



**AGENDA FOR THE REGULAR MEETING OF COUNCIL,
HELD ELECTRONICALLY FROM CITY HALL,
141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, MARCH 29, 2021 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, March 29, 2021

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 8, 2021
3. Special Regular Council Meeting Minutes, March 23, 2021

PROCLAMATIONS

Green Shirt Day – April 7, 2021

Autism Awareness Month – April 2021

Health Care and Essential Service Workers Appreciation Month – April 2021

PUBLIC INPUT PERIOD

CONSENT AGENDA

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

REPORT

- *4. City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding – File: 01-0400-80-0001/2021

BYLAW – ADOPTION

- *5. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding)

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818”
(Non-Residential Electric Vehicle Charging Infrastructure)

PRESENTATION

Fire Department 2020 Annual Report – Public Safety Director and Fire Chief

REPORTS

7. Help Cities Lead Initiative
8. Healthy Community Initiative Grant Application – Studio in the City Expansion Project
9. Proposed Updates to Outdoor Dining Patio Guidelines
10. 2021-2030 Financial Plan Bylaw

BYLAW – FIRST, SECOND AND THIRD READINGS

11. “Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822”

NOTICES OF MOTION

12. Living Wage Policy – Councillor Girard
13. Regulating Tree Cutting and Removal in the City of North Vancouver
– Councillor Bell

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, March 29, 2021

ADOPTION OF MINUTES

2. Regular Council Meeting Minutes, March 8, 2021
3. Special Regular Council Meeting Minutes, March 23, 2021

PROCLAMATIONS

Green Shirt Day – April 7, 2021

Autism Awareness Month – April 2021

Health Care and Essential Service Workers Appreciation Month – April 2021

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 *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

REPORT

- *4. City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding – File: 01-0400-80-0001/2021

Report: Chief Administrative Officer, February 8, 2021

RECOMMENDATION:

PURSUANT to the report of the Chief Administrative Officer, dated February 8, 2021, entitled “City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding”:

THAT the Mayor and Corporate Officer be authorized to execute the Memorandum of Understanding between the City of North Vancouver and the North Vancouver Board of Education.

BYLAW – ADOPTION

- *5. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding)

RECOMMENDATION:

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

END OF CONSENT AGENDA

BYLAW – THIRD READING

6. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818”
(Non-Residential Electric Vehicle Charging Infrastructure)

RECOMMENDATION:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818”
(Non-Residential Electric Vehicle Charging Infrastructure) be given third reading.

Public Hearing waived.

Information Report, March 23, 2021 – “Clarification – Electric Vehicle-Ready Requirements for New Non-Residential Development Report”

PRESENTATION

Fire Department 2020 Annual Report – Public Safety Director and Fire Chief

Information Report, March 15, 2021 – “Fire Department 2020 Annual Report”

REPORTS

7. Help Cities Lead Initiative – File: 11-5280-20-0004/1

Report: Manager, Environmental Sustainability, February 24, 2021

RECOMMENDATION:

PURSUANT to the report of the Manager, Environmental Sustainability, dated February 24, 2021, entitled “Help Cities Lead Initiative”:

THAT the Help Cities Lead initiative be endorsed;

THAT the Mayor be authorized to send written support, on behalf of Council, for the Initiative’s 5 policies, to the following provincial ministers:

- Minister of Environment and Climate Change Strategy;
- Minister of Municipal Affairs;
- Minister of Energy, Mines and Low-Carbon Innovation;
- Attorney General and Minister Responsible for Housing; and
- Minister of Finance;

THAT staff be directed to send a letter to Metro Vancouver Regional District requesting regional endorsement of the Initiative;

AND THAT staff be further directed to send a copy of the staff report and resolution to the Minister of State for Infrastructure and the Minister of Environment and Climate Change.

REPORTS – Continued

8. Healthy Community Initiative Grant Application – Studio in the City Expansion Project – File: 05-1855-03-0001/2021

Report: Coordinator, Community Development, March 17, 2021

RECOMMENDATION:

PURSUANT to the report of the Coordinator, Community Development, dated March 17, 2021, entitled “Healthy Community Initiative Grant Application – Studio in the City Expansion Project”:

THAT staff be directed to submit a grant application in the amount of \$90,000 for the Healthy Community Initiative Grant – Studio in the City Expansion Project;

AND THAT Council support the project and commit to any associated ineligible costs and cost overruns of the project.

9. Proposed Updates to Outdoor Dining Patio Guidelines – File: 09-4520-20-0002/2021

Report: Community and Partner Relations Specialist, March 17, 2021

RECOMMENDATION:

PURSUANT to the report of the Community and Partner Relations Specialist, dated March 17, 2021, entitled “Proposed Updates to Outdoor Dining Patio Guidelines”:

THAT the proposed Outdoor Dining Patio Guidelines be endorsed;

AND THAT the Director, Community and Partner Engagement, be authorized to issue Outdoor Dining Licence to Use Agreements.

10. 2021-2030 Financial Plan Bylaw – File: 05-1700-03-0001/2021

Report: Acting Director, Finance, March 17, 2021

RECOMMENDATION:

PURSUANT to the report of the Acting Director, Finance, dated March 17, 2021, entitled “2021-2030 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822” be considered.

Item 11 refers.

BYLAW – FIRST, SECOND AND THIRD READINGS

11. “Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822”

RECOMMENDATION:

THAT “Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822” be given first, second and third readings.

NOTICES OF MOTION

12. Living Wage Policy – File: 01-0530-05-0001/2020

Submitted by Councillor Girard

RECOMMENDATION:

WHEREAS Council unanimously approved a resolution at its Regular Council meeting, held November 18, 2019, directing staff to report on the costs and benefits of the City implementing a Living Wage Policy, as outlined by the “Living Wage for Families Campaign”, and the steps necessary to achieve this goal;

WHEREAS the Information Report of the Purchasing Manager, dated December 8, 2020, stated that:

- the financial implications of implementing the Living Wage for Families Campaign Living Wage Policy are expected to be minimal; and
- Council may wish to direct staff to incorporate specific language into the City’s competitive bid documents and Purchasing Manual to reflect all aspects of becoming a Living Wage Employer and, by submitting a proposal to the City, the contractor or service provider must meet all requirements of the Living Wage for Families Campaign Living Wage Policy;

AND WHEREAS the Information Report of the Manager, Human Resources, dated December 10, 2020, indicated that the City’s Procurement Division would work to ensure all remaining aspects of becoming a Living Wage Employer are put in place;

THEREFORE BE IT RESOLVED THAT staff be directed to update all existing policies required to complete the certification process to become a Living Wage Employer, as outlined in the Living Wage for Families Campaign, by August 31, 2021.

Background Information, March 10, 2021

Information Report, December 10, 2020 – Update on Living Wage Policy

Information Report, December 8, 2020 – Living Wage Policy

NOTICES OF MOTION – Continued

13. Regulating Tree Cutting and Removal in the City of North Vancouver
– File: 12-6300-01-0001/2021

Submitted by Councillor Bell

RECOMMENDATION:

WHEREAS trees form an important part of the natural beauty and environmental backbone of our community and contribute to air quality;

WHEREAS it is in the public interest to provide responsible rules and regulations concerning the cutting and removal of trees in our community;

AND WHEREAS our two neighbouring municipalities, the District of North Vancouver and the District of West Vancouver, and several other Lower Mainland municipalities, have enacted bylaws regulating removal of trees;

THEREFORE BE IT RESOLVED THAT staff be requested to report on recommendations for regulating tree cutting and removal in the City of North Vancouver, and that a copy of the resolution also be forwarded to the City of North Vancouver Climate and Environment Advisory Task Force for comment.

Background Information, May 2, 2016

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

RECESS TO CLOSED SESSION

THAT Council recess to the Committee of the Whole (Closed Session) pursuant to the *Community Charter*, Section 90(1)(e) [land matter].

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

ADJOURN



MINUTES OF THE REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, MARCH 8, 2021**

PRESENT

COUNCIL MEMBERS

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

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO / Director, Strategic and Corporate Services
K. Graham, Corporate Officer
C. Baird, Deputy Corporate Officer
J. Peters, Assistant City Clerk
H. Granger, City Solicitor
H. Reinhold, Deputy Director, Strategic and Corporate Services
G. Munro, Manager, Information Technology
B. Themens, Director, Finance
L. Garber, Deputy Director, Finance
D. Cameron, Budget Analyst
M. Epp, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
A. Devlin, Manager, Transportation Planning
R. de St. Croix, Manager, Long Range and Community Planning
C. Jackson, Manager, Environment
L. Lensink, Environmental Sustainability Specialist
D. Pope, Director, Engineering, Parks and Environment
K. Magnusson, Deputy Director, Engineering, Parks and Environment
R. Skene, Director, Community and Partner Engagement
L. Orr, Deputy Director, Community and Partner Engagement
G. Schalk, Public Safety Director and Fire Chief

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

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Back

1. THAT the Regular Agenda of March 8, 2021 be amended by removing the following items:
 - Item 3 – “Offer to Donate Funds for Shipyards Pier Electrical Bunker Building Public Art Project”;
 - Item 4 – “City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding”;
 - Item 13 – “Help Cities Lead Initiative”;
 - Item 16 – “Council Remuneration Bylaw, 2021, No. 8820 (Council Remuneration Effective January 1, 2021)”; and
 - Item 17 – “Council Remuneration Bylaw, 2021, No. 8820” (Council Remuneration Effective January 1, 2021);

AND THAT the Agenda, as amended, be approved.

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor Girard, seconded by Councillor Valente

2. Regular Council Meeting Minutes, March 1, 2021

CARRIED UNANIMOUSLY

PROCLAMATIONS

Mayor Buchanan recognized International Women's Day.

Mayor Buchanan declared the following proclamations:

World Down Syndrome Day – March 21, 2021

Stop the Sexual Exploitation of Children and Youth Awareness Week
– March 8 to 14, 2021 – read by Councillor Girard

PUBLIC INPUT PERIOD

- Laurie Parkinson, 634 East 4th Street, North Vancouver, spoke regarding Item 9 – “Mobility Strategy – Preliminary Goals and Strategies” and Item 10 – “Electric Vehicle Charging Infrastructure Requirements for New Non-Residential Development”.

CONSENT AGENDA

Moved by Councillor Back, seconded by Councillor Girard

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

REPORTS

- *3. Offer to Donate Funds for Shipyards Pier Electrical Bunker Building Public Art Project
– File: 15-7750-01-0001/2021

Report: Public Art Officer, North Vancouver Recreation and Culture Commission,
February 11, 2021

Item 3 was removed from the agenda.

- *4. City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding – File: 01-0400-80-0001/2021

Report: Chief Administrative Officer, February 8, 2021

Item 4 was removed from the agenda.

CONSENT AGENDA – Continued

CORRESPONDENCE

- *5. Board in Brief, Metro Vancouver Regional District, February 26, 2021
– File: 01-0400-60-0006/2021

Re: Metro Vancouver – Board in Brief

Moved by Councillor Back, seconded by Councillor Girard

THAT the correspondence from Metro Vancouver, dated February 26, 2021, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

(CARRIED UNANIMOUSLY)

END OF CONSENT AGENDA

FINANCE COMMITTEE MEETING

Moved by Councillor Bell, seconded by Councillor Valente

THAT the meeting recess to the Finance Committee Meeting regarding “2021 Financial Plan”.

CARRIED UNANIMOUSLY

The meeting recessed to the Finance Committee Meeting at 5:39 pm and reconvened at 5:59 pm.

REPORT – RECOMMENDATION OF THE FINANCE COMMITTEE

6. 2021 Financial Plan – File: 05-1700-01-0001/2021

Report: Director, Finance, February 24, 2021

Moved by Councillor Bell, seconded by Councillor Valente

PURSUANT to the report of the Director, Finance, dated February 24, 2021, entitled “2021 Financial Plan”:

THAT the 2021-2030 Capital Plan, dated February 24, 2021, be endorsed;

THAT the 2021 Financial Plan be approved;

AND THAT staff bring forward a Financial Plan Bylaw (2021 to 2030) that reflects an overall tax rate increase of 3.98%, which includes 3.70% for the Operating Plan, 0% for Infrastructure Reserves and 0.28% for New Items.

CARRIED UNANIMOUSLY

REPORT

7. 2021 Early Approvals – Funding Appropriations #2103 – #2105 and “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding) – File: 05-1705-30-0019/2021

Report: Director, Finance, February 24, 2021

Moved by Councillor Girard seconded by Councillor McIlroy

PURSUANT to the report of the Director, Finance, dated February 24, 2021, entitled “2021 Early Approvals – Funding Appropriations #2103 – #2105 and “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding)”:

THAT (Funding Appropriation #2103) an amount of \$564,625 be appropriated from the Civic Amenity Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT (Funding Appropriation #2104) an amount of \$196,000 be appropriated from the General Capital Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT (Funding Appropriation #2105) an amount of \$115,000 be appropriated from the Tax Sale Land Interest Reserve Fund for the purpose of funding the 2021 Capital Plan;

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding), a Bylaw to appropriate an amount of \$210,375 from Development Cost Charge (Transportation) Reserve Fund to fund the 2021 Capital Plan, be considered;

AND THAT should any of the amounts remain unexpended as at December 31, 2024, the unexpended balances shall be returned to the credit of the respective fund.

CARRIED UNANIMOUSLY

BYLAW – FIRST, SECOND AND THIRD READINGS

8. “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital Plan Funding)

Moved by Councillor Girard seconded by Councillor McIlroy

THAT “Development Cost Charge (Transportation) Reserve Fund Bylaw, 2021, No. 8821” (2021 Capital 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, 2021, No. 8821” (2021 Capital Plan Funding) be given third reading.

CARRIED UNANIMOUSLY

PRESENTATION

Mobility Strategy: Preliminary Goals and Strategies – Manager, Transportation Planning

The Deputy Director, Planning and Development and the Manager, Transportation Planning provided a PowerPoint presentation regarding the “Mobility Strategy: Preliminary Goals and Strategies” and responded to questions of Council.

REPORTS

9. Mobility Strategy – Preliminary Goals and Strategies – File: 16-8350-20-0036/1

Report: Manager, Transportation Planning, February 24, 2021

Moved by Councillor Valente, seconded by Councillor Girard

PURSUANT to the report of the Manager, Transportation Planning, dated February 24, 2021, entitled “Mobility Strategy – Preliminary Goals and Strategies”:

THAT staff be directed to utilize the Mobility Strategy – Preliminary Goals and Strategies as the basis for community and stakeholder consultation;

AND THAT staff be further directed to consider feedback from Council and the public to refine the preliminary goals and strategies.

CARRIED UNANIMOUSLY

10. Electric Vehicle Charging Infrastructure Requirements for New Non-Residential Development – File: 11-5280-20-0004/1

Report: Environmental Sustainability Specialist, February 24, 2021

Moved by Councillor McIlroy, seconded by Councillor Valente

PURSUANT to the report of the Environmental Sustainability Specialist, dated February 24, 2021, entitled “Electric Vehicle Charging Infrastructure Requirements for New Non-Residential Development”:

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818” (Non-Residential Electric Vehicle Charging Infrastructure) be considered and the Public Hearing be waived;

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

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

AND THAT the Sustainable Development Guidelines be updated to encourage EV-Ready infrastructure beyond Zoning Bylaw requirements and the installation of EV charging stations.

CARRIED UNANIMOUSLY

BYLAW – FIRST AND SECOND READINGS

11. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818”
(Non-Residential Electric Vehicle Charging Infrastructure)

Moved by Councillor McIlroy, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818” (Non-Residential Electric Vehicle Charging Infrastructure) be given first and second readings.

CARRIED UNANIMOUSLY

Councillor Girard left the meeting at 7:43 pm and returned at 7:52 pm.

REPORTS

12. Balanced Housing Lab – Next Steps for Advancing Prototypes
– File: 10-5040-20-0002/1

Report: Planner 1, February 24, 2021

Moved by Councillor Bell, seconded by Mayor Buchanan

PURSUANT to the report of the Planner 1, dated February 24, 2021, entitled “Balanced Housing Lab – Next Steps for Advancing Prototypes”:

THAT staff be directed to continue to advance the middle-income housing ‘Prototypes’;

THAT staff be directed to proceed with up to 3 pilot projects for the proposed Housing Opportunity Area within the Residential Level 5 land use designation, including the zoning regulations and the implementation approach, as the basis for consultation;

AND THAT staff be directed to determine the level of interest for the proposed Housing Opportunity Area for the School and Institutional land use designation to permit non-market residential uses within this designation as the basis for consultation.

CARRIED UNANIMOUSLY

13. Help Cities Lead Initiative – File: 11-5280-20-0004/1

Report: Manager, Environmental Sustainability, February 24, 2021

Item 13 was removed from the agenda.

REPORTS – Continued

14. COVID-19 Safe Restart Grant Allocation Phase 1 – File: 14-7130-20-0015/1

Report: Deputy Chief Administrative Officer, February 25, 2021

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Deputy Chief Administrative Officer, dated February 25, 2021, entitled “COVID-19 Safe Restart Grant Allocation Phase 1”:

THAT the proposed four streams of funding in a phased approach be endorsed;

AND THAT the allocation of \$1,940,000 in funding for Phase 1 projects be approved.

CARRIED UNANIMOUSLY

15. Development Process Improvements and Proposed Amendments
– File: 13-6630-01-0001/2021

Report: Director, Planning and Development, and Deputy Director, Engineering, Parks and Environment, March 1, 2021

Moved by Councillor Bell, seconded by Councillor McIlroy

PURSUANT to the report of the Director, Planning and Development, and the Deputy Director, Engineering Parks and Environment, dated March 1, 2021, entitled “Development Process Improvements and Proposed Amendments”:

THAT staff be directed to advance the development process improvement initiatives to improve service and access to information, reduce backlog and provide predictable outcomes and for staff to report back on progress and measured improvements;

AND THAT staff be further directed to bring forward amendments to the “Subdivision and Developments Control Bylaw, 2010, No. 8014”, including updates to Part 7 – Servicing Requirements and to Schedule A – Required Levels of Service.

CARRIED UNANIMOUSLY

16. Council Remuneration Bylaw, 2021, No. 8820 (Council Remuneration Effective January 1, 2021) – File: 01-0530-04-0001/2021

Report: Corporate Officer, February 22, 2021

Item 16 was removed from the agenda.

BYLAW – FIRST, SECOND AND THIRD READINGS

17. “Council Remuneration Bylaw, 2021, No. 8820” (Council Remuneration Effective January 1, 2021)

Item 17 was removed from the agenda.

NOTICE OF MOTION

18. Federal Declaration of Opioid Crisis as a National Public Health Emergency
– File: 10-4900-01-0001/2021

Submitted by Mayor Buchanan and Councillor McIlroy

Moved by Mayor Buchanan, seconded by Councillor McIlroy

WHEREAS the opioid crisis is one of the largest public health emergencies of our lifetime, with a death, on average, about every two hours and a death toll of over 16,360 since 2016 (January 2016 to March 2020);

WHEREAS there were 1,716 overdose deaths last year in BC, representing the most fatalities in a single year from any unnatural cause;

WHEREAS the overdose crisis rages, showing few signs of abating;

WHEREAS the paralleled public health crisis, the COVID-19 pandemic, has been met with large-scale, multi-jurisdictional, comprehensive response;

WHEREAS other countries have significantly reduced drug-related fatalities through harm-reduction and legislative reforms;

WHEREAS the federal and provincial governments have a responsibility to ensure services and supports are in place to protect the well-being of all residents;

AND WHEREAS the City of North Vancouver is committed to supporting the health and well-being of residents and to work collaboratively with the community, community partners, individuals and families with lived experience to improve outcomes;

THEREFORE BE IT RESOLVED that the Mayor write to the Government of Canada, in particular, the Minister of Health, on behalf of Council, requesting that the overdose crisis be declared a national public health emergency and be met with the same urgency observed in the federal response to the COVID-19 pandemic;

AND BE IT FURTHER RESOLVED THAT the Mayor write to Premier John Horgan, on behalf of Council, requesting that he advocate for a national overdose action plan that would work in tandem with provincial plans, such as The Pathway to Hope, at a future First Ministers Meeting.

CARRIED UNANIMOUSLY

COUNCIL INQUIRIES / REPORTS

Nil.

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

RECESS TO CLOSED SESSION

Moved by Councillor Valente, seconded by Councillor Bell

THAT Council recess to the Committee of the Whole (Closed Session) pursuant to the *Community Charter*, Section 90(1)(e) [land matter].

CARRIED UNANIMOUSLY

The meeting recessed to the Committee of the Whole (Closed Session) at 8:44 pm and reconvened at 9:33 pm.

REPORT OF THE COMMITTEE OF THE WHOLE (CLOSED SESSION)

19. Land Matter – File: 02-0890-20-0038/1

Report: Manager, Real Estate, February 22, 2021

Moved by Councillor Hu, seconded by Councillor Valente

PURSUANT to the report of the Manager, Real Estate, dated February 22, 2021, regarding a land matter:

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

AND THAT the wording of the recommendation and the report of the Manager, Real Estate, dated February 22, 2021, remain in the Closed session.

CARRIED UNANIMOUSLY

20. Land Matter – File: 06-2210-01-0001/2021

Report: City Solicitor, February 24, 2021

Moved by Councillor Hu, seconded by Councillor Valente

PURSUANT to the report of the City Solicitor, dated February 24, 2021, regarding a land matter:

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

AND THAT the wording of the recommendation and the report of the City Solicitor, dated February 24, 2021, remain in the Closed session.

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Bell, seconded by Councillor Back

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 9:34 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER



MINUTES OF THE SPECIAL REGULAR MEETING OF COUNCIL, HELD ELECTRONICALLY FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON TUESDAY, MARCH 23, 2021

PRESENT

COUNCIL MEMBERS

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

STAFF MEMBERS

L. McCarthy, CAO
K. Graham, Corporate Officer
B. Pearce, Deputy CAO

ABSENT

Councillor H. Back

The meeting was called to order at 4:03 pm.

APPROVAL OF AGENDA

Moved by Councillor McIlroy, seconded by Councillor Valente

1. Special Regular Council Meeting Agenda, March 23, 2021

CARRIED UNANIMOUSLY

ADOPTION OF MINUTES

Moved by Councillor McIlroy, seconded by Councillor Valente

2. Special Regular Council Meeting Minutes, March 11, 2021

CARRIED UNANIMOUSLY

RECESS TO CLOSED SESSION

Moved by Councillor Girard, seconded by Councillor McIlroy

THAT Council recess to the Special Committee of the Whole (Closed Session) pursuant to the *Community Charter*, Sections 90(1)(i) [legal advice] and 90(2)(b) [contract negotiations].

CARRIED UNANIMOUSLY

The meeting recessed at 4:05 pm and did not reconvene. A motion to adjourn was approved in the Special Committee of the Whole (Closed Session) at 5:48 pm.

“Certified Correct by the Corporate Officer”

CORPORATE OFFICER

THIS PAGE INTENTIONALLY LEFT BLANK



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

GREEN SHIRT DAY

- WHEREAS** the Canadian Transplant Society declares that the majority of Canada supports organ donation, but less than 25 per cent of Canadians are registered as organ donors;
- WHEREAS** following the Humboldt tragedy on April 6, 2018, over 100,000 Canadians were inspired to register as organ donors in what has become known as the “Logan Boulet Effect”;
- WHEREAS** Green Shirt Day honours the memory of Logan Boulet and the impact of the generous act of donating his organs, and encourages Canadians to consider following his example by registering as organ donors;
- AND WHEREAS** our community supports the partnership of Logan’s family, Canadian Blood Services and the Canadian Transplant Association to memorialize this act of life-saving generosity with a day dedicated to organ donor awareness and registration;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 7, 2021** as **Green Shirt Day** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 29, 2021

Linda C. Buchanan

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

AUTISM AWARENESS MONTH

- WHEREAS** Autism Spectrum Disorder is a development disability that causes difficulties in communication, social interaction and behaviour that occurs in approximately 1 out of every 68 births;
- WHEREAS** Autism Spectrum Disorder is five times more common in boys than girls, currently has no known cure and depending on the level of severity can cause lifelong challenges;
- AND WHEREAS** increased awareness of this disorder is vital as early diagnosis and intervention, as well as the existence of specialized and community support services, can lead to significantly improved quality of life for those challenged with Autism Spectrum Disorder;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 2021** as **Autism Awareness Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 29, 2021

Mayor Linda Buchanan



Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

HEALTH CARE, PUBLIC SAFETY AND ESSENTIAL SERVICE WORKERS APPRECIATION MONTH

- WHEREAS** during this unprecedented and rapidly changing time, health care and essential service workers are on the front lines keeping our communities moving, caring for the ill, providing essential services and ensuring public safety;
- WHEREAS** COVID-19 has reaffirmed the importance of the current role they play;
- AND WHEREAS** in recognition of the extraordinary measures being taken by health care, public safety and essential service workers, we would like to recognize these workers and thank them for their sacrifices and care;
- NOW THEREFORE** I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **April 2021** as **Health Care, Public Safety and Essential Service Workers Appreciation Month** in the City of North Vancouver, the traditional territories of the Squamish and Tsleil-Waututh Nations.

So proclaimed on Monday, March 29, 2021

Mayor Linda Buchanan

THIS PAGE INTENTIONALLY LEFT BLANK



— Department Manager	— Director	CM CAO
----------------------------	---------------	-----------

The Corporation of **THE CITY OF NORTH VANCOUVER**
OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Leanne McCarthy, Chief Administrative Officer

Subject: CITY OF NORTH VANCOUVER AND THE NORTH VANCOUVER
BOARD OF EDUCATION – MEMORANDUM OF UNDERSTANDING

Date: February 8, 2021 File No: 01-0400-80-0001/2021

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

RECOMMENDATION

PURSUANT to the report of the Chief Administrative Officer, dated February 8, 2021, entitled “City of North Vancouver and the North Vancouver Board of Education – Memorandum of Understanding:

THAT the Mayor and Corporate Officer be authorized to execute the Memorandum of Understanding between the City of North Vancouver and the North Vancouver Board of Education.

ATTACHMENTS

1. Terms of Reference, Collaboration Working Group (CityDoc#[2019154](#))
2. Draft Memorandum of Understanding between City of North Vancouver and the North Vancouver Board of Education (City Doc#[2019570](#))

SUMMARY

The City of North Vancouver Council (CNV) and the North Vancouver Board of Education (NVSD) are considering the approval of a Memorandum of Understanding (MOU) to establish a more formalized practice of collaboration.

BACKGROUND

In April 2020, both the CNV and NVSD approved motions at their governance meetings with respect to formalizing the partnership and collaboration work between the two organizations.

The motions of both governing bodies celebrates the ongoing collaboration work, and creates a formalized venue for idea generation and enhanced working outcomes at both the administrative and political level. (See Attachment 1 – Terms of Reference). This new initiative is the Collaboration Working Group.

To acknowledge the effort and work, the CNV and NVSD will sign a Memorandum of Understanding approved by both governance bodies. This MOU is in draft in Attachment 2.

DISCUSSION

The Collaboration Working Group of the CNV and NVSD will create opportunities to enhance and deliver on our shared community goals.

The Collaboration Working Group will report annually in the third quarter of each year to the NVSD Board of Education and CNV Council. A standing scheduled meeting will be created between the CNV Council and the NVSD Board of Education, excepting election years.

During this annual update meeting, the Collaboration Working Group will update the respective governance bodies with a summary of the prior years' work and a workflow plan for the upcoming year.

Objectives of CWG

Together, the governing bodies and administrative staff will work towards the following objectives:

1. Creation of opportunities, inclusive of outside organizations/agencies that support children, families and community;
2. Integration of information from Joint Use committee, NVSD Capital planning committee, and CNV Integrated Transportation committee to assist in future planning and opportunities;
3. Joint Advocacy (political bodies) and Collaboration (staff) on new school sites and new related City facilities;
4. Recommendations to Council and Board of Education for consideration.

FINANCIAL IMPLICATIONS

The financial implications of the collaboration work should be minimal and involve largely staff time, rather than other budgetary considerations. Projects and work emanating from the MOU will be subject to further Council decisions.

INTER-DEPARTMENTAL IMPLICATIONS

Membership of the collaboration work group includes three senior management positions from each organization. Additionally, other senior managers will be added to the collaboration as projects come forward.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

This project supports the Strategic Plan vision and priority to be:

A Connected City: provides active and sustainable ways for people and goods to move to form and within the City safely and efficiently.

A Liveable City: leads the way in climate action and acts as a steward of the environment for future generations.

A City for People: is welcoming, inclusive, safe accessible and supports the health and well-being of all.

RESPECTFULLY SUBMITTED:



Leanne McCarthy
Chief Administrative Officer

Draft Terms of Reference

Collaboration Working Group

North Vancouver School District &
City of North Vancouver

Background:

In April 2020, both the City of North Vancouver (CNV) and North Vancouver School District (NVSD) approved motions with respect to formalizing the partnership and collaboration work between the two organizations.

The motions of both governing bodies celebrate the ongoing collaboration work and further creates a formalized venue for idea generation and enhanced working outcomes at both the administrative and political level. (See Appendix A for NVSD motion and Appendix B for CNV motion). This initiative is the Collaboration Working Group.

To acknowledge the collaboration working group's effort and work, NVSD and CNV will sign a memorandum of understanding approved by both governance bodies. See draft MOU in Attachment 2

History of Collaboration

The City of North Vancouver and the North Vancouver School District have a long history of formal and informal collaboration. Agreements dating back to the early 1940s demonstrate that both parties have worked together with shared community spirit. Agreements included items such as wartime housing, right of ways, space and infrastructure sharing and shared programming. Recently, the parties have entered into large-scale projects that have demonstrably supported the quality of life and shared history of our community. Projects include: Queen Mary Elementary and Ridgeway Elementary Heritage Restoration projects, Queen Mary Elementary/Ridgeway Elementary/Westview Elementary purpose built child care facilities (NVSD/CNV); Lonsdale Energy Corporation sub-plant located in the Education Services Centre, Cloverley Park (NVSD), Carson Graham Secondary all weather turf field (CNV), various student art projects, Mayors' Business Recovery Committee.

Ongoing work

Today, the City of North Vancouver and North Vancouver School District have established working relationships on a variety of topics through formal committees. CNV and NVSD staff collaborate on NVSD Capital Planning, Joint Use Committees, Work Force Housing (Balance Housing Lab), CNV Integrated Traffic Management, Safe Routes to Schools as well as ad hoc work that arises. Further, both organizations have recognized the challenge of global warming and have committed to collaboratively share best practice and explore opportunities for shared initiatives.

It is the intention that the Collaboration Working Group does not replace these formal structures; rather, it will work in conjunction and in support of these long-standing initiatives. As required, the Collaboration Working Group will receive formal updates on the work being completed within these structures.

The Collaboration Working Group appreciates the continued open dialogue that has been formed between the staffs of the CNV and NVSD and encourages continued informal connection.

Purpose

The Collaboration Working Group of North Vancouver School District (NVSD) and City of North Vancouver (CNV) is established to create opportunities to build upon its excellent working relationships to enhance our shared community goals. The Collaboration Working Group will report annually to the North Vancouver Board of Education and City of North Vancouver Council. A standing scheduled meeting will be created between the City of North Vancouver Council and the North Vancouver Board of Education in the third quarter of each year. During this meeting, the Collaboration Working Group will update the respective political bodies with a summary of the prior years' work and a workflow plan for the upcoming year.

Objectives

Together, the governing bodies and administrative staff will work towards the following objectives:

1. Creation of opportunities, inclusive of outside organizations/agencies that support children, families and community;
2. Integration of information from Joint Use committee, NVSD Capital planning committee, and CNV Integrated Transportation committee to assist in future planning and opportunities;
3. Joint Advocacy (Political bodies) and Collaboration (Staff) on new school sites and new related city facilities;
4. Recommendations to Council and Board of Education for consideration.

Structure

MEETINGS

The Collaboration Working Group will meet four (4) times per year (Sept, Dec, March, June)

The Chair will rotate annually between organizations. The organization that is chairing the Collaboration Working Group will provide the administrative support to organize meetings, create agenda, etc. Any individual work that arises out of the Collaboration Working Group will be supported by the respective staff of the organization required/requested to complete the work.

The Chair of the Collaboration Working Group will be the Superintendent/CEO (NVSD) and/or Chief Administrative Officer (CNV). Should the Superintendent or CAO not be available for the meeting a designate will be appointed.

For the 2020/21 (Sept – June) year, the North Vancouver School District will take leadership of the Collaboration Working Group. The Chair will be the Superintendent/CEO. If the Superintendent/CEO is unavailable the Secretary Treasurer/CFO will chair the meeting.

NVSD will provide administrative support for year 2020/21.

The Collaboration Working Group will report to governing body in the following ways:

1. Informal Updates through “Council Workshops, Trustee Seminars, CAO email, Superintendent email;
2. Joint meeting yearly Board/Council dinner in Fall (October)
3. Formal Presentations to Board/Council as required.

MEMBERSHIP

The Collaboration Working Group will be made up with core members from each organization:

NVSD:

Superintendent/CEO

Secretary Treasurer/CFO

Director of Facilities and Planning

CNV:

Chief Administrative Officer (CAO)

Director of Planning and Development

Director of Community and Partner Engagement

The Collaboration Working Group will add members of staff as needed/required depending on the Agenda and subject matter.

Topics/Work Plan for 2021

Each year, the elected officials and staff will work together to establish shared areas to work on. For 2021, the following areas will be discussed:

- New facilities Shared Use (Cloverley, HJ, NSNH, future projects)
- Land use (work force housing/balanced housing lab)
- Federal and Provincial Grant opportunities for growth – (such as Sutherland track)
- Early Learning and Childcare (convener of creating a framework for early learning and out of school care in civic and school facilities)
- Opportunities emanating from ongoing working groups
 - Shared Use (Joint use agreement, infrastructure sharing)
 - Safe Routes to School (SRTS Program and Safe Mobility Strategy)

Appendix A: School District 44 motion

B.5. April 2020

City of North Vancouver and School District 44 Collaborative Working Relationship

that the School District and the City of North Vancouver continue to work together more formally through annual meetings of City Council and the Board of Education;

and that staff be directed through a formal working committee reporting to these governing bodies to consider and develop options, which may include other related partnerships, which benefit the children, families and community in the City of North Vancouver.

Appendix B City of North Vancouver motion

Notice of Motion April 2020

City of North Vancouver and School District 44 Collaborative Working Relationship

WHEREAS the City of North Vancouver and School District 44 have a good history of co-operative effort and planning to create the best potential for success;

AND WHEREAS the City of North Vancouver through its policies have retained and attracted families with school age children to the City;

AND WHEREAS School District 44 schools within the City of North Vancouver are near or at capacity and the updated Long Range Facilities Plan (2018) names 6 City schools for expansion or replacement;

AND WHEREAS City school sites play an important role within neighbourhoods beyond the public school use for a variety of formal and informal uses;

THEREFORE BE IT RESOLVED that the two organizations continue to work together more formally through annual meetings of City Council and the Board of Education,

AND FURTHER staff be directed through a formal working committee reporting to these governing bodies to consider and develop options, which may include other related partnerships, which benefit the children, families and community in the City of North Vancouver

Memorandum of Understanding (“MOU”)
between
The Corporation of the City of North Vancouver (“CNV”)
and
The Board of Education of School District No. 44 (North Vancouver) (“NVSD”)

WHEREAS the City of North Vancouver and the North Vancouver School District have a good history of co-operative effort and planning to create the best potential for success;

AND WHEREAS the City of North Vancouver through its policies have retained and attracted families with school age children to the City;

AND WHEREAS the North Vancouver School District schools within the City of North Vancouver are near or at capacity;

AND WHEREAS the City of North Vancouver school sites play an important role within neighbourhoods beyond the public school use for a variety of formal and informal uses;

NOW THEREFORE the parties agree to the following:

Purpose of the MOU

This MOU will establish a non-legally binding framework and set of principles for an enhanced approach for coordination and collaboration between the parties to support our shared interests and to create opportunities for administrative and political staff to collaborate.

The parties to this MOU acknowledge that if they wish to jointly carry out specific initiatives that may arise out of this MOU, they will have to engage in further discussions and prepare further agreements and other documents duly authorized and executed to define, among other things, each party's responsibilities and other details.

This MOU is not an exclusive arrangement and does not restrict either party from pursuing their mandates, either on their own or in collaboration with any other party.

Statement of Shared Objectives

1. Creation of opportunities, inclusive of outside organizations, that support children, families and community;
2. Integration and sharing of information from NVSD and CNV staff to assist in future planning and opportunities;
3. Joint Advocacy to higher levels of government and collaboration (information sharing) on future new/existing school and related city facilities/opportunities; and,
4. Recommendations to CNV Council and the NVSD Board of Education for consideration.

Areas of Focus for Inaugural year

- Replacement of Cloverley Elementary with opportunities for purpose built child care and after school programming;
- Replacement of the Harry Jerome Community Recreation Centre with opportunities for joint use/after school programming;
- Early Learning and Child Care (before and after school care) and create a framework for early learning and out of school care in civic and school facilities (through Federal and Provincial initiatives);
- Sustainability / Climate Action / Green initiatives and the reduction of overall Carbon Footprint;
- Land use and environment (work force housing/balanced housing lab);
- New Shared Use Facilities (HJ, NSNH, future projects);
- Federal and Provincial Grant opportunities for growth – (such as Sutherland track); and,
- Opportunities emanating from ongoing working groups, including:
 - Shared Use (Joint use agreement, infrastructure sharing); and
 - Safe Routes to School (SRTS Program and Safe Mobility Strategy).

Duration

- This MOU shall take effect upon the adoption of authorizing resolutions by the CNV Council and the NVSD Board of Education.
- This MOU is subject to amendment from time to time by mutual agreement. Such amendment must be in writing and authorized by resolution of the CNV Council and the NVSD Board of Education.
- This MOU will remain in effect unless terminated by either of the parties by providing no less than 60 days' notice in writing. In such event, the party wishing to terminate the MOU shall consult the other to determine the effect of such dissociation on activities in progress.

Annual Reporting

- Annual reporting will occur at convened meeting in September/October between the CNV Council and the North Vancouver Board of Education and their respective staff(s).
- Reporting / Presentation(s) will occur at CNV Council meetings / NVSD Board of Education meetings as required/requested.

Signed on the ____ day of _____, 2021

The Corporation of the City of North Vancouver

By:

Mayor

City Clerk

The Board of Education of School District No. 44(North Vancouver)

By:

Board Chair

Secretary Treasurer

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8821

A Bylaw to authorize the expenditure of monies from the Development Cost Charge (Transportation) Reserve Fund for the 2021 Capital 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, 2021, No. 8821**” (2021 Capital Plan Funding).
2. The following amounts are hereby appropriated from the Development Cost Charge (Transportation) Reserve Fund for the purpose of funding:
 - A. \$24,750 for the “Pedestrian and Roadway Lighting Implementation – Drawing Preparation” project; and
 - B. \$185,625 for the “New Sidewalks to Complete Pedestrian Network” project.

READ a first time on the 8th day of March, 2021.

READ a second time on the 8th day of March, 2021.

READ a third time on the 8th day of March, 2021.



ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

THIS PAGE INTENTIONALLY LEFT BLANK



 Department Manager	 Director	 CAO
---	---	--

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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Environmental Sustainability Specialist

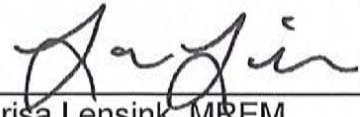
Subject: CLARIFICATION – ELECTRIC VEHICLE-READY REQUIREMENTS FOR
NEW NON-RESIDENTIAL DEVELOPMENT REPORT

Date: March 23, 2021 File No: 11-5280-20-0004/1

At the March 8, 2021 meeting, Council endorsed the report dated February 24, 2021, entitled “Electric Vehicle Charging Infrastructure Requirements for New Non-Residential Development” and accompanying Zoning Bylaw amendment No. 8818. In this report, a number of housekeeping amendments were proposed in addition to the new EV-Ready requirements for non-residential development. Staff would like to clarify that the amendment regarding the exemption of accessory secondary suites is for the exemption to be maintained, as reflected in the Zoning Bylaw amendment, but in conflict with the “Additional Housekeeping Amendments” section (page 8) of the report.

When EV-Ready requirements were adopted for all new residential parking spaces in December 2019, staff recommended that accessory secondary suites be exempt in order to avoid additional barriers to the creation of this important form of affordable housing. In the process of developing the Zoning Bylaw requirements for non-residential development, this exemption was reviewed and staff drew the same conclusion as made in 2019; to not apply EV-Ready requirements to accessory secondary suites. The report states in error that the exemption of accessory suites is proposed to be removed. The Zoning Bylaw amendment adopted by Council includes the exemption of accessory secondary suites from the residential EV-Ready requirements, as the intended policy approach.

RESPECTFULLY SUBMITTED:



Larisa Lensink, MREM
Environmental Sustainability Specialist



 Department Manager	 Director	 CAO
---	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Environmental Sustainability Specialist

Subject: ELECTRIC VEHICLE CHARGING INFRASTRUCTURE REQUIREMENTS
FOR NEW NON-RESIDENTIAL DEVELOPMENT

Date: February 24, 2021 File No: 11-5280-20-0004/1

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

RECOMMENDATION

PURSUANT to the report of the Environmental Sustainability Specialist, dated February 24, 2021, entitled "Electric Vehicle Charging Infrastructure Requirements for New Non-Residential Development":

THAT "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818" (Non-Residential Electric Vehicle Charging Infrastructure) be considered and the Public Hearing be waived;

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

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

AND THAT the Sustainable Development Guidelines be updated to encourage EV-Ready infrastructure beyond Zoning Bylaw requirements and the installation of EV charging stations.

ATTACHMENTS

1. Report to Council from the Environmental Sustainability Specialist, entitled "Electric Vehicle Strategy Implementation Update and Next Steps", dated December 2, 2020 (Document [#2024869](#))
2. 2018 Electric Vehicle Strategy (Document [#1696442](#))
3. "Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2021, No. 8818" (Non-Residential Electric Vehicle Charging Infrastructure) (Document [#2023356](#))

PURPOSE

The purpose of this report is to present a Zoning Amendment Bylaw for Council consideration to require new non-residential construction to equip 45% of parking spaces with Level 2 charging capability for an electric vehicle (EV). Changes to the City's Sustainable Development Guidelines are also proposed to encourage additional EV-Ready infrastructure and the installation of EV charging stations.

BACKGROUND

At the December 14, 2020 Council meeting, the following resolution was unanimously endorsed:

“PURSUANT to the report of the Environmental Sustainability Specialist, dated December 2, 2020, entitled “Electric Vehicle Strategy Implementation Update and Next Steps”:

THAT staff be directed to develop electric vehicle readiness requirements for non-residential parking spaces in new construction to support workplace and opportunity charging in consultation with stakeholders for Council consideration;

THAT staff be directed to investigate opportunities for neighbourhood charging to support additional opportunities for residents with barriers to home charging;

AND THAT staff be directed to accelerate implementation of actions to support electrification of the City's fleet.”

Staff are taking steps to investigate opportunities for neighbourhood charging and to accelerate implementation of actions to support fleet electrification, and will report back on this progress at a later date.

This report is the fulfillment of Council's direction to develop electric vehicle readiness requirements for non-residential parking spaces in new construction to support workplace and opportunity charging.

Workplace charging refers to the ability for an employee to charge their vehicle while it is parked at their place of work. Since vehicles are parked for extended periods of time on a regular basis at these locations, workplace charging is a viable alternative to home charging.

Opportunity charging, or “on-the-go” charging, refers to the ability to charge a vehicle at common destinations like grocery stores, community centers or restaurants. Opportunity charging can replace or supplement home and workplace charging. Since vehicles are parked for relatively short periods of time, dedicated circuits are required, and the EV-readiness electrical infrastructure can be more costly than that for workplace charging.

Electric Vehicle-Ready Policy

An important tool available to local governments in supporting the transition to EVs is the ability to require new buildings to be equipped with the electrical infrastructure required to support EV charging at the time of construction. This policy approach is referred to as “EV-Ready” or “EV-readiness” requirements, as it ensures that all electrical infrastructure is in place and that an energized outlet is “ready” to support an EV charging station. The EV charging station itself is not included in the EV-Ready infrastructure requirements, but can be easily installed by an occupant in the future. Ensuring that new buildings have adequate electrical infrastructure to enable widespread EV charging avoids costly and complicated retrofits at later time.

The City’s Current Electric Vehicle-Ready Policy

1. Residential Parking

In February 2019, Council adopted amendments to the Zoning Bylaw to require that 100% of new residential parking spaces (including single family homes, duplexes, townhouses, coach houses and multi-family buildings) and new parking spaces for shared vehicles be equipped with EV-Ready infrastructure. As the most convenient option for EV charging and a key factor in the decision to switch to an EV, requiring 100% of new residential parking spaces is critical in enabling EV adoption. This requirement was enabled by advances in EV energy management systems (EVEMS) which reduce the cost of equipping multiple parking stalls with EV ready infrastructure. EVEMS, also known as “load management”, refers to a variety of technologies and services that enable multiple vehicles to charge on the same circuit by controlling the rate and timing of EV charging. In contrast to dedicated circuits, where one circuit provides power to one stall, EVEMS allow one circuit to be shared safely and effectively by multiple stalls.

2. Commercial Parking and Residential Visitor Parking

When the above residential Zoning Bylaw EV-Ready requirements were adopted, measures were also added to the City’s Sustainable Development Guidelines to encourage 20% of commercial parking spaces and 20% of residential visitor parking spaces to be equipped with EV-Ready infrastructure.

Policy Objectives for Non-Residential EV-Ready Requirements

In considering EV-Ready requirements for non-residential development, the following policy objectives were identified and guided the research undertaken to inform the policy approach:

- **Increasing access to workplace charging.** The EV-Ready requirements should enable residents who lack access to home charging, and residents whose commute distance exceeds the range of some EVs to conveniently charge their vehicles. Workplace charging can be supported by Level 2 charging with

EVEMS, similar to the residential requirements, as vehicles have relatively long parking dwell times (e.g. 9 hours).

- **Increasing access to opportunity charging.** Equipping buildings with non-residential uses should provide residents with opportunities to charge their vehicles at destinations they regularly visit. Opportunity charging can be supported by Level 2 charging with dedicated circuits to provide a sufficient charge over a short period of time.
- **Simplicity.** The EV-Ready requirements should be simple for developers to understand and apply, and for staff to administer.
- **Minimizing costs.** Requirements for increased electrical infrastructure should be limited at the appropriate level to achieve policy objectives without placing undue burden on developers. In addition, the costs to retrofit buildings by occupants should be avoided through the EV-Ready requirements.
- **Future-proofing.** The EV-Ready requirements should be sufficient to support future demand for workplace charging when EV adoption is widespread.

DISCUSSION

Proposed Requirement

Staff are proposing a Zoning Bylaw amendment requiring a minimum of 45% of parking spaces provided for non-residential uses to be EV-Ready as follows:

- 10% of parking spaces are EV-Ready for opportunity charging (Level 2 charging on dedicated circuits)
- 35% of parking spaces are EV-Ready for at minimum workplace charging (Level 2 charging with EVEMS)
- A minimum of one parking space is EV-Ready

The proposed requirements would apply to parking spaces provided for all non-residential uses including commercial, industrial, public and assembly building uses.

Example

For example, if the proposed requirements for non-residential parking spaces were applied to a hypothetical high-rise mixed-use development with 100 non-residential parking spaces, the breakdown of EV-Ready spaces would be as follows:

- 100 non-residential parking spaces:
 - 10 opportunity spaces (Level 2 charging on dedicated circuits)
 - 35 workplace spaces (Level 2 charging with EVEMS)

Rationale

Requiring 45% of non-residential parking spaces, with a mixture of workplace and opportunity EV-ready infrastructure, is the recommended approach because it fulfills the aforementioned policy objectives as described below:

Increasing access to workplace charging. As EV adoption continues to grow and BC moves toward a future where almost all passenger vehicles are zero emission as mandated by the Province’s *Zero-Emission Vehicle Act* (2019), workplace charging will become increasingly important. For residents who lack access to home charging, the ability to charge at work is the next best option. In the Metro Vancouver region, based on the anticipated growth in EV adoption and the building stock becoming increasingly able to support EV charging with the introduction of EV-Ready requirements in recent years and EV-Ready retrofits, it is expected that approximately 43% of residents will require workplace charging in the future (Figure 1).

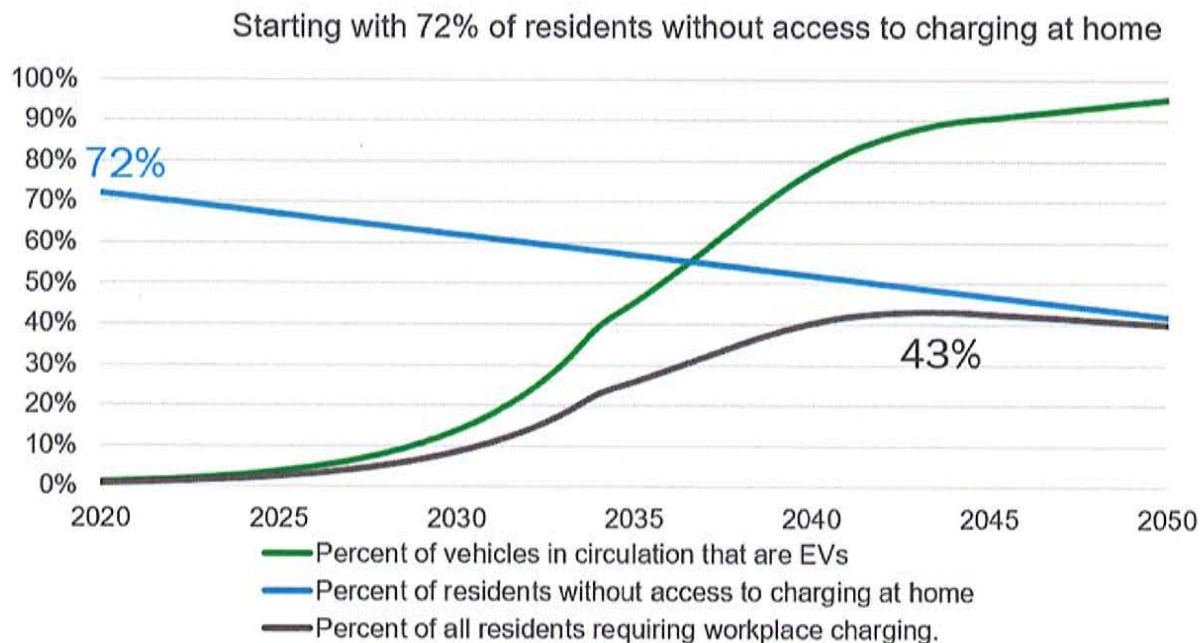


Figure 1. Estimated demand for workplace charging based on EV adoption and access to home charging in the future. (Source: AES Engineering, EV Ready Non-Residential Parking Requirements Presentation, October 2020)

The proposed requirements that a minimum of 35% of non-residential parking spaces are equipped with EV-Ready infrastructure to support workplace charging are expected to meet this anticipated future demand for workplace charging, given the proportion of parking spaces used for employee parking in non-residential contexts.

Increasing access to opportunity charging. The ability to charge quickly in convenient locations through the public charging network also has, and will continue to have, an important role in the EV charging ecosystem (Figure 2). Though the demand is lower for public charging than home or workplace charging, opportunity charging is a necessity for residents who lack access to other forms of charging and for most EV drivers on occasion to supplement home and workplace charging.



Figure 2. The EV charging pyramid, showing the role of opportunity charging in purple. (Source: Argonne National Laboratory, as presented in the City of Richmond's Residential EV Charging Local Government Guide).

The proposed requirement that a minimum of 10% of parking spaces are equipped with EV-Ready infrastructure to support opportunity charging will ensure that new development is able to support the public charging network. Since the infrastructure required for opportunity charging is more expensive than for workplace charging on a per stall basis, the requirements are intended to protect a minimum amount of opportunity charging.

Simplicity. The proposed requirements aim to be simple to understand and administer while balancing the need for both workplace and opportunity charging which vary depending on building use. By requiring a fixed proportion of EV-Ready stalls (45%) across all non-residential building classes, the proposed requirement provides clarity. In addition, the proposed requirements provide flexibility to tailor the proportion of opportunity and workplace EV-Ready stalls to the building use within the remaining 35% of EV-Ready stalls.

Minimizing costs. EV-Ready requirements minimize costs to building occupants by reducing the need for expensive EV retrofits over the course of the building's lifespan. In addition, the proposed approach limits the EV-Ready infrastructure required to the anticipated demand for future charging to avoid requiring unnecessary electrical infrastructure and associated development costs.

Future-proofing. The proposed requirements were informed by the best available modeling of future demand for workplace charging (Figure 1).

Construction Costs

The construction costs of the proposed requirements are estimated to be between \$1,000 and \$2,500 for each EV-ready parking space, depending on the building archetype. Total incremental construction costs per project are estimated to be between \$2,500 and \$49,000, depending on building archetype and the number of EV-Ready

spaces. For example, the total incremental construction cost to equip a primarily commercial building with 4 EV-Ready spaces would be approximately \$7,500 and to equip a high-rise mixed-use building with 49 EV-Ready spaces would be \$49,000, as the cost per EV-Ready space decreases with more EV-ready spaces.

In comparison, the cost to retrofit buildings with EV charging infrastructure (including the charging station) is estimated to be \$6,800 for each parking space, based on estimates from the Fraser Basin Council's experience administering the Charging Solutions and Incentives Program. Further, if electrical service or other major upgrades are required, these costs could be much higher.

Encouragement of Charging Stations

Staff are proposing new measures be introduced in the City's Sustainable Development Guidelines to encourage EV-Ready infrastructure beyond the proposed Zoning Bylaw requirements, and the installation of Level 2 and Direct Current Fast Charging (DCFC) stations. Not all locations are well-suited to host EV charging stations and as such, a blanket requirement would be inappropriate, however the provision of such charging stations should be considered on a site by site basis for developments seeking rezoning through the Sustainable Development Guidelines. In particular, sites in close proximity to a large number of users, or in highly accessible locations, such as the highway, along major thoroughfares or high density mixed-use commercial and multi-family buildings would be good candidates for DCFC stations.

Careful consideration is needed to determine whether a development would be well-suited to host DCFC EV charging stations, and to ensure that the stations remain operational in perpetuity. For these reasons, the encouragement of EV charging station installations would be addressed on a site by site basis in conversation with development applicants.

Consultation

Staff undertook a number of initiatives to obtain feedback on the policy objectives and proposed EV-Ready requirements for non-residential development:

Stakeholder Group	Initiative	Date
Climate and Environment Task Force	Update at regular meeting	November 3, 2020
Urban Development Institute (UDI) members	Update at Development Industry Liaison Committee meeting	January 11, 2021
Property management and UDI representatives	Stakeholder workshop	February 4, 2021
UDI members	Written memo circulated for feedback	February 10, 2021

Through these meetings, follow-up correspondence with stakeholders and conversations with industry experts, staff heard the following:

- General support for the policy objectives and equipping new non-residential construction with EV-ready infrastructure;
- Encouragement to consider incentivizing levels of EV-Ready infrastructure that go beyond the proposed requirements;
- Support for exploring additional mechanisms to encourage electrification of carshare fleets beyond existing EV-Ready requirements;
- Encouragement to engage with BC Hydro on the current requirement for multifamily and commercial developments to bear the costs of BC Hydro system upgrades triggered from time to time as a result of additional electrical capacity requirements and to consider additional flexibility within the proposed requirements where significant BC Hydro costs are incurred;
- Recommendation to consider incorporating EV-Ready requirements for accessible parking spaces;
- Encouragement to revisit the EV-Ready requirements for non-residential buildings in the future to evaluate their efficacy in meeting charging demand;
- Request for further consultation should EV charging stations become a requirement in the future; and
- Encouragement to continue expanding the City's public charging network to provide additional access to charging.

Accessible Parking

Staff are proposing to introduce EV-Ready requirements specifically for accessible parking spaces to ensure these spaces are equally equipped. Should the bylaw amendment be adopted, all accessible parking spaces provided for residential uses will be required to be EV-Ready and 45% of accessible parking spaces provided for non-residential uses will be required to be EV-Ready.

Additional Housekeeping Amendments

The amendment bylaw under consideration also addresses a number of housekeeping matters. The EV-Ready requirement for opportunity charging (10% of parking spaces) is proposed to be applied to residential visitor parking stalls, given the similar use and parking dwell time. The exemption of secondary suites from the 100% residential EV-Ready requirement is proposed to be removed to ensure equal access to EV-Ready infrastructure in all residential units. Finally, the bylaw section is re-organized to improve readability.

Next Steps

Should Council endorse the Zoning Bylaw amendment, it is recommended that the amendment take effect on January 1, 2022. This effective date will allow sufficient time for the new requirements to be incorporated into plans for upcoming developments, and will provide staff time to prepare guidance materials and effectively communicate the policy to stakeholders. Projects submitted for Building Permit prior to January 1, 2022 would not be required to comply with the amended bylaw, while projects submitted on or

after January 1, 2022 would be required to comply. In addition, staff will update the Sustainable Development Guidelines accordingly to encourage EV-Ready infrastructure beyond Zoning Bylaw requirements and installation of EV charging stations.

FINANCIAL IMPLICATIONS

The implementation of the proposed EV requirements including the preparation of guidance can be accommodated within existing budgets and staff resources.

INTER-DEPARTMENTAL IMPLICATIONS

This policy was reviewed by the City's Policy and Projects Team on February 22, 2021. The bylaw amendment was reviewed by the City Solicitor.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS



The proposed requirements are in keeping with the Official Community Plan objectives and the City's Liveable City goal as articulated in Council's Strategic Plan. Further, the proposed policy will support EV adoption in the City, a key strategy in achieving the City's climate target of achieving net zero emissions by 2050.

RESPECTFULLY SUBMITTED:



Larisa Lensink, MREM
Environmental Sustainability Specialist



 Department Manager	 Director	 CAO
---	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Larisa Lensink, Environmental Sustainability Specialist

Subject: ELECTRIC VEHICLE STRATEGY IMPLEMENTATION UPDATE AND NEXT STEPS

Date: December 2, 2020 File No: 11-5280-20-0004/1

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

RECOMMENDATION

PURSUANT to the report of the Environmental Sustainability Specialist, dated December 2, 2020, entitled “Electric Vehicle Strategy Implementation Update and Next Steps”:

THAT staff be directed to develop electric vehicle readiness requirements for non-residential parking spaces in new construction to support workplace and opportunity charging in consultation with stakeholders for Council consideration;

THAT staff be directed to investigate opportunities for neighbourhood charging to support additional opportunities for residents with barriers to home charging;

AND THAT staff be directed to accelerate implementation of actions to support electrification of the City’s fleet.

ATTACHMENTS

1. 2018 Electric Vehicle Strategy (Document [#1696442](#))

PURPOSE

The purpose of this report is to provide Council with an update on the progress made to date in implementing the City’s 2018 Electric Vehicle (EV) Strategy and to seek Council’s direction regarding next steps for accelerating EV adoption in the City.

BACKGROUND

In September 2018, Council endorsed the EV Strategy, the City’s guide to accelerating EV adoption to address carbon pollution from passenger vehicles. Informed by results of internal, stakeholder and public engagement, as well as expert research, the Strategy was designed to position the City as a market accelerator in the transition to zero emission vehicles.

The Strategy identified 30 key actions in the following five areas to remove barriers to EV ownership by increasing access to charging infrastructure and increasing public understanding of EVs and EV charging:

1. Charging Infrastructure: New Construction
2. Charging Infrastructure: Existing Buildings
3. Public Charging Network
4. City Fleet and Equipment
5. Education and Outreach

Since the adoption of the EV Strategy, staff have committed significant resources toward implementing priority actions in each area of the Strategy to enable residents to switch to EVs. This report outlines the progress made in each area.

Over the past two years, EV adoption has doubled in British Columbia with EVs accounting for 9% of new passenger vehicle sales in Q4 of 2019 (Figure 1), and likely significantly higher in the Metro Vancouver region. This shift towards EVs is due in part to the combined efforts of senior, regional and local governments in providing vehicle and charging station rebates, public education and a growing public charging network.

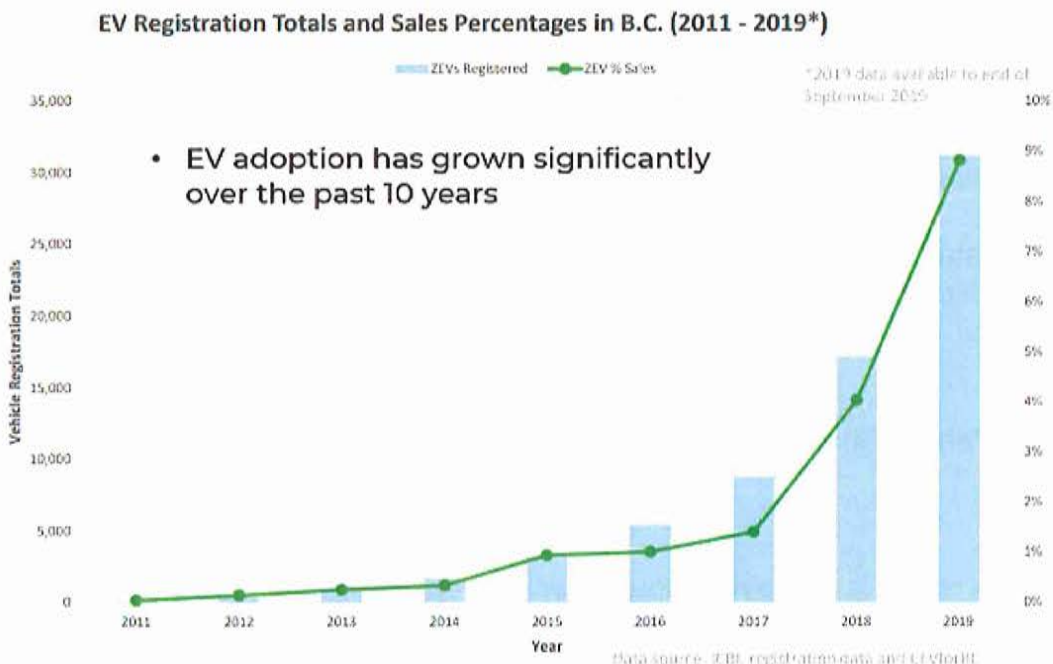


Figure 1. EV adoption in British Columbia from 2011 to 2019.

DISCUSSION

1. Charging Infrastructure: New Construction

Progress to Date

In February 2019, Council adopted Zoning Bylaw amendments to require that 100% of new residential parking spaces are equipped with an energized outlet capable of supporting charging for an EV.

This policy approach is referred to as “EV Readiness”, as it ensures that all electrical infrastructure is in place upstream of a junction box or energized outlet that is “ready” to support an EV charging station (Figure 2). Ensuring that new buildings have adequate electrical infrastructure to enable widespread EV charging avoids costly and complicated retrofits at a later time.

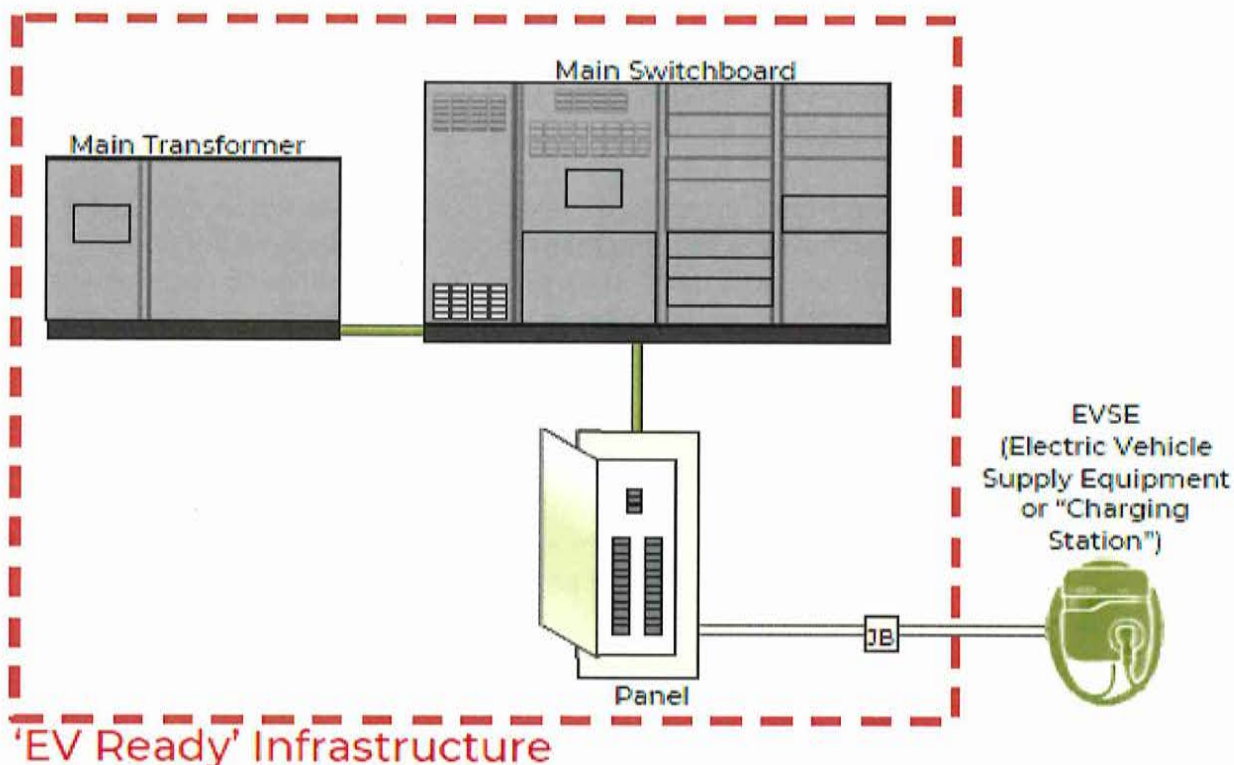


Figure 2. 'EV Ready' Infrastructure Diagram (Source: AES Engineering, *EV Charging Infrastructure Requirements for Non-Residential Buildings Presentation*, 2020).

Since the requirement took effect in June 2019, plans for approximately 500 parking spaces in single family, duplex, coach homes and multi-family buildings have included EV Ready infrastructure.

Next Steps

A remaining action identified in the EV Strategy is the development of EV readiness requirements for non-residential parking spaces in new buildings.

The majority of EV charging occurs at home where vehicles are most often parked. However, many residents face barriers to home charging especially those living in multi-family buildings where retrofits can be expensive and complex, or those who lack off-street parking (termed “garage orphans”). In these cases, the ability to charge at work or at locations they regularly frequent like grocery stores or community centers, referred to as “opportunity charging”, can provide a viable alternative to home charging. Workplace charging in particular can be a “second best” option for residents who lack access to home charging as vehicles are parked at these locations for extended periods of time.

Increasing access to workplace charging and opportunity charging can be achieved through EV readiness requirements for buildings with non-residential uses to equip new buildings with commercial, office, industrial and institutional space with the electrical infrastructure required to support EV charging. Staff have recently commissioned a study, in partnership with the City of Vancouver and BC Hydro, to determine the appropriate level of EV readiness for non-residential uses.

Staff are seeking direction from Council to develop EV readiness requirements for buildings with non-residential uses with the following policy objectives in mind:

- **Increasing access to workplace charging.** The EV readiness requirements should enable residents who lack access to home charging, and residents whose commute distance exceeds the range of some EVs to conveniently charge their vehicles.
- **Increasing access to opportunity charging.** Equipping buildings with non-residential uses should provide residents with opportunities to charge their vehicles at destinations they regularly visit.
- **Simplicity.** The EV readiness requirements should be simple for developers to understand and apply, and for staff to administer.
- **Minimizing costs.** Requirements for increased electrical infrastructure should be limited at the appropriate level to achieve policy objectives without placing undue burden on developers. In addition, the costs to retrofit buildings by occupants should be avoided through EV readiness requirements.
- **Future-proofing.** The EV readiness requirements should be sufficient to support future demand for workplace charging when EV adoption is widespread.

Should Council direct staff to proceed with the development of EV readiness requirements for buildings with non-residential uses, staff will develop proposed requirements in consultation with stakeholders and report back to Council with the results of consultation and recommended requirements early in 2021.

2. Charging Infrastructure: Existing Buildings

Progress to Date

To address barriers to EV charging in existing buildings, the City has promoted the Province's CleanBC rebates for EV charging station installations in multi-family buildings and workplaces. Through this program, the Province is offering up to \$2,000 towards the installation of EV charging stations in strata condominiums, rental apartments and workplaces and committed \$5 million in the 2020 budget towards the program which will run until February 28, 2021 or until funds are depleted. Supporting residents with barriers to home charging is a particular priority for the City, where it is estimated that residents have a 20% or lower chance of easily accessing or installing home charging due to the high proportion of residents living in multi-family buildings (Figure 3).

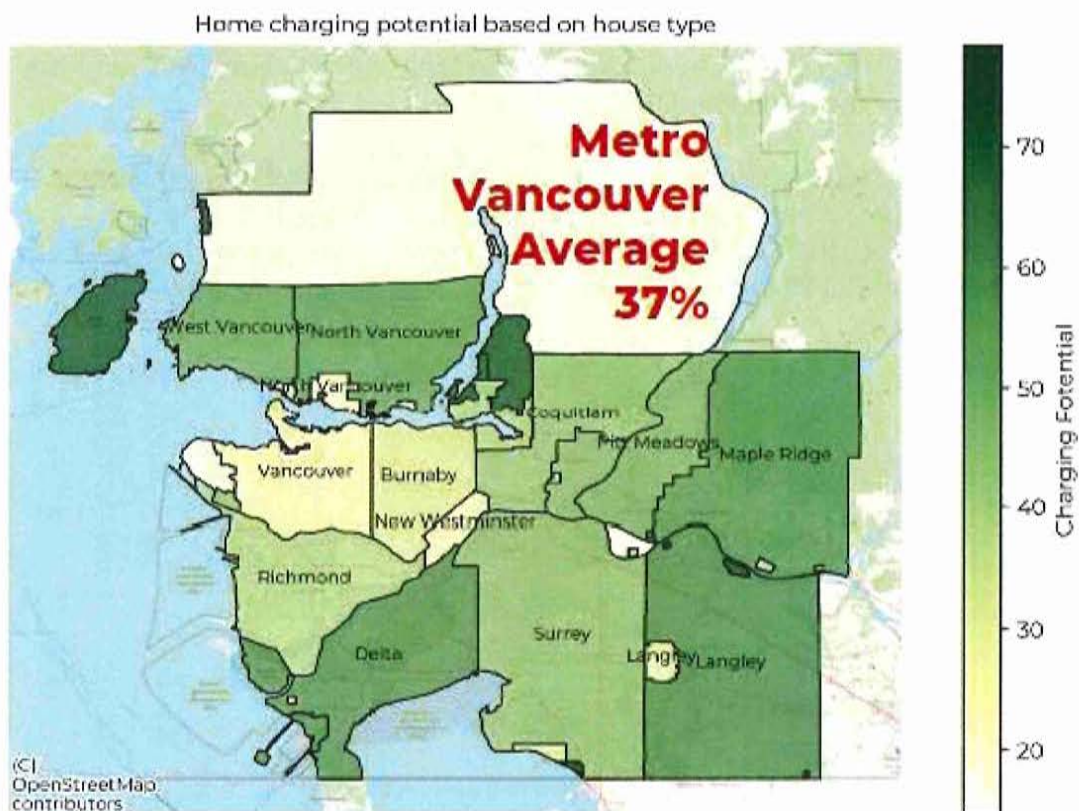


Figure 3. Home charging potential based on dwelling type (Source: AES Engineering, *EV Ready Non-Residential Parking Requirements*).

Next Steps

Staff will continue to promote the CleanBC rebates and will continue to pursue opportunities to provide top-ups to the rebates for EV charging installations in multi-family and workplace buildings as funding allows.

Advocating to the Province for “right-to-charge” legislation within the Strata Property Act to strengthen the ability of residents to install EV charging stations in strata buildings is

another action identified in the EV Strategy. Staff note that bringing forward “right-to-charge” legislation for both strata and apartment buildings was included in the recently issued mandate letter from Premier Horgan to the Attorney General and Minister responsible for Housing. Staff will continue to advocate that this legislative change be implemented in a timely manner.

3. Public Charging Network

Progress to Date

The City is on track to fulfill the initial public charging targets identified in the EV Strategy of installing two to four new Direct Current fast charging (DCFC) stations and three to five additional Level 2 charging stations. In 2019, with funding from Natural Resource Canada’s Electric Vehicle and Alternative Fuel Infrastructure Program, the City installed a DCFC station in the City Hall west parking lot. Following two more successful NRCAN funding applications, staff are in the process of installing a second DCFC station on East 3rd and three Level 2 stations in Mahon Park, Ray Perrault Park and adjacent to the new Lawn Bowling Club.

In total, successful grant applications have secured \$175,000 in funding from senior government programs for EV charging station installations. Once the planned installations are completed, the City’s public charging network will include four DCFC stations (two operated by BC Hydro) and seven Level 2 stations (twelve Level 2 charging points) (Figure 4).



Figure 4. The City’s public electric vehicle charging network.

In April 2019, fees were implemented at all City owned public EV charging stations, an action identified in the EV Strategy to increase turnover at the stations and recoup costs associated with the stations. Since the user fees were introduced, the EV charging stations have become essentially cost neutral, with the revenues from fees covering operating expenses.

Staff have been actively monitoring the station usage data to proactively adjust fees and understand usage behaviors of EV drivers in the City. Station usage data shows an exponential increase in usage from the time of installation in 2013, the impact of user fees in Q2 2019 and of the COVID-19 pandemic (Figure 5).

City Hall Level 2 Station: Quarterly Energy Issued 2013 - Present

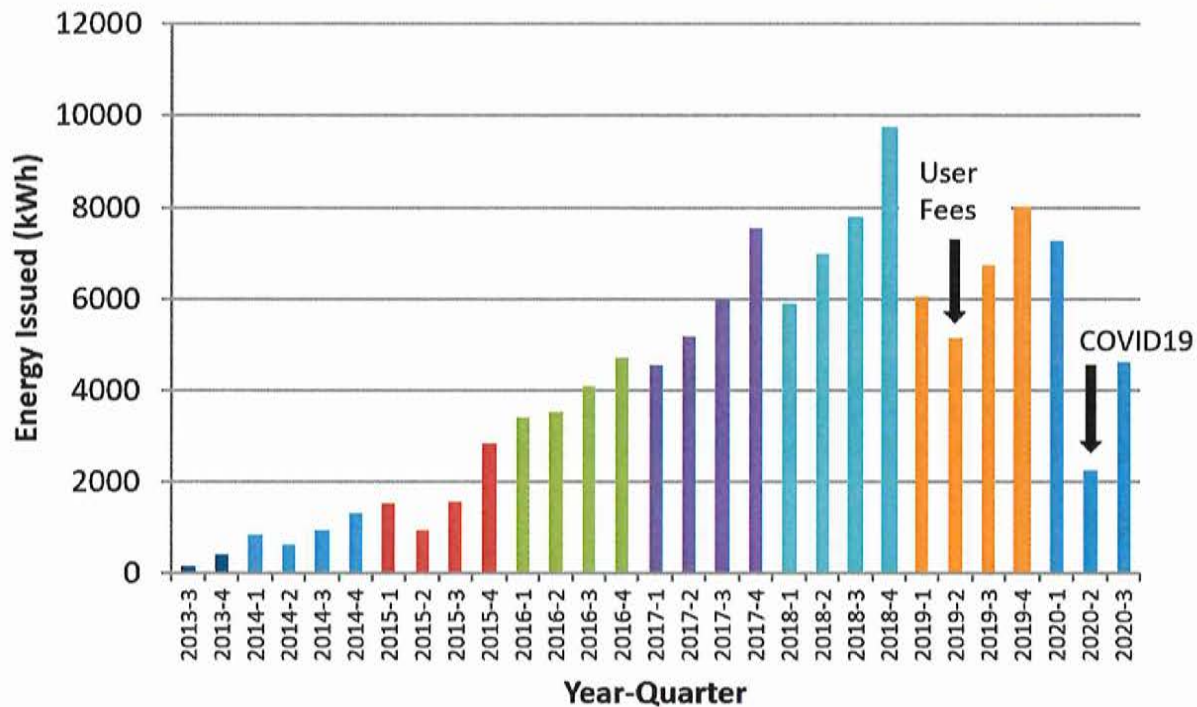


Figure 5. Usage data from the City Hall Level 2 EV charging station

Next Steps

Following the installation of the planned and funded DCFC and Level 2 stations, further research is required to determine next steps with respect to additional investment by the City in public charging infrastructure to further support EV adoption.

In particular, staff are seeking direction to prepare an approach to neighbourhood charging to enable convenient access to EV charging for residents who lack home charging. For residents who are unable to charge at home, publicly accessible charging stations that are located within a short walk of their home or at locations they regularly visit can replace home charging. In addition to charging stations installed on City property, this neighbourhood charging approach can be accomplished through partnerships with property owners that have off-street parking, including businesses,

schools and places of worship. Staff would also explore opportunities to increase on-street charging in strategic locations adjacent to new developments.

Staff are now seeking direction to explore potential partnerships with private and institutional property owners with particular attention given to opportunities for convenient overnight charging locations to increase charging options on a neighbourhood scale.

As another action identified to support public charging, staff also intend to explore potential partnerships with carshare providers to support the electrification of carshare fleets.

4. City Fleet and Equipment

Progress to Date

To address the City's corporate emissions, 30% of which are attributed to fleet vehicles, staff have begun to transition the City's fleet to zero emission vehicles. As City fleet vehicles are retired, staff review opportunities for electric alternatives wherever possible. In total, the City's overall fleet now includes five battery electric vehicles and seven plug-in hybrid vehicles.

To inform the City's transition to electric medium and heavy duty vehicles, the City commissioned a vehicle availability study which determined a pathway to electrification for the City's fleet. In particular, it revealed increased opportunities for more widespread fleet electrification as the availability of these vehicles along with the business case is expected to improve significantly in the next few years.

Next Steps

Now that general timelines for vehicle availability have been identified, staff are seeking direction from Council to support the acceleration of actions to support the transition of the City's light, medium and heavy duty fleet to electric vehicles. These actions include completing feasibility studies at City facilities to determine electrical upgrades required for fleet electrification and careful planning for fleet replacement opportunities based on vehicle and funding availability.

5. Education and Outreach

Progress to Date

In June 2019, the City hosted the first EV ride and drive event on the North Shore in partnership with Metro Vancouver's Emotive EV Outreach Campaign and the Vancouver Electric Vehicle Association (VEVA) (Figure 6). The event was well attended and almost 100 test drives were taken by residents interested in learning more about EVs. Staff also hosted information booths with Emotive at two City events over the course of summer 2019 to answer questions and raise awareness about EVs.



Figure 6. Photos from the EV test drive event hosted by the City in June 2019.

Next Steps

While in-person outreach events are not possible during the COVID-19 pandemic, staff will explore opportunities to promote informational resources and increase EV awareness in virtual formats.

In addition, staff intend to improve the visibility of the public EV charging network through additional signage to raise the profile of the EV charging resources available to residents considering the purchase of an EV.

Conclusion

In the two years since the EV Strategy was adopted, significant progress has been made in advancing the priority actions identified to accelerate adoption of zero emission vehicles in the City. This progress has been recognized through a recent nomination for the Community Energy Association's 2020 Climate and Energy Action Award. In particular, the expansion of the City's public charging network and development of EV-Ready requirements has increased access to EV charging across the City, removing barriers for residents to switch to an EV.

Should Council provide support for the recommendations of this report, staff will proceed with the next phase of implementation of the EV Strategy, with particular focus given to electrification of the City's fleet and supporting residents in existing multi-family buildings through EV readiness requirements for buildings with non-residential uses and a neighbourhood charging approach.

FINANCIAL IMPLICATIONS

The progress made to date in implementing the EV Strategy has been funded with \$415,000 from the City's Electric Vehicle Strategy Implementation Project Budget and \$175,000 of grant funding from senior governments. There is \$166,000 in funding remaining. A funding request for further strategy implementation has been included in the 2021 Capital Plan for Council's consideration. Staff anticipate that matching funding will continue to be available from senior levels of government and will work to ensure the City is positioned to take advantage of these opportunities to leverage the City's infrastructure investments.

INTER-DEPARTMENTAL IMPLICATIONS

The implementation of the EV Strategy actions is the result of significant collaboration between staff from Planning & Development, Finance, Engineering, Parks & Environment and Strategic & Corporate Services Departments. This report was reviewed by the City's Policy and Projects Team and Organizational Policy Review Team on November 24, 2020.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

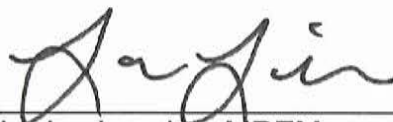
The actions outlined in the EV Strategy are in keeping with the Official Community Plan (OCP) and Council's Strategic Plan priority of being a Liveable City. Further, the actions of the EV Strategy are a key strategy in achieving Council's community-wide greenhouse gas emissions reduction targets:

- 80% GHG emissions reductions below 2007 levels by 2040; and
- 100% GHG emissions reductions, or net zero emissions by 2050.

In particular, the 2014 OCP has the following objective:

Objective 2.3. 8 Encourage transportation options that reduce fossil fuel use, such as walking, cycling, transit, carpooling, and electric vehicles.

RESPECTFULLY SUBMITTED:



Larisa Lensink, MREM
Environmental Sustainability Specialist

Electric Vehicle Strategy

SEPTEMBER 2018



Table of Contents

Electric Vehicle Strategy	1
Introduction	1
Electric Vehicles 101	1
Types of Electric Vehicles	1
Types of Electric Vehicle Charging	2
Background to the Strategy	2
Community Energy and Emissions Plan	2
Transportation Emissions.....	2
Electric Vehicle Ownership	3
City Actions to Date	3
Barriers to Electric Vehicle Adoption	4
Strategy Development.....	4
Goal	5
Objectives	5
Actions	5
1.0 Charging Infrastructure: New Construction.....	5
2.0 Charging Infrastructure: Existing Buildings.....	7
3.0 Public Charging Network.....	8
4.0 City Fleet and Equipment.....	10
5.0 Education and Outreach	12

Electric Vehicle Strategy

Introduction

Climate protection forms a key part of the City's core values, policies and programs. The City's Community Energy and Emissions Plan provides a pathway to reducing greenhouse gas emissions 15% by 2020 and 50% by 2050 below 2007 levels. The pathway requires strategic planning, policy and actions across all sectors.

Emissions from private passenger vehicles account for 43% of greenhouse gas emissions in the City. Making the transition from fossil fuel powered vehicles to low or zero emission electric vehicles is a key action required to meet the City's emissions reductions targets.

The City's approach to personal transportation promotes health, safety and environmental quality through prioritizing walking, cycling and transit according to the sustainable transportation hierarchy (Figure 1). The City is a leader in advancing sustainable transportation through integrated land use and transportation planning. This Electric Vehicle Strategy focuses on key actions and policies to accelerate the transition from fossil fuel powered to zero emission vehicles.

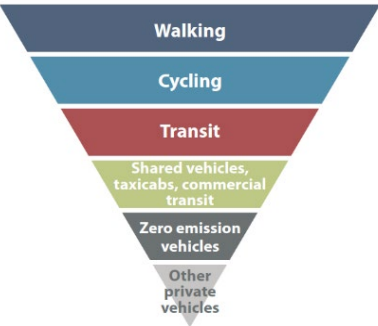


Figure 1. Sustainable transportation hierarchy.

Electric Vehicles 101

TYPES OF ELECTRIC VEHICLES

An electric vehicle (EV) is powered partially or entirely by a rechargeable battery which powers an electric motor. EVs can be recharged by plugging into the electricity grid. Since they use no or less fossil fuel, EVs have low or zero tailpipe emissions. There are two types of EVs:

1. Battery Electric Vehicles (BEV) which are entirely powered by an electric battery and motor and must be plugged into the electricity grid to fully recharge.
2. Plug-In Hybrid Electric Vehicles (PHEV) which use an electric battery and motor which are recharged by plugging into the electricity grid, but also have the support of a small internal combustion engine when the battery is running low.

Electric motors in EVs are up to five times as efficient as traditional internal combustion engines. Since they have only 18 to 20 moving parts, compared to over 2000 in gas-powered vehicles, they require significantly less maintenance. There are currently over 30 EV models available for purchase in B.C.

TYPES OF ELECTRIC VEHICLE CHARGING

Electric vehicle charging stations are classified according to the rate at which they can recharge EV batteries. There are three types of EV charging stations:

1. Level 1 Charging (120 Volts):
 - Uses a standard household (120 V) outlet
 - Takes 8 to 12 hours to recharge a depleted battery
 - Typically used at home (overnight) or at work (all day)
 - Retrofit cost is around \$500
2. Level 2 Charging (240 Volts):
 - Requires a specialized station on a dedicated circuit
 - Takes 4 to 6 hours to recharge a depleted battery
 - Typically found in homes, workplaces or public charging locations
 - Installation cost ranges from \$2,500 to \$15,000+
3. Level 3 or DC Fast Charging (480 Volts):
 - Requires specialized station and utility connection
 - Takes 30 minutes or less to recharge a depleted battery
 - Typically found in commercial settings or along transit corridors
 - Installation cost is \$75,000+

Background to the Strategy

COMMUNITY ENERGY AND EMISSIONS PLAN

In 2010, the City of North Vancouver adopted a Community Energy and Emissions Plan (CEEP) which set ambitious yet achievable targets for greenhouse gas emissions reductions. To meet the 2050 target of reducing emissions in the City by 50% below 2007 levels, the CEEP laid out a strategy to reduce emissions from private transportation sector by 69% by 2050. The strategy requires reducing the number and length of trips that people take in private vehicles by increasing accessibility of pedestrian areas, bicycle routes and public transit, and reducing the amount of greenhouse gases that are emitted by vehicles. To that end, one of the necessary actions defined in the CEEP is facilitating the adoption of low and zero emission vehicles.

The City's goal of encouraging transportation options that reduce fossil fuel use was further supported as an objective in the 2014 Official Community Plan (OCP goal 2.3.8).

TRANSPORTATION EMISSIONS

The City's 2015 community emissions inventory shows that passenger vehicle emissions account for 43% of the City's emissions (Figure 2), and have not changed significantly from 2007 levels.

Electric vehicles (EVs) produce 80% fewer lifecycle emissions than the average gasoline-powered vehicle (Pembina Institute).

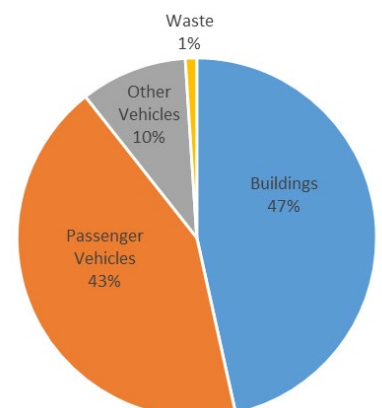


Figure 2. Community Emissions Inventory (2015).

ELECTRIC VEHICLE OWNERSHIP

As the number of EV models available in B.C. continues to increase and upfront costs decline, EV ownership has increased exponentially over the past few years (Figure 3). In BC, EV sales increased 202% in the spring of 2018 over the spring of 2017.

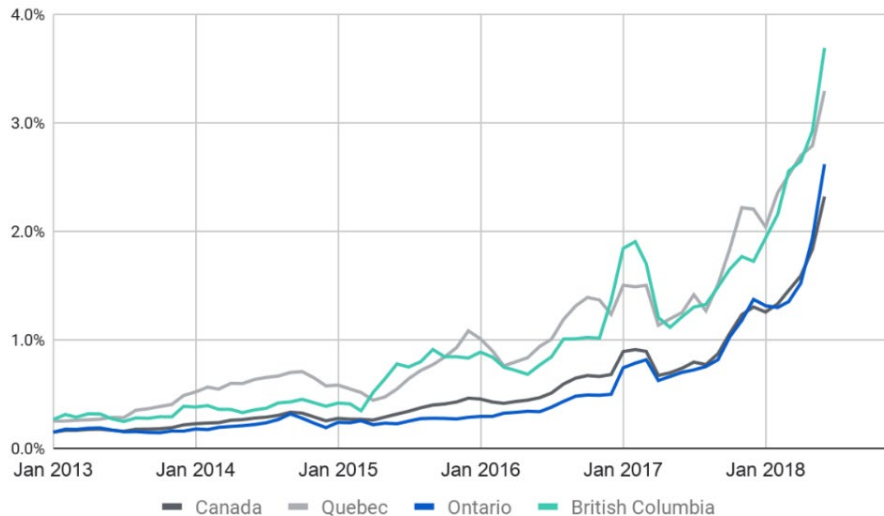


Figure 3. EV portion of vehicle sales (Source: Fleetcarma).

CITY ACTIONS TO DATE

Installing public charging stations. Over the past five years, the City has encouraged EV ownership by installing charging stations for public use. The City currently provides seven Level 2 charging ports and one DC fast charger leased from BC Hydro. Usage of these stations has increased exponentially each year with the amount of energy issued at the DC fast charger increasing by 250% in 2017 over 2016 (Figure 4). Congestion at the stations indicates that the City is not keeping up with the demand for public charging among residents.

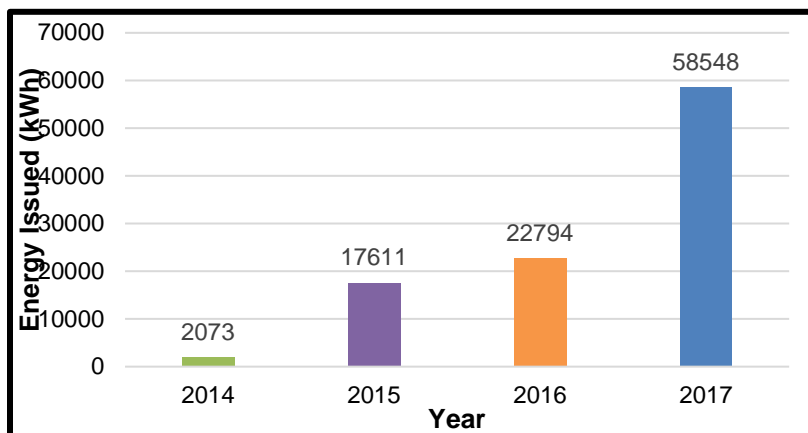


Figure 4. Energy issued at the DC Fast Charger on East 1st Street at Lonsdale.

Adding EVs to the City’s fleet. The City has shown leadership by introducing EVs into the City’s fleet, including one Might-E Truck, three plug-in hybrid electric passenger vehicles and one battery electric vehicle.

Introducing EV charging guidelines for new construction. The City’s Sustainable Development Guidelines were amended in 2016 to outline the expectation that all projects seeking rezoning provide 20% of residential parking spaces equipped with Level 2 EV charging capability.

BARRIERS TO ELECTRIC VEHICLE ADOPTION

Despite the trend of increasing EV ownership in the City, significant barriers to EV adoption remain among residents:

Initial purchase cost. Residents report the most significant factor preventing them from buying an EV is the initial purchase cost. Though the operating costs associated with EVs are significantly lower than gasoline-powered vehicles and more used EV vehicles are becoming available, the purchase price of new EVs remains a barrier for many potential owners. As more used EV vehicles become available and battery costs decline, this barrier will become less significant.

Ability to charge at home. For many residents, the decision to purchase an EV depends on their ability to charge at home and installing EV charging infrastructure in existing buildings can pose challenges. In particular, the ability to install EV charging infrastructure in multi-family buildings¹ is a significant barrier. In the City, where multi-family buildings comprise 70% of households and ground-oriented dwellings such as single family homes, townhouses and row homes are in the minority (30%), this poses a particularly significant challenge for those wishing to purchase an electric vehicle.

Concerns regarding range and knowledge gaps. In addition, concerns around the vehicle’s range and confusion about the different types of charging infrastructure can prevent residents from purchasing an EV. EV advocacy groups such as the Vancouver Electric Vehicle Association report a prevalence in knowledge gaps and common misconceptions that persist regarding EVs.

With these barriers in mind, the City has an opportunity to encourage EV adoption by addressing challenges that the City can influence.

Strategy Development

Staff gathered input from key stakeholders, staff, industry experts, and the broader community to inform strategy development. This City retained SES Consulting and Dunsky Energy with funding from BC Hydro to assist with this work. An open house was held and an online survey conducted to gather input from residents regarding barriers to EV ownership and potential City actions to enable EV adoption. A workshop was also organized for key businesses and institutions where

¹ In this Strategy, multi-family buildings refers to multi-unit residential buildings that have a common parking area.

participants shared their interests in deploying EV charging infrastructure along with associated challenges. An internal interdepartmental staff workshop was also held to brainstorm actions to promote EV adoption across departments.

The input gathered through the engagement activities helped to identify barriers to EV adoption in the City and inform actions most likely to accelerate the transition from fossil fuel-powered vehicles to EVs. The City also completed an electric vehicle charging infrastructure gap analysis to guide the City's involvement and investment in public charging infrastructure.

Going forward, the City will need to continue to work collaboratively with community stakeholders and across departments to implement the actions in this strategy. The actions in this Strategy aim to increase EV readiness of new buildings, improve access to public charging and reduce some of the barriers related to EV charging retrofits.

Goal

The goal of the Electric Vehicle Strategy is to remove barriers to EV ownership by increasing access to charging infrastructure and providing public education about EVs and EV charging.

Objectives

The Electric Vehicle Strategy seeks to accelerate the transition to EVs in line with the sustainable transportation hierarchy to reduce greenhouse gas emissions from private vehicle transportation in the City. To that end, the Strategy has the following high-level objectives:

1. Maximize access to EV charging;
2. Displace fossil fuel kilometres travelled with electric kilometres travelled in the City; and
3. Increase awareness and knowledge level of EVs and EV charging options among residents.

Actions

The Electric Vehicle Strategy identifies 30 actions to undertake to accelerate EV adoption in the City.

1.0 CHARGING INFRASTRUCTURE: NEW CONSTRUCTION

Respondents to the City's online EV survey reported that their ability to charge at home is one of the main challenges for potential EV ownership. Convenient and reliable access to charging is essential for owning an EV. In order to enable EV adoption, the City needs to have a sufficient charging infrastructure network available to residents at home, at work and on the go.

To ensure all new construction in the City, including single family homes, multi-family buildings, and commercial buildings provide EV charging capability, requirements for EV-ready parking spaces can be added to the Zoning Bylaw. While the authority of a local government to require EV charging infrastructure in new construction was originally unclear, the Province has confirmed the BC Building Act does not prevent local governments from making requirements for EV charging infrastructure in new developments.

Access to home charging in multi-family buildings can be increased by requiring all residential parking spaces in new construction to be equipped with Level 2 charging capability. The City currently expects 20% of residential parking spaces to be EV-ready for developments seeking rezoning under the Sustainability Development Guidelines. Recent analyses led primarily by the City of Richmond have shown that parking stalls can be equipped using load sharing and load management systems, at a significantly lower cost than dedicated circuits. Load sharing allows for multiple vehicles to use the same circuit without exceeding the circuit capacity. Load management systems enable control over the current drawn by an EV charging station, allowing for less current to be drawn during periods of high demand and reducing the total electrical supply needed for EV charging. Changes to the 2018 Canadian Electrical Code allow for the installation of EV load management systems. The developments in load sharing and load management systems make the requirement EV charging capability in 100% of residential parking spaces more affordable.

Currently the commitments for providing EV-ready parking spaces under the Sustainability Development Guidelines are not tracked internally within the City. By tracking these spaces, City staff will have a greater ability to ensure the requirements for EV-ready stalls are being met and be able to report on the number and location of EV charging stations at private buildings in the City. This information will give a more comprehensive understanding of the EV charging network in the City than is currently possible.

1.0 Charging Infrastructure Actions: New Construction		Timeframe	Responsibility
1.1	EV-Ready Multi-Family Buildings: Incorporate requirement of energized outlets ² capable of providing Level 2 charging for 100% of residential parking spaces, allowing for load management systems, in new developments into the Zoning Bylaw	2018 - 2019	Planning/ Community Services
1.2	EV-Ready Single Family Homes: Incorporate requirement of energized outlets capable of providing Level 2 charging for new one and two unit residential developments into the Zoning Bylaw	2018 - 2019	Planning/ Community Services

² An “energized outlet” means a connection point in an electrical wiring installation at which current is taken and a source of voltage is connected to supply utilization equipment. An energized outlet may be either a junction box for permanent connection or a receptacle/plug, and does not include the “electric vehicle supply equipment” (eg. EV charging station).

1.3	EV-Ready Commercial Buildings: Incorporate requirement for EV charging stations in a prescribed percentage of parking spaces in new commercial and industrial buildings into the Zoning Bylaw	2018 - 2019	Planning/ Community Services
1.4	Internal Record Keeping: Ensure EV supply equipment data from new developments is tracked in CityPAL in a meaningful way and incorporates historical permits to have a robust database of EV charging equipped parking spaces in buildings across the City	2018 - 2019	Information Technology/ Planning
1.5	Partnerships with Car Sharing Services: Consider electric only car share vehicles in negotiations for car share parking spaces in new developments	2019 – 2020	Planning

2.0 CHARGING INFRASTRUCTURE: EXISTING BUILDINGS

Home charging is the preferred method for most EV owners. However, this can be a challenge for residents who rent their homes, do not have parking on their property, or live in multi-family buildings. For the majority of City residents who live in multi-family buildings, the challenges associated with installing charging infrastructure in a shared space can seem insurmountable.

Retrofitting multi-family buildings with EV charging infrastructure can be logistically challenging and quite costly depending on the location of the parking spaces and the proximity to the electrical panel. Research conducted for the City has shown that providing incentives for installations of EV charging infrastructure in existing multi-family buildings, in tandem with increasing access to DC fast charging, will effectively accelerate EV adoption. Current provincial incentive programs for existing multi-family buildings have been successful to the point of being over-subscribed. The City could offer incentives that compliment provincial programs and enable installations in multi-family buildings with the expectation that eventually other multi-family buildings will pursue retrofits independently to stay competitive with EV charging-equipped buildings.

Strata buildings pose unique challenges to residents who want to charge an EV in their building. To retrofit a parking stall with charging infrastructure, the strata council must approve the installation. Due to the complexities of the retrofit process, concerns around payment for the electricity and lack of understanding about EV charging retrofits, strata councils often deny the installation. To address this barrier to EV adoption, some jurisdictions including State of California, have introduced “right to charge” legislation which requires strata councils to approve EV charging retrofits if they are technically feasible and safe. The City can advocate that the Province adopt a similar policy to facilitate EV adoption among strata residents.

Workplace charging provides an alternative for residents who do not have access to EV charging at home, and provides support for residents who have long commutes and need to top-up their batteries while at work prior to the return trip home.

2.0 Charging Infrastructure Actions: Existing Buildings		Timeframe	Responsibility
2.1	Retrofit Incentives for Multi-Family Buildings: Provide funding through incentives or rebates to improve access to home charging for residents in existing multi-family buildings	2019 - 2020	Planning
2.2	“Right to Charge” Advocacy: Advocate for provincial regulations to require that strata corporations allow the installation of EV charging infrastructure where it is technically feasible and safe	Ongoing	Planning
2.3	City Staff Training: Provide training for building and development staff on EV charging requirements, technologies and potential configurations in building construction and retrofits which could be disseminated to builders, contractors and developers	2019 - 2020	Planning/ Community Services
2.4	Workplace Charging: Explore opportunities for providing charging for City staff personal vehicles during work hours	2018 - 2020	Planning/ Facilities
2.5	Parking Challenges for Existing Multi-Family Building Retrofits: Review potential opportunities to amend requirements for on-site parking to decrease barriers to EV charging	2019 – 2020	Planning

3.0 PUBLIC CHARGING NETWORK

Public charging stations can provide access to EV charging for residents that do not have charging at home or at work. EV owner respondents to the City’s recent survey reported using public charging stations on a weekly basis on average and 38% of EV owner respondents indicated they do not have access to charging where they park their car overnight.

Public charging stations also provide a supplement for home and workplace charging as residents visit amenities throughout the City, and a substitute for home charging for residents who live in multi-family buildings unequipped with EV charging or in single family homes lacking off-street parking. Centrally located Level 2 charging stations can enable EV owners to charge their vehicles while they visit local amenities. Alternatively, Level 2 charging stations can be sited curbside on residential streets near homes without garages or on-site parking. Integration with street light infrastructure can significantly reduce the costs of curbside EV charging installations as the electrical supply is already available near the street and civil work is not required.

While additional public Level 2 charging stations can contribute to increased public awareness of EV charging infrastructure and some additional EV charging capacity, research conducted for the City has shown that deployment of public DC fast chargers and investment in incentives for multi-family building retrofits will have the most significant impact on increasing EV adoption in the City. Lengthy charging time requirements pose a significant barrier to most mainstream consumers, but when the charging time is reduced to 15 minutes or less, as in the case with newer DC fast chargers (depending on the battery and the DC fast charger power level), this barrier is removed and public charging becomes a viable substitute for home charging.

Charging fees for usage of public charging station can help to recover the costs associated with the stations. The fee structure can be designed to reduce congestion at stations during peak usage hours and encourage home charging, while maintaining a cost incentive compared to operating a gas-powered vehicle.

The City's role in providing public EV charging infrastructure is designed to be short term but critical to enabling the long-term transition to EV ownership. By increasing access to EV charging through public charging stations, the City can enable residents to confidently switch to EVs which will result in a growing market for EVs and EV charging infrastructure. As the market expands, the business case for owning and operating EV charging stations will become stronger and more certain, allowing the transition to private sector ownership and reducing the need for the City's support (Figure 5).



Figure 5. Transition from public to private sector EV charging infrastructure deployment and management.

3.0 Charging Infrastructure Actions: Public Charging Network		Timeframe	Responsibility
3.1	Improve DC Fast Charging Access: Deploy two to four new DC fast charging stations in partnership with NRCan, BC Hydro and private site hosts to compensate for lack of home and workplace charging, sited close to amenities, clustered together when possible and with minimal impact on streetscape and pedestrian experience	2018 - 2023	Planning/ Facilities/ Engineering

3.2	Improve Level 2 Charging Access: Deploy three to five new Level 2 charging stations to expand the existing EV charging network and compensate for lack of home and workplace charging, sited close to amenities or curbside when possible with minimal impact on streetscape and potentially integrated with streetlight infrastructure	2018 - 2023	Planning/ Facilities
3.3	Fee Structure: Implement an appropriate fee structure for public charging stations to recover costs and increase turnover and encourage home charging, while maintaining a cost incentive compared to fossil fueled vehicles	2018 - 2019	Planning/ Finance
3.4	Station Usage Data: Review current station usage to determine daily usage trends and explore opportunities to maximize access and reduce congestion through financial rate structures and parking regulations	2018 - 2019	Planning
3.5	Funding Opportunities: Seek additional external funding for public charging infrastructure as new opportunities arise through NRCan, BC Hydro and other partners	Ongoing	Planning
3.6	Car Sharing Partnerships: Work with car share providers to facilitate access of shared vehicles to charging infrastructure and to support transition of car share fleets to EVs	2019 - 2023	Planning
3.7	Shared Use of Workplace Charging Stations: Explore possibility of making charging stations used for City staff workplace charging available to the public overnight	2018 - 2019	Planning/ Facilities

4.0 CITY FLEET AND EQUIPMENT

The City fleet and equipment actions offer a significant opportunity to reduce corporate greenhouse gas emissions. Currently, the City fleet contributes contribute 30% of the City's corporate emissions from City operations. Many of the tasks performed by the City's fleet and equipment could be accomplished by an electric alternative. As City vehicles and equipment come up to be retired and replaced, an electric version should be considered first.

City facilities can pose limitations on the ability to support EV charging infrastructure. Feasibility studies to determine buildings' baseline capacity will reveal the opportunities for the transition to EVs for the City's fleet.

Options for electric medium and heavy duty vehicles have been very limited in the past, but more models are beginning to be introduced into the market and are increasingly being incorporated into municipal fleets. Ongoing monitoring of these developments is required to identify opportunities to transition to EV vehicles as the technology becomes accessible and reliable.

4.0 City Fleet and Equipment Actions		Timeframe	Responsibility
4.1	Fleet and Equipment Policy: Develop an “electric-first” fleet and equipment policy for the City that prioritizes the procurement of electric versions of vehicles and equipment, given model availability and ability to perform the required function	2018 - 2019	Planning/ Finance/ Engineering
4.2	Charging Infrastructure Feasibility Studies: Conduct feasibility studies for each City facility to determine baseline capacity to install EV charging infrastructure	2018 - 2019	Planning/ Facilities
4.3	Staff Training: Provide training opportunities to familiarize City staff with current fleet EVs and with potential options for fleet EVs and electric equipment	Ongoing	Planning/ Engineering
4.4	Medium and Heavy-Duty Vehicles: Complete an analysis of opportunities for replacing fossil-fueled medium and heavy-duty vehicles at end of life with electric alternatives, and complete a feasibility analysis to determine upgrades required at the Operations Centre	2019	Planning/ Engineering Operations
4.5	West Coast Electric Fleets: Join network of fleet managers and owners sharing resources and lessons learned, and pledge to contribute to the goal of expanding the use of EVs in fleets	2018	Planning

5.0 EDUCATION AND OUTREACH

Levels of awareness of EVs and EV charging remains a barrier for residents. Common misconceptions about range, financial resources and types of charging persist and can prevent residents from purchasing EVs. The City has an opportunity to address these knowledge and awareness barriers through strategic education and outreach actions.

5.0 Education and Outreach Actions		Timeframe	Responsibility
5.1	Multi-Family Building Retrofits: Provide education to stratas, landlords and property managers to facilitate EV charging retrofits in existing multi-family buildings by clarifying means by which charging infrastructure can be installed in existing multi-family buildings, increasing awareness of available financial incentives and promoting resources available through www.evcondo.ca	2019 - Ongoing	Planning
5.2	Workplace Charging: Promote installation of EV charging infrastructure at workplaces by raising awareness among employers, building managers and property owners and disseminating information about the installation process and available financial incentives	2019 - Ongoing	Planning
5.3	Single Family Home Retrofits: Address knowledge gaps surrounding home charging by clarifying options for installation of charging stations in existing homes, increasing awareness of available financial rebates and promoting online educational resources	2019 - Ongoing	Planning/ Community Services
5.4	General EV Knowledge: Increase awareness of EV models available in BC and provincial incentive programs, and clarify common EV misconceptions among City residents	2018 - Ongoing	Planning
5.5	Charging Station Visibility: Utilize public charging stations as an educational opportunity by enhancing signage to raise the profile of stations and disseminate EV information at the stations	2018 - Ongoing	Planning
5.6	City Webpage: Further develop the City's EV webpage to increase understanding of City EV policy and actions, EV models and available incentive programs and resources for EV charging retrofits; provide links to other informational resources	2018 - Ongoing	Planning/ Communications

5.7	City Fleet Visibility: Consider raising the profile of EV vehicles in City fleet through use of vehicle graphics	2018 - Ongoing	Planning/ Engineering
5.8	Non-Financial Incentives: Explore potential non-financial incentives for EV drivers including preferential parking spaces and EV-only passenger zones in high traffic areas to increase EV visibility and signal to residents the City's prioritization of EVs over other private vehicles	2019 – 2020	Planning

NOTICE OF PUBLIC HEARING (WAIVED)

- WHO:** City of North Vancouver
- WHAT:** Zoning Bylaw, 1995, No. 6700,
Amendment Bylaw, 2021, No. 8818
(Non-Residential Electric Vehicle
Charging Infrastructure Requirements)
- WHEN:** Monday, March 29, 2021
at 5:30 pm
- HOW:** View the meeting online at
cnv.org/LiveStreaming

Notice is hereby given that Council will consider:

Zoning Amendment Bylaw, 2021, No. 8818 to require a minimum of 45% of parking spaces provided for non-residential uses, including commercial, industrial, civic and assembly uses, be equipped with electric vehicle-ready infrastructure. The objective of the proposed amendment is to increase access to workplace and opportunity (on-the-go) charging for electric vehicles and enable electric vehicle adoption in the City.

As City Hall remains closed to the public, the Regular Council Meeting will be held electronically via "WebEx". All persons who believe their interest in property may be affected by the proposed bylaw will be afforded an opportunity to be heard by email or written submission. To ensure all submissions are available for Council at the meeting, certain deadlines have been implemented.

For email submissions (preferred):
Include your name and address and send to input@cnv.org **no later than 12:00 noon on Monday, March 29, 2021.**

For written submissions:
Include your name and address and mail or deposit into a drop-box at City Hall **no later than 4:00 pm on Friday, March 26, 2021.** Written submissions are subject to a 24-hour quarantine period before being opened due to COVID-19.

No further information or submissions can be considered by Council after third reading of the bylaw.

The proposed Zoning Amendment Bylaw and background material will be available for viewing online at cnv.org/PublicHearings on Friday, March 19, 2021.

Please direct any inquiries to Larisa Lensink, Environmental Sustainability Specialist, at llensink@cnv.org or 604-990-4240.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8818

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, 2021, No. 8818” (Non-Residential Electric Vehicle Charging Infrastructure)**.
2. Division 1 “Administration”, Part 2 “Interpretation”, is hereby amended as follows:
 - A. By adding the definition for “Opportunity Charging” as follows:

“Opportunity Charging” means Level 2 Charging (or higher) for an Electric Vehicle supported by a minimum 40A, dedicated electrical circuit for each Parking Space.
3. Division IV “Parking and Loading Standards”, Part 9 “Parking and Access Regulations”, is hereby amended as follows:
 - A. By moving “Figure 9-3 – Minimum Parking Provision by Class of Building” to the end of Section 908.
 - B. By deleting Section 909 in its entirety and replacing it with the following:

909 Provision of Electric Vehicle Charging Infrastructure

(1) Fractional Number

When the calculation of Parking Spaces requiring Electric Vehicle charging infrastructure results in a fraction of 0.5 or more of a space, one Parking Space shall be equipped with Electric Vehicle charging infrastructure to meet this fractional requirement.

(2) Residential Uses

All Parking Spaces provided for Residential Uses shall include an Energized Outlet capable of providing Level 2 Charging or a higher charging level for an Electric Vehicle, except parking spaces for Accessory Secondary Suite Use.

(3) Non-Residential Uses

For Parking Spaces provided for non-residential uses:

- (a) A minimum 35% of Parking Spaces shall include an Energized Outlet capable of providing Level 2 Charging or a higher charging level for an Electric Vehicle; and

(b) A minimum of 10% of Parking Spaces or one Parking Space, whichever is greater, shall include an Energized Outlet capable of supporting Opportunity Charging.

(4) Disability Parking

(a) All Disability Parking Spaces provided for Residential Uses shall include an Energized Outlet capable of providing Level 2 Charging or a higher charging level for an Electric Vehicle.

(b) A minimum of 45% of Disability Parking Spaces provided for non-residential or a minimum of one Disability Parking Space, whichever is greater, shall include an Energized Outlet capable of supporting Opportunity Charging.

(5) Shared Vehicles

All Parking Spaces for Shared Vehicles shall include an Energized Outlet capable of supporting Opportunity Charging.

(6) Visitor Parking

A minimum of 10% of visitor Parking Spaces provided or a minimum of one Parking Space, whichever is greater, shall include an Energized Outlet capable of supporting Opportunity Charging.

(7) Labeling of Energized Outlets

Energized Outlets provided pursuant to Sections 909(2), (3), (4), (5) and (6) of this Bylaw shall be labeled for the use of Electric Vehicle charging.

(8) Electric Vehicle Energy Management Systems

Where an Electric Vehicle Energy Management System is implemented, the Director of Planning may specify a minimum performance standard to ensure a sufficient rate of Electric Vehicle charging.

4. This Bylaw shall be effective as of the 1st day of January, 2022.

READ a first time on the 8th day of March, 2021.

READ a second time on the 8th day of March, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

THIS PAGE INTENTIONALLY LEFT BLANK

Fire Department 2020 Annual Report

City of North Vancouver
Fire Station No. 1
Est. 1907

Presented March 29, 2021
North Vancouver City Fire Department

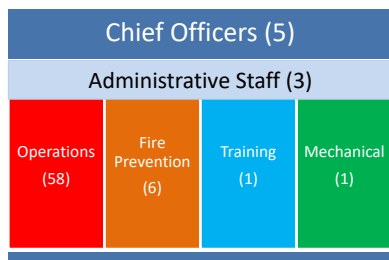


COVID-19 ADAPTATIONS

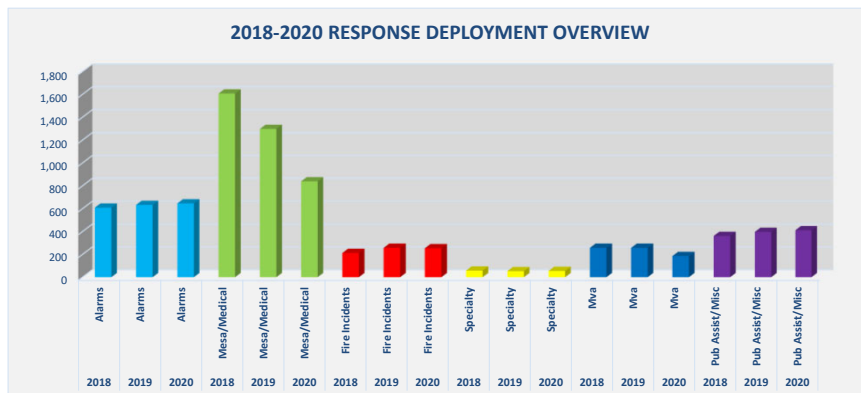
- Proactive approach
- Goals
 - Health and wellness of staff and public
 - Reduce risk of exposure
 - Maintain level of service



STAFFING AND APPARATUS

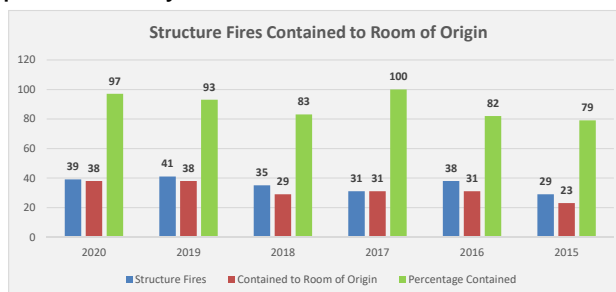


INCIDENT RESPONSE AND PERFORMANCE



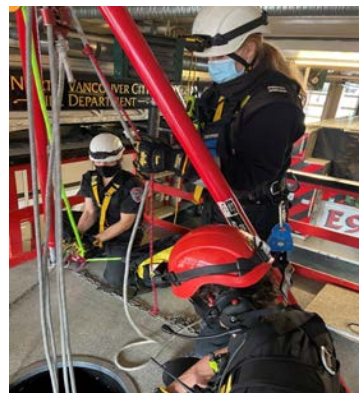
INCIDENT RESPONSE AND PERFORMANCE

- Response Time is a key driver in limiting fire damage and increasing overall public safety



TRAINING AND DEVELOPMENT

- COVID Training Safety Plan
- Nearly 12,000 hours of specialized training
- Amplified our online training platform



HEALTH AND WELLNESS

Physical Well Being

- Sports Cardiology Study
- Immunization Program

Mental Well Being

- Critical Incident Stress Program
- Peer Support
- Resilient Minds

PREVENTION AND COMMUNITY ENGAGEMENT

- COVID Impact on Prevention work
- Engaging and Educating in new ways



Coronavirus: North Vancouver firefighters film virtual tour of fire hall
Firefighters came up with the kid-friendly online activity to stay connected with the community amid the coronavirus outbreak.
globalnews.ca

EMERGENCY MANAGEMENT

- NS EOC Engagement
- NS MEOP
- Emergency Supplies for the City




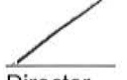

2021 LOOKING AHEAD

- Priority Action Plan
- Collaborative FD Review Process
- Diversity and Recruitment – CityStudio
- Continued focus on Health and Wellness







 Department Manager	 Director	 CAO
---	---	--

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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Greg Schalk, Public Safety Director and Fire Chief

Subject: FIRE DEPARTMENT 2020 ANNUAL REPORT

Date: March 15, 2021 File No: 14-7000-01-0001/2021

Fire Chief Message

When we started 2020 we did so with a great deal of optimism – little did we know that the way we live and work would be drastically impacted as a result of a global pandemic. While the past year has been difficult and challenging for all I can confidently say our collective resolve, dedication and professionalism has provided us with the ability to successfully navigate and overcome any and all obstacles that were put in front of us.

When COVID hit, we as an emergency response agency needed to be adaptive and agile in our response and how we conducted our day to day interactions all while continuing to operate in a 24/7 – 365 environment. We collaborated with our staff on the development of enhanced procedures and safety initiatives with the expressed goal of reducing our risk of exposure and ensuring the optimal health and wellness for all our staff and the public while still maintaining our high level of service.

In the face of adversity and uncertainty we found innovative ways to stay sharp and maintain our high level of expertise as well as finding new and creative ways to engage with the public and our community.

Our department played a key and prominent role in the North Shore Emergency Operations Center by supporting it at all organizational levels and always stepping up when called upon. We established stronger relationships with many of our external community partners as well as collaborated with our internal civic partner departments on facilitating a more wholesome public safety lens on many of our initiatives.

When all is said and done and we truly take a step back and look at all that was accomplished in 2020, I would say there is so much to be proud of and inspired by.

Looking ahead, we find ourselves once again optimistic for what is on the horizon. A vaccine is just around the corner and hope for a return to normalcy comes with it. We will take many of the lessons and learnings that came about this past year and continue to improve and progress as we strive to be excellent in all we do. We will continue to build on the high level of success we

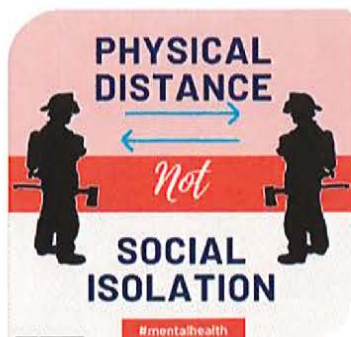
achieved through regular communication and staff engagement. We will not be complacent and will continue to educate and evaluate our key performance measures with the goal of improving our operational effectiveness and service delivery. We will continue to invest in our greatest resource – our staff – exploring ways to improve our overall physical and psychological health and wellness. We will be innovative in our public education and continue to develop and expand on our community relationships with a goal of fostering a greater sense of diversity and inclusion within our cultural value system. Finally, we will continue to be a progressive service and an advocate and leader in all aspects of public safety.

2020 is now behind us, and while difficult and challenging, it was a year that made us stronger, more resilient and hopefully better moving forward. It was a road that I would not have wanted to travel without the fine people of our great fire department. I am extremely proud of what we have accomplished and am looking forward to what is in store for the coming year.

COVID 19 – Adaptations

The North Vancouver City Fire Department (NVCFD) had to adapt quickly to the ever-changing environment due to the COVID-19 global pandemic. From the outset, our approach was to be as proactive as possible ensuring the wellbeing of our staff was prioritized and our continuity of operations and service delivery remained consistent in a safe manner. This was achieved through many of the following:

- Creation of a Business Continuity Plan and a Hazard Mitigation Plan
- Increased protective measures including Response Procedures, enhanced PPE, COVID Guidelines for Training
- Enhanced cleaning of the Fire Hall, Fire Apparatus and Equipment and the purchase of an Aeroclave machine
- Creation of an Infection Control Officer
- Partnering with Iridia Medical Services
- Schedule alterations for our Operations, Prevention and Administrative staff
- Physical distancing support through shift cohorts and Fire Hall separations
- Mask wearing policy



Staffing and Apparatus

In 2020 the Fire Department transitioned the position of Captain – Emergency Planning to Assistant Chief – Emergency Planning and Support. This move allowed for greater oversight in the Emergency Management portfolio as well as secured a greater depth of coverage and operational capacity at the chief officer level.

Our 2020 staffing breakdown was as follows:



NVCFD Frontline Responding Apparatus includes:

3 Fire Engines
1 Ladder
1 Rescue
1 Hazmat



Responding to Incidents

The NVCFD is an “all hazards” response agency servicing the community by responding to all types of emergency and non-emergency incidents. We pride ourselves on providing the highest level of customer service and ensuring we are embracing industry best practices and being at the forefront of service delivery.

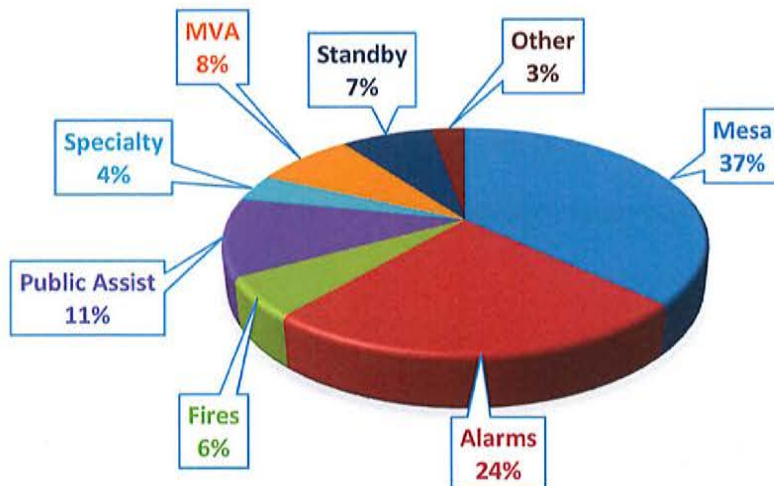
On March 31, 2020 the Provincial Health Officer (PHO) issued an order restricting the dispatching of First Responder groups during the COVID-19 pandemic which greatly affected our medical response.

The intention of the order was to minimize the risk to First Responders, patients and the broader community. Under the order, the British Columbia Emergency Health Services (BCEHS) would only notify First Responders of the most critical or “purple” calls (Purple → Immediately life threatening (cardiac/respirator arrest), as well as Motor Vehicle Incidents (MVI's), or incidents that require technical support).

On April 21, 2020 the PHO re-instated that BCEHS notify First Responders of overdose calls to pre-pandemic protocols and on September 15, 2020 the PHO lifted the restrictions on first responder agencies being dispatched to all “red” coded calls (Red → immediately life threatening or time critical).

In 2020 Fire responded to 2,847 incidents either in the City of North Vancouver or as a mutual aid partner

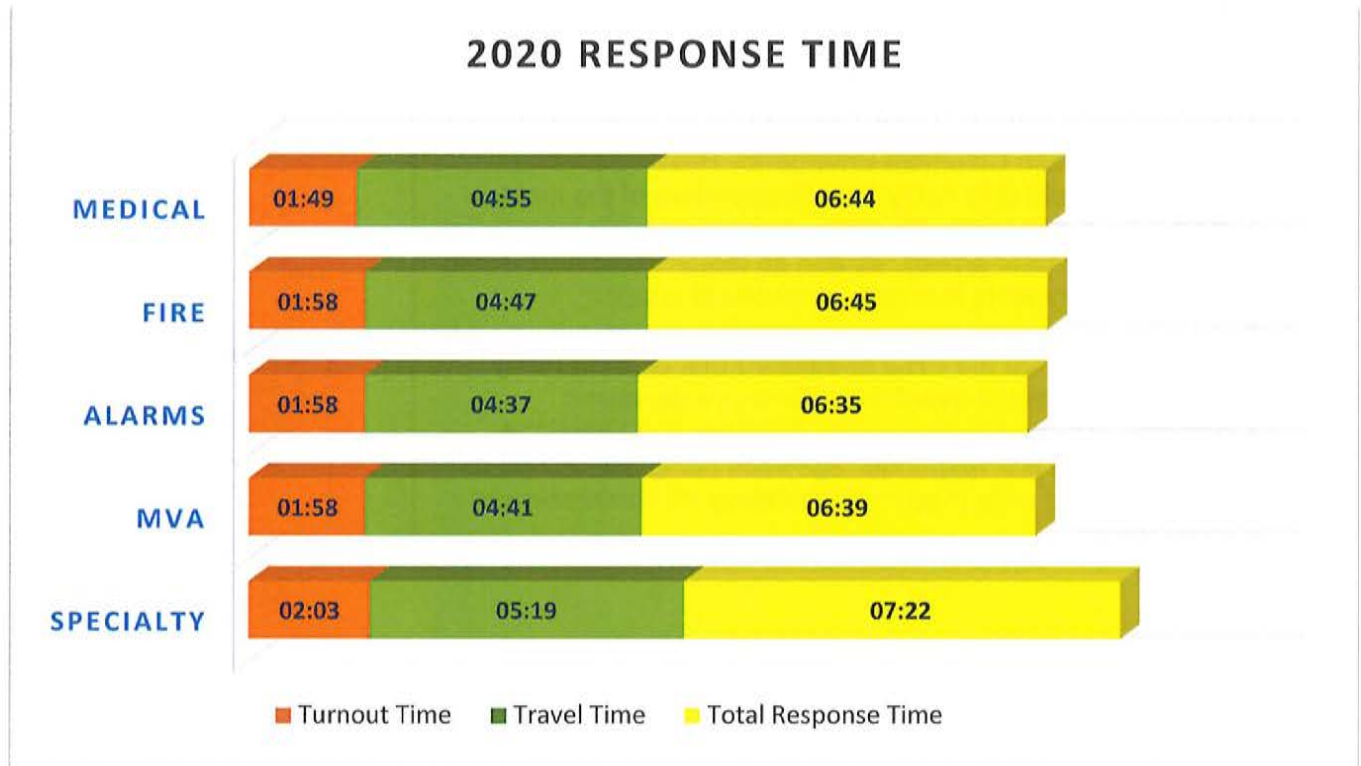
NVCFD 2020 CALLS FOR SERVICE



Performance Metrics

In 2020 the NVCFD adopted the NFPA 1710 Standard for Response Time Measurement by moving from measuring performance based on the average response times to the measuring response performance as it relates to the 90th percentile. This provides a far more accurate and consistent model to how our performance is gauged and will better guide decisions for improvements.

Based on this model 2020 response times were:



**specialty – technical rescues and hazardous materials*

**turnout time – time from when call gets dispatched to when fire apparatus is on route*

**travel time – time from when apparatus is on route to when it arrives on scene*



Training and Development

In 2020, the NVCFD completed 11,968 hours of scheduled specialized training.

2020 Specialized Training Focused Areas

Recruit Training	Fire Behaviour
Confined Space Rescue	High Angle Rescue
Tower Crane Rescue	Swiftwater Rescue
First Medical Responder (FMR)	Auto Extrication
Shipboard Firefighting	Wildland
Fireground Operations	Hazardous Materials
Incident Command Strategies & Tactics	
High Rise (Theory & Practical w/acquired structure)	



Technical Rope Rescue



In spite of the COVID-19 pandemic, the NVCFD was able to implement procedures and Operational Guidelines to not only protect the health and safety of our staff and the public, but to ensure that training targets were still being achieved.

NVCFD members also continued company level training to maintain their foundational skills and to ensure compliance with the BC Office of the Fire Commissioner's Fire Service Structure Firefighters Competency and Training Playbook. NVCFD members regularly engage in external training opportunities, workshops and conferences as part of their on-going professional development although COVID limited much of this training in 2020.



Shipboard Training

2020 Company Level Training

- Emergency Medical Responder (EMR) (Advanced Level Medical Training)
- Emergency Vehicle Operations (EVO)
- Structural Collapse
- Shipboard Firefighting
- Fire Officer 2
- Resilient Minds Training
- Emergency Planning
- Radiation Detection Training
- Aeroclave Training
- Marina Familiarization
- Rapid Intervention Team (RIT) Training

Health and Wellness

In May and June of 2020, the North Vancouver City Fire Department (NVCFD), in collaboration with Local 296 of the International Association of Firefighters (IAFF), the NVCFD Health and Wellness Committee, and the Delbrook Community Recreation Centre partnered with the District of North Vancouver Fire and Rescue Services (DNVFRS) and Sports Cardiology BC, to provide a comprehensive cardiovascular screening for our members.

The program and ongoing screening will be conducted over the course of a two-year period and the purpose of the program is to:

1. Detect underlying cardiovascular disease that may pose a risk to one's health
2. Assess cardiovascular risk
3. Conduct Fire Fighter and First Responders' specific research

We are proud to advise that the NVCFD had a 90% rate of attendance/involvement in the study.



Fire Prevention and Education

Our Fire Prevention Division plays an integral role in our ability to provide the citizens of the City of North Vancouver the highest level of public safety and education possible. The expectation of Fire Prevention Officers is to manage the responsibilities associated with the following:

- ❖ Conducting Building Inspections
- ❖ Ensuring Fire Safety Code Enforcement
- ❖ Conducting Fire Investigations
- ❖ Reviewing Building Plans
- ❖ Pre-planning buildings
- ❖ Providing public education
- ❖ Overseeing Fire Department Communication and Technology systems
- ❖ Food Truck Inspections

Total number of inspectable properties currently sits at 3,622

The Fire Prevention Office continues to be exceptionally busy with routine annual inspections, business licenses, complaints, and new buildings occupancy inspections. Fire Prevention staff play a vital role in the new development process, from Re-Zoning, to Building Permit issuance and Occupancy acceptance. This requires involvement in reviewing building plans, Construction Fire Safety Plans and Protection of Adjacent Building reports as well as extensive functional testing to ensure the life safety systems are operational.

A change to the BC Fire Code now requires all new buildings to prepare an Integrated Testing Report and submit to the Fire Prevention Office for acceptance.

This new requirement will ensure the long-term operation of the complex life safety systems that are being installed.

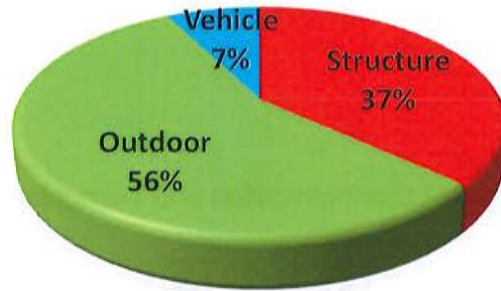
Revenue generated from the Fire Plan Check Fee in 2020 was \$110,573.00

The Fire Prevention Office is also responsible for creating “comfort letters” and reviewing occupant loads. A “comfort letter” is a fee-based service that provides inspection information on any property in the City. The department issued 50 such letters in 2020. As Covid-19 restricted many public events, there were no occupant load reviews for 2020.



Fire investigations comprise a significant component of Fire Prevention activity. Over the course of 2020, a total of 106 fires were investigated. These fires were largely balanced between structure fires and outdoor fires, with a small number of vehicle fires.

2020 FIRE INVESTIGATIONS



39 Structure Fires



59 Outdoor Fires



8 Vehicle Fires

Total fire loss in the year 2020 \$490,720.00

Potential fire loss \$229,027,220.00



Emergency Management and Planning

In 2020, the Captain of Emergency Planning position was absorbed into the position of Assistant Chief Emergency Planning and Support. This position has enhanced our relationship with NSEM, Lions Gate Hospital and Vancouver Coastal Health. The close working relationship with NSEM has helped to ensure that the Interests of the City of North Vancouver are being met with regards to Emergency Management.

Assisted VCH with logistics and the setup/teardown of a Covid-19 drive through testing site



Liaised closely with NSEM to help coordinate necessary responses to Covid-19 events and strengthened relationships and operational support with Lions Gate Hospital and Vancouver Coastal Health (VCH)

Assisted in facilitating Covid-19 preparation and business continuity plans with regards to identifying critical infrastructure and services within the City of North Vancouver.

In 2020 the Emergency Management and Planning also:

- Continued upgrades to the Departmental Operations Center based on post use feedback to ensure best possible outcome during emergencies.
- Increased emergency food (MRE's) and sanitation supplies to support City staff during a prolonged catastrophic event.
- Directed the annual North Shore Major Emergency Operations Plan (MEOP) exercise for the three North Shore Fire Departments four times over the course of two weeks in October which included engaging the Department Operations Center (DOC) and the Emergency Operations Center (EOC) in scenario based damage assessment routes.
- Worked on training and building capacity for the Medium Urban Search and Rescue (MUSAR) program despite challenges in 2020 due to the restrictions. There are 22 NVCFD members trained in coordination with Canada Task Force-1 (CANTF-1).
- Identified Municipal staff throughout the City that will best fill the roles within the EOC. Training was halted in 2020 due to Covid-19 but will be organized once possible.

Public and Community Engagement

One of the most significant non-emergency roles the Fire Department plays is in continual community engagement. Covid-19 had a significant impact on our ability to deliver many of our typical events. Some of our most anticipated events such as Fire Prevention Week, Hot Summer Nights and Fire Hall Tours along with many of the charitable events such as Bright Nights were cancelled or significantly altered.

YouTube proved a successful platform with the Virtual Hall Tour and Fire Prevention Week videos achieving over 1,200 views



Coronavirus: North Vancouver firefighters film virtual tour of fire hall
Firefighters came up with the kid-friendly online activity to stay connected with the community amid the coronavirus outbreak.
@globalnews.ca

Community engagement shifted significantly from in person delivery to online, virtual social media platforms such as Twitter, Facebook and Instagram and we saw tremendous success utilizing these platforms.



Twitter (2020 – 279 posts)

1,244 Followers 30% increase in followers since March 2019



Facebook (2020 - 229 posts)

845 Followers 78% increase
673 Page likes 85% increase



Instagram (2020 - 229 posts)

Followers 1,283 Increase of 81%
Posts range from reaching 450 – 2,600 people
*Best post reached 2,645 people including 168 engagements

Highest Impact Post

'Why you should close your bedroom door'

Twitter

**47,982 people reached
3,149 engagements**

Facebook

**310.5k people reached
>40k interactions**



Homeless Warming Kits



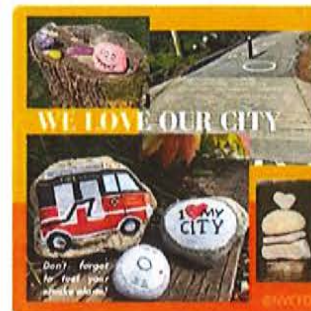
Tree Chipping

2021 Looking Ahead

While 2020 brought its share of challenges, we are excited to build on many of our successes and continue to explore opportunities to grow and enhance our service delivery. Some of the initiatives we have planned for 2021 are:

NVCFD – Priority Action Plan

The NVCFD will be embarking on a collaborative planning process in an effort to define our mission, vision and core values and to identify our short-term strategic priorities and associated outcomes. The plan will be shaped with the City's 2019 Strategic Plan in mind to ensure the fire department's alignment with the City's objective of being the "Healthiest Small City in the World".



Long Term Fire Department Review

In 2021 the Fire Department will start a collaborative process that will engage a number of internal and external partners. The objective is to analyze current and projected data for purposes of developing an evidenced based framework to assist the City in a strategic long-term fire hall planning process. The process will include looking at current and projected fire department incident statistics and performance measures, short to long term community growth projections, street and traffic strategic planning projections, as well as future initiatives from our shared services partners that all play a key role in our ability to deliver the highest level service possible now and into the future.

CityStudio Projects

The Fire Department has partnered with CityStudio on two joint initiatives aimed at assisting in developing strategies with a focus on creating more opportunities for diverse representation within our workforce.

Community Wildfire Protection Plan

The Fire Department will work in partnership with the Parks Department and NSEM on prioritizing and actioning the recommendations that have been set out in the 2020 Community Wildfire Protection Plan. This includes the development and promotion of a community FireSmart program, increased wildland and interface training with our suppression members and conducting assessments, advanced planning and performing operational exercises for all our high risk locations.

Health and Wellness

As part of our holistic approach to employee health and wellness the department will continue with year two of the Sports Cardiology BC Firefighter Study in an effort to better understand the relationship between firefighting and cardiovascular health. Additionally we will be partnering with subject matter expert in the field of First Responder Mental Health on a firefighter resiliency pilot program aimed at providing our firefighters with an online and accessible mental health maintenance program designed to provide the skills and tools necessary to bounce back from difficult experiences.

Public Safety and Education

We will continue to build our community profile and find more innovative ways we can connect with those who live in our beautiful city and provide public safety messaging and education through a variety of learning platforms and in a variety of languages.

RESPECTFULLY SUBMITTED:



Greg Schalk
Public Safety Director and Fire Chief



 Department Manager	 Director	 CAO
---	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Caroline Jackson, Manager, Environmental Sustainability

Subject: HELP CITIES LEAD INITIATIVE

Date: February 24, 2021 File No: 11-5280-20-0004/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Environmental Sustainability, dated February 23, 2021, entitled "Help Cities Lead Initiative":

THAT Council endorse the Help Cities Lead initiative;

THAT Mayor Buchanan be authorized to send written support, on behalf of Council, for the Initiative's five policies, to the following provincial ministers:

- Minister of Environment and Climate Change Strategy
- Minister of Municipal Affairs
- Minister of Energy, Mines, and Low-Carbon Innovation,
- Attorney General and Minister Responsible for Housing, and
- Minister of Finance;

THAT staff be directed to send a letter to Metro Vancouver Regional District requesting regional endorsement of the Initiative;

AND THAT staff be further directed to send a copy of the staff report and resolution to the Minister of State for Infrastructure and to the Minister of Environment and Climate Change.

PURPOSE

The purpose of this report is to present, for Council's consideration, the Help Cities Lead initiative. Help Cities Lead (helpcitieslead.ca) is an awareness campaign aimed at fostering collaboration between the Province of British Columbia and local governments

with respect to policy and regulatory tools currently available to local governments to reduce greenhouse gas (GHG) emissions from new and existing buildings. Help Cities Lead is a coalition between the Climate Caucus, a network of local elected officials and other environmental initiatives.

BACKGROUND

The City, along with many other municipalities in the Province, has set a target of reducing emissions to zero by the year 2050. With buildings accounting for approximately half of community-wide emissions, implementing policies to reduce emissions in new and existing buildings is critical to the City's success in achieving its climate target.

The Help Cities Lead initiative identifies the following five measures where additional authority would support municipalities in advancing policies to reduce building emissions:

1. Regulating GHG emissions for new buildings

The Energy Step Code regulates energy efficiency but not GHG emissions in new buildings. For this reason, Council recently adopted low carbon building bylaw amendments which offer a low carbon pathway as an alternative to building to the top Step of the Step Code (in a Part 9 building, for example, an applicant could build either to the top Step 5 of the Step Code or to the current Step 3 provided a low carbon heating system was in place). The ability to regulate GHG emissions for new buildings would remove the need for this dual pathway and would provide a mechanism for regulating emissions in new construction.

2. Mandatory home energy labelling

Currently, energy labelling is required for a broad range of consumer products including vehicles, furnaces, and kitchen appliances, but no such requirement is in place for homes despite the existence of rating systems such as Natural Resources Canada's Energuide program for homes. While many Energuide ratings are voluntarily disclosed when a home is sold, there is no mandatory energy labelling requirement for homes.

3. Property-assessed clean energy financing (PACE)

Property-assessed clean energy financing programs allow property owners to finance the cost of building energy efficiency or fuel switching upgrades by paying back costs over time through a voluntary property tax assessment. The assessment is attached to the property and not to an individual such that if and when the property is sold, the financing carries on with the new owner.

4. Regulating GHG emissions for existing buildings

With the exception of the City of Vancouver, local governments in B.C. currently do not have the authority to regulate greenhouse gas emissions in existing buildings. The City of Vancouver operates under the Vancouver Charter and is planning to establish GHG emissions performance requirements for existing buildings beginning in 2025 as part of its Climate Emergency Plan. This measure would provide a mechanism for other local governments in B.C. to implement similar policies.

5. Mandatory building energy benchmarking and reporting

The City has been participating in the Benchmark BC voluntary building energy benchmarking program, working with a number of property owners to voluntarily disclose building energy use and emissions. Mandatory building energy benchmarking would require property owners to benchmark a property's energy performance, thus allowing building managers to track a property's energy performance from one year to the next and identify potential issues, and easily see how their building is performing relative to similar properties. This increased transparency and disclosure promotes further efficiency through encouraging property owners to make targeted investments to reduce energy use. Local governments have been requesting provincial action on benchmarking since 2014.

DISCUSSION

The first three of the above measures (regulating GHG emissions for new buildings, mandatory home energy labelling, and property-assessed clean energy financing) were included in Provincial ministerial mandate letters issued in November 2020. The Help Cities Lead initiative encourages the Province to implement these measures without delay, while also encouraging the Province to address the remaining two measures (regulating greenhouse gas emissions in existing buildings and mandatory energy benchmarking and reporting).

The Energy Step Code enabled local governments to demonstrate leadership in improving energy efficiency of new construction through a structured step-wise mechanism in working towards a net zero Province-wide requirement by 2032. The five initiatives outlined by the Help Cities lead initiative is complementary to existing Provincial and utility policy work underway and would help to lay the groundwork for eventual similar province-wide adoption of these measures. Further information, including more detailed policy background and GHG modelling of the impact of the five measures is available on the Help Cities Lead website.

The five expanded authorities being requested for local governments can be considered an integrated suite of actions which, taken together, will enable local governments to achieve the necessary greenhouse gas reduction measures within the building sector. These measures would need to be implemented in a consistent manner with a host of other measures from senior governments including incentives, low-income programs and other accessible financing options, thus complimenting other existing policies and actions already underway.

FINANCIAL IMPLICATIONS

The advocacy actions recommended in this report would not impact the City's existing capital or operating budgets. Should the recommended legislative changes be made by the Province, City staff would further explore these initiatives and bring forward further information on each measure in due course for Council's consideration including potential financial or administrative implications associated with implementation.

INTER-DEPARTMENTAL IMPLICATIONS

This report was reviewed by the City Solicitor.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The report recommendation is in keeping with the Official Community Plan objectives and the City's Liveable City goal as articulated in Council's Strategic Plan. Further, the recommendation supports initiatives necessary for achieving the City's climate target of net zero emissions by 2050.

RESPECTFULLY SUBMITTED:



Caroline Jackson, M.Sc.
Manager, Environmental Sustainability

Item 7 - Help Cities Lead Initiative
March 29, 2021
Deferred from March 8, 2021

From: Roz Isaac <
Sent: March-08-21 8:58 AM
To: Submissions
Subject: Help Cities Lead

Greetings Mayor and Council

For the March 8 meeting, agenda #13, Help Cities Lead, I am fully in favour of this initiative and encourage you to pursue it with the provincial government, knowing you have the support of myself and many others on the North Shore. I suspect Bowinn Ma would be in favour too.

I became a climate activist some years ago and have noticed a big uptick locally of people concerned about the defining issue of our time.

Sincerely
Roz Isaac
406 E 2nd Street
North Vancouver, BC
V7L1C8

From: Alex Jamieson
Sent: March-08-21 10:33 AM
To: Clerks
Subject: Agenda item for Council, March 8, 2021 - Help Cities lead

Dear Mayor and Council:

Comments on the “Help Cities Lead” Initiative, Council meeting March 8, 2021,
Alex Jamieson




This report proposes to broaden the scope of powers the City has to try to lessen Green House Gas (GHG) emissions from new and existing buildings. The report proposes changes in 5 different areas. In order to do this will require changes to Provincial enabling legislation and, later on it will require further study and changes to processes and bylaws within the City.

The first 3 changes have to do with regulating GHG emissions for new buildings and a method of financing upgrades. The Provincial Government discussed these changes beginning in November 2020, while the remaining two are newer,

My conclusions: I have no objections to these ideas. Perhaps in tandem with some of the current financial incentives, such as Heat Pump Grants, these changes will be adopted and will start to reduce GHG emissions. Some of this is uncharted territory, so the real work will be in the implementation stage. There will have to be education of homeowners, real estate vendors, professionals, and builders. The proof will be in the pudding (or completed buildings)...

Alex Jamieson
419 East 11th Street
North Vancouver



 Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY AND PARTNER ENGAGEMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Leah Herman, Coordinator - Community Development, Community & Partner Engagement

Subject: HEALTHY COMMUNITY INITIATIVE GRANT APPLICATION – STUDIO IN THE CITY EXPANSION PROJECT

Date: March 17, 2021 File No: 05-1855-03-0001/2021

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

RECOMMENDATION

PURSUANT to the report of the Coordinator, Community Engagement, Community & Partner Engagement, dated March 17, 2021, entitled "Healthy Community Initiative Grant Application – Studio in the City Expansion Project":

THAT staff be directed to submit a grant application in the amount of \$90,000 for the Healthy Community Initiative Grant – Studio in the City Expansion Project;

AND THAT Council supports the project and commits to any associated ineligible costs and cost overruns of the project.

PURPOSE

The purpose of this report is to seek Council's endorsement of an application in the amount of \$90,000 to the Healthy Community Initiative Grant program, to support an expansion of the Studio in the City project.

BACKGROUND

The Healthy Communities Initiative is a \$31 million investment from the Government of Canada to transform public spaces in response to COVID-19.

This opportunity will provide funding to a broad range of organizations, including local governments, charities, Indigenous communities and non-profits, for projects, programming and services that help communities to:

- create safe and vibrant public spaces;
- improve mobility options; and
- provide innovative digital solutions to connect people and improve health.

This program is being administered through the Community Foundations of Canada (CFC). There are two rounds of funding, the first round is due March 9th and the second round will be due in early June 2021. Organizations may be the lead applicant on only one submission per round.

DISCUSSION

Staff submitted a grant application by the intake deadline of March 9th, 2020, to support an expansion of the well-established youth arts mentorship and employment program, Studio in the City (SITC). The final application requirement is to obtain a formal resolution from Council and a commitment statement to provide the City's share of the project.

Operating for the past 13 years, the SITC program provides youth ages 15-19 with two month (July and August) paid mentorship opportunities connecting them with and allowing them to shape their City through art. The program pivoted last summer to run safely and successfully through the pandemic, animating the Lonsdale Corridor as part of Studio in the Streets 13. As part of continued recovery efforts, this proposed project expansion involves extending operations by four months and designing an activation space for future Studio programming. Based on a new six month seasonal format (May thru October) the program will be driven and powered by youth. Youth will animate and activate public spaces throughout the City, in partnership with City staff and community stakeholders. Youth artist mentors will co-manage the program and art activations will be co-created and implemented by artist apprentices, volunteers and community partners.

To support this expanded model long term and to create a unique City space for youth and the SITC program, City staff will work with youth to co-design a modular “SITC Hub” for operation in 2022. The “Hub”, which will be located on City property, will serve as a space for youth to create and deliver future art activations. These activations are envisioned to be done through installations at the “Hub” site, pop-ups around the community as well as workshops run by youth. Activations will invite opportunities for the broader community to “go to” as well as foster intergenerational and cross-cultural connections. For 2021 programming, youth will be provided with a temporary space in a Lower Lonsdale storefront or City operated building.

FINANCIAL IMPLICATIONS

The current SITC capital budget of \$50,000 is included in the 2021 Program Plan. This budget covers the costs associated with running the program as it has been for the past

number of years – two months paid internship for youth artists along with the creation and installation of a summer art activation.

Staff estimate the four month extension of the youth art mentorships, the expansion to two seasonal art activations (summer and fall), along with the costs to rent space for home base operations and to begin designing a modular SITC base for operations, will be an additional \$90,000 – the amount sought from the HCI grant program. The City's total financial contribution to the SITC project remains unchanged and will be augmented by in-kind partnership support and any additional grants awarded.

INTER-DEPARTMENTAL IMPLICATIONS

As the City of North Vancouver was able to submit only one application for this program, the Leadership Team reviewed the eligibility requirements for the grant and determined that the Studio in the City Expansion Project best fit the criteria identified by the grant administrator – Community Foundations of Canada.

STRATEGIC PLAN IMPLICATIONS

This project supports Council's Strategic Plan to build a Vibrant City and the ongoing commitment to support young citizens to embrace new methods to engage in civic life.

RESPECTFULLY SUBMITTED:



Leah Herman
Coordinator – Community Development

THIS PAGE INTENTIONALLY LEFT BLANK



 Department Manager	 Director	 CAO
---	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Lisa Stirling, Community & Partner Relations Specialist

Subject: PROPOSED UPDATES TO OUTDOOR DINING PATIO GUIDELINES

Date: March 17, 2021 File No: 09-4520-20-0002/2021

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

RECOMMENDATION

PURSUANT to the report of the Community & Partner Relations Specialist, Community & Partner Engagement, dated March 17, 2021, entitled Outdoor Dining Patio Guidelines:

THAT the proposed Outdoor Dining Patio Guidelines be endorsed;

AND THAT the Director - Community & Partner Engagement be authorized to issue Outdoor Dining Licence to Use Agreements.

ATTACHMENTS

1. Outdoor Dining Patio Application, Requirements and Declaration (Doc [#2008691](#))
2. Outdoor Dining Guidelines (Doc [#1822938](#))

BACKGROUND

On December 9, 1993, Council adopted guidelines and policies pertaining to business licenses for outdoor dining. Since that time, staff have been processing outdoor dining applications with the 1993 guidelines as contained in Attachment 2: Outdoor Dining Guidelines. This report brings forward updated guidelines as contained in Attachment 1: Outdoor Dining Patio Application, Requirements and Declaration, to meet current policy standards for Building, Fire, Planning and Vancouver Coastal Health.

These guidelines are not COVID-19 specific and work in conjunction with the Temporary Patio Program.

DISCUSSION

The overarching goals for the proposed Outdoor Dining Patio Application, Requirements and Declaration are to achieve a high standard of design for outdoor dining in public and private spaces and to provide a more expedited application process. This will be achieved through the guidelines and design reviews.

Additionally, this report is seeking Council approval to authorize the Director of Community & Partner Engagement be authorized to issue Outdoor Dining Licence to Use Agreements.

The updated proposed Outdoor Dining Patio Guidelines will promote and enhance: local economy and local businesses; community and social wellbeing; and leisure and culture. Changes from the previous guidelines include:

1. Declaration Application
2. Application criteria streamlined
3. Application requirements updated
4. Licence to Use Agreement updated

FINANCIAL IMPLICATIONS

This is not a significant revenue source for the City and each application comes with a one-time \$175 administration fee plus an annual \$58 documentation fee in the first three years, after which the business pays a \$58 renewal fee for each three year period thereafter. Given the financial restraints that businesses are currently experiencing, fees are not being reviewed at this time.

INTER-DEPARTMENTAL IMPLICATIONS

Review has been prepared in consultation with Planning and Development, the Public Realm Infrastructure team within Engineering, Parks & Environment, along with Fire, Finance, the City Solicitor and Vancouver Coastal Health.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

These guidelines support local businesses, which in turn encourages the financial sustainability of said businesses and will contribute to future tourism opportunities when the current provincial dining and travel restrictions are lifted.

Attractive streets, including outdoor dining structures, are a major component of a successful pedestrian environment. Continuing the City's successful outdoor dining program in turn supports the use of alternative transportation such as transit and walking.

These revised guidelines, which encourage al fresco dining and its inherent casual inviting atmosphere, would further the City's streetscape improvement plans, thereby contributing to the Official Community Plan goals relating to the sense of place.

The guidelines also contribute to transportation planning through improvement of public spaces and pedestrian corridors by encouraging pedestrian and transit users to frequent our active and animated urban streets.

Therefore the updated Outdoor Dining Patio Guidelines is consistent with the following City policies:

Council Strategic Plan Priorities

- A City for People
- A Vibrant City
- A Prosperous City

Official Community Plan

- Support existing businesses in the City and encourage innovation and the development of small businesses;
- Encourage an increase in floor area devoted to employment-generating uses to meet demand;
- Designate land uses to bring people and destinations closer together, maximising opportunities for walking, cycling and transit as modes of travel;
- Promote a supportive, safe and vibrant community that contributes to the well-being of its residents.

CNV4ME - Child Youth and Family Friendly Policy

- Ensure community spaces and the surrounding environments provide residents with various opportunities to easily connect with one another.

Business Roundtable Report (December 2020)

- Supporting key recommendations including “streamline ... permit processes”, and “enhance ... vibrant commercial streets”.

RESPECTFULLY SUBMITTED:



Lisa Stirling
Community & Partner Relations Specialist



**COMMUNITY & PARTNER ENGAGEMENT DEPARTMENT
BUSINESS AND COMMUNITY PARTNERSHIPS**

CITY OF NORTH VANCOUVER T 604 985 7761
141 WEST 14TH STREET F 604 985 8439
NORTH VANCOUVER INFO@CNV.ORG
BC / CANADA / V7M 1H9 CNV.ORG

Outdoor Dining Patio Application, Requirements and Declaration

Outdoor Dining is the use of an area situated outside of a building on either private or public property where patrons are seated for the purposes of the consumption of food and/or beverage in conjunction with an adjoining restaurant, take-out service prepared food, brewery, delicatessen or bakery.

A one-time \$175 administration fee and a yearly \$58.00 documentation fee for a period of three years maximum will be required. The initial payment will be invoiced by the City upon approval of the application, the remaining two years' fee will be billed separately each year.

Please complete the form below, provide the information set out in the Outdoor Dining Criteria section of the Outdoor Dining Requirements, initial the remaining sections of the Outdoor Dining Requirements and submit to the City of North Vancouver – outdoordining@cnv.org. If you have any questions please email outdoordining@cnv.org or call 604-990-4203.

Applications which involve City-owned lands will require a Licence to Use Agreement. If the Applicant is a tenant, then written permission is required from the landlord and submitted to the City.

Applicant Business Name (please print full legal name) BUS-_____
Business Licence No.

Private Property _____ **Public Property** _____

Phone

Address

Name and Title (please print)

Signature

Email

Outdoor Dining Patio Requirements

APPLICATION CRITERIA

A City of North Vancouver Business Licence is required before the application will be considered.

The City will review any application for use of City-owned land (generally City sidewalk or street curb lane) and approve at its sole discretion, giving consideration to pedestrian traffic widths, gradient, usable area and the general suitability of on-street proposals. All applications must include one site plan drawing, 8.5 X 11 or 11 X 17, scaled (in metric units) which clearly show the following:

- a. Property line and lot dimensions;
- b. Building dimensions and setbacks;
- c. Proposed Outdoor Dining dimensions;
- d. Patio floor plan including: location and number of proposed tables and chairs and location of two wheelchair accessible seating spots and aisle width;
- e. Maximum number of staff at any given time;
- f. Location and height of any proposed railing, screen or landscaping features;
- g. Location of accessible access and egress from Outdoor Dining , if applicable;
- h. Location of any existing structures on side walk in front of the business (i.e. bike racks, fire hydrants, garbage cans, bus stops, etc.);
- i. Interior floorplan with washrooms labelled male, female, unisex and accessible;
- j. All utility access points;
- k. Plans to show occupant load as per BC Building Code.

An owner or tenant of a restaurant, take-out service prepared food, delicatessen or bakery fronting a sidewalk and City street has two options for the placement of an outdoor patio:

Curbside patios – utilizing the parking space in front of the business. Requirements include:

- Must not exceed a width of 2.4metres from the face of the curb and can extend the length of the business frontage;
- Structures placed in the curbside lane must maintain 40cm of clearance from the face of the curb to the structure to allow for drainage; and
- A continuous barrier at the edge of the patio adjacent to the road and/or parking area is required

Sidewalk patios – utilizes the frontage space immediately adjacent to the business occupying a maximum distance of 2.5 metres from the face of the building provided that:

- There remains a minimum of 3.0 metres unencumbered sidewalk; this width may be reduced to 2.0 metres with the written approval of the City;
- Tables and chairs permitted on the sidewalk shall be placed and maintained by the owner in a manner so as not to constitute a hazard to the general public.
- Items which are placed on the sidewalk should be of such a nature that they may be removed on 24 hours' notice; and

- Seating on a public sidewalk must meet the limitations with respect to the Street and Traffic Bylaw, Section 816 (Commercial Use of Sidewalks).

General conditions for either curbside or sidewalk patio are as follows:

- All utility access points which must be kept clear or designed to be readily accessible by City staff. If damage to a patio is incurred as a result of City forces accessing utilities the City will not be liable for repairs. Reasonable warning of utility access will be provided when possible;
- There must be a continuous barrier at the edge of the patio adjacent to the road or parking area;
- The maximum allowed area of street occupancy will be reduced by the City, if in their opinion, it is required for public purposes;
- The maximum allowed area of street occupancy may be reduced by the City, if in their opinion, it is required for public purposes;
- All structures must be free standing, anchoring is **not** the preference of the City. If the structure requires anchoring, a deposit will be determined on a site by site basis based on the square footage of the space.

Example – 6ft X 6ft sidewalk panel replacement cost approximately \$350 - \$500/panel

Provincial Liquor and Cannabis Regulation Branch (LCRB)

The LCRB must approve any Outdoor Dining that serves alcoholic beverages. On-line applications can be made via the following link: <https://justice.gov.bc.ca/cannabislicensing>.

APPLICATION REQUIREMENTS DECLARATION

Insurance Coverage

1. A cross liability clause and include the City of North Vancouver as additional insured for the duration of the Outdoor Dining.
2. No less than **Five Million dollars (\$5,000,000)** all-risk comprehensive general liability policy.
3. Thirty (30) days written notice must be provided by the insurer in the event of any material change in the policy that may be requested by the primary insured.
4. Seating on a public sidewalk must meet the limitations with respect to the Street and Traffic Bylaw, Section 816 (Commercial Use of Sidewalks).

I understand and agree to the above Insurance requirements for Outdoor Dining Patios.

_____ *Initials*

Fire Department

1. Emergency access to and from the building must not be affected.
2. Access to fire hydrants or fire department connections must not be affected.
3. Egress requirements from the outdoor seating area shall remain clear from obstructions.
4. Any affixed heating device must be installed under permit and incorporate manufacturer's clearances to the building and combustible materials.

Consult with the Fire Department prior to purchasing any heating equipment (including free standing units).

5. Storage is not permitted in the outdoor dining area, including the storage of spare propane tanks.
6. Canopies, awning, umbrellas and other materials or decorations must be flame spread rated per the BC Fire Code (CAN/ULC S109). Standards other than that are not acceptable in BC.
 - Do not create a visual obstruction below 2.6m;
 - If an awning is within 50m of an intersection, please contact the City to review the location.
7. No cooking or food preparation is permitted outdoors.

I understand and agree to the above Fire Department requirements for Outdoor Dining Patios. _____ *Initials*

Building and Construction

1. Make an Occupant Load Certificate application, if required by the LCRB.
2. Any proposed structure may require a separate building permit application (raised patio, platform, cover, parklet, or other similar structure. Please email devel@cnv.org or visit Building & Development on-line for information on applying for a building permit - <https://www.cnv.org/property-and-development/building-and-development>.

I understand and agree to the above Building and Construction requirements for Outdoor Dining Patios. _____ *Initials*

Planning and Zoning

1. The Outdoor Dining Patio in curb lane, must be adjacent to the associated business and may only occupy a space as wide as the establishment frontage (unless adjoining tenants and property owners grant written approval to the City);
2. The Outdoor Dining Patio must not be bounded by a railing, screen or wall no higher than 1.07 metres (42 inches).
3. The Outdoor Dining Patio on private property must **not**:
 - a. Reduce the number of required off-street parking spaces;
 - b. Displace any required waste and recycling containers; and
 - c. Negatively affect existing landscaping features.

I understand and agree to the Planning and Zoning requirements for Outdoor Dining Patios. _____ *Initials*

Vancouver Coastal Health Authority

1. Operation of the patio must maintain compliance with the City of North Vancouver Noise Control Bylaw 1987, No. 5819. In order to minimize impacts on neighbouring residents, all services of food and beverages on the patio should cease by 10:00 pm and the patio area should be cleared by 11:00 pm.
2. Music is permitted on the patio but must be kept at a volume to not negatively impact adjacent uses. Music must be turned off at 10:00 pm nightly.
3. No cooking or food preparation is permitted outdoors.

4. The City of North Vancouver Smoking Regulation Bylaw 1998, No. 7026 prohibits smoking on the patio and within 7.5 metres of the patio.

I understand and agree to the above Vancouver Coastal Health requirements for Outdoor Dining Patios. _____ *Initials*

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

OUTDOOR DINING LICENCE TO USE AGREEMENT

THIS LICENCE made this _____ day of _____ 202__

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

141 West 14th Street
North Vancouver, BC
V7M 1H9

(herein called the "**City**")

hereby grants permission to:

NAME

Street Address
North Vancouver, BC
Postal Code

(herein called the "**Licensee**")

We, **Name** the Licensee, are the **owners/registered tenants** of the lands and premises as noted above and hereby apply for a Licence (herein called the "**Licence**") to occupy that portion of the City's lands adjacent to the business of the Licensee and shown outlined in black on the attached sketch, a copy of which is attached hereto (herein called the "**Licence Area**") for a period commencing on the **1st day of January 2021** and terminating on the **31st day of December 2021** (herein called the "**Licence Period**") for the purpose of outdoor dining consisting of no more than **XX** tables and **XX** chairs in the Licence Area subject to the terms and conditions herein as follows. By signing this Licence below I acknowledge that I have read and understood the Outdoor Dining Guidelines proposed and will comply with all the provisions.

1. Licence Fee

The Licensee will pay an administration fee in the amount of \$175.00 and will pay a \$58.00 documentation fee per year for a period of three years maximum. Initial payment will be invoiced upon receipt of the application, the remaining annual fees will be billed with the business licence fee for that calendar year.

2 No Abrogation of Discretion

The Licensee acknowledges and agrees that execution of this Licence on behalf of the City in no way restricts or abrogates the discretion of the City's Council to deal with the bylaws of the City and the provisions of the Local Government Act and the Community Charter as it sees fit in accordance with its lawful powers and obligations pursuant to the Local Government Act and Community Charter.

3. Cancellation and Early Termination

- a) If the City, in its sole discretion, determines that it requires the Licensed Area for municipal purposes or if the Licensee defaults in the observance of performance of any or the terms and conditions contained herein, the City will be entitled to terminate the Licence immediately, any rule at law or in equity to the contrary notwithstanding.
- b) The City will also be entitled to cancel the Licence at any time upon giving thirty (30) days' written notice to the Licensee. Upon such cancellation or termination under paragraph 3(a) above, the Licence will be at an end and of no further force and effect save and except that the Licensee will continue to be responsible for the fulfillment of any obligation outstanding at the date of termination or cancellation.
- c) The following agreement is not transferable and the new owner must apply for a new Outdoor Dining Licence to Use Agreement.

4. Hours of Operation

The hours of operation of the Licence Area may not extend past 11:00 pm.

5. Maintenance

The Licensee will maintain, at the Licensee's cost, the Licensed Area in a neat and tidy condition at all times and is subject to an annual inspection to ensure that the Licensee is adhering to all conditions of this Licence.

6. Construction

The Licensee will **not** construct any buildings, structures, works or improvements over, on or within the Licensed Area or make any substantial changes to the Licenced Area without the prior written consent of the City.

7. Site Clean-Up

Upon expiration or termination of the Licence, the Licensee will remove the works and leave the Licensed Area in a neat and tidy condition and, if required by the City, will forthwith remove any structures or improvements thereon at the sole cost and expense of the Licensee.

8. Licence to Enter

- a) Except in the event of emergency, the City shall not be entitled to enter upon the Licensed Area for the purpose of removal of any improvements (herein collectively called the "Works") unless:
 - i) the City has given the Licensee notice (the "Notice") setting out in reasonable detail the work intended to be done with respect to the Works; and
 - ii) the Licensee has failed to complete the necessary work with respect to the Works with thirty (30) days after receipt of the Notice, the City shall be entitled to enter upon the Licensed Area and the premises of the Licensee for the purpose of removal of any of the Works.

The Licensee grants to the City and its officers, servants and agents, and the City's contractors and subcontractors and their respective officers, servants and agents authorization to enter upon the Licensed Area and the Premises of the Licensee for the purpose of removal of any of the Works.

Upon the City exercising its right to remove the Works, the plan and execution of such work shall be at the discretion of the City. The Licensee and those claiming through the Licensee shall refrain from hindering the City and its contractors and subcontractors and their respective officers, servants and agents in the exercise of the rights hereby granted. In the event that the City causes the Works to be removed, all such work shall be wholly to the account of the Licensee, and the Licensee shall forthwith pay to the City the cost of such removal of the Works upon presentation to the Licensee of invoices for such work. All such invoices shall be paid within thirty (30) days of the presentation of same to the Licensee, together with interest on such principal sum or sums at the rate of 10 percent (10%) per annum commencing thirty (30) days following the presentation to the Licensee of any final or interim invoice for such costs. Such invoices shall be deemed to have been presented to the Licensee five (5) days after the mailing of same by the City, or one (1) day following the delivery of such invoices to the

premises of the Licensee irrespective of whether the occupant of the premises of the Licensee received delivery of the invoice.

In any action to enforce this Licence to enter, the City shall be entitled to costs on a solicitor/client basis, and the Licensee agrees to pay same.

- b) The City agrees to refrain from removing the Works only so long as:
 - i) the Licence remains in force; and
 - ii) there is no default by the Licensee in the observance of the terms and conditions of this Licence.

9. Nature of Licence

The occupancy of the Licensed Area will under all circumstances be viewed as a Licence only, and will not create or be deemed to create any interest in the Licensed Area in favour of the Licensee.

10. Indemnity

The Licensee will indemnify and save harmless the City from and against any liabilities, damages, causes of action, actions, claims, suites, judgments, costs, charges and expenses (including lawyers' fees and litigation expenses) whatsoever which the City may incur or suffer or be put to by reason of or in connection with or arising from any breach, violation or non-performance by the Licensee of any obligation hereunder to be observed or performed by the Licensee, any wrongful act or neglect of the Licensee on or about the Licensee on or about the Licensed Area, any damage to property related to the Licensee's use and occupation of the Licensed Area or the death or injury to any person related to the Licensee's use and occupation of the Licensed Area.

11. Insurance

The Licensee, at the Licensee's cost, and to the benefit of the City, will obtain and keep in force throughout the existence of this Licence, or any extension thereof, comprehensive general liability insurance in a form satisfactory to the City. The policy shall contain a cross liability clause and include the City as additionally insured. Such policy will be written on a comprehensive basis of not less than **Five Million Dollars (5,000,000)** per occurrence or such other limits as the City may from time to time require. The Licensee must be able to provide the City, on demand, evidence of such insurance coverage in the form of an executed copy of a Certificate of Insurance in a form satisfactory to the City and

give the City thirty (30) days written notice, by way of a registered letter, in the event of cancellation, lapsing or any material change to the policy. Random inspections may be carried out by City staff confirming insurance coverage. If a suitable Certificate of Insurance cannot be produced to the City within 48 hours, the licensee will be considered in breach and the Licence privileges will be immediately revoked.

12. Joint and Several Liability

If two (2) or more persons execute this Licence as Licensee, the liability of each such person to pay the Licence fee and to observe and perform at the Licensee's obligations pursuant to this Licence will be deemed to be joint and several.

13. Assignment

The City acknowledges and agrees that the Licensee shall not be permitted to assign or sublicense this Licence to Use Agreement.

IN WITNESS WHEREOF the Licensee has executed this Licence as of the day and year first above written.

SIGNED on behalf of **THE CORPORATION**]
OF THE CITY OF NORTH VANCOUVER]
]
_____]]
Lisa Stirling]
Community & Partner Relations Specialist]
Community & Partner Engagement]
City of North Vancouver]

_____]]
Date

SIGNED and DELIVERED]
]
in the presence of:]
]
]
_____]]
Witness]

_____]]
Date

_____]]
Licensee

3310-17

4 (j) 1991 Outdoor Dining Guidelines

Report: Planning Technician, Development Services,
July 4, 1991

RECESSED
JUL 22 1991

Moved by Alderman Sharp, seconded by Alderman Dean

THAT the revised outdoor dining guidelines, included as Attachment No. 2 to the report of the Planning Technician entitled "1991 Outdoor Dining Guidelines" dated July 4, 1991, be approved.

CARRIED UNANIMOUSLY

4(j)

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

R E P O R T

TO: MAYOR and COUNCIL

FROM: N.P. SPICER, PLANNING TECHNICIAN
DEVELOPMENT SERVICES

SUBJECT: 1991 OUTDOOR DINING GUIDELINES

FILE: 3310.17

DATE: JULY 4, 1991

ATTACHMENTS

1. Guidelines for Outdoor Dining, as adopted November 23, 1987.
2. Draft revised Outdoor Dining Guidelines.

INTRODUCTION AND PURPOSE

The current guidelines for Outdoor Dining were adopted November 1987. Since that time a number of establishments have applied for Outdoor Dining which do not meet the current requirement of the guidelines for Outdoor Dining. Development Services would like to amend the guidelines to allow delis, bakeries, and take-out establishments to receive approval, subject to compliance with municipal requirements.

Because of the success of this program, staff also propose that we be allowed to grant initial approval to applications which comply with the guidelines for Outdoor Dining without Council considering individual applications. This amendment would streamline the outdoor dining application process.

BACKGROUND AND DISCUSSION

Council's guidelines for Outdoor Dining have been in effect since April 21, 1986, with a policy revision November 23, 1987. Staff feel that the guidelines have generally been very successful. However, after three years of experience implementing current guidelines, staff believe there are certain changes which would make the guidelines more efficient and make Outdoor Dining more viable for some establishments.

In the three year period from January, 1988, to December, 1990, staff received 15 applications for renewals and 9 new applications.

So far this year Development Services has received six applications for renewals and ten new applications. Of the ten new applications, two have received council's approval; three are currently being processed; and five are being brought forward for council's consideration. Two of the new applications which are to be considered are not restaurant operations and therefore do not comply with current guidelines for outdoor dining .

To date the City has not received any noise complaints with respect to approved outdoor dining facilities. Approved Outdoor Dining facilities have been widely accepted by neighbours and neighbourhoods alike. Staff feel that delicatessens, bakeries, and take-out establishments that meet approval of health, fire, and building departments and comply with Council's requirements should be approved for outdoor dining.

The proposed guidelines have been amended to ensure that City owned lands are differentiated from other Public property. The Purchasing and Properties Department will review applications on City owned lands, as well as reviewing all public liability insurance for the City relating to Outdoor Dining.

The Engineering Department has expanded on their Outdoor Dining Criteria and the proposed guidelines, included as Attachment No. 2, have been amended to specify the required sidewalk clearance and to ensure that items used in conjunction with outdoor dining are removable within twenty-four hours.

The two new applications processed this year which received Council's approval took approximately five weeks from application to approval. Staff feel that the processing time could be reduced if staff are given the authority to approve outdoor dining applications.

OPTIONS FOR CONSIDERATION

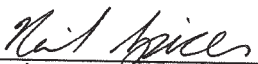
1. Receive and file this report. (This would retain current guidelines requiring Council approval for all new applications and would not permit Outdoor Dining approval for delicatessens, bakeries, and take-out dining facilities.)
2. Amend guidelines to allow delicatessens, bakeries, and take-out dining facilities to obtain outdoor dining approval, subject to compliance with guidelines, while maintaining the requirement for Council approval on every application.

3. Amend guidelines to allow staff to approve Outdoor Dining, subject to compliance with guidelines, while maintaining that delicatessens, bakeries, and take-out facilities cannot be approved.
4. Amend guidelines to allow approval for delicatessens, bakeries, and take-out dining facilities and grant staff authority to approve new applications, subject to compliance guidelines. (Staff recommend this option.)

RECOMMENDATION

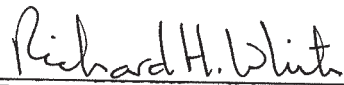
THAT the revised outdoor dining guidelines, included as Attachment No. 2 to the report of the Planning Technician entitled "1991 Outdoor Dining Guidelines" dated July 4, 1991, be approved.

RESPECTFULLY SUBMITTED:



N.P. Spicer, Planning
Technician
Development Services

APPROVED AND RECOMMENDED:



for F.A. SMITH, Director
Development Services

REVIEWED:



G.H. BREWER
City Administrator

NPS/dd

DRAFT

CITY OF NORTH VANCOUVER
GUIDELINES FOR OUTDOOR DINING

I DEFINITION

An "Outdoor Dining Facility" is defined as:

an area situated outside of the building on either private or public property where patrons are seated for the purposes of the consumption of food in conjunction with an adjoining restaurant, take-out service prepared food, delicatessen, or bakery.

II APPLICATION PROCESS

Restaurant, take-out service prepared food, delicatessen, or bakery operators interested in providing an Outdoor Dining Facility are requested to submit a written application, in the form of a letter, to:

Development Services Department
City of North Vancouver
141 West 14th Street
North Vancouver, B.C.
V7M 1H9

All applications must be accompanied by four sets of plans which demonstrate the following:

- 1) the dimensioned area of the proposed Outdoor Dining Facility;
- 2) the location, number and types of tables and chairs to be provided;
- 3) existing and proposed landscaping;
- 4) a description of any materials proposed to screen or delineate the Outdoor Dining Facility;
- 5) additional information as requested.

Applications which involve Outdoor Dining on City owned lands will require a license to use agreement from the Purchasing and Property Department. Applications which meet basic preliminary requirements will be reviewed in detail by the North Shore Union Board of Health, Fire Department, and Development Services Department. Applications which

involve Outdoor Dining on public property (ie. City owned lands and City sidewalks) will also be reviewed by Engineering Department. When these reviews are complete, Development Services staff will decide upon approval or refusal.

Most Outdoor Dining Approvals are granted for individual calendar years (ie. January 1 to December 31). Ongoing approvals will be considered only for Outdoor Dining Facilities which are installed for permanent use, which do not serve food directly to persons outdoors, and which are not licensed to serve alcohol outdoors.

Fee: A \$45.00 initial fee is charged for all approved facilities.

Please allow a minimum of three to four weeks to process an application.

Special Note: The Provincial Liquor Control and Licensing Branch (L.C.L.B.) must also approve any Outdoor Dining use that serves alcoholic beverages. Applicants should approach the L.C.L.B. with written approval from the City.

III OUTDOOR DINING CRITERIA

A. All Applications

The following criteria will be considered in reviewing all Outdoor Dining applications:

- 1) The Fire Department will consider emergency access to and egress from the building;
- 2) The North Shore Union Board of Health has concerns relating to:
 - a) the area provided per customer;
 - b) that no food preparation or storage be outdoors;
 - c) that adequate sanitary facilities are provided (also a building division concern);
- 3) The Development Services Department will review that application for compliance with the following:

- a) The Outdoor Dining must be contiguous with the establishment to which it is operationally tied and may only occupy a space as wide as the establishment frontage unless approvals to the contrary are granted by affected adjoining tenants and property owners;
- b) An Outdoor Dining area may not be bounded by a screen or wall greater than 1.07 metres (42 inches);
- c) Each separate and distinct outdoor dining area requires a separate application fee (eg. where one restaurant has two areas of outdoor dining, one on the sidewalk, one in rear, two service fees are required);
- d) Seating which occurs on private property shall not reduce the number of required off-street parking spaces which are provided on the site. (Additional parking is not required for the Outdoor Dining Facility itself);
- e) There shall be no displacement of refuse containers off the site as a result of Outdoor Dining;
- f) Seating must not erode existing landscaped areas;
- g) Tables, chairs and umbrellas, if proposed, should be of a tasteful style and should be an enhancement to the aesthetics of the building and streetscape;
- h) Adequacy of number of washrooms will be reviewed by the Building Division (and the North Shore Union Board of Health);

B. Outdoor Dining Facilities on Public Property

The following additional criteria must be met for Outdoor Dining to be approved on Public Property, (i.e. City sidewalk):

- 1) The Engineering Department will review the application giving consideration to pedestrian traffic widths, gradient, usable area, and the general suitability of on-street proposals;
 - 2) A minimum of 3.0 metres of sidewalk must be kept clear on major roads. The clear width of sidewalk may be reduced to 2.5 metres on side streets with little pedestrian traffic. The clear width of sidewalk may be reduced to 2.0 metres at local obstructions (ie. street trees) if safety of pedestrians is not compromised;
 - 3) Items which are placed on the sidewalk should be of such a nature that they may be removed on twenty-four hour notice;
 - 4) All structures must be free-standing. Anchorage to the sidewalk is not permitted. Base plates must not present tripping hazards.
 - 3) Insurance coverage must be in place adhering to the following criteria:
 - a) The operation must have at least \$1,000,000 all risk comprehensive general liability policy;
 - b) The City must be cited as an additional named insured for the purpose and duration of the sidewalk cafe use; and
 - c) 30 days notice must be provided by the insurer in the event of any material change in the policy that may be requested by the primary insured.
- Note: The Purchasing and Properties Department will review insurance coverage and policy to ensure it is in a form acceptable to the City prior to issuance of Outdoor Dining Approval.
- 4) The seating on a public concrete cement sidewalk must meet the limitations with respect to the Street and Traffic Bylaw, Section 818 (Commercial Use of Sidewalks).

IV RENEWALS

Outdoor Dining approvals granted for a single calendar year must be renewed each year. If the restaurant operator and the Outdoor Dining use are both unchanged from the previous year a fee of \$30.00 is charged. If either the operator or the Outdoor Dining Use are different a new application must be made and the initial fee of \$45.00 is charged.

For further information, Please call the Planning Division at 985-7761.

THIS PAGE INTENTIONALLY LEFT BLANK



 Department Manager	 Director	 CAO
---	---	--

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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Leslie Garber, Acting Director of Finance

Subject: 2021 – 2030 FINANCIAL PLAN BYLAW

Date: March 17, 2021 File No: 05-1700-03-0001/2021

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

RECOMMENDATION

PURSUANT to the report of the Acting Director of Finance, dated March 17, 2021, entitled “2021 – 2030 Financial Plan Bylaw”:

THAT “Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822” be brought forward for consideration by Council.

ATTACHMENTS

1. Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822 (CityDoc# 2028554)

SUMMARY

The purpose of this report is to seek Council approval for the 2021 – 2030 Financial Plan Bylaw.

The Community Charter requires the preparation and adoption of a Financial Plan covering at least five years, including both operating and capital items, prior to May 15 each year. For many years, the City has exceeded this requirement by producing a ten-year plan.

As well, it is a requirement that Council must undertake a process of public consultation regarding the proposed financial plan before it is adopted. During the City’s 2021 Financial Plan process, staff reports have been made available on the City’s website and the opportunity to provide public input online and at Council Meetings has been provided.

DISCUSSION

The Financial Plan Bylaw presented for endorsement reflects the 3.98% tax rate increase approved by Council at the March 8, 2021, Regular Meeting. The plan provides sufficient funding for general operations and includes support for the Shipyards, and maintains property tax supported capital funding at 2020 levels. As well, the Financial Plan Bylaw incorporates the approved 2021 – 2030 Utility Operations and Rates Models, and the 2021 – 2030 Capital Plan.

Schedule A to bylaw no. 8822 (**Attachment 1**) is a financial summary of the combined plans, over ten years. The scale of certainty is reduced in the later years, where the final five years are shown in one column.

Revenues indicate the major sources of funding; Property Value Tax (including Storm and Eco Levies), Fees & Services, Other and Transfers. The Transfers section includes the following:

- Collections for Other Governments are taxes collected on behalf of other governments and agencies including Provincial Schools, BC Assessment, Metro Vancouver (GVRD), and TransLink.
- Transfer from Reserves includes both operating and capital reserves. The operating reserves are used to fund unexpected or emergency expenditures or are set aside for specific known future liabilities. The capital reserves are used to fund the Capital Plan.
- Proceeds from debt is the anticipated future debt arrangement required for the North Shore Neighbourhood House replacement project.
- External Contributions are included where grants and other partner revenues are expected as well as a provision for external funding that may become available during the year.
- Transfer from Capital Assets is a transfer from equity in capital assets and is to offset the recognition of depreciation expense.

Expenditures are laid out in three categories:

Operating Expenditures are displayed by functional area and the expenses include annual operations, as well as non-capital projects, and depreciation.

Capital represents the value of both general and utility capital projects included in the plan.

Transfers show:

- Collections for Other Governments which is the outgoing payment of the taxes collected on behalf of other governments.
- Equity which represents amounts planned to be transferred to non-statutory reserves as well as amounts, such as the Weather Reserve, for use in the operations of the city for unexpected, emergency or planned expenses.
- Reserves indicates the planned transfer of funds from operating to the City's statutory and capital reserves primarily to fund capital infrastructure and amenities.
- Repayment of Debt is the repayment of the financing for the North Shore Neighbourhood House replacement project.

As required by the Province, the Financial Plan Bylaw also contains revenue and tax policy statements addressing the following issues:

1. Revenue Proportions by Funding Source
2. Distribution of Property Taxes among the Property Classes
3. Use of Permissive Tax Exemptions

FINANCIAL IMPLICATIONS

Financial implications have been addressed in detail during the 2021 – 2030 Financial Planning process which included separate discussions on utility rate setting (water, sewer, solid waste, etc.), 2021 Operating Plan, and the 2021 – 2030 Capital Plan.

INTER-DEPARTMENTAL IMPLICATIONS

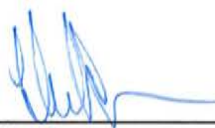
The 2021 - 2030 Financial Plan Bylaw is a reflection of the policies of the City, and the work plans of all City departments. In developing this budget, Finance staff rely on their close working relationship with staff in other departments and the City's shared-cost agencies.

2021 will be a challenging year for the City, and the challenges facing the City are impacted in the City's budget process, requiring reconsideration of all that we do. Finance wishes to thank all the members of staff who are contributing so much of their time and effort to provide leadership and cooperation to this ongoing process.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The preparation and approval of a Financial Plan Bylaw is consistent with the requirements of the Community Charter, with the 2021 Financial Plan Objectives, with several of the objectives of the City's 2014 Official Community Plan and was prepared with consideration of the 2018-2022 Council Strategic Plan.

RESPECTFULLY SUBMITTED:



Leslie Garber
Acting Director of Finance

THIS PAGE INTENTIONALLY LEFT BLANK

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

BYLAW NO. 8822

Financial Plan for the Years 2021 to 2030

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

1. This Bylaw shall be known and cited for all purposes as “**Financial Plan for the Years 2021 to 2030 Bylaw, 2021, No. 8822**”.
2. Schedule “A” attached hereto is the Financial Plan of The Corporation of the City of North Vancouver for the period commencing January 1, 2021, and ending December 31, 2030.

READ a first time on the <> day of <>, 2021.

READ a second time on the <> day of <>, 2021.

READ a third time on the <> day of <>, 2021.

ADOPTED on the <> day of <>, 2021.

MAYOR

CORPORATE OFFICER

**SCHEDULE "A" TO BYLAW NO. 8822
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2021 – 2030**

(1) 2021 – 2030 Financial Plan (000's)

For the year ended December 31	2021	2022	2023	2024	2025	2026-2030
Revenue						
Property Value Tax						
General Property Tax	68,989	71,118	73,305	75,552	77,860	401,160
Levies (Storm and Eco)	3,747	4,060	4,234	4,416	4,577	25,059
Revenue from Fees and Services	38,252	40,476	42,948	45,858	48,987	284,748
Revenue from Other Sources	3,690	3,573	3,609	3,645	3,681	18,590
	114,678	119,227	124,096	129,471	135,105	729,557
Transfers						
Collections for Other Governments	48,449	49,418	50,406	51,414	52,442	267,455
Transfer from Reserves	64,022	199,576	57,975	51,300	40,237	186,437
Proceeds from Debt	0	0	43,000	0	0	0
External Contributions	20,451	4,127	14,402	3,622	7,736	7,339
Transfer from Capital Assets	16,800	17,136	17,479	17,829	18,186	92,750
	149,722	270,257	183,262	124,165	118,601	553,981
Total Revenues	264,400	389,484	307,358	253,636	253,706	1,283,538
Expenditures						
Operating Expenses						
General Government	22,841	23,412	23,997	24,597	25,212	129,210
Transportation and Transit	7,244	7,425	7,611	7,801	7,996	40,980
Health, Social Services, Housing	2,834	2,904	2,977	3,051	3,127	16,025
Development Services	7,020	7,196	7,376	7,560	7,749	39,715
Protective Services	28,743	29,462	30,199	30,954	31,728	162,605
Parks, Recreation and Culture	22,777	23,347	23,931	24,529	25,142	128,855
Water	10,795	14,940	16,095	16,999	17,910	101,269
Sewer	11,090	16,626	18,927	21,543	23,873	137,554
Solid Waste	3,631	3,729	3,757	3,862	3,970	21,589
	116,975	129,041	134,870	140,896	146,707	777,802
Capital Expenditures	69,827	183,087	94,053	30,789	23,333	57,603
Transfers						
Collections for Other Governments	48,449	49,418	50,406	51,414	52,442	267,455
Equity	17,407	17,112	17,540	17,979	18,428	94,445
Reserves	11,742	10,826	10,489	10,779	11,017	77,338
Repayment of Debt	0	0	0	1,779	1,779	8,895
	77,598	77,356	78,435	81,951	83,666	448,133
Total Expenses	264,400	389,484	307,358	253,636	253,706	1,283,538

**SCHEDULE "A" TO BYLAW NO. 8822
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2021 – 2030**

(2) Revenue Proportions by Funding Source

(Excluding Transfers from Reserves and Collections for Other Agencies)

	(000's)									
	2021	%	2022	%	2023	%	2024	%	2025	%
Property Value Tax										
General Property Tax	68,989	60	71,118	60	73,305	59	75,552	58	77,860	58
Levies (Storm and Eco)	3,746	3	4,060	3	4,234	3	4,416	3	4,577	3
Revenue from Fees	38,253	34	40,476	34	42,948	35	45,858	36	48,987	36
Revenue from other Sources	3,690	3	3,573	3	3,609	3	3,645	3	3,681	3
Total Revenues	114,678	100	119,227	100	124,096	100	129,471	100	135,105	100

Background: Property Taxes are the City's major source of revenue. The City's reliance on property tax as a source of revenue has increased gradually over the past several years. This is partially due to the lack of access to other types of revenues. Where feasible, the City charges user fees for services, however this is not possible for many services. In preparing the 2021 Financial Plan, the City's goal has been to maintain the current percentage of revenue coming from property taxes; however the City continues to rely heavily on this source of revenue to fund a large portion of City services and infrastructure.

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

(3) Distribution of Property Taxes among the Property Classes

Property Class and Description		Tax Allocation %	
		2020	2021
1	Residential	56.36%	56.27%
2	Utilities	0.49%	0.55%
4	Major Industry - Capped	9.90%	10.38%
4	Major Industry - Non capped	0.62%	0.60%
5	Light Industry	0.91%	0.93%
6	Business	31.68%	31.23%
8	Recreation/Non-Profit	0.04%	0.04%

Background: In 2008 City Council adopted a Long Term Property Tax Strategy which will shift taxes from the business and light industrial tax classes, to the residential tax class. The goal of this policy was to move the City's tax rates and tax rate multiples to a competitive position within the Metro Vancouver Region, while maintaining principles of fairness and equity.

Policy: The City will continue to review the distribution of property tax among the various property classes and consider other measures as a gauge of success.

**SCHEDULE “A” TO BYLAW NO. 8822
CITY OF NORTH VANCOUVER FINANCIAL PLAN
FOR THE YEARS 2021 – 2030**

(4) Use of Permissive Tax Exemptions

Background: Council currently allows permissive tax exemptions to organizations within the City, based on eligibility criteria as defined under the Community Charter. This includes religious institutions, providers of social housing, not for profit societies and service organizations whose services and programs align with the City’s goals and objectives.

Policy: The City has adopted a policy along with a set of criteria which are based on linking taxation exemptions to desired community outcomes for the services provided. All existing permissive tax exemptions are reviewed each year and staff will continue to work with all organizations who receive a Permissive Tax Exemption to ensure that their services align with the goals and objectives of the City.

Council will continue to carefully consider the total amount of permissive exemptions granted each year, when reviewing the annual Property Tax Exemption bylaw, giving consideration to the equity of shifting the exempted tax burden to other property owners in the City.

NOTICE OF MOTION

12. Living Wage Policy – File: 01-0530-05-0001/2020

Submitted by Councillor Girard

RECOMMENDATION:

WHEREAS Council unanimously approved a resolution at its Regular Council meeting, held November 18, 2019, directing staff to report on the costs and benefits of the City implementing a Living Wage Policy, as outlined by the “Living Wage for Families Campaign”, and the steps necessary to achieve this goal;

WHEREAS the Information Report of the Purchasing Manager, dated December 8, 2020, stated that:

- the financial implications of implementing the Living Wage for Families Campaign Living Wage Policy are expected to be minimal; and
- Council may wish to direct staff to incorporate specific language into the City’s competitive bid documents and Purchasing Manual to reflect all aspects of becoming a Living Wage Employer and, by submitting a proposal to the City, the contractor or service provider must meet all requirements of the Living Wage for Families Campaign Living Wage Policy;

AND WHEREAS the Information Report of the Manager, Human Resources, dated December 10, 2020, indicated that the City’s Procurement Division would work to ensure all remaining aspects of becoming a Living Wage Employer are put in place;

THEREFORE BE IT RESOLVED THAT staff be directed to update all existing policies required to complete the certification process to become a Living Wage Employer, as outlined in the Living Wage for Families Campaign, by August 31, 2021.



living wage for families campaign

Work should lift you out of poverty, not keep you there

M

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

March 10 2021

Dear Mayor Buchanan and Members of Council,

Councillor Girard's motion for North Vancouver to become a Living Wage Municipality

I am writing to express support for the motion brought forward by Councillor Girard to certify with the Living Wage for Families campaign as a Living Wage Employer. Certifying as a Living Wage Employer will bring benefits to employees, the City Council and the community of North Vancouver as a whole.

What is a Living Wage?

A living wage is the hourly amount that each of two parents, both working full time, would need in order to afford basic expenses like food, clothing, rent, and child care. The Living Wage for North Vancouver is \$19.50 an hour.

What is a Living Wage Employer?

Living Wage Employers pay all direct and contract staff the living wage rate for their region. There are 210 Living Wage Employers in British Columbia, and 8 Living Wage Municipalities, including the Cities of Vancouver, Burnaby and Victoria.

A Living Wage is good for employees

"Before I was earning a Living Wage. I was just surviving. I had to share a bedroom with two other people, visit food banks and buy all my clothes from thrift stores. Life was really hard. I didn't have a partner who could help me. Now, I feel very appreciated and valued for the work I do. There are people who have worked here for ten years, and they feel the same way I do - good staff and good management. I feel much more comfortable and free"

Vlada works for the 2400 Motel as a front desk agent. Owned by the City of Vancouver, the 2400 Motel is the only certified Living Wage motel in British Columbia, agreeing to pay their staff and contracted workers a Living Wage.

- Employees working one living wage job, rather than multiple low-wage jobs, have more time to spend with their families
- A Living Wage offers independence and peace of mind. Employees don't have to stress about how they will make rent or afford food for their families.
- Staff feel valued and appreciated for the work that they do.

A Living Wage is good for the city council as an employer

"The minimum wage does not cover the essentials for families, from what I've seen and experienced. Proactive wants employees to know that we're here to help them help us. We do the hard work that many other companies simply cannot do and we also put ourselves in danger every day. Being able to support the men and woman who are committed in creating a safe area for people is a reward on its own." JP Buree HR Manager Proactive Hazmat

Proactive Hazmat is a full-service hazardous materials abatement contractor based in Langley. They have been a Living Wage Employer since 2017. Since becoming a Living Wage Employer, they've managed to retain and attract many good quality workers and it's made their workplace a much better environment.

- 93% of Living Wage Employers in the UK have benefited from certifying as an employer
- Numerous studies have found lower overtime, absenteeism, and turnover rates, as well as higher rates of employee training, within employers who pay a living wage.
- Improved staff performance: Major companies like KMPG, the San Francisco Airport, and Costco have reported improved staff performance, increased productivity, and higher staff morale after choosing to pay higher wages

A Living Wage is good for North Vancouver

"Being a Living Wage Employer means that our team can do important advocacy work knowing confidently that we have put our money where our mouths are, so to speak, and that we are committed to living the same progressive principles that we ask of others in our daily work. This certification also provides us with external legitimacy when we engage in this work. And to all organizations considering making this change, my colleagues and I at the Capilano Students' Union would give you this advice: it is doable, and a priority, no matter the size of your budget. We need to resist the idea that our workers should only be taken care of if budgets and economies allow, as though our people are incidental to our work"

Christopher Girodat, Executive Director, Capilano Students' Union

- When children live in poverty, or when parents must work multiple jobs to stay afloat and end up with little time with their families, all of society pays the price. It is the municipality that pays for additional social services and educational resources.
- By making a commitment to ensure staff and contractors are paid a living wage, the City of North Vancouver will become a community champion and cause a positive ripple effect through the local economy. Low-income earners tend to spend proportionally more of their income than those with much higher incomes, because those with low incomes have more essential spending needs. Those



living wage for families campaign

Work should lift you out of poverty, not keep you there

with lower incomes also tend to spend more money locally. This will help strengthen small and community-focused businesses in North Vancouver.

- The City of North Vancouver will inspire other local organisations to also pay their staff a Living Wage. 10% of applications for Living Wage certifications in BC come from employers motivated by their municipality committing to pay their staff and contractors a Living Wage.

The steps needed to become a Living Wage Employer

We are very grateful for the work carried out by staff and Councillors at the City of North Vancouver to explore the feasibility of becoming a Living Wage Employer. It is our understanding that the staff report found that all council staff are already earning a Living Wage and that staff have scoped out the steps needed to ensure that all contracted workers are earning a Living Wage.




Therefore, the final step is to develop an Implementation Plan and Living Wage Policy. We have templates of both of these documents that we can share with the City of North Vancouver. We are also very happy to provide support on any issues or questions that they have.

We would urge you to support Councillor Girard's motion and to help North Vancouver become the latest municipality in British Columbia to become a Living Wage Employer.

Sincerely,

Anastasia French
Campaign Organizer
Living Wage for Families Campaign
Anastasia@firstcallbc.org



 Department Manager	 Director	 CAO
--	---	--

The Corporation of **THE CITY OF NORTH VANCOUVER**
STRATEGIC AND CORPORATE SERVICES DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Corinne Nichols – Manager, Human Resources

Subject: UPDATE ON LIVING WAGE POLICY

Date: December 10, 2020

File No: 01-0530-05-0001/2020

Further to the Motion at the regular Council meeting held on November 18, 2019, together with a request for an update at the Council Meeting held on December 7, 2020, this information report provides Council with an update regarding the City as a Living Wage Employer.

According to the Living Wage for Families, Living Wage employers commit to paying their employees and contractors their local living wage each year. They also mandate that service providers on major contracts pay their employees a living wage in turn. Currently the living wage for Metro Vancouver for 2019 is \$19.50 per hour and is modelled on a two-parent two-children family with each parent working full time. The living wage calculation takes into account an employee's total compensation package, with the total hourly wage rate along with benefits, included in the calculation.

As an employer, there are no positions (irrespective of employment status – auxiliary, regular full time, regular part time or temporary full time) within the City that are paid less than the Living Wage in all three employee groups (exempt or within the bargaining units of CUPE Local 389 and IAFF Local 296). The City's lowest comparator to the Living Wage is \$18.54 per hour (Site Host) and as an auxiliary employee, a Site Host would minimally also receive 12% in lieu of benefits, to take the comparison comparator with the Living Wage to \$20.76 per hour. The positions at the City that are closest to the Living Wage rate are two CUPE positions - the Site Host and Lead Site Host at the Shipyards. Prior to the creation of these roles last year, the minimum Living Wage comparator for the City was \$22.44 per hour. The Site Host and Lead Site Host positions as comparators are \$20.76 and \$21.58 per hour. The positions at the Shipyards are new classifications and are in provisional status. The regular process would be for a new position to be


reviewed after at least six months to ensure the duties are as anticipated and that the identified pay band (and wage) can be confirmed. This is currently underway.

Where the City differs from other municipalities is that recreational services are provided through the North Vancouver Recreation and Culture Commission – a co-funded agency. The City Library is a separate employer, with the lowest position within the CUPE Local 389 bargaining unit at a Living Wage comparison of \$23.34 per hour.

The Living Wage comparisons are based on the City's CUPE wage rates for 2019 and do not take into account any bargaining outcomes for 2020 onwards.




To address the Living Wage requirement for City contractors and service providers on major contracts, the City's Procurement Division would work to ensure this remaining aspect of becoming a Living Wage Employer is put in place.

RESPECTFULLY SUBMITTED:



Corinne Nichols
Manager, Human Resources



 Department Manager	 Director	 CAO
---	---	--

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

To: Mayor Linda Buchanan and Members of Council

From: Sabine Zander, Purchasing Manager

Subject: LIVING WAGE POLICY

Date: December 8, 2020

File No: 05-1610-01-0001/2020

ATTACHMENT:

1. Schedules "A" to "E" of Labourers Standard ICI Agreement – May 1, 2019 to April 30, 2023
2. Example from City of North Vancouver construction contract entitled "Appendix D – Fair Wage Compensation Schedule (March 2012)"

DISCUSSION:

The purpose of this report is to provide information regarding the potential implementation of a Living Wage Policy for City contractors and service providers.

Staff has reviewed current City practices regarding the inclusion of fair/living wage requirements in City contracts. Currently, City contracts, with an estimated annual value of \$250,000 or more, include Fair Wage Policy requirements. Such a practice aligns with other Lower Mainland municipalities, including the City of Burnaby and the City of Vancouver.

The City of North Vancouver's current Fair Wage Policy applies to all city construction and service contracts. The Policy is available at www.cnv.org/city-services/bid-notices/fair-wage-policy.

The 2019 living wage rate for Metro Vancouver is \$19.50 per hour on the Living Wage for Families Campaign website (<http://www.livingwageforfamilies.ca/>). The 2020 rate has yet to be determined.

The financial implications of implementing the Living Wage for Families Campaign are expected to be minimal, as at present, the current Fair Wage rates exceed those of the Living Wage. Examples of Fair Wage rates are presented in Attachments 1 and 2.

Council may want to direct staff to incorporate specific language into City competitive bid documents advising that by submitting a proposal, the contractor or service provider confirms that in addition to the City Fair Wage Policy requirements, they meet the requirements of the Living Wage for Families Campaign. Contractors would be fully responsible to ensure that all sub-contractors also meet those terms and conditions. Any notification of non-compliance could take place by review or audit through a complaint form similar to the Fair Wage process and with similar implications. Any exemptions to the policy would include contractors that have an existing collective agreement, those rates will prevail.

Living Wage for Family Campaign requirements would also be included and updated in the Purchasing Manual to reflect such scope.

This report considers only the implementation of the Living Wage for Family Campaign requirements on City contractors and service providers. Other departments may need to assess compliance with Living Wage for Family Campaign on their operations and other contractual obligations.

RESPECTFULLY SUBMITTED:


FOR Sabine Zander
Manager, Purchasing

SCHEDULE "A" - INDUSTRIAL PROJECTS
MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS AND EMPLOYEE CLASSIFICATIONS

SCHEDULE "A" - MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS & EMPLOYEE CLASSIFICATIONS - Industrial Projects

Vacation & Statutory Holiday Pay = 12%	Minimum ST Hourly Wage Rate				
	<u>Prior to June 17, 2019</u>	<u>June 17, 2019</u>	<u>May 1, 2020</u>	<u>May 1, 2021</u>	<u>May 1, 2022</u>
Construction Craft Labourers					
watchman, flagman, rodman, chainman, stakeman, confined space entry monitor, gas tester and spark watchman	36.29	36.29	36.59	36.89	37.19
Labourer, signalman, dumpman, swamper, pumptender, cement power buggy, grinder, mixer (under 1 yard), timberman, grademan and power and electric tool operator	36.56	36.56	36.86	37.16	37.46
bobcat loader, instrument man - utility 1, caulked and cemented joint tile and pipelayer, manholer, concrete saw, heat fusion machine, jackhammer, and hydro boom (under 100psi) (wet and dry)	36.84	36.84	37.14	37.44	37.74
signalman hook-up, vibrator, Instrument man - utility 2, fallers on clearing, hydro boom (over 1000 psi) (wet and dry), and 6" vibrator (when used by hand)	37.11	37.11	37.41	37.71	38.01
First Aid Attendant Level 2	37.22	37.22	37.52	37.82	38.12
First Aid Attendant Level 2 with transportation endorsement	37.33	37.33	37.63	37.93	38.23
First Aid Attendant Level 3	37.44	37.44	37.74	38.04	38.34
Concrete Specialist (refer to Article 3.102)	39.56	39.56	39.86	40.16	40.46
Premiums					
Foreman Premium (payable over highest classification under supervision)	15%	15%	15%	15%	15%
Caisson Premium (payable below 25 feet)	0.50	0.50	0.50	0.50	0.50
Swing Stage Premium (payable above 25 feet)	0.40	0.40	0.40	0.40	0.40
Helicopter Premium (refer to Article 21.400)	25%	25%	25%	25%	25%
Annual Vacation and Statutory Holiday Pay	12%	12%	12%	12%	12%
Apprentice Labourers					
Refer to Appendix "A" - Apprentice Labourer Program					

**SCHEDULE "B" - UNDERGROUND PROJECTS
MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS AND EMPLOYEE CLASSIFICATIONS**

SCHEDULE "B" - MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS & EMPLOYEE CLASSIFICATIONS - Underground Projects					
Vacation & Statutory Holiday Pay = 12%					
	Minimum ST Hourly Wage Rate				
Construction Craft Labourers	Prior to June 17, 2019	June 17, 2019	May 1, 2020	May 1, 2021	May 1, 2022
Labourer	38.73	38.73	39.03	39.33	39.63
chucktender, switchman, trackman, skiptender, miner, timberman, powderman, form cleaner, form setter, tunnel maintenance (miner carrying out repairs to timber etc), mucking machine operator, lhd operator, tram operator, raise miner, shaftman, shaft maintenance, clam man, and raise borer (robblins, dresser and similar types)	39.48	39.48	39.78	40.08	40.38
Shaft Leader	41.14	41.14	41.44	41.74	42.04
Shaft Boss	42.14	42.14	42.44	42.74	43.04
Premiums					
safety miner premium (payable over and above otherwise applicable classification)	1.00	1.00	1.00	1.00	1.00
Annual Vacation and Statutory Holiday Pay	12%	12%	12%	12%	12%
Apprentice Labourers					
Refer to Appendix "A" - Apprentice Labourer Program					

**SCHEDULE "C" - INDUSTRIAL PROJECTS - DRILLING, BLASTING, SHORING
MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS AND EMPLOYEE CLASSIFICATIONS**

SCHEDULE "C" - MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS & EMPLOYEE CLASSIFICATIONS - Industrial Drilling, Blasting, Shoring Projects					
Vacation & Statutory Holiday Pay = 12%					
	Minimum ST Hourly Wage Rate				
Construction Craft Labourers	Prior to June 17, 2019	June 17, 2019	May 1, 2020	May 1, 2021	May 1, 2022
driller helper, and assistant diamond driller	34.77	34.77	35.07	35.37	35.67
Labourer	36.56	36.56	36.86	37.16	37.46
pneumatic driller (airleg, jackhammer types etc.), groutman (headerman), and gunite potman	37.11	37.11	37.41	37.71	38.01
gunite and grout nozzleman, and air trac (all models)	37.39	37.39	37.69	37.99	38.29
diamond driller, and tank driller	37.66	37.66	37.96	38.26	38.56
high scaler	37.94	37.94	38.24	38.54	38.84
rotary driller (air or hydraulic- under 6")	38.49	38.49	38.79	39.09	39.39
powderman (with certificate)	38.76	38.76	39.06	39.36	39.66
Premiums					
Foreman Premium (payable over highest classification under supervision)	15%	15%	15%	15%	15%
Caisson Premium (payable below 25 feet)	0.50	0.50	0.50	0.50	0.50
Swing Stage Premium (payable above 25 feet)	0.40	0.40	0.40	0.40	0.40
Helicopter Premium (refer to Article 21.400)	25%	25%	25%	25%	25%
Annual Vacation and Statutory Holiday Pay	12%	12%	12%	12%	12%
Apprentice Labourers					
Refer to Appendix "A" - Apprentice Labourer Program					

**SCHEDULE "D" - COMMERCIAL/INSTITUTIONAL PROJECTS - DRILLING, BLASTING, SHORING
MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS AND EMPLOYEE CLASSIFICATIONS**

SCHEDULE "D" - MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS & EMPLOYEE CLASSIFICATIONS - Comm/Inst Drilling, Blasting, Shoring Projects

Construction Craft Labourers	Minimum ST Hourly Wage Rate				
	Prior to June 17, 2019	June 17, 2019	May 1, 2020	May 1, 2021	May 1, 2022
Vacation & Statutory Holiday Pay = 12%					
driller helper, and assistant diamond driller	25.88	27.35	27.65	27.95	28.25
Labourer	27.51	28.98	29.28	29.58	29.88
pneumatic driller (airleg, Jackhammer types etc.), groutman (headerman), and gunite potman	28.01	29.48	29.78	30.08	30.38
gunite and grout nozzleman, and air trac (all models)	28.26	29.73	30.03	30.33	30.63
diamond driller, and tank driller	28.51	29.98	30.28	30.58	30.88
high scaler	28.76	30.23	30.53	30.83	31.13
rotary driller (air or hydraulic - under 6")	29.26	30.73	31.03	31.33	31.63
powderman (with certificate)	29.51	30.98	31.28	31.58	31.88
Premiums					
Foreman Premium (payable over highest classification under supervision)	15%	15%	15%	15%	15%
Caisson Premium (payable below 25 feet)	0.50	0.50	0.50	0.50	0.50
Swing Stage Premium (payable above 25 feet)	0.40	0.40	0.40	0.40	0.40
Helicopter Premium (refer to Article 21.400)	25%	25%	25%	25%	25%
Annual Vacation and Statutory Holiday Pay	12%	12%	12%	12%	12%
Apprentice Labourers					
Refer to Appendix "A" - Apprentice Labourer Program					

SCHEDULE "E" - COMMERCIAL/INSTITUTIONAL PROJECTS
MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS AND EMPLOYEE CLASSIFICATIONS

SCHEDULE "E" - MINIMUM STRAIGHT TIME HOURLY WAGE RATES, PREMIUMS & EMPLOYEE CLASSIFICATIONS - Commercial/Inst Projects					
Vacation & Statutory Holiday Pay = 12%					
	Minimum ST Hourly Wage Rate				
Construction Craft Labourers	Prior to June 17, 2019	June 17, 2019	May 1, 2020	May 1, 2021	May 1, 2022
watchman, flagman, rodman, chainman, stakeman, confined space entry monitor, gas tester and spark watchman	27.26	28.73	29.03	29.33	29.63
Labourer, signalman, dumpman, swamper, pumptender, cement power buggy, grinder, mixer (under 1 yard), timberman, grademan and power and electric tool operator	27.51	28.98	29.28	29.58	29.88
bobcat loader, instrument man - utility 1, caulked and cemented joint, tile and pipelayer, manholer, concrete saw, heat fusion machine, jackhammer, and hydro boom (under 100psi) (wet and dray)	27.76	29.23	29.53	29.83	30.13
signalman hook-up, vibrator, instrument man - utility 2, fallers on clearing, hydro boom (over 1000 psi) (wet and dry), and 6" vibrator (when used by hand)	28.01	29.48	29.78	30.08	30.38
First Aid Attendant Level 2	28.11	29.58	29.88	30.18	30.48
First Aid Attendant Level 2 with transportation endorsement	28.21	29.68	29.98	30.28	30.58
First Aid Attendant Level 3	28.31	29.78	30.08	30.38	30.68
Concrete Specialist (refer to Article 3.102)	30.51	31.98	32.28	32.58	32.88
Premiums					
Foreman Premium (payable over highest classification under supervision)	15%	15%	15%	15%	15%
Caisson Premium (payable below 25 feet)	0.50	0.50	0.50	0.50	0.50
Swing Stage Premium (payable above 25 feet)	0.40	0.40	0.40	0.40	0.40
Helicopter Premium (refer to Article 21.400)	25%	25%	25%	25%	25%
Annual Vacation and Statutory Holiday Pay	12%	12%	12%	12%	12%
Apprentice Labourers					
Refer to Appendix "A" - Apprentice Labourer Program					

The Corporation of the City of North Vancouver Invitation to Tender
 North Vancouver City Library Terrace Enclosure Renovation

**APPENDIX D
 FAIR WAGE COMPENSATION SCHEDULE (March 2012)**

The following schedule lists the wages and remuneration for the major trades in the commercial/institutional sections in B.C. effective as at the time of bidding and as per C.L.R.A "Summary of Standard Union Agreement Wage Rates and Employer Paid Benefits" dated 2012 March 9. The schedule lists the rates applicable to Journeyman for each of the major trades. The rates applicable for non-journeyman should be determined by applying the C.L.R.A. apprenticeship rates for the applicable trade. For employees that are not registered in a trade apprenticeship program or are not licensed journeyman, their work experience in the trade will be used to determine their apprenticeship level as though they were registered in an apprenticeship program (e.g. if an employee had 2 years of experience and the apprenticeship program lasted 3 years consisting of 6 terms at 6 months per term, the employee would be paid based on the rate for a fifth term apprentice. An employee with more than 3 years experience would be paid the journeyman rate).

Classification Wages	Wages (\$/Hr)	Remuneration (\$/Hr) *	(Wage Package) Total \$ Value of Wages Plus Remuneration (\$/Hr)
Bricklayer	31.250	9.035	40.285
Carpenter	33.560	7.820	41.380
Cement Mason / Finisher	31.060	9.322	40.382
Crane Operator	36.770	13.232	50.002
Drywall Finisher	33.280	7.592	40.872
Electrician	35.610	11.791	47.401
Equipment Operator	34.820	12.998	47.818
Fireproof Spray Applicator	33.200	7.674	40.874
Floor Layer	30.670	11.210	41.880
Glazier	33.370	7.350	40.720
Insulator	28.840	8.419	37.259
Ironworker – (Steel & Rebar)	30.910	11.969	42.879
Labourer/Landscaper	26.820	9.248	36.068
Mason Tender	27.000	9.770	36.770
Mechanic (Heavy Duty)	36.360	13.183	49.543
Painter	31.240	9.164	40.404
Plasterer	33.200	7.674	40.874
Plumber / Pipefitter	34.380	13.586	47.966

The Corporation of the City of North Vancouver Invitation to Tender
 North Vancouver City Library Terrace Enclosure Renovation

Refrigeration	41.250	16.310	57.560
Roofer	28.740	10.519	39.259
Classification Wages	Wages (\$/Hr)	Remuneration (\$/Hr) *	(Wage Package) Total \$ Value of Wages Plus Remuneration (\$/Hr)
Scaffold Erector	33.560	8.070	41.630
Sheet Metal Worker	34.330	11.415	45.745
Terrazzo Worker	30.250	8.435	38.685
Tile Setter	31.000	6.780	37.780
Truck Driver	30.260	10.761	41.021
Wall & Ceiling Installer	33.280	7.592	40.872

*NOTE: Remuneration includes vacation/statutory pay, health and welfare, and pension benefits, plus other miscellaneous funds, but does not include EI, CPP or WBC.

THIS PAGE INTENTIONALLY LEFT BLANK

NOTICE OF MOTION

13. Regulating Tree Cutting and Removal in the City of North Vancouver
– File: 12-6300-01-0001/2021

Submitted by Councillor Bell

RECOMMENDATION:

WHEREAS trees form an important part of the natural beauty and environmental backbone of our community and contribute to air quality;

WHEREAS it is in the public interest to provide responsible rules and regulations concerning the cutting and removal of trees in our community;

AND WHEREAS our two neighbouring municipalities, the District of North Vancouver and the District of West Vancouver, and several other Lower Mainland municipalities, have enacted bylaws regulating removal of trees;

THEREFORE BE IT RESOLVED THAT staff be requested to report on recommendations for regulating tree cutting and removal in the City of North Vancouver, and that a copy of the resolution also be forwarded to the City of North Vancouver Climate and Environment Advisory Task Force for comment.

BACKGROUND FOR ITEM 13

At the Regular meeting of City Council held May 2, 2016, Council passed the following motion:

WHEREAS trees form an important part of the natural beauty and environmental backbone of our community;

WHEREAS it is in the public interest to provide responsible rules and regulations concerning the cutting and removal of trees in our community;

AND WHEREAS our two neighbouring municipalities, the District of North Vancouver and the District of West Vancouver, have enacted bylaws to regulate removal of trees;

NOW THEREFORE BE IT RESOLVED THAT Council request staff to report on recommendations for regulating tree cutting and removal in the City of North Vancouver.

Subsequently, at the Regular Council meeting of June 26, 2017, a staff report dated June 21, 2017 “Trees on Private Property” was considered by Council.

A motion “That staff be directed to prepare a comprehensive Tree Protection Bylaw to limit tree removal in all zoning designations unless exempted by bylaw or allowed by permit, including the establishment of compensation for removed trees in contravention of the bylaw”, did not receive a seconder and therefore was not considered.

Council did consider and pass a motion on a 6 to 1 affirmative vote “That Council instruct staff to submit a 2018 Program Budget request for consideration, as recommended in Option 1 of the report – “Maintain Regulation Through the Development Process and Create a Dedicated Tree Planting Program”, to formalize the Living City Tree Planting initiative into an annual Program Budget item of \$75,000.

Almost four years have passed since a tree protection and regulation bylaw was last considered by Council and our City has continued, and continues, with development and redevelopment of properties containing trees of various sizes and significance.

I believe it is appropriate that this new Council consider this matter in light of the current goals and objectives stated in Council’s 2018 to 2022 Strategic Plan.