has the responsibility to ensure its operations and its Customers follow the rules of the road as defined in the City's Street and Traffic bylaw.

E-Bikes must not obstruct pedestrians or other road users at any time. As such, the City expects the Operators to establish, with approval, designated parking and staging areas that are demarcated physically and virtually through the Mobile App. The City will also allow for the use of lock-to solutions for parking and staging. Operators who use E-Bikes equipped with lock-to capability in their Fleet must provide the City with the means to unlock E-Bikes for no charge.

Parking and staging areas are subject to approval by the City and must, at a minimum, meet the following physical parameters:

- (a) At a minimum, parking areas must accommodate at five (5) E-Bikes standing upright and be sized to accommodate the full size of the E-Bikes;
 - i. No part of the E-Bikes can extend beyond the parking area;
- (b) At a minimum, parking areas must be delineated with pavement markings showing the boundary of the parking area;
- (c) Pavement markings must be approved by the City and must be one of the following materials:
 - i. Paint;
 - ii. Pavement marking tape;
 - iii. Chloroplast seal;
- (d) At a minimum, parking areas must be identified with a sign that states:
 - i. The name of the Operator and their contact information;
 - ii. The Operator's general rules and instructions on the use of the E-Bike Share service; and,
 - iii. The parking rules that apply to the parking area.

In addition, the City expects the Operator to meet the following operating and parking requirements:

- (e) The Operator shall contribute to costs associated with the establishment and installation of parking areas;
- (f) The Operator must Geo-fence its designated parking areas, no parking, slow zones, and no riding zones, and any other locations within the Mobile App and upon request of the City;
- (g) The Operator is responsible for ensuring Customers are informed on how to use E-Bikes in these areas;
- (h) The Operator must not allow Customers to end a Trip outside of designated parking areas;
- (i) The Operator must have the ability to communicate with Customers to notify them if an E-Bike is outside a parking area at the Trip end, and that the Customer is not permitted to end the Trip outside parking areas;
- (j) Any parked E-Bike must remain within designated parking areas and must not obstruct the path of travel of other road users;
- (k) All E-Bikes and parking areas must be marked with the Operator's contact information to allow Customers and members of the public to report obstructive E-Bikes to the Operator;
- (l) All E-Bikes which are not parked adequately must be re-parked to the satisfaction of the City Engineer;
- (m) The Operator must re-park E-Bikes not properly parked within 6 hours of a complaint and should strive to respond faster than the maximum timespan;
- (n) The City may remove or re-park any E-Bike parked in violation of the requirements specified or other municipal bylaws at any time and the costs to the City related to such actions will be charged against the Performance Deposit, as outlined in the Fee Schedule;
- (o) If a hazard or lack of legal access prevent an Operator from responding within the times required the Operator shall:
 - i. Remove the E-Bike at the next reasonable opportunity;
 - ii. Bear the removal costs, including reimbursement for any costs to the City; and,
 - iii. Disclose the irretrievable E-Bike to the City if the Operator cannot safely and legally remove the E-Bike.

D. Insurance and Liability

The Operator will indemnify, defend and save harmless the City, its elected officials, employees and agents (the “Municipal Parties”) from and against any and all liability, damages, losses, liens, charges, claims, demands, payments, suits, causes of action, proceedings, actions, recoveries and judgments, including without limitation all costs of defending or denying the same (including all legal, expert and consultant fees and disbursements) (collectively, “Claims”) which arise out of or result from:

- (a) Any act or omission, negligent or otherwise, of the Operator, its Customers, invitees, employees, subcontractors or agents or others for whom it is responsible at law in connection with the Operator’s operation of the E-Bike Share service;
- (b) Any breach by the Operator of the terms, conditions, obligations, requirements, representations and warranties of this Policy, the Permit, or of any bylaw, statute, rule, regulation or policy applicable to the operation of the E-Bike Share service; and,
- (c) Any damage to property or any personal injury, including death, resulting directly or indirectly from the Operator’s use or occupation of land for the E-Bike Share service.

In no event will the Municipal Parties be liable to the Operator or any of its Customers, invitees, employees, subcontractors or agents for any indirect, special, incidental, punitive or consequential damages (including lost profits or revenues) arising out of or in any way related directly or indirectly to the Permit.

The Operator hereby releases the Municipal Parties from and against any and all Claims which the Operator may at any time have against the Municipal Parties in respect of the Permit and the rights granted under it, except to the extent the same has resulted from the sole negligence of the Municipal Parties.

The Operator will at the Operator’s expense maintain at all times during the Permit period the following insurance:

- (a) Commercial General Liability Insurance with limits not less \$10 million per occurrence, covering all operations of the Operator under the Permit including claims for bodily injury, death and property damage. Such insurance will include a non-owned automobile liability, products and completed operations liability and contractual liability of sufficient scope to include the liability assumed by the Operator under the Permit. Such insurance must:
 - iv. Be endorsed to include the City and its administrators, successors, assigns, insurers, officials, officers, employees, servants and agents as additional insureds;
 - v. Contain a cross liability clause;
 - vi. Be written by insurers licensed to do business in the Province of British Columbia;
 - vii. Contain a waiver of the insurer’s rights of subrogation against the City;
 - viii. Be primary (and non-contributory) to any insurance maintained by the City;
 - ix. Contain a 30-days written notice of cancellation of or material change to the policy provision;
- (b) Automobile Liability Insurance of not less than \$5 million dollars in any one accident, covering all licensed motor vehicles owned or leased by the Operator and used in connection with the Permit; and
- (c) Workers’ Compensation Coverage in respect of all Operator’s employees, workers and servants engaged in the operations under the Permit.

Certificates of insurance evidencing the specified insurance must be delivered to the City prior to the issuance of the Permit and subsequent renewals must be delivered to the City not later than 10 days following the expiry of the prior policy.

In the event of any notice of loss, damage, occurrence, accident, claim or suit (collectively “Claim”), the Operator will notify within 5 business days the insurer and the City of such Claim. The Operator and or the Operator’s insurer will assume the defense of any such Claim, including the City’s defense. The Operator will be responsible for all costs of the City relating to the defense of the Claim, including the costs of an independent investigator, and ensure that the City is kept apprised of the status of the Claim.

The Operator may not transfer a Permit without the prior written approval from the City, which may be unreasonably withheld. The Operator must notify within 5 business days the City of any changes to the Operator’s corporate structure or ownership. Failure to do so shall be cause for revocation of the Permit. For purposes of this paragraph, “transfer” shall include the sale or other exchange of 50% or more of the ownership or control of the Operator to a third party.

E. Data Sharing and Reporting

The City expect the Operator to meet the following Data sharing and reporting requirements:

- (a) The Operator must share all Data on North Shore operations with the City;
- (b) The Operator must supply an E-Bike inventory list to the City complete with each unique identifier number and serial numbers before making any E-Bikes available for rent;
- (c) The Operator must comply with the Mobility Data Specification (MDS) (<https://github.com/openmobilityfoundation/mobility-data-specification>) and provide raw information in a format acceptable to the Municipal or City Engineer on Fleet, Trip, location, parking, incident, and maintenance Data that must be secured with a token or authentication that is shared with the City;
- (d) The Operator must provide the City monthly summary reports on key metrics as required by the City Engineer;
- (e) The Operator must provide the City access to a dashboard, software interface, or Application Programming Interface (API) that shows anonymized real-time information on E-Bike locations and usage (e.g. number of trips on a given E-Bike in the previous 24 hours), condition status, and battery level;
- (f) The Operator must ensure that E-Bike locations are known, even when on Trip, by incorporating into all E-Bikes a location tracking component (this excludes phone-based location services information e.g. Bluetooth technology);
- (g) Raw Data feeds supplied by the Operator must be consumable by third-party software if the Operator does not maintain its own dashboard for use by the City or if the City chooses to partner with a third-party partner;
- (h) The Operator and the City will maintain all Data use rights for at least three years after the date when the Operator ceases operation in the City;
- (i) Personal Information shall not be shared with the City or any other entity and the Operator must ensure the privacy of its Customers;
- (j) Raw Data consumed through the API by third-party software providers specified by the City must not be publicly available without consent from the Operator; and,

- (k) The Operator must include questions from the City in surveys as requested and conduct surveys upon request.

i. User Protections

The Operator must ensure Customer Data privacy, including all financial and Personal Information. The Operator inform Customers about how their data will be collected, stored, used, and shared. Any Customer Data collected must not be shared with third parties without express consent from the Customer.

The Operator must provide a written justification to the Customer explaining why they need access to each type of Customer file (e.g. contacts, camera, photos, location, interaction with other software or apps, etc.).

The Operator must provide Customers with clear, prominent information about what Data will be accessed (e.g. location services, camera, contacts, photos, etc.) and explain how and why Data will be used. Information must not be hidden in longer terms-of-service notifications.

If the Operator has the desire to access such features, the Operator must provide Customers with an opt-in option feature within the Mobile App, where they can agree to provide access to their contacts, camera, photos, files, and other private Data and third-party Data sharing.

F. Enforcement

In case of emergency or immediate threat to public safety, the City may take any action as deemed necessary to remove the emergency or threat.

If the Operator fails to comply with any of the requirements of the Policy or the conditions of the Permit, in addition to revocation of the Permit, the City may modify the Permit conditions including reducing Fleet sizes and/or add additional Permit conditions. If the Permit is revoked for failure to comply with the requirements of the Policy or the conditions of the Permit or for any other reason, the Operator must remove its entire Fleet from all City streets, parks and pathways within 30 calendar days of notice, unless otherwise directed by the City. If this is not completed, the City will remove the Operator's Fleet from municipal property and deduct the costs from the remaining Performance Deposit.

Any changes to the Permit will be communicated via email at the address provided at the time of application unless the Operator provides a subsequent email address for notification.

G. Fee Schedule

The fees in the table below are to be paid annually to the City to receive or renew the Permit to ensure that the Operator manages the right of way constraints and delivers effective operations and maintenance throughout the Permit period and to cover the City's costs.

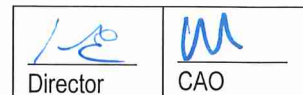
Fee reason	Cost	Frequency	Notes
Permit application	\$250	Once	Paid upon submitting a complete Permit application form.
Fleet Permit	\$40 per E-Bike deployed	Annual	The fee covers the total number of deployed E-Bikes. Operators may have additional E-Bikes in storage that are kept in reserve and therefore not part of the active fleet.
Performance Deposit	\$10,000 per municipality	Once	Non-recurring, refundable minus deductions. Paid to each participating municipality.

Fees charged against the Performance Deposit (deductions):

- (a) E-Bike removal fee: The City will deduct from the Performance Deposit for any fees, resources, and staff time plus 15% related to the removal of the E-Bike,
- (b) E-Bike impoundment fee: \$50 per E-Bike plus \$1 per day for storage. If the Operator fails to retrieve the E-Bike after 30 days, the City will recycle the E-Bike and charge any recycling costs incurred; and,
- (c) Fines for contravening of any requirements or conditions of the Permit will be fined at a rate of \$50 for each occurrence, per E-Bike, if applicable.

If fees exceed the value of the Performance Deposit, the City reserves the right to charge fines and fees directly to the Operator, to require payment of an additional Performance Bond, or to pursue cancellation of the Permit.

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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: Yan Zeng, Manager, Development Planning

Subject: AMENDMENT TO "HOUSING AGREEMENT BYLAW, 2020, NO. 8776"
(CASCADIA GREEN DEVELOPMENT, 2540-2590 LONSDALE AVENUE,
CD-724, RENTAL HOUSING COMMITMENTS)

Date: October 21, 2020 File No: 08-3360-20-0498-01

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

RECOMMENDATION

PURSUANT to the report of the Manager, Development Planning, dated October 21, 2020, entitled "Amendment to Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments):

THAT the second and third readings of "Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be rescinded;

THAT "Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be amended to include the final form of agreement, which has been substantially revised to better secure the rental housing commitments for the property;

AND THAT "Housing Agreement Bylaw, 2020, No. 8776" (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) be given second and third readings, as amended.

ATTACHMENTS

1. Housing Agreement Bylaw, 2020, No. 8776 (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, Rental Housing Commitments) (CityDoc1891314)

SUMMARY

This report recommends that Council rescind second and third readings of an outdated Housing Agreement Bylaw associated with the rental development located at 2540-2590 Lonsdale Avenue and give second and third readings to the amended bylaw to authorize the final version of the Housing Agreement. The version attached to the amended bylaw incorporates the correct terms and conditions required to secure the rental housing commitments.

DISCUSSION

On June 15 2020, Council unanimously approved the rezoning at 2540-2590 Lonsdale Avenue. The project is a five-storey market rental development that consists of 64 rental dwelling units, including 7 mid-market rental units. At the time of the approval, Council also gave third reading to the associated Housing Agreement Bylaw authorizing the agreement “substantially in the form attached” to the bylaw in order to secure the rental housing commitments for the project. Council also directed staff to revise the agreement to ensure that the commitments were made in perpetuity.

Subsequent to third reading of the authorizing bylaw, the Housing Agreement was further revised to incorporate both the changes requested by Council and some additional changes to clarify and secure the obligations of the applicant. The key changes include:

1. Correcting the definition of “Affordable Rent” for the mid-market units to specify that it is 10% below market rent;
2. Ensuring that the obligations are in perpetuity and not 10 years; and
3. Adding provisions regarding equal access by mid-market unit tenants to common amenities and parking and prohibiting short-term rental of mid-market units.

The current form of Housing Agreement has been settled, signed and returned by the owner of the project. Since the changes are substantial and better protect the interests of the City, staff recommended rescinding second and third readings of the previous bylaw and giving second and third readings of this bylaw, as amended with the correct and final form of the agreement attached.

FINANCIAL IMPLICATIONS

There are no financial implications to the City beyond what was stated at the time of rezoning.

INTER-DEPARTMENTAL IMPLICATIONS

There are no inter-departmental implications beyond what was stated at the time of rezoning.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

There are no strategic plan, OCP or policy implications, beyond what was stated at the time of rezoning.

RESPECTFULLY SUBMITTED:



Yan Zeng
Manager, Development Planning

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THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8776

A Bylaw to enter into a Housing Agreement (2540-2590 Lonsdale Avenue)

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, 2020, No. 8776**” (**Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724, 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 Cascadia Green Development with respect to the lands referenced as 2540-2590 Lonsdale Avenue, “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8775” (Cascadia Green Development, 2540-2590 Lonsdale Avenue, CD-724).
3. The Mayor and City Clerk are authorized to execute any documents required to give effect to the Housing Agreement.

READ a first time on the 11th day of May, 2020.

READ a second time on the 11th day of May, 2020.

READ a third time on the 15th day of June, 2020.

SECOND AND THIRD READINGS RESCINDED
on the <> day of <>, 2020.

Read a second time, as amended, on the <>
day of <>, 2020.

Read a third time, as amended, on the <> day
of <>, 2020.

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

MAYOR

CORPORATE OFFICER

RENTAL HOUSING AGREEMENT

THIS AGREEMENT dated for reference the _____ day of _____, 2020.

BETWEEN:

1200272 B.C. LTD.,
106 - 252 Esplanade W
North Vancouver V7M 1A1

(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 owner of the Lands.
- B. The City is a municipal corporation incorporated pursuant to the Act.
- C. As a condition of the Rezoning Bylaw, the Owner has agreed to enter into a housing agreement with the City in accordance with section 483 of the Act.
- D. Section 483 authorizes the City, by bylaw, to enter into a housing agreement in respect of the form of tenure of housing units, availability of such units to classes of identified person, administration and management of such units and the rent that may be charged for such units.

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, rent that is 10% less than:
 - (i) a rent payment amount equal to 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;

- (ii) if such amount has not yet been set for the year, a rent payment amount equal to 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 previous to the year the tenancy is entered into plus an annual rent increase then permitted under the RT Act; or
 - (iii) if such amount is no longer set out in CMHC's Housing Market Information Portal, then such amount determined by a survey conducted by an independent consultant acceptable to the City, acting reasonably;
- (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 Corporation of the City of North Vancouver;
- (f) **"CMHC"** means Canada Mortgage and Housing Corporation;
- (g) **"Director of Planning"** means the chief administrator of the Department of Planning and Development of the City and his or her 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: 010-834-532
 AMENDED LOT A (SEE 313560L) OF LOTS 3 AND 4 BLOCK 229 DISTRICT LOT 545 PLAN 6709; and

 Parcel Identifier: 010-834-567
 AMENDED LOT C (SEE 313561L) OF LOTS 3 AND 4 BLOCK 229 DISTRICT LOT 545 PLAN 6709;
- (j) **"Mid-Market Rental Units"** means Dwelling Units that are rented to tenants for Affordable Rent;
- (k) **"Market Rental Units"** means Dwelling Units that are rented to tenants for market rental rates as set by the Owner;
- (l) **"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;
- (m) **"Rental Units"** means, collectively, all of the Market Rental Units and all of the Mid-Market Rental Units;

- (n) **"Residential Building"** means the five storey residential building to be constructed on the Lands to be used for Rental Purposes with 64 Dwelling Units, of which 57 Dwelling Units will be Market Rental Units and 7 Dwelling Units will be Mid-Market Rental Units;
- (o) **"RT Act"** means the *Residential Tenancy Act*, SBC 2002 c. 78;
- (p) **"Rezoning Bylaw"** means the rezoning bylaw applicable to the Lands described as "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2020, No. 8775"; and
- (q) **"Term"** has the meaning set out in section 2.1 herein.

2. TERM

- 2.1 This Agreement will commence upon adoption by Council of Cascadia Green Development Housing Agreement Bylaw, 2020, No. 8776, (the **"Commencement Date"**) and will continue until terminated in accordance with section 2.2 or section 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. USE OF LANDS

- 3.1 The Owner covenants and agrees with the City that during the Term, 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 will not be subdivided or stratified;
 - (b) the Residential Building will be used for Rental Purposes only;
 - (c) no Dwelling Unit in the Residential Building will be occupied for any purpose except for Rental Purposes; and
 - (d) at least seven Dwelling Units in the Residential Building will be Mid-Market Rental Units, rented to tenants at Affordable Rent, in accordance with this 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 will be developed, built and maintained in accordance with all City bylaws, regulations and guidelines as amended from time to time.

4. TENANCY RESTRICTIONS

- 4.1 At least seven Rental Units will be 3-bedroom Dwelling Units, unless otherwise approved in writing by the Director of Planning in his or her discretion.
- 4.2 Mid-Market Rental Units will be comprised of the following:

- (a) 2 studio Dwelling Units;
- (b) 2 one-bedroom Dwelling Units;
- (c) 2 two-bedroom Dwelling Units; and
- (d) 1 three-bedroom Dwelling Unit.

The Owner may only change the composition of Mid-Market Rental Units with the approval in writing by the Director of Planning and Development with such approval to be granted in his or her discretion. The Owner will be entitled to determine the locations of the 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 may convert to a month to month tenancy at the end of the fixed term. 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;
- (b) **Advertisement:** The Owner will feature the tenure restrictions set out in this Agreement prominently in all advertising of Mid-Market Rental Units;
- (c) **First Right of Refusal:** The Owner will provide a first right of refusal, regardless of income, to tenants from the existing rental building on the Lands. For certainty, section 5.1(d) will not apply to tenants from the existing rental building on the Lands;
- (d) **Tenant Selection:** The Owner will determine the selection of the tenants of the Mid-Market Rental Units by applying the suggested income qualification of a maximum household income determined by multiplying the low-end of market rents by 12 to yield the households' annual housing costs, and dividing by 30% to meet the standard definition of affordability. In determining financial eligibility, 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) **Common Amenities:** All tenants and occupants of the Residential Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to all indoor and outdoor amenities on the Lands from time to time, including visitor parking stalls, storage units, recreation facilities and the like.

- (f) **Short Term Rentals:** Mid-Market Rental Units will only be used as a principal residence of a tenant. The Owner will not permit a Mid-Market Rental Unit to be used for short term rental purposes (being rentals for periods shorter than 30 consecutive days).
- (g) **Parking:** All tenants and occupants of the Residential Building, including tenants and occupants of Mid-Market Rental Units, will have equal access, at equal rates, to parking stalls assignable for exclusive use in the Residential Building, acknowledging that due to the ratio of parking stalls per Dwelling Unit in the Residential Building, there may be instances when no parking stalls are available for exclusive use of a Dwelling Unit.
- (h) **Rent Amount and Permitted Increases:** Affordable Rent for Mid-Market Rental Units is to be determined in accordance with this Agreement at the time of tenancy. Rent amounts may be subsequently increased by the permitted annual rent increase then set under the RT Act;
- (i) **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;
- (j) **Performance:** The Owner will perform its obligations under this Agreement diligently and in good faith; and
- (k) **Evidence of compliance:** Provided that the same can be done without breaching the *Personal Information Protection Act* (British Columbia) (as amended or replaced from time to time) the Owner will, upon request by the City (which request, without limitation, may be made at the time of Business License renewal or at such other time as the City deems necessary or expedient), 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 Owner fails to correct a default as contemplated in section 6.1, the Owner will pay to the City, within 30 days of receiving a written request by the City:
 - (a) \$2,000.00 for each default under this Agreement that has not been remedied as provided under section 6.1; and
 - (b) \$200.00 each day the default remains un-remedied beyond the date for correcting the default as provided under section 6.1;

This section is without prejudice to any other remedies available to the City under this Agreement and at law or in equity.

- 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;
 - (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.
- 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. 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
- (c) without limiting section 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 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 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 14th Street
North Vancouver, BC V7M 1H9
Attention: Director, Planning & Development Department

Owner: At the address set out on the registered title to the Lands, from time to time.

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.

- 8.11 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.
- 8.112 This Agreement will ensure 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 Bylaw 8776.
- 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 and delivered electronically.

IN WITNESS WHEREOF each of the City and the Owner have executed this Agreement under seal by their duly authorized officers as of the reference date of this Agreement.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER,
by its authorized signatories:


MAYOR

CITY CLERK

1200272 B.C. LTD., by its authorized signatories:



Authorized Signatory



Authorized Signatory

NOTICE OF MOTION

14. Retractable Balcony Glass Systems – File: 09-3760-03-0001/2020

Submitted by Councillor Valente

RECOMMENDATION:

WHEREAS the COVID-19 pandemic continues to result in hardships for residents, especially those living in smaller homes, across the City of North Vancouver;

WHEREAS City staff are already undertaking a review to simplify the Zoning Bylaw;

WHEREAS many multi-family and other dwelling buildings have balconies that often cannot be used year-round due to inclement weather;

WHEREAS being able to better utilize balcony space may result in increased options for City residents to workout, play and benefit from a semi-outdoor, weather-protected space;

AND WHEREAS the City is committed to supporting the well-being of its residents;

THEREFORE BE IT RESOLVED THAT staff investigate removing barriers in the Zoning Bylaw to better utilize balconies and other outdoor spaces through retractable balcony glass systems.

Background Information:

<https://lumon.com/ca-en/about-us/news-about-lumon-deck-enclosure-products-in-canada/vancouver-councillors-request-staff>