



AGENDA FOR THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MAY 13, 2024 AT 6:00 PM

Watch Livestream at cnv.org/LiveStreaming
View complete Agenda Package at cnv.org/CouncilMeetings

The City of North Vancouver respectfully acknowledges that this Council meeting is held on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and Səlílwətaʔ (Tsleil-Waututh) Nations.

CALL TO ORDER

APPROVAL OF AGENDA

1. Regular Council Meeting Agenda, May 13, 2024

ADOPTION OF MINUTES

2. Special Council Meeting Minutes, May 6, 2024
3. Regular Council Meeting Minutes, May 6, 2024

PROCLAMATION

International Day Against Homophobia, Transphobia and Biphobia
– May 17, 2024

PUBLIC INPUT PERIOD

CONSENT AGENDA

Item *4 is listed in the Consent Agenda for consideration.

CORRESPONDENCE

- *4. Board in Brief – Metro Vancouver Regional District, April 26, 2024

DELEGATION

Karim Dehestani, Director, North Shore Safety Council – Update on Programs and Services

CORRESPONDENCE

5. Tom Walker, President, North Shore Safety Council – Update on Programs and Services

PRESENTATION

Curb Access and Parking Plan Proposed Policy Changes – Deputy Director, Planning and Development, and Planner 2

REPORT

6. Curb Access and Parking Plan – Proposed Policy Changes

PRESENTATION

Lonsdale Energy Corporation – Annual General Meeting and Annual Report – Deputy Director, Project Management and Delivery, and Manager, Finance, Lonsdale Energy Corporation

REPORTS

7. Lonsdale Energy Corporation – 2024 Annual General Meeting
8. Removing Barriers to Public Office
9. The Hub North Shore Neighbourhood House Phase 2 – 204 East 1st Street (Allen Residence) Update

NOTICE OF MOTION

10. Support for a Youth Climate Corps – Councillor McIlroy

PUBLIC CLARIFICATION PERIOD

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

CALL TO ORDER

APPROVAL OF AGENDA

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PUBLIC INPUT PERIOD

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

Speakers may only speak on the same matter once in a 3-month period.

Speakers during the Public Input Period are permitted to join the meeting in person in the Council Chamber or electronically via Webex. There are 2 ways to sign up to speak during the Public Input Period.

- 1) **IN PERSON:** Speakers who choose to participate in person must sign the speaker list located outside the Council Chamber between 5:30 and 5:50pm on the day of the Council meeting.
- 2) **ELECTRONICALLY VIA WEBEX:** Speakers who choose to participate electronically must pre-register by 12:00 noon on the day of the Council meeting by completing the online form at cnv.org/PublicInputPeriod, or by phoning 604-990-4234. These pre-registrants will receive instructions by email or phone on the afternoon before the Council meeting.

If a speaker has written material to accompany their comments, the material must be sent to the Corporate Officer at clerks@cnv.org no later than 12:00 noon on the day of the Council 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), including Zoning Bylaws for which a Public Hearing will not be held or is prohibited under section 464 of the *Local Government Act*.

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 their surname”. Councillors should be addressed as “Councillor, followed by their surname”.

CONSENT AGENDA

Item *4 is listed in the Consent Agenda for consideration.

RECOMMENDATION:

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

START OF CONSENT AGENDA

CORRESPONDENCE

- *4. Board in Brief, Metro Vancouver Regional District, April 26, 2024
– File: 01-0400-60-0006/2024

Re: Metro Vancouver – Board in Brief

RECOMMENDATION:

THAT the correspondence from Metro Vancouver, dated April 26, 2024, regarding the “Metro Vancouver – Board in Brief”, be received and filed.

END OF CONSENT AGENDA

DELEGATION

Karim Dehestani, Director, North Shore Safety Council

Re: Update on Programs and Services

Item 5 refers.

CORRESPONDENCE

5. Tom Walker, President, North Shore Safety Council, February 14, 2024
– File: 01-0360-20-0061/2024

Re: Update on Programs and Services

RECOMMENDATION:

THAT the correspondence from Tom Walker, President, North Shore Safety Council, dated February 14, 2024, regarding an “Update on Programs and Services”, be received for information and with thanks.

PRESENTATION

Curb Access and Parking Plan Proposed Policy Changes – Deputy Director, Planning and Development, and Planner 2

Item 6 refers.

REPORT

6. Curb Access and Parking Plan – Proposed Policy Changes
– File: 16-8350-20-0041/1

Report: Planner 2, May 1, 2024

RECOMMENDATION:

PURSUANT to the report of the Planner 2, dated May 1, 2024, entitled “Curb Access and Parking Plan – Proposed Policy Changes”:

THAT staff be directed to undertake public and interest-holder engagement on proposed policy changes included in the report;

AND THAT staff report back to Council with a plan and implementation strategy that incorporates public and interest-holder feedback, technical analysis, and adheres to City-wide objectives.

PRESENTATION

Lonsdale Energy Corporation – Annual General Meeting and Annual Report
– Deputy Director, Project Management and Delivery, and Manager, Finance, Lonsdale Energy Corporation

Item 7 refers.

REPORTS

7. Lonsdale Energy Corporation – 2024 Annual General Meeting
– File: 11-5500-06-0001/1

Report: Chief Executive Officer and Manager, Finance, Lonsdale Energy Corporation, May 1, 2024

RECOMMENDATION:

PURSUANT to the report of the Chief Executive Officer and the Manager, Finance, Lonsdale Energy Corporation, dated May 1, 2024, entitled, “2024 Annual General Meeting”:

THAT the 2023 Financial Statements be received and filed;

THAT the proposed Unanimous Consent Resolutions of the Shareholder of Lonsdale Energy Corporation be endorsed;

AND THAT the Mayor and Corporate Officer be authorized to sign and seal the resolution.

REPORTS – Continued

8. Removing Barriers to Public Office – File: 07-2830-01-0001/2024

Report: Manager, People and Culture, and Diversity, Equity and Inclusion
Leader, May 1, 2024

RECOMMENDATION:

PURSUANT to the report of the Manager, People and Culture, and the Diversity, Equity and Inclusion Leader, dated May 1, 2024, entitled “Removing Barriers to Public Office”:

THAT the proposed Elected Officials’ Caregiving Leave Policy be endorsed.

9. The Hub North Shore Neighbourhood House Phase 2 – 204 East 1st Street (Allen Residence) Update – File: 02-0800-30-0013/1

Report: Deputy Director, Civic Development and Strategic Initiatives,
May 1, 2024

RECOMMENDATION:

PURSUANT to the report of the Deputy Director, Civic Development and Strategic Initiatives, dated May 1, 2024, entitled “The Hub North Shore Neighbourhood House Phase 2 – 204 East 1st Street (Allen Residence) Update”:

THAT, as the Allen Residence is being removed from the current location at 204 East 1st Street, North Vancouver, either by deconstruction or by relocation outside of the City’s boundaries, staff be directed to remove reference to the Allen Residence from the City’s Heritage Register 2013 and to provide requisite notices in accordance with the *Local Government Act*.

NOTICE OF MOTION

10. Support for a Youth Climate Corps – File: 01-0230-01-0001/2024

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS thousands of young people across Canada understand that we face a climate emergency and are eager to serve as we seek to drive down GHG emissions and prepare for climate disruption;

WHEREAS a Youth Climate Corps would train youth for careers in the well-paying green jobs of the future and help ensure Canada and British Columbia have a skilled workforce for the new climate economy;

Continued...

NOTICE OF MOTION – Continued

10. Support for a Youth Climate Corps – File: 01-0230-01-0001/2024 – Continued

AND WHEREAS a Youth Climate Corps would offer two years of training and employment to every person under 35 years of age who wants to be part of the solution to this generational challenge and put thousands of young people to work rapidly curbing emissions, preparing our infrastructure for its coming impacts and responding to the climate emergencies we are already facing and will continue to face;

NOW THEREFORE BE IT RESOLVED that the City of North Vancouver formally endorse the call for both a new national Youth Climate Corps and a British Columbia Youth Climate Corps;

BE IT FURTHER RESOLVED that the Mayor, on behalf of Council, write to the federal Ministers of Finance, Infrastructure and Communities, Women and Gender Equality and Youth, Natural Resources, and Environment and Climate Change in support of the campaign asking for the financial commitment required to fund the establishment of a national Youth Climate Corps program;

AND BE IT FURTHER RESOLVED that the Mayor, on behalf of Council, write to the BC Ministers of Environment and Climate Change Strategy, Finance, Emergency Management and Climate Readiness, Energy and Low Carbon Innovation, and the Minister of Post-Secondary Education and Future Skills in support of the campaign asking for the budget commitment required to establish a full BC Youth Climate Corps program.

Background Information, April 23, 2024

PUBLIC CLARIFICATION PERIOD

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

COUNCIL INQUIRIES / REPORTS

NEW ITEMS OF BUSINESS

NOTICES OF MOTION

ADJOURN

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**MINUTES OF THE SPECIAL MEETING OF COUNCIL HELD IN
CONFERENCE ROOM A AND ELECTRONICALLY (HYBRID) FROM
CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON
MONDAY, MAY 6, 2024**

PRESENT

COUNCIL MEMBERS

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

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO
P. DeJong, Acting Corporate Officer
L. Sawrenko, Chief Financial Officer
P. Manarovici, Controller

**participated electronically*

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

APPROVAL OF AGENDA

Moved by Councillor Bell, seconded by Councillor Back

1. Special Council Meeting Agenda, May 6, 2024

CARRIED UNANIMOUSLY

S2024-05-06/1

RECESS TO CLOSED SESSION

Moved by Councillor Valente, seconded by Councillor Girard

THAT Council recess to the Special Committee of the Whole, Closed Session, pursuant to the *Community Charter*, Section 90(1)(l) [annual report], and where required, Council considers that the matters could reasonably be expected to harm the interests of the City if they were held in public.

CARRIED UNANIMOUSLY

The meeting recessed to the Special Committee of the Whole, Closed Session, at 5:30 pm and reconvened at 5:54 pm.

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

Moved by Councillor Shahriari, seconded by Councillor Bell

THAT the following item from the Special Committee of the Whole (Closed Session), of May 6, 2024, be ratified:

2. Annual Report – File: 05-1680-01-0004/2023

Report: Chief Financial Officer, April 24, 2024

PURSUANT to the report of the Chief Financial Officer, dated April 24, 2024, regarding an annual report:

THAT the wording of the resolution and the report of the Chief Financial Officer, dated April 24, 2024, remain in the Closed session.

S2024-05-06/2

CARRIED UNANIMOUSLY

ADJOURN

Moved by Councillor Valente, seconded by Councillor Bell

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 5:55 pm.

“Certified Correct by the Acting Corporate Officer”

ACTING CORPORATE OFFICER



MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON MONDAY, MAY 6, 2024

PRESENT

COUNCIL MEMBERS

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

**participated electronically*

STAFF MEMBERS

L. McCarthy, CAO
B. Pearce, Deputy CAO
P. DeJong, Acting Corporate Officer
J. Peters, Manager, Legislative and Election Services
L. Sawrenko, Chief Financial Officer
P. Manarovici, Controller
H. Granger, City Solicitor
S. Galloway, Director, Planning and Development
J. Draper, Deputy Director, Planning and Development
M. Menzel, Development Planner
T. Ryce, Chief Building Official
E. Elliott, Manager, Transportation
E. Doran, Director, People and Culture
B. Willock, Deputy Director, Infrastructure Management
D. Hutch, Deputy Director, Parks and Public Spaces
A. Gibbs, Sr. Manager, Communications and Engagement
H. van Gelderen, Legislative Services Advisor
S. Friesen, Administrative Coordinator

The meeting was called to order at 6:02 pm.

APPROVAL OF AGENDA

Moved by Councillor Back, seconded by Councillor Shahriari

1. Regular Council Meeting Agenda, May 6, 2024

CARRIED UNANIMOUSLY

R2024-05-06/1

ADOPTION OF MINUTES

Moved by Councillor Bell, seconded by Councillor Valente

2. Regular Council Meeting Minutes, April 22, 2024

CARRIED UNANIMOUSLY

R2024-05-06/2

Moved by Councillor Bell, seconded by Councillor Valente

3. Special Council Meeting Minutes, April 29, 2024

CARRIED UNANIMOUSLY

R2024-05-06/3

PUBLIC INPUT PERIOD

- Brett Hurst, North Vancouver, spoke generally regarding the Public Input Period, Council meeting minutes and email procedures.
- Gianrita Celotti, North Vancouver, spoke generally regarding increased traffic, increased density and parking in Central Lonsdale.

CONSENT AGENDA

Moved by Councillor Shahriari, seconded by Councillor Valente

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

CARRIED UNANIMOUSLY

START OF CONSENT AGENDA

BYLAWS – ADOPTION

4. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8959” (David laquinta / Cobblestone Homes Ltd., 259 East 23rd Street, CD-750)

Moved by Councillor Shahriari, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2023, No. 8959” (David laquinta / Cobblestone Homes Ltd., 259 East 23rd Street, CD-750) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-05-06/4

5. “Development Cost Charge (Parks) Reserve Fund Bylaw, 2024, No. 9015” (2024 Capital Plan Funding)

Moved by Councillor Shahriari, seconded by Councillor Valente

THAT “Development Cost Charge (Parks) Reserve Fund Bylaw, 2024, No. 9015” (2024 Capital Plan Funding) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-05-06/5

6. “Tax Rates Bylaw, 2024, No. 9017”

Moved by Councillor Shahriari, seconded by Councillor Valente

THAT “Tax Rates Bylaw, 2024, No. 9017” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-05-06/6

CONSENT AGENDA – Continued

BYLAWS – ADOPTION – Continued

7. “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2024, No. 9023”
(Short-Term Rentals and Other Residential Accommodation Businesses)

Moved by Councillor Shahriari, seconded by Councillor Valente

THAT “Business Licence Bylaw, 2018, No. 8640, Amendment Bylaw, 2024, No. 9023” (Short-Term Rentals and Other Residential Accommodation Businesses) be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

(CARRIED UNANIMOUSLY BY CONSENT)

R2024-05-06/7

END OF CONSENT AGENDA

REPORTS

8. 2023 Audited Consolidated Financial Statements – File: 05-1680-04-0001/2023

Report: Chief Financial Officer, April 24, 2024

Moved by Councillor Valente, seconded by Councillor Back

PURSUANT to the report of the Chief Financial Officer, dated April 24, 2024, entitled “2023 Audited Consolidated Financial Statements”:

THAT, in accordance with Section 167 of the *Community Charter*, Council accept the City of North Vancouver Consolidated Financial Statements for the year ended December 31, 2023.

CARRIED UNANIMOUSLY

R2024-05-06/8

Councillor Shahriari recused himself at 6:31 pm, declaring a conflict of interest with respect to the proximity of a property he owns to the proposed application for the property located at 120-128 East 14th Street.

9. Rezoning Application: 120-128 East 14th Street (Three Shores Management, CD-760) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (HJNL, CD-165) – File: 08-3400-20-0075/1

Report: Planner 3, April 24, 2024

Mayor Buchanan declared a recess at 7:34 pm and reconvened the meeting at 7:38 pm.

Moved by Mayor Buchanan, seconded by Councillor Girard

PURSUANT to the report of the Planner 3, dated April 24, 2024, entitled “Rezoning Application: 120-128 East 14th Street (Three Shores Management, CD-760) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (HJNL, CD-165)”:

Continued...

REPORTS – Continued

9. Rezoning Application: 120-128 East 14th Street (Three Shores Management, CD-760) and Text Amendment: Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street and Norseman Park (HJNL, CD-165) – File: 08-3400-20-0075/1 – Continued

THAT section (9)(a) of “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 8960” be amended to read as follows:

“A maximum of 134 residential vehicle Parking Spaces shall be provided;”

THAT the application submitted by Three Shores Management, to rezone the property located at 120-128 East 14th Street from a C-1B Zone to a Comprehensive Development Zone and to amend the CD-165 Zone to facilitate a density transfer, be considered with no Public Hearing held, in accordance with the *Local Government Act*, section 464(3) [public hearing prohibited];

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 8960” (Three Shores Management, 120-128 East 14th Street, CD-760 (the Density Receiver Site)) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (HJNL, CD-165) be considered for first, second and third readings with no Public Hearing held, in accordance with the *Local Government Act*, section 464(3) [public hearing prohibited];

THAT the community benefits listed in the report section “Density Bonus and Community Benefits” be secured through agreements at the applicant’s expense and to the satisfaction of staff;

AND THAT the Mayor and Corporate Officer be authorized to sign the required legal agreements including an encroachment agreement to permit solar shades, which are permanently affixed to the proposed building and encroach over City property, and any other necessary documentation to give effect to the motion.

CARRIED

(by remaining members present)

R2024-05-06/9

Councillor Bell is recorded as voting in opposition to the motion.

BYLAW – FIRST, SECOND AND THIRD READINGS

10. “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 8960” (Three Shores Management, 120-128 East 14th Street, CD-760 (the Density Receiver Site)) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (HJNL, CD-165)

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 8960” (Three Shores Management, 120-128 East 14th Street, CD-760 (the Density Receiver Site)) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (HJNL, CD-165) be given first and second readings.

CARRIED

(by remaining members present)

Councillor Bell is recorded as voting in opposition to the motion.

Moved by Councillor Girard, seconded by Councillor Valente

THAT “Zoning Bylaw, 1995, No. 6700, Amendment Bylaw, 2024, No. 8960” (Three Shores Management, 120-128 East 14th Street, CD-760 (the Density Receiver Site)) and Text Amendment to Centennial Theatre, 2300 Lonsdale Avenue, 116 East 23rd Street, and Norseman Park (HJNL, CD-165) be given third reading.

CARRIED

(by remaining members present)

R2024-05-06/10

Councillor Bell is recorded as voting in opposition to the motion.

Councillor Shahriari returned to the meeting at 8:14 pm.

REPORT

11. Alternative Approval Process Regarding North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006 – Petition Results
– File: 09-4250-20-0008/1

Report: Manager, Legislative and Election Services, and Senior Manager, Engagement and Communications, April 24, 2024

Moved by Councillor Girard, seconded by Councillor Bell

PURSUANT to the report of the Manager, Legislative and Election Services, and the Senior Manager, Engagement and Communications, dated April 24, 2024, entitled “Alternative Approval Process Regarding North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006 – Petition Results”:

Continued...

REPORT – Continued

11. Alternative Approval Process Regarding North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006 – Petition Results
– File: 09-4250-20-0008/1 – Continued

THAT the Acting Corporate Officer’s Certification for the Alternative Approval Process Opportunity regarding “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” be received and filed with the Inspector of Municipalities;

AND THAT “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” be considered for final adoption.

CARRIED UNANIMOUSLY

R2024-05-06/11

BYLAW – ADOPTION

12. “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006”

Moved by Councillor Girard, seconded by Councillor Bell

THAT “North Shore Neighbourhood House and City Parks Loan Authorization Bylaw, 2024, No. 9006” be adopted, signed by the Mayor and Corporate Officer and affixed with the corporate seal.

CARRIED UNANIMOUSLY

R2024-05-06/12

PUBLIC CLARIFICATION PERIOD

Nil.

COUNCIL INQUIRIES

13. Waterfront Construction – File: 01-0220-01-0001/2023

Inquiry by Councillor Valente

Councillor Valente inquired of Mayor Buchanan regarding the City’s approach to the upcoming construction at the waterfront and the plan for pre-construction condition assessments. Mayor Buchanan advised that this matter has been forwarded to staff for a report back to Council.

R2024-05-06/13

14. Esplanade Complete Street – File: 01-0220-01-0001/2023

Inquiry by Councillor Valente

Councillor Valente inquired of Mayor Buchanan regarding an update on the Esplanade Complete Street and when it will be moving to completion. Mayor Buchanan advised that this matter has been forwarded to staff for a report back to Council.

R2024-05-06/14

NEW ITEMS OF BUSINESS

Nil.

NOTICES OF MOTION

Nil.

ADJOURN

Moved by Councillor Back, seconded by Councillor Valente

THAT the meeting adjourn.

CARRIED UNANIMOUSLY

The meeting adjourned at 8:26 pm.

“Certified Correct by the Acting Corporate Officer”

ACTING CORPORATE OFFICER

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Office of the Mayor

CITY OF NORTH VANCOUVER
BRITISH COLUMBIA

Proclamation

INTERNATIONAL DAY AGAINST HOMOPHOBIA, TRANSPHOBIA AND BIPHOBIA

Whereas

the City of North Vancouver strives to be a welcoming, diverse, inclusive and safe community for all of its citizens;

Whereas

while intolerance of members of the LGBTQ2SI community is still pervasive in society, the 2024 theme, “No One Left Behind: Equality, Freedom and Justice for All”, communicates a call for unity: only through solidarity for each other will we create a world without injustice, where no one is left behind;

And Whereas

the City of North Vancouver supports opportunities to raise awareness of violence, discrimination and repression, and will raise the Pride Flag, Transgender Flag and Bisexual Flag on May 17, 2024 in celebration of gender and sexual diversities;

Now Therefore

I, Linda Buchanan, Mayor of the City of North Vancouver, do hereby proclaim **May 17, 2024** as **International Day Against Homophobia, Transphobia and Biphobia** in the City of North Vancouver, the traditional territories of the Squamish and Tseil-Waututh Nations.

So proclaimed on Monday, May 13, 2024

Mayor Linda Buchanan

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For Metro Vancouver meetings on Friday, April 26, 2024

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

Metro Vancouver Regional District

E1.1 Regional Greenways 2050 Plan Implementation Update

RECEIVED

The Board received for information a report that summarizes Metro Vancouver’s efforts to advance implementation of the *Regional Greenways 2050* plan. Advancing completion of the regional greenway network requires collaborative action by municipal jurisdictions, TransLink, First Nations, Metro Vancouver, other levels of government, and other regional partners. Since Board adoption of the *Regional Greenways 2050* plan in 2020, Metro Vancouver has advanced 21 projects under seven implementation roles — often in partnership with municipal jurisdictions. Significant projects include hosting the 2023 Regional Greenway Network Implementation Forum and updating the Regional Greenway Network operational status map.

E1.2 Manager’s Report – Regional Parks

RECEIVED

The Board received for information the Manager’s Report for Regional Parks. It included information on the silent trails pilot, community involvement review, and various smaller updates from service areas around the region.

E2.1 Appointment of Enforcement Officers and Assistant District Director

APPROVED


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

The Board, pursuant to the *Air Quality Management Bylaw* and the *Environmental Management Act*:

- appointed Metro Vancouver employee Sonny Johal as assistant district director
- rescinded the appointment of Scott Brown as an officer
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald as officers

The Board, pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under the *Air Quality Management bylaw*:

- rescinded the appointment of Scott Brown
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald

Reviewed by: 

CAO

E3.1 Where Matters II – Final Report

RECEIVED

Metro Vancouver has been participating in and financially contributing to the *Where Matters* study with other partners — including TransLink, Vancouver Coastal Health, the Real Estate Foundation of BC, and UBC’s Health and Community Design Lab — to better understand the relationship between health outcomes and built environment. Phase 2 of *Where Matters* also included the City of North Vancouver as a partner.

The findings confirm that living in more walkable rather than car-dependent neighbourhoods is associated with positive health and environmental outcomes.

The Board received the report for information and forwarded it to member jurisdictions for information with an offer to present the report findings to councils. Furthermore, the Board directed staff to forward the report to staff at the Ministry of Health including local health authorities, Ministry of Housing, Ministry of Municipal Affairs, and Ministry of Transportation and Infrastructure for information.

E3.2 Tree Canopy Cover and Impervious Surface – 2020 Update

RECEIVED

This report presents the latest figures for tree canopy and impervious surface cover. In 2020, impervious surfaces covered 54 per cent of lands within *Metro 2050*’s Urban Containment Boundary, a four per cent increase over 2014. Meanwhile, tree canopy covered 31 per cent of lands within the Urban Containment Boundary, a one per cent decrease. Loss was primarily associated with greenfield development and densifying urban areas. Increased growth and intensification pressures, as well as implementation of the new provincial housing legislation allowing greater intensification of urban lots, will likely lead to further tree canopy cover losses and impervious surface increases.

However, with the implementation of progressive tree retention and urban forest expansion strategies, it is possible to offset these losses. With the adoption of *Metro 2050*, a regional target was introduced to increase the total regional tree canopy cover within the Urban Containment Boundary to 40 per cent by the year 2050. *Metro 2050* also includes an action for Metro Vancouver to collect tree canopy cover and impervious surface data and share it with member jurisdictions. Regional tree canopy cover, impervious surface, and potential planting area datasets have been updated based on the most recent regional data from 2020 and compared with measurements taken in 2014.

The Board received the report for information and resolved to share the findings and data sets with member jurisdictions with an offer of a staff presentation to Council if desired.

E3.3 Metro Vancouver Tree Regulations Toolkit Update

RECEIVED

This report highlights the updated Metro Vancouver Tree Regulations Toolkit. The findings indicate that as the region develops, it is critical to require adequate space to retain or grow trees post-development, and that regulatory tools such as land-use bylaws, development permit areas, and development, subdivision, and servicing bylaws, can support the foundation for long-term protection and growth of trees.

Originally developed by Diamond Head Consulting in 2021, the toolkit provides guidance on regulatory tools that can be used to protect trees and increase tree canopy cover at the local level.

In response to the ongoing challenges associated with preserving trees in this rapidly growing urban region, and working towards the regional urban tree canopy cover target in *Metro 2050*, Metro Vancouver again retained Diamond Head Consulting in 2023 to update the toolkit with more robust information in the land use-focused sections of the document. That work has now been completed.

The Board received the report for information and forwarded it to member jurisdictions for information with an offer to present to councils upon request.

E3.4 2023 Survey of Licensed Child Care Spaces and Policies in Metro Vancouver **RECEIVED**

This report finds that there has been a 35 per cent increase in child care spaces in the region, from 18.6 spaces per 100 children under 12 in 2019 to 25.1 in 2023. The positive results are likely directly related to the significant increase in funding provided from the provincial and federal governments under the ChildCareBC strategy, the notable increase of stand-alone child care strategies in local governments across the region, and other regulatory tools such as zoning and financial incentives.

The 2023 update of the survey reflects the current inventory of the total number of child care spaces in the region. In addition, the municipal mail-out survey that is undertaken in support of the update was expanded to capture a more robust view and a better understanding of the challenges of current child care planning in the region.

The Board received the report for information and resolved to forward it to member jurisdictions for information with an offer for council presentations upon request.

E4.1 Audited 2023 Financial Statements and Annual Financial Results **APPROVED**

This report presents the draft Audited 2023 Financial Statements and the 2023 Annual Financial Results.

The 2023 operating surplus was \$12.8 million (1.2 per cent of budget), lower than the four-year average of \$36 million, largely from a challenging economic environment and higher inflation. The surplus is largely attributable to higher water sales related to the warmer spring and summer months and lower consulting and contracted services expenditures in GVWD; slightly higher rental income and lower expenditures in property operations and minor maintenance work in MVHC; and staff vacancies and less spending on consulting and contracted services in the MVRD.

The 2023 Capital expenditures surplus was \$502.4 million, 40.3% of the planned budget of \$1.2 billion. Design and construction delays occurred in projects related to wastewater treatment plants, water mains, and solid waste facilities, as well as and permitting and development delays in housing and parks projects.

Metro Vancouver maintains a healthy liquidity position, with cash 2.5 times higher than its current obligations. This is critical to ensure ongoing capacity to continue to finance infrastructure investments and provide ongoing services.

The Board approve the Audited 2023 Consolidated Financial Statements as presented.

E5.1 UBCM 2024 Community Excellence Awards Nominations

APPROVED

The Union of BC Municipalities (UBCM) Community Excellence Awards recognize members that have implemented projects or programs that demonstrate excellence in meeting the purposes of local government.

The Board supported entries for the UBCM 2024 Community Excellence Award. The nominations include:

- Excellence in Service Delivery: Ferguson Road Upgrades
- Excellence in Asset Management: Earthquake Early Warning System and Strategic Response System
- Excellence in Sustainability: Señákw Development Sewer Heat Recovery District Energy System

E6.1 Proclamation of Clean Transportation Month 2024

APPROVED

The Board proclaimed June 2024 as “Clean Transportation Month” in the Metro Vancouver region.

In 2022 and 2023, Invest Vancouver sought a proclamation of Clean Transportation Month from the Board and the Province of BC to highlight emerging clean tech solutions in the region and to proactively create opportunities for investment and industry growth. More companies and organizations are seeing the value of recognizing June as clean transportation month with events such as Hydrogen International Expo and Conference, Bike to Work Week, and Car Free Days all held in the month of June. Given the number of events and prospective attendees, there is an opportunity to once again promote the clean transportation industry to the general public by designating June 2024 as a month to celebrate and highlight clean transportation.

G1.1 Policy Update: Procurement and Real Property Contracting Authority Policies

APPROVED

The *Procurement and Real Property Contracting Authority Policy* outlines the authorization and competition requirements for the procurement of goods, services, and construction, as well as the authorization and general requirements for the acquisition, disposition, use, or management of real property. The policy was created in 2014 with a minor update in 2017. It is appropriate and best practice for organizations to regularly review policies and delegated authorities to improve accountability and internal controls, risk mitigation, operational efficiency, and overall fairness and transparency related to procurement and real estate activity.

Staff recently conducted a policy review and recommended replacing the policy with two new Board policies and two new corporate policies which take into consideration: benchmarks from other public sector organizations; efficiency impacts; internal financial controls and risk management; business needs and changes in the business; financial and regulatory environment; market conditions; and alignment with the Board strategic priorities.

The Board:

- Adopted the *Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy* as presented, effective June 1, 2024
- Rescinded the *Asset Disposal Policy* and the *Procurement and Real Property Contracting Authority Policy* effective May 31, 2024
- Revised the *Fleet Planning and Acquisition Policy* as presented, effective June 1, 2024
- Gave first, second, and third readings to *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*, then adopted said bylaw

I 1 Committee Information Items and Delegation Summaries

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

Regional Parks Committee – April 3, 2024

Information Items:

E2 Pacific Spirit Regional Park - Wreck Beach Update

Renowned for its natural beauty and its unique social character, Wreck Beach is a popular destination within Pacific Spirit Regional Park. As a result of its remote location and increasing popularity, Metro Vancouver and its partner agencies have been responding to a relatively high number of emergencies and safety incidents in recent years. With input from emergency response providers, strategies have been developed to improve public safety at Wreck Beach. This multipronged action plan uses an integrated approach that takes into consideration site design, education, enforcement, and partnerships.

Climate Action Committee – April 4, 2024

Delegation Summaries:

C1 Joanne McBrinn, Fraser River Community Alliance

Subject: Air quality and human health impacts re: Iona Barge Berth.

C2 Mariko Michasiw, B2E Program Manager, Zero Emissions Innovation Centre (ZEIC)

Subject: Manager’s Report - Retrofit Canada Conference

Information Items:

E2 Regional Multi-Hazard Mapping Project

In March, the Regional Planning Committee and MVRD Board received a report on the Regional Multi-Hazard Mapping Project for information.

Given the content of the report, it is now being presented to the Climate Action Committee for information. The report highlights the results of the Regional Multi-Hazard Mapping project, which includes the completion of regional single-hazard maps, data quality rating maps, and multi-hazard maps for four hazards: coastal flooding, riverine flooding, earthquake, and wildfire. Understanding the region’s at-risk and hazard-exposed areas is critical to making informed land use decisions. The results of the project will allow Metro Vancouver and member jurisdictions to consider and integrate regional-scale hazard information for several hazard types into planning analysis, projects, and models for the first time. The mapping will be shared internally and externally with key partners, and will be made available upon request. Metro Vancouver will update the hazard maps in the future as new data becomes available.

E3 Best Practices in Communicating Climate

Staff are studying emerging research and best practices around climate communications. This research supports engagement and can help to build broad support with the public in this rapidly evolving area. Staff have generated a presentation to highlight some of the learnings for the interest of the committee. The presentation includes examples of some current practices being used at Metro Vancouver.

Regional Planning Committee – April 5, 2024

Information Items:

E6 Regional Affordable Housing Strategy Update (Housing 2050: A Roadmap to Implement Metro 2050’s Housing Goal) – Scope of Work

This report presents the scope of work for the update to the *Regional Affordable Housing Strategy*, including policy context, project tasks, and timelines. The update will identify impactful policy interventions to support the housing policies and actions of *Metro 2050*, focusing on the following key areas of impact:

- Non-market/below-market rental housing delivery and preservation
- Achieving the 15 per cent regional affordable rental housing target
- Regional coordination and advocacy (e.g., housing policy alignment and simplification of regulations, centralized/supportive roles for the region, partnerships, etc.)

Since 2016, when the most recent *Regional Affordable Housing Strategy* was adopted, Metro Vancouver and its member jurisdictions have made significant progress toward the high-level housing objectives of the strategy. There have also been substantial changes to the affordable housing policy landscape across the region, the province, and the country. Despite this, an affordable housing gap remains, and quantifiable and coordinated action will be required to meet regional housing needs, and achieve the high-level housing policies outlined in *Metro 2050*, the regional growth strategy.

The Metro Vancouver *Board Strategic Plan (2022-2026)* directs staff to advance *Metro 2050* housing policies through the creation of an action-oriented roadmap that will support the implementation of *Metro 2050* housing policies, and help achieve the regional target of 15 per cent affordable rental housing for newly completed housing units in Urban Centres and along transit corridors.

E7 Regional Hazard, Risk, and Vulnerability Analysis Options Assessment – Scope of Work

This report provides the scope of work for a project to consider and analyze options for a future regional-scale *Hazard, Risk, and Vulnerability Analysis (HRVA)*. Given the new risk assessment requirements for local authorities outlined in the *Emergency and Disaster Management Act*, alignment with *Metro 2050* and *Climate 2050* policy direction, and the significant resources that would be required to develop a regional HRVA, an options analysis will be undertaken to identify how a coordinated regional approach could most effectively provide value, support both local and regional resilience efforts, and fill implementation gaps. The project is expected to be completed by the end of 2024 and the findings will be provided to the Regional Planning Advisory, Regional Emergency Planners, Regional Planning, Climate Action, and Flood Resiliency committees, and MVRD Board.

E8 Economic Value of Industrial Lands Study Update – Scope of Work

Metro Vancouver is now updating the 2019 Economic Value of Industrial Lands Study to incorporate the latest data available, including employment counts from the 2021 Census and land uses from the 2020 Regional Industrial Lands Inventory.

The MVRD Board approved the *Regional Industrial Lands Strategy (RILS)* in 2020. It sets out 34 actions and recommendations that continue to be implemented. To support the development of RILS, Metro Vancouver commissioned the Industrial Lands: Economic Impact and Future Importance Study completed in 2019 documenting the economic value and employment contribution of industrial lands in the region. The study provided a better understanding for Metro Vancouver and its member jurisdictions of the importance of industrial lands to the regional economy, and informed the completion of the RILS, its ongoing implementation, and the development of *Metro 2050*.

Finance Committee – April 10, 2024

Information Items:

E1 2023 Metro Vancouver Regional District Final Audit Findings Report for the Year Ended December 31, 2023

Under provincial legislation, an external audit must be undertaken annually for all Metro Vancouver Districts and the Housing Corporation. The attached report, prepared by Metro Vancouver’s external auditors, BDO Canada LLP Chartered Professional Accountants, summarizes the results of the annual audit for fiscal year 2023, which was completed using Canadian generally accepted auditing standards. Two new accounting standards were implemented in 2023: the Asset Retirement Obligation and the Financial Instrument standards. These standards had minimal effect on the 2023 financial results. The 2023 financial statements received a clean audit opinion by the external auditors and will be finalized upon approval by the Board on April 26, 2024.

Indigenous Relations Committee – April 12, 2024

Information Items:

E3 Technical Working Groups with Local First Nations

Metro Vancouver Indigenous Relations staff have initiated staff-level technical working groups with several local First Nations. The intent is to improve overall communication about our engagement processes including discussions on specific Metro Vancouver projects, plans, and initiatives. The purpose of the technical working groups is to strengthen our operational relationships with local First Nations.

E4 Quarterly Update Report on Reconciliation Activities

This update report provides a summary of reconciliation events and activities undertaken by the Metro Vancouver Indigenous Relations Department over the last quarter as well as information on upcoming reconciliation events and activities planned for the next quarter.

Metro Vancouver Housing

E1.1 Award of ITT No. 23-435 for Construction Services for Minato West – Building Envelope Rehabilitation **APPROVED**

Minato West is a multi-family affordable housing site in Metro Vancouver Housing’s portfolio located in Richmond, with 110 rental homes built in 1977. MVH’s Asset Management Program identified Minato West as a site for building envelope renewal. The building envelope renewal project will be completed with tenants remaining in place, and is focused on exterior renovations to renew, revitalize, and extend the serviceable life (50 years) of the existing townhouses and apartment buildings. This renewal project provides an excellent opportunity to significantly improve energy performance and sustainability, which directly impacts tenant comfort and affordability. Upon completion, there will be an estimated reduction in energy use and GHG emissions by 30 per cent.

The Board approve award of entering into a contract for Minato West building envelope rehabilitation in the amount of up to \$6,762,920 (exclusive of taxes) to Signia Construction Ltd, subject to final review by the CAO.

E1.2 Metro Vancouver Housing 10-Year Plan Update – Scope of Work **RECEIVED**

The Board received for information an overview of the scope of work for an update to the *Metro Vancouver Housing 10-Year Plan*.

In November 2019, the MVHC Board approved the *Metro Vancouver Housing 10-Year Plan*, which sets a vision for how Metro Vancouver Housing (MVH) will provide, preserve, and expand its housing portfolio.

To date, MVH has made significant progress toward its actions and targets, and is on track to exceed its original target of adding 1,350 new and redeveloped units over 10 years, and anticipates being able to deliver 2,000-plus units. MVH is also on target to meet its 2030 energy and greenhouse gas emissions reductions targets, and has made significant expansions to the Tenant Programs and Services function. With some targets accomplished and many others underway, it is an opportune time to refresh MVH’s guiding document to: include ambitious new actions and targets; identify strategic directions for the next 10 years; and ensure that the plan remains up to date.

E2.1 Audited 2023 Financial Statements and Annual Financial Results

APPROVED

This report presents the draft Audited 2023 Financial Statements and the 2023 Annual Financial Results.

The 2023 operating surplus was \$12.8 million (1.2 per cent of budget), lower than the four-year average of \$36 million largely from a challenging economic environment and higher inflation. The surplus is largely attributable to higher water sales related to the warmer spring and summer months and lower consulting and contracted services expenditures in GVWD; slightly higher rental income and lower expenditures in property operations and minor maintenance work in MVHC; and staff vacancies and less spending on consulting and contracted services in the MVRD.

The 2023 Capital expenditures surplus was \$502.4 million, 40.3% of the planned budget of \$1.2 billion. Design and construction delays occurred in projects related to waste-water treatment plants, water mains, and solid waste facilities, as well as and permitting and development delays in housing and parks projects.

Metro Vancouver maintains a healthy liquidity position, with cash 2.5 times higher than its current obligations. This is critical to ensure ongoing capacity to continue to finance infrastructure investments and provide ongoing services.

The Board approved the Audited 2023 Consolidated Financial Statements as presented.

G1.1 Policy Update: Procurement and Real Property Contracting Authority Policies

APPROVED

The *Procurement and Real Property Contracting Authority Policy* outlines the authorization and competition requirements for the procurement of goods, services, and construction, as well as the authorization and general requirements for the acquisition, disposition, use, or management of real property. The policy was created in 2014 with a minor update in 2017. It is appropriate and best practice for organizations to regularly review policies and delegated authorities to improve accountability and internal controls, risk mitigation, operational efficiency and overall fairness and transparency related to procurement and real estate activity.

Staff recently conducted a policy review and recommended replacing the policy with two new Board policies and two new corporate policies which take into consideration: benchmarks from other public sector organizations; efficiency impacts; internal financial controls and risk management; business needs and changes in the business; financial and regulatory environment; market conditions; and alignment with the Board strategic priorities.

The Board:

- Adopted the *Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy* as presented, effective June 1, 2024.
- Rescinded the *Asset Disposal Policy* and the *Procurement and Real Property Contracting Authority Policy* effective May 31, 2024.
- Revised the Fleet Planning and Acquisition Policy as presented, effective June 1, 2024
- Gave first, second, and third readings to *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*, then adopted said bylaw.
- Resolved that the Consent Resolution made with effect on September 1, 2014 regarding *Procurement and Real Property Contracting Authority* ceases to have any force and effect on May 31, 2024 and authorizes the Chief Administrative Officer to:
 - establish policies and procedures for such matters as may be necessary or desirable for the efficient management, administration and operation of the Metro Vancouver Housing Corporation, including the corporate policies
 - negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply
 - authorize other appointed officers and employees of the Metro Vancouver Regional District to negotiate and make, enter into, execute and deliver any contracts, agreements, and other documents and instruments to which the *Procurement and Asset Disposal Authority Policy*, or the *Real Estate Authority Policy*, does not apply

I 1 Committee Information Items and Delegation Summaries

The Board received an information item from a standing committee.

Housing Committee – April 5, 2024

Information Items:

E3 Metro Vancouver Housing Unit and Common Area Renovation Standards – Accessibility Update

Metro Vancouver Housing’s Unit Renovation Standards were created in 2018 to provide consistency and standardization of materials, installation quality, and frequency of renovations across the portfolio. In 2023, MVH updated the standards to include greater direction and detail to enhance accessibility and adaptability in existing buildings. To ensure the standards reflect the latest best practices and opportunities to enhance accessibility and adaptability of existing units and common areas, MVH has aligned with leading industry guidelines and standards. In addition, MVH commissioned Sentis Research to conduct a survey with current residents to better understand which accessibility improvements would best support existing and future tenant households.

Greater Vancouver Water District

E1.1 GVWD 2023 Water Quality Annual Report

RECEIVED

All of the water quality parameters monitored by Metro Vancouver for the regional drinking water supply met or exceeded the provincial water quality regulations and the federal *Guidelines for Canadian Drinking Water Quality*. The 2023 Water Quality Annual Report is required under the provincial Drinking Water Protection Regulation, and Metro Vancouver’s *Drinking Water Management Plan*. The annual report summarizes the analysis of approximately 166,000 tests conducted on samples collected from the GVWD source reservoirs, water treatment plants, and transmission system, as well as microbiological water quality of member jurisdictions’ systems supplied by the GVWD.

The annual report outlines how Metro Vancouver’s water quality monitoring program continues to fulfill its role in confirming that the multiple protection barriers are maintaining high quality drinking water for the region. In 2023, the water quality of the treated drinking water was excellent.

The Board received the report for information.

E1.2 Award of RFP No. 23-415 for Construction of Kennedy Newton Main - Phase 3 North Section

APPROVED

A request for proposal was issued on December 15, 2023 to five prequalified contractors for construction of Phase 3 North Section of the Kennedy Newton Main. The procurement was executed in accordance with the terms and condition of *Metro Vancouver’s Procurement Policy*.

The Board approved award of a contract in the amount of up to \$26,215,200 (exclusive of taxes) to Matcon Civil Constructors Inc., subject to final review by the Commissioner.

E2.1 Audited 2023 Financial Statements and Annual Financial Results

APPROVED

This report presents the draft *Audited 2023 Financial Statements* and the *2023 Annual Financial Results*.

The 2023 operating surplus was \$12.8 million (1.2 per cent of budget), lower than the four-year average of \$36 million largely from a challenging economic environment and higher inflation. The surplus is largely attributable to higher water sales related to the warmer spring and summer months and lower consulting and contracted services expenditures in GVWD; slightly higher rental income and lower expenditures in property operations and minor maintenance work in MVHC; and staff vacancies and less spending on consulting and contracted services in the MVRD.

The 2023 Capital expenditures surplus was \$502.4 million, 40.3% of the planned budget of \$1.2 billion. Design and construction delays occurred in projects related to wastewater treatment plants, water mains, and solid waste facilities, as well as and permitting and development delays in housing and parks projects.

Metro Vancouver maintains a healthy liquidity position, with cash 2.5 times higher than its current obligations. This is critical to ensure ongoing capacity to continue to finance infrastructure investments and provide ongoing services.

The Board approved the *Audited 2023 Consolidated Financial Statements* as presented.

G1.1 Policy Update: Procurement and Real Property Contracting Authority Policies **APPROVED**

The *Procurement and Real Property Contracting Authority Policy* outlines the authorization and competition requirements for the procurement of goods, services, and construction, as well as the authorization and general requirements for the acquisition, disposition, use, or management of real property. The policy was created in 2014 with a minor update in 2017. It is appropriate and best practice for organizations to regularly review policies and delegated authorities to improve accountability and internal controls, risk mitigation, operational efficiency, and overall fairness and transparency related to procurement and real estate activity.

Staff recently conducted a policy review and recommended replacing the policy with two new Board policies and two new corporate policies which take into consideration: benchmarks from other public sector organizations; efficiency impacts; internal financial controls and risk management; business needs and changes in the business; financial and regulatory environment; market conditions; and alignment with the Board strategic priorities.

The Board:

- Adopted the *Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy* as presented, effective June 1, 2024
- Rescinded the *Asset Disposal Policy* and the *Procurement and Real Property Contracting Authority Policy* effective May 31, 2024
- Rescinded the *Procurement and Real Property Contracting Authority Policy*, effective May 31, 2024
- Gave first, second and third readings to *Greater Vancouver Water District Officers and Delegation Amendment Bylaw No. 263, 2024*, then adopted the bylaw

I 1 Committee Information Items and Delegation Summaries

The Board received information items from a standing committee.

Water Committee – April 3, 2024

Information Items:

E1 Climate Impacts on the Water Supply Areas

This report underscores the increasing influence of climate change on local weather, with 2023 emerging as the second warmest year on record since 1936. The combination of warm and dry conditions in the spring and summer caused extreme seasonal drought for the third consecutive year. Dry conditions led to an extreme wildfire season nationally, provincially, and locally.

Looking ahead, this report emphasizes the importance of climate resilience in managing regional water resources. With climate change exerting increasing pressure, proactive measures are essential to ensure the sustainability of water supply systems. Water Services continues to invest in climate monitoring programs and technological innovations to inform water supply decision-making and mitigate environmental impacts from the changing climate.

2024 is shaping up to be a slightly drier year with snowpack levels at 65 per cent of the normal average for March 15. Metro Vancouver is watching weather conditions closely and will continue to adjust reservoir operations and watering restrictions as conditions warrant.

E2 2023 Contribution Agreement Annual Reports – Seymour Salmonid Society and Coquitlam River Watershed Roundtable

The Seymour Salmonid Society (SSS) operates the Seymour River Hatchery on GVWD land and conducts stewardship activities in the Seymour River Watershed. The GVWD had a three-year (2021 – 2023) Contribution Agreement with the SSS for \$125,000 per year, and a new agreement is now in place for 2024 – 2026. The SSS released 540,000 juvenile salmonids from their hatchery in 2023 and continued to improve fish habitat conditions in the Seymour River Watershed.

The GVWD has a current four-year (2023 – 2026) contribution agreement with the Coquitlam River Watershed Roundtable (CRWR) for \$34,000 annually (plus three per cent per year). The CRWR continues to focus on community outreach and stewardship activities to enhance environmental protection measures in the Coquitlam River Watershed.

The SSS and CRWR have met the requirements of the respective 2023 GVWD contribution agreements.

E3 Drinking Water Conservation Plan: 2023 Summer Support Program Update

The Drinking Water Conservation Plan (DWCP) Summer Support Program, first implemented in 2022, was offered again in 2023 to assist member jurisdictions with the promotion and monitoring of regional lawn watering restrictions, and it will be implemented again in 2024 to interested member jurisdictions.

In 2023, the 11 participating member jurisdictions found the program complemented their existing education and enforcement programs. Program findings, including automatic versus manual watering observations and relationships between non-compliance and time of day, can be useful in developing or refining members' education and enforcement programs. Metro Vancouver will continue working proactively to promote water conservation through public education while supporting the local enforcement efforts of members. Robust enforcement is key to managing the increased demand on the

drinking water system in summer, which is driven by outdoor use. Members are encouraged to continue using the learnings from the program to build and expand their water conservation education and enforcement programs, as opposed to relying solely on this program.

E4 Drinking Water Conservation Plan: 2024 Communications and Public Outreach

Metro Vancouver delivers drinking water communications and public outreach initiatives to support the understanding of and compliance with water conservation policies and programs in the Drinking Water Conservation Plan. On April 8, Metro Vancouver began communicating Stage 1 watering restrictions that come into effect May 1. Promotional materials will be distributed to member jurisdictions for public education and enforcement purposes.

The campaign will educate residents that our drinking water is a limited resource. With an increasing population and climate change driving increased risk of drought in the summer months, emphasis will be placed on reducing water demand to ensure our drinking water is available all summer for where it's needed most: drinking, cooking, and cleaning. A media buy will include digital, social media, broadcast, and outdoor promotions. The Water Wagon will be engaged for approximately 40 event days, plus 15 days at the PNE.

E5 GVWD Electrical Energy Use, Generation, and Management

This report outlines electrical usage by the water utility, as well as energy generation and energy management projects. In 2023, the GVWD has avoided electricity purchases of \$750,000 annually by generating electrical energy at four facilities. Energy management projects completed since 2015 provide an additional estimated annual savings of \$208,000.

E6 Water Use by Sector in Metro Vancouver: 2000 – 2021 Regional Results

This report outlines the trends in water use in the region. The 2021 report analyzes water rates charged by member jurisdictions, overall water use, water use by sector, and per-capita water use. The report is based on metered water data provided by 19 member jurisdictions.

Residential water use accounted for 65 per cent of total drinking water consumption in the region in 2021. The average residential water use is slightly higher than in 2019, up by 2.3 per cent, possibly due to the 2020 and 2021 pandemic lockdowns, remote or hybrid work arrangements, and peak summer events such as the 2021 heat dome.

Water use per capita has generally declined since 2000, although overall water consumption for the region has increased. This is likely due to population growth and will be monitored closely in the coming years as the population is projected to grow at a faster rate than previously projected. Metro Vancouver has one of the highest per-capita drinking water consumption rates in Canada, so there is more work to do. Water use by sector trends in the region provides valuable information for utility planning and developing water conservation and efficiency programs.

Greater Vancouver Sewerage and Drainage District

E1.1 2022 Integrated Solid Waste and Resource Management Plan Biennial Report APPROVED

This report presents the progress on the implementation of *the Integrated Solid Waste and Resource Management Plan*, as required by the province. This year's report combines the 2021 – 2022 implementation status of initiatives with the 2022 annual summary of recycling and solid waste statistics.

Metro Vancouver is a North American leader in waste reduction and recycling, with a regional recycling rate of 65 per cent and a per-capita disposal rate of 440 kilograms per year: a 23 per cent reduction since the current solid waste management plan was approved in 2011. The source of the majority of waste generated in 2022 continued to shift from the residential sector to the commercial/institutional sector, but decreased overall. The overall recycling rate matches the 2021 rate. Metro Vancouver's is updating the regional solid waste management plan with the goal of identifying and implementing new strategies and actions to continue reducing waste and increasing recycling.

The Board invited feedback on the draft 2022 biennial report from First Nations and interested parties and submitted the report and feedback to the Ministry of Environment and Climate Change Strategy.

E1.2 Waste-to-Energy Facility District Energy System Project Update RECEIVED

Detailed design work is progressing for Phase 1 of the waste-to-energy facility district energy system. Phase 1 includes an energy centre and a hot water piping network to the River District community. The route for the hot water piping system to River District has been selected. The energy centre will be developed within the street allowance immediately adjacent to the Waste-to-Energy Facility. The energy centre will include an education centre and public amenities in addition to the equipment required to convert steam to hot water and pump the hot water to energy users.

Planning for the Phase 2 connection to the Burnaby District Energy Utility at Metrotown and Edmonds is underway. Engagement with the City of Burnaby, the City of Vancouver, First Nations, and the public will continue as the design process proceeds. The district energy service will be provided through GVS&DD, and as such, an application for a British Columbia Utilities Commission exemption is being submitted.

The Board received the report for information.

E1.3 Appointment of Enforcement Officers and Deputy Solid Waste Manager APPROVED

Recent changes in staffing have resulted in a need to update staff appointments Board-designated officers under the *Municipal Solid Waste and Recyclable Material Regulatory Bylaw*, the *Environmental Management Act*, and the *Offence Act*.

The Board, pursuant *GVS&DD Municipal Solid Waste and Recyclable Material Regulatory Bylaw No. 181, 1996* and the *Environmental Management Act*:

- rescinded the appointment of Michelle Jones as the deputy solid waste manager
- appointed Metro Vancouver employee Nicole MacDonald as the deputy solid waste manager
- rescinded the appointment of Scott Brown as an officer
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald as officers

The Board, pursuant to Section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under Bylaw No. 181:

- rescinded the appointment of Scott Brown
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald

E2.1 Appointment of Enforcement Officers

APPROVED

Recent changes in staffing at Metro Vancouver and the City of Vancouver have resulted in a need to update staff appointments Board-designated officers under the *Sewer Use Bylaw*, the *Environmental Management Act*, and the *Offence Act*.

The Board, pursuant to the GVS&DD Sewer Use Bylaw No. 299, 2007 and the Environmental Management Act:

- rescinded the appointments of former Metro Vancouver employee Scott Brown, and City of Vancouver employee Jason Koepke as officers
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald, and City of Vancouver employee Bruna Botti Cruz as officers

Pursuant to section 28 of the *Offence Act* for the purpose of serving summons for alleged violations under Bylaw No. 299:

- rescinded the appointment of former Metro Vancouver employee Scott Brown
- appointed Metro Vancouver employees Sonia Ganjehei and Nicole MacDonald

E3.1 Audited 2023 Financial Statements and Annual Financial Results

APPROVED

This report presents the draft Audited 2023 Financial Statements and the 2023 Annual Financial Results.

The 2023 operating surplus was \$12.8 million (1.2 per cent of budget), lower than the four-year average of \$36 million largely from a challenging economic environment and higher inflation. The surplus is largely attributable to higher water sales related to the warmer spring and summer months and lower consulting and contracted services expenditures in GVWD; slightly higher rental income and lower expenditures in property operations and minor maintenance work in MVHC; and staff vacancies and less spending on consulting and contracted services in the MVRD.

The 2023 capital expenditures surplus was \$744.1 million, 59.7 per cent of the planned budget of \$1.2 billion. Design and construction delays occurred in projects related to waste-water treatment plants, water mains, and solid waste facilities, as well as and permitting and development delays in housing and parks projects.

Metro Vancouver maintains a healthy liquidity position, with cash 2.5 times higher than its current obligations. This is critical to ensure ongoing capacity to continue to finance infrastructure investments and provide ongoing services.

The Board approved the Audited 2023 Consolidated Financial Statements as presented.

G1.1 Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Amendment Bylaw No. 376, 2024 – Fraser Sewerage Area – Langley (4276 248 Street) APPROVED

At its March 22, 2024 meeting, the MVRD Board resolved that an amendment to the Fraser Sewerage Area requested by the Township of Langley is generally consistent with the provisions of *Metro 2050*. A Liquid Waste Services technical review indicated no material financial impact and negligible impact on the regional sewer system.

The Board gave first, second, and third readings to a sewerage and drainage areas boundary amending bylaw then passed and finally adopted it.

G2.1 Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 377, 2024 APPROVED

The Board must approve a bylaw to enable use of Development Cost Charges (DCCs). *DCC Expenditure Bylaw No. 377, 2024* provides authority for 2023 annual funding applied for growth capital debt servicing amounts and growth capital project expenditures. In total, \$66.5 million of DCCs were applied for growth capital debt servicing in 2023, which is in line the budgeted amount of \$63.6 million over the four defined sewerage areas and there was a further application to fund growth capital expenditures of \$28.7 million equal to approved budget. Total DCCs collected in 2023 was \$82.0 million, up from \$68.9 million in 2022. Total DCCs held in the deferred revenue reserve balances as at December 31, 2023 were \$272.8 million. The DCC rates are reviewed regularly as part of the budget process to ensure that Metro Vancouver stays current and maximizes this revenue stream to reduce rate impacts of the Liquid Waste growth capital program.

The Board gave first, second, and third reading to the bylaw as presented, then adopted the bylaw.

G2.2 Policy Update: Procurement and Real Property Contracting Authority Policies APPROVED

The *Procurement and Real Property Contracting Authority Policy* outlines the authorization and competition requirements for the procurement of goods, services, and construction, as well as the authorization and general requirements for the acquisition, disposition, use, or management of real property.

The policy was created in 2014 with a minor update in 2017. It is appropriate and best practice for organizations to regularly review policies and delegated authorities to improve accountability and internal controls, risk mitigation, operational efficiency, and overall fairness and transparency related to procurement and real estate activity.

Staff recently conducted a policy review and recommended replacing the policy with two new Board policies and two new corporate policies which take into consideration: benchmarks from other public sector organizations; efficiency impacts; internal financial controls and risk management; business needs and changes in the business; financial and regulatory environment; market conditions; and alignment with the Board strategic priorities.

The Board:

- Adopted the *Procurement and Asset Disposal Authority Policy* and *Real Estate Authority Policy* as presented, effective June 1, 2024
- Rescinded the *Asset Disposal Policy* and the *Procurement and Real Property Contracting Authority Policy* effective May 31, 2024
- Revised the *Fleet Planning and Acquisition Policy* as presented, effective June 1, 2024
- Gave first, second, and third readings to *Metro Vancouver Regional District Officers and Delegation Amendment Bylaw No. 1375, 2024*, then adopted said bylaw
- Rescinded the *Procurement and Real Property Contracting Authority Policy* effective May 31, 2024
- Gave first, second, and third readings to *Greater Vancouver Sewerage and Drainage District Officers and Delegation Amendment Bylaw No. 373, 2024*; then adopted it

I 1 Committee Information Items and Delegation Summaries

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

Zero Waste Committee – April 4, 2024

Delegations:

C1 Glen Furtado, Senior Director, Construction Innovation with the Cement Association of Canada
 Subject: Concrete Zero: Canada’s cement and concrete industry action plan to net-zero

Information Items:

E3 Zero Waste Collaboration Initiatives – Future Delivery

The Zero Waste Collaboration Initiatives are a program developed by Metro Vancouver over 2011/2012 to support success in the waste prevention goals of the *Integrated Solid Waste and Resource Management Plan*. Waste prevention continues to be a priority for Metro Vancouver, and the Zero Waste Collaboration Initiatives continue to deliver on the scale of collaboration and cross-sector dialogue required to prevent waste before it becomes an end product for local governments to manage.

In late 2023, staff reviewed and analyzed program delivery, including seeking input from external delivery partners and allies in waste prevention from across Canada. As a result, staff will continue to deliver the Zero Waste Initiatives with a recalibration of that delivery. The outcome is a program that aligns with other organizations in the waste prevention space, and delivers on work plans that fit the niche role of the National Zero Waste Council in the national dialogue around preventing waste.

E4 Create Memories, Not Garbage 2023 Campaign Results

To encourage more mindful gift giving and reduce the amount of unnecessary waste entering our landfill, the “Create Memories, Not Garbage” campaign helps to inspire residents to reduce their waste by giving achievable low-waste gift and wrap ideas. In 2023, Metro Vancouver’s region-wide, three-phase media promotion delivered relevant messages for the buying and disposal stages of the holiday season.

The campaign achieved 27.6 million impressions in 12 weeks. Online banner ads remain a top performing tactic and drove 65 per cent of total traffic to the campaign website. Google AdWords had the most clicked content and covered low-waste gifts. Radio DJs were used to help bring life to the experience ideas in the Merry Memory Maker and both radio and television helped the campaign to achieve additional reach and frequency across the region.

Liquid Waste Committee – April 10, 2024

Delegation Summaries:

C1 Moira Stillwell, MD, on behalf of Fraser River Community Alliance

Subject: Concerns regarding the staging of construction materials during the construction of the new Iona Wastewater Treatment Plant

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Fostering a safe and active community



For over 70 years!



Who We Are

- ▶ Formed in 1952
Founding members: Mickey McDougall, George Scholes, Tom McMillan and Fred McCulloch
- ▶ Incorporated as a Society in June, 1954
- ▶ Charitable status obtained 1992
- ▶ A member of Canada Safety Council





Purpose

To minimize or prevent injuries at work, home or in leisure activity; to provide safety awareness and educational training; to work with and through local services and agencies.



Mission

- a) To promote injury prevention and safety generally;
- b) To encourage healthy physical activity as a means to enhance safety;
- c) To carry out educational programs and make public presentations;
- d) To provide advice and make recommendations to local government and industry.



Goals

Increased Active/Alternate Transportation

- Walking
- Cycling
- Ride-share/transit



Goals

Education/Awareness

- Children and families
- School and community-based
- Accessible through low-cost/no cost programs and services
- New program development



Goals

Reduced traffic volume and speed

- Engineering
- Enforcement
- Education
- Enticement



Funding

- ▶ Primary source of funding comes from North Shore municipalities.
- ▶ \$25,586 from City of North Vancouver in past 10 years.



Activities



Elmer the Safety Elephant

- ▶ Rebuilding program post-pandemic
- ▶ Grade 1, Kindergarten (public and private), Preschools and Daycares
- ▶ Fall focus: Pedestrian Skills and Safety
- ▶ Spring: Bicycle Skills and Safety (Grade 1)



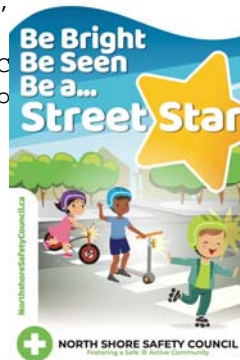
Activities

New Program – Be Bright Be Seen

A free resource for teachers of Grade 3 children. Encourages being visible while actively travelling in low light conditions e.g., rain, fog, etc.

Developed and piloted with grant from ICBC. Limited rollout in 2023 with funding from Community grants.

Wider distribution this fall as we seek term corporate support.





Activities

Focus on Schools

- ▶ Safety “blitzes”, partnering with ICBC, City of North Vancouver Transportation, RCMP and Speedwatch.
- ▶ Crossing guard training.



Activities

Monthly meetings

- ▶ First Thursday of the month, continuing via Zoom
- ▶ “Hub” for concerned public and agencies
- ▶ High attendance by municipal staff,
- ▶ Special Topics, guest presenters
- ▶ Advocacy and advice

Coming this Fall: Public Safety Forum #4

Thank you for your support




For over 70 years!

North Shore Safety Council

3770 Hillcrest Ave
North Vancouver, BC
V7R 4B6



February 14, 2024

Reviewed by:


CAO

Dear Mayor, Council and Staff,

RE: REQUEST TO APPEAR AS A DELEGATION – THE NORTH SHORE SAFETY COUNCIL REPORT ON THE OCCASION OF THEIR 70TH ANNIVERSARY

The North Shore Safety Council promotes Safety Awareness to the citizens of the North Shore; to minimize or prevent injuries at work, home or in their leisure activities; to provide safety awareness and educational training, to work with and through local services and agencies, now for over 70 years.

At your convenience, a representative of the Safety Council would be pleased to inform and update Council on our programs and services, and the positive impact they bring to the residents of the City of North Vancouver.

Ideally, we would like to attend a Council meeting in March or early April so that we can announce our upcoming plans, including a Public Forum this Fall.

Yours Sincerely,



Tom Walker
President
North Shore Safety Council

"Fostering an Active and Safe North Shore"

Curb Access & Parking Plan Proposed Policy Changes



Presented May 13 2024
Planning & Development Department

Why develop a Curb Access & Parking Plan?

Updating policies and curb use regulations through the Curb Access & Parking Plan will allow more people and businesses to reliably access curb space when needed.



What we heard during Phase 1 Engagement

- It's hard to find parking in our busiest areas
- Resident parking permits exclude the majority of our residents
- More convenient and safe loading opportunities are needed
- The supply of accessible parking is insufficient
- Changes in on-street and off-street parking policy need to be coordinated
- Curb space for mobility, storage, and public place-making requires ongoing conversation.



How we arrived at the proposed policy changes



Based on tools the City has available today



Considers global best parking management practices



Aligns with City-wide and project objectives



Responds to challenges we hear from community members

Proposed Policy Changes

Change 1	Expand pay parking in high-demand areas of the City to better manage parking turnover and demand.
Current State	Observed occupancy is near 100%, resulting in significant circling for parking
Anticipated Future State	Demand is regulated through pricing, ensuring the each block hits a targeted occupancy (~85%) so that one space per block is available at any given time.

Proposed Policy Changes

Change 2	Modernize the Resident & Visitor Parking Policy, including expansion of spatial coverage, and adjustment of eligibility criteria and costs.
Current State	RE permits are available to residents living in housing with three or less units and select older multi-family buildings. Many residents are ineligible for permits despite needing access.
Anticipated Future State	Regardless of housing type, parking permits are available for purchase for residents who need it. Permit rates will reflect demand for the space within a permit zone and can be adjusted on a regular basis to bring into balance demand and supply.

Proposed Policy Changes

Change 3	Provide more short-term loading zones for the efficient and safe movement of people and goods.
Current State	Demand exceeds supply of loading zones, resulting in double parking, where vehicles park in general travel lanes, creating unsafe conditions.
Anticipated Future State	More loading zones for people and goods, both in residential and commercial areas, reducing double parking, and improving safety. This also decreases reliance on vehicle ownership when there's greater access to the curb near home and work for ride-hailing and taxis

Proposed Policy Changes

Change 4	Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.
Current State	Accessible on-street parking is sporadic and occupied most of the time.
Anticipated Future State	Accessible parking is provided at regular intervals and turns over frequently.

Proposed Policy Changes

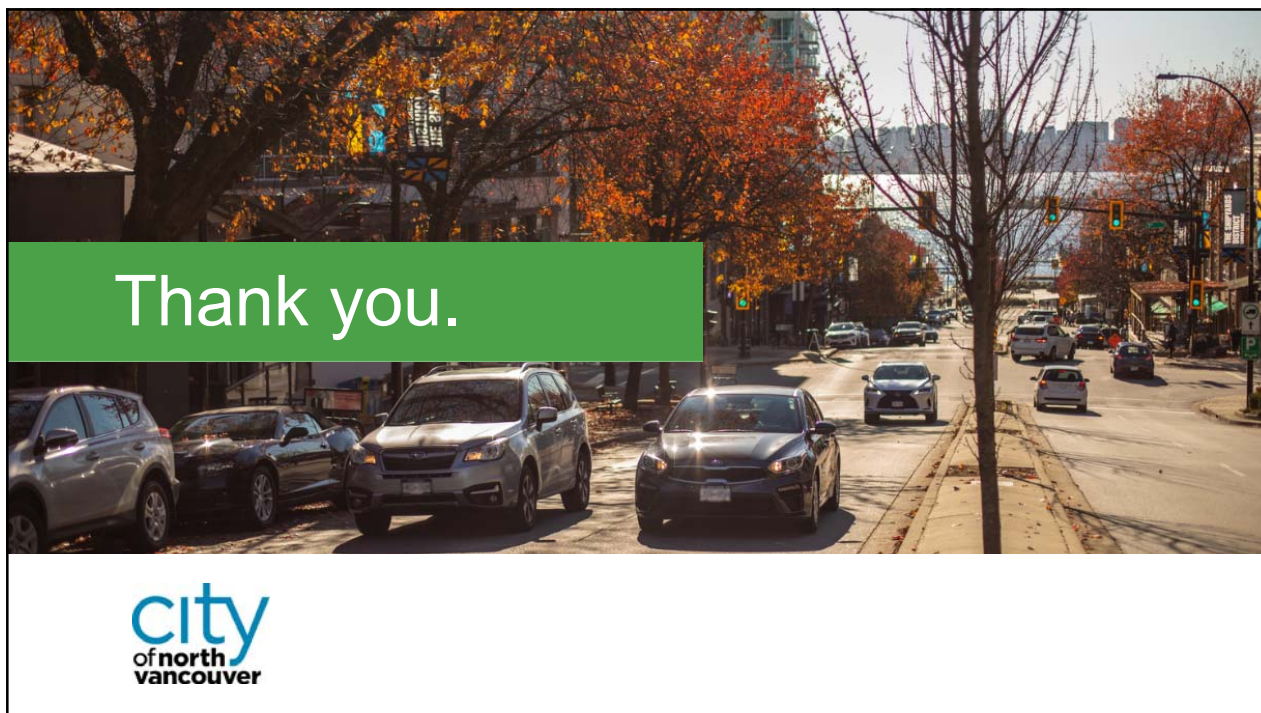
Change 5	Enable unique special-use parking to ensure a wide range of curb space needs are achieved.
Current State	Most unique special-use parking needs are underserved (e.g., car-share, bike parking, and shuttle buses).
Anticipated Future State	More space for special-use parking needs, reducing reliance on private vehicle ownership for getting around.

Plan Development Schedule




We are here



Phase	Phase 1 Project Development & Building Awareness	Phase 2 Policy, Planning & Analysis	Phase 3 Phased Delivery & Monitoring
Timing	Q4 2023-Q1 2024	Q1-Q3 2024	Q4 2024 →
Council Request	<ul style="list-style-type: none"> Approval to proceed with Phase 1 Engagement 	<ul style="list-style-type: none"> Approval to proceed with Phase 2 Engagement 	<ul style="list-style-type: none"> Approval of Curb Access & Parking Plan and Implementation Strategy
Outcomes	<ul style="list-style-type: none"> Phase 1 Engagement outcomes; Proposed Policy Changes 	<ul style="list-style-type: none"> Phase 2 Engagement outcomes; Curb Access & Parking Plan 	<ul style="list-style-type: none"> Phased delivery; Ongoing neighbourhood communication & engagement





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

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2

Subject: CURB ACCESS & PARKING PLAN - PROPOSED POLICY CHANGES

Date: May 1, 2024 File No: 16-8350-20-0041/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated May 1, 2024, entitled "Curb Access & Parking Plan - Proposed Policy Changes":

THAT staff be directed to undertake public and interest-holder engagement on proposed policy changes included in this report;

AND THAT staff report back to Council with a plan and implementation strategy that incorporates public and interest-holder feedback, technical analysis, and adheres to City-wide objectives.

ATTACHMENTS

1. Curb Access & Parking Plan - Proposed Policy Changes (CityDocs [#2469529](#))
2. Curb Access & Parking Plan - Engagement Update (CityDocs [#2516497](#))
3. Curb Access & Parking Plan - Project Initiation (CityDocs [#2429945](#))

SUMMARY

This report presents proposed policy changes for curb access and parking, relying on public and interest-holder feedback, ongoing technical analysis, and alignment with City-wide objectives.

BACKGROUND

Planning & Policy Framework

The Curb Access & Parking Plan is intended to support and build upon transportation-related objectives in core policy documents:

- CNV Official Community Plan (2014)
 - 2.2.2 - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures.
 - 7.2.10 - Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses.
- CNV Mobility Strategy (2022)
 - 6A – Review curb space use across the City to better meet the needs of street users.
 - 6B – Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.
- 2022-2026 Council Strategic Plan:
 - Support the effective use of curbside space through updated parking policy and practices.

It will also align with ongoing City-wide strategy development work (i.e., Community Wellbeing Strategy, Climate and Environment Strategy, and Economic Development Strategy) and updates to the Zoning Bylaw and the Subdivision and Development Control Bylaw. There will be alignment between ongoing related projects such as the Lonsdale Great Street initiative. It is also aligned with current directions of a Regional Parking Strategy being developed by Metro Vancouver (Metro 2050 Action 5.1.6).

Phase 1 Engagement – What We Heard

This project was first brought to Council in October 2023 (**Attachment 3**). Staff undertook a first phase of engagement which occurred in November-December 2023, to hear from as many community members and interest-holders as possible. Phase 1 public and interest-holder engagement focused on current state feedback and growing awareness on the benefits of improved curb access.

Feedback was received on commercial area parking, resident parking permits, loading zones, accessible parking, and special-use parking, along with general feedback to help get a pulse on curb access today. Community feedback has provided a robust baseline to inform curb policy development. Main feedback themes included:

- Parking in high demand areas of the City needs to be addressed in a comprehensive manner;
- Resident parking permits exclude the majority of our residents;
- More convenient and safe loading opportunities are needed;
- The supply of accessible parking is insufficient;

- More electric vehicle and mobility device charging options are needed for the future;
- Ongoing coordination is necessary between on- and off-street parking policy; and
- The use of public right-of-way for mobility uses, vehicle storage, and place-making requires ongoing conversation.

More Phase 1 Engagement information can be found in the attached Curb Access & Parking Plan – Engagement Update (**Attachment 2**).

DISCUSSION

Why create a Curb Access & Parking Plan?

In recent decades, the City of North Vancouver has grown in population and employment, particularly in the Regional City Centre encompassing Lower and Central Lonsdale. Our transportation network has also evolved, with more transit priority and mobility lanes to provide people with safe, reliable, and sustainable ways to travel.

Our current approach to managing curb access and parking is no longer actively balancing supply and demand, nor using all the available tools to manage access and ensure equitable distribution. The City has applied its current approach for many decades, successfully supporting various main streets and residential areas. However, these areas are becoming increasingly complex, particularly with new curbside needs. An updated approach is necessary to adapt to these changes.

It's important for staff to consider what happens if we continue to manage curb space the same way that we do today. Existing policies limit the ability for staff to provide equitable curb space access for more people. Without changes to how we manage curb space, we can expect:

- More congestion, pollution and lost time spent circling for parking;
- Safety issues as deliveries and drop-offs struggle to find space to pull over;
- Shortage of accessible parking for those in need;
- New housing with limited off-street parking in some areas, increasing on-street demand without management;
- Lack of reliable parking turnover in front of businesses, frustrating patrons; and
- Busy residential streets near commercial areas struggling to manage competing demands.

Affordability and Equity Considerations

Driving has always been the most expensive way to travel. There are several lower cost ways to safely, sustainably, and reliably travel in the City, including transit, walking, and cycling. More than 95% of households in the City are within a 10 minute walk (800m) of the Frequent Transit Network, providing connections to the rest of the region.

Recent estimates place average vehicle ownership costs at over \$10,000 annually when considering insurance, fuel, parking, maintenance, and depreciation.

Parking is a cost that many households already incur. This is often included in overarching costs for people who own a home or apartment with a dedicated off-street space. Households that rent can expect market rates of up to \$2,000 per year for an underground parking stall and must consider this in their overall transportation budget. Meanwhile, the City's on-street permits are \$25 per year, despite curb space offering prime convenience.

It is worth noting that current pricing of parking is regressive. Unpriced parking results in households that drive less (or not at all) subsidizing those that drive more. Vehicle ownership increases with income. User-pay parking is fairer than financing and maintaining parking facilities indirectly through taxes, so costs are borne directly by users.

It is also important to note that not charging for parking in high-demand areas, as we do today, results in circling for parking, which creates a time cost and an environmental cost.

There are several affordability considerations that staff can implement, while still achieving overarching objectives. This includes exploring reduced rates for specific individuals and user groups (e.g., lower income households). It also recognizes that pay parking costs in high-demand locations can be established to escalate as parking time increases, so that short stays cost commensurately less than longer stays.

Enforcement & Compliance Considerations

All parking management systems require enforcement to ensure compliance with policies. In an ideal system, parking policies are complied with, and help create a self-regulating system, so long as CNV keeps pace with demand management.

Parking enforcement within our existing management system is expensive and time-consuming. For all time-limited areas where there is RE permit parking, enforcement officers use Licence Plate Reader technology to validate initial timing, and then return again as it relates to time restrictions (i.e. 1 hour, 2 hours, etc.).

By changing restrictions in high-demand areas to pay parking, compliance can be validated on the first trip, reducing enforcement efforts in these areas, and allowing officers to cover more area, or redistribute their time to support other community needs. Time-limit restrictions will still exist in RE permit parking areas with existing methods being applied.

PROJECT DIRECTION

Plan Purpose and Objectives

This plan is intended to provide direction for regulations that will fairly balance access to curb space to meet the needs of our community. This includes looking at how best to regulate parking, particularly given that lack of available parking can impede access to residences, businesses, and other destinations in the City. If demand outweighs supply, unregulated parking can be an inefficient use of space, which limits the City's ability to

make positive contributions towards its transportation, economic, environmental, and livability goals.

The proposed policy changes included in this report are designed to meet the following plan objectives:

- Improve parking reliability, particularly in high-demand areas of the City;
- Update our parking policies to promote fairness, so more people can access curb space when and where needed; and
- Support businesses through improved curb space management.

Proposed Policy Changes

Proposed policy changes in the attached report (**Attachment 1**) are based on best practices in curb space management, and considers tools that the City has available today that can be expanded to manage curb space.

The focus of this work will take place in the curb lane. Policy and regulatory work in this Plan will look at adjusting signage to better manage demand on our curbs, and ensure equitable access to curb space.

These changes are recommended for best achieving objectives of the Plan, and also City-wide goals and priorities. Five changes have been developed to navigate challenges confirmed in Phase 1 engagement, alongside technical analysis. Each change below includes the current state, and anticipated future state.

Change 1	Expand pay parking in high-demand areas of the City to better manage parking turnover and demand.
Current State	Observed occupancy tends to be near 100%, resulting in significant circling for an available parking spot.
Anticipated Future State	Demand is regulated through pricing, ensuring that each block hits a targeted occupancy (with a sweet spot of ~85%) so that a few spaces per block are available at any given time.
Change 2	Modernize the Resident & Visitor Parking Policy, including expansion of spatial coverage, and adjustment of eligibility criteria and costs.
Current State	Resident Exempt (RE) permits are available to residents living in housing with three or less units and select older multi-family buildings. Many residents are ineligible for permits despite needing access.
Anticipated Future State	Regardless of housing type, parking permits are available for purchase for residents who need it. Permit rates will reflect demand for the space

	within a permit zone and can be adjusted on a regular basis to bring into balance demand and supply.
Change 3	Expand short-term loading zones for the efficient and safe movement of people and goods.
Current State	Demand exceeds supply of loading zones, resulting in double parking, where vehicles park in general travel lanes, creating unsafe conditions.
Anticipated Future State	More loading zones for people and goods, both in residential and commercial areas, reducing double parking, and improving safety.
Change 4	Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.
Current State	Accessible on-street parking is sporadic and occupied most of the time.
Anticipated Future State	Accessible parking is provided at regular intervals and turns over regularly.
Change 5	Enable unique special-use parking to ensure a wide range of curbspace needs are achieved.
Current State	Most unique special-use parking needs are underserved (e.g., car-share, bike parking, and shuttle buses).
Anticipated Future State	More space for special-use parking needs.

NEXT STEPS

Communications and engagement planning continues to be a critical focus for this project, recognizing that meaningful public and interest-holder input is integral for successful delivery and support of curb use changes.

The second phase of engagement will build on feedback themes that were reflected in Phase 1 engagement. Phase 2 of public and interest-holder engagement will seek feedback on proposed policy changes outlined in the attached report. This will contribute to final recommendations as well as implementation planning. Neighbourhood-level communication and engagement will continue through phased implementation.

Staff will draw on a range of in-person and digital engagement tactics, and will work closely with the City's partners to amplify messaging and create awareness. Staff are

planning for the second engagement phase to occur from mid-June into early July, following the City's 2024 Q2-Q3 engagement schedule.

Following Phase 2 Engagement, staff will use feedback alongside additional technical analysis to prepare a final plan for Council consideration. This will also include a curb evaluation framework for different parts of the City, and a phased implementation plan that prioritizes areas and policy directions that will most efficiently balance supply and demand, while addressing fairness for accessing our curb space.

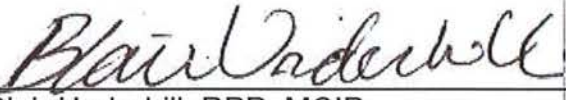
FINANCIAL IMPLICATIONS

Approximately \$240,000 was appropriated from the 2022-2026 and 2023-2027 Capital Plans to support development of the Curb Access and Parking Plan. Major project components from the budget include: staff time, project consultant support, data collection, public and stakeholder engagement and communications, and materials development. Funds requested to date will be used for the Curb Access & Parking Plan. Any future asks for implementation will be made at a later time. Revenue and expense projections relating to policy changes will be provided to Council at a future touchpoint.

INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access & Parking Plan will establish policy direction which will have cross-organizational impacts. The project maintains an internal governance structure which includes staff from across the organization to support the delivery of this work, with the core project team and steering committee comprising staff from Planning & Development, Engineering, Parks & Environment, Real Estate & Economic Development, Finance, People & Culture, and Communications and Engagement.

RESPECTFULLY SUBMITTED:


Blair Underhill, RPP, MCIP
Planner 2, Transportation Planning

Curb Access & Parking Plan

PROPOSED POLICY CHANGES

LAND ACKNOWLEDGMENT

The City of North Vancouver acknowledges that it is situated on the ancestral, traditional and unceded territories of the Skwxwú7mesh (Squamish) and səliłwətał (Tseil-Waututh) Nations. These Nations remain deeply connected to their lands and waters and, as we build community here, it is critical we acknowledge this has been their home since time immemorial. We thank them for sharing this land with us and for their ongoing partnership with the City on shared priorities.

A COMMITMENT TO TRUTH AND RECONCILIATION

The City is committed to Truth and Reconciliation. We humbly recognize that we need to learn the truth about Indigenous history in Canada and are at the beginning of our journey of reconciliation with First Nations.

The City will work collaboratively, cooperatively, and respectfully with the Skwxwú7mesh (Squamish) and səliłwətał (Tseil-Waututh) Nations on policy, projects, programs, and services at the City and incorporate the Truth and Reconciliation Commission’s Calls to Action, support the principles and objectives of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), and the Province of British Columbia’s Declaration on the Rights of Indigenous Peoples Act (DRIPA).

APPRECIATION AND THANKS

This Plan is being developed with input and support from many residents, businesses, visitors, City staff, and interest holders. The City is grateful for everyone’s efforts and time.

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WHY WE'RE CREATING A CURB ACCESS & PARKING PLAN

In recent decades, the City of North Vancouver has grown dramatically, particularly near our vibrant commercial streets and within the Regional City Centre. Our transportation network has also evolved, with more transit priority lanes and mobility lanes, to provide people with safe, reliable, and sustainable ways to travel.

Meanwhile, our current approach to managing curb access and parking is not fully serving the people and businesses who need it most. The City has used its current approach for many decades, successfully supporting various main streets and residential areas; however, these areas are becoming increasingly complex, particularly with new and changing curbside needs. An updated approach is necessary to adapt to these changes.

This plan is intended to provide direction for regulations that will equitably balance access to curb space to meet the needs of our community. This includes looking at how best to regulate parking, particularly given that lack of available parking can impede access to residences, businesses, and other destinations in the City. If demand outweighs supply, unregulated parking can be an inefficient use of space, which limits the City's ability to make positive contributions towards its transportation, economic, environmental, and livability goals.

At this point in the plan development process, we have heard about the main challenges that community members are facing, and have developed proposed changes to address these challenges.



Lonsdale Regional City Centre

Regional City Centres are identified as hubs to accommodate significant levels of sub-regional residential and employment growth in Metro 2050, the [Regional Growth Strategy](#).

Lonsdale Regional City Centre is located in the City of North Vancouver and the North Shore sub-region. The Centre is connected to the Vancouver Metro Core via the Sea Bus, and across the North Shore via the Marine-Main R2 RapidBus.

Regional City Centres are targeted to accommodate 16% of regional dwelling unit growth and 19% of regional employment growth between 2006 and 2041.

EXPERIENCES PARKING AND ACCESSING THE CURB

Staff frequently receive feedback about parking from community members. Each individual that travels in the City has different uses and needs for curb space.

In many cases, our curbs are used for mobility purposes, with transit priority lanes or mobility lanes creating safe and reliable ways for people to travel sustainably. In certain locations, there are short-term loading spaces to safely pick up and drop off goods or passengers. We have new curb space needs with bike-share groves, and taxi, ride-hail, and car-share spaces. We also have dedicated police and fire zones to ensure emergency services are efficient.

Beyond transportation uses, curb space is beginning to be used for public place-making, with parklets, plazas, and patios providing spaces to linger and enjoy the City, while also providing economic benefit for businesses.

Balancing curb space demand is complex, and proposed changes in this report are in direct response to the challenges being experienced by community members on a daily basis. The Phase 1 Engagement Summary Report can be found online at www.cnv.org/curb.

KEY THEMES THAT WE HEARD DURING PHASE 1 ENGAGEMENT

- Parking in high-demand areas of the City needs to be addressed in a comprehensive manner.
- Resident parking permits exclude the majority of our residents.
- More convenient and safe loading opportunities are needed.
- The supply of accessible parking is insufficient.
- More electric vehicle and device charging options are needed for the future
- Ongoing coordination is necessary between on-street and off-street parking policy.
- The use of public right-of-way for mobility uses, vehicle storage, and public place-making requires ongoing conversation.



MEETING PARKING NEEDS OF TODAY, AND TOMORROW

As the City grows and develops, there is a need to balance the supply and demand for the curb space. Staff continue to develop policies, programs, and infrastructure to encourage sustainable modes of transportation, reducing the demand for car parking.

Where parking management is required, a range of tools is available, including time-limited parking, resident exemptions, and paid parking (using a price that influences demand to better match supply).

Many other municipalities actively manage curb space to meet transportation, business access and liveability goals (*see examples in the sidebar*). This is particularly the case as demand for curb space increases, recognizing that supply of this space is finite. Everyone – drivers, business owners, cyclists, and pedestrians – benefits when curb space is managed and creates space for a range of needs.

The Curb Access & Parking Plan will allow more people and businesses to reliably access curb space when and where needed.

How nearby cities are managing curb space needs:

City of Vancouver manages parking through time-based and cost-based restrictions, as well as with resident permits to balance neighbourhood needs.

City of New Westminster uses a similar combination of tools to CNV, and is actively reviewing expansion opportunities to pair parking management with anticipated population growth.

City of Coquitlam's City-wide Parking Review is updating on-street and off-street parking policies for effective curb space management.

District of Squamish is developing a phased parking management implementation plan including on-street paid parking and pay parking at key attractions.

Township of Esquimalt's Integrated Parking Management Strategy calls for car-share and accessible parking space expansion.

CURB SPACE & HOW WE MOVE

95%

Of usable curb space in the City is dedicated to private vehicle parking and storage.¹

52%

Of people are unable to find parking near commercial destinations in Lower and Central Lonsdale.

40%

Of our trips are made without a private vehicle, by way of walking, cycling, or transit.

47%

Of our off-street public parking spaces are available in Central and Lower Lonsdale, even during busy times.

¹ Data points are from CNV internal analysis and data collection, North Shore Transportation Survey, and Curb Access & Parking Plan Phase 1 Engagement Survey responses.

PLAN OBJECTIVES

The proposed policy changes included in this report are designed to meet the following plan objectives:



Improve parking reliability, particularly in high-demand areas of the City



Update our parking policies to promote fairness, so more people can access curb space when and where needed



Support businesses through improved curb space management

These objectives align with those in City policies, plans, and strategies, including our Official Community Plan, Mobility Strategy, and Council Strategic Plan.

What if we continue to manage curb space the same way as we have in the past?

Existing curb space policies were developed in the 1990s to navigate issues of the time. These dated approaches limit the ability for staff to manage the challenges of today. Without changes to how we manage curb space, we anticipate:

- More congestion, pollution and lost time spent cruising for parking;
- Safety and congestion issues as deliveries and drop-offs struggle to find dedicated space;
- Shortage of accessible parking for those in need;
- New housing with limited off-street parking in some areas, increasing on-street demand without management;
- Lack of reliable parking turnover in front of businesses, frustrating patrons; and
- Busy residential streets near commercial areas struggling to manage competing demands.

TOOLS FOR MANAGING CURB SPACE

The City manages curb space in various ways, depending on needs and context for a specific neighbourhood or corridor.



Unrestricted Parking

For a large portion of the City, particularly in residential neighbourhoods outside of the Regional City Centre, we generally have unrestricted parking. These areas are rarely signed, and allow for anyone to park on a first come, first serve basis.



Permit Restrictions

In areas adjacent to our commercial main streets such as Lonsdale, we have several areas with resident permit parking. Permits ensure local residents, who have insufficient access to off-street parking, are able to find parking near their home.



Time or Vehicle Type Restrictions

Time-based restrictions are used in our busiest areas, such as Lower Lonsdale. These restrictions encourage higher turnover so more people are able to find parking near businesses. Examples of vehicle-type restrictions are loading zones for vehicles picking up people, or dropping off goods, or an accessible parking space for someone with a SPARC accessible parking placard.



Pay Parking Restrictions

The city has a limited number of on-street paid parking spaces around the hospital, which promotes a higher turnover to benefit more people and discourages long-term parking stays on street.

CURB SPACE EQUITY AND AFFORDABILITY

Currently, the City has limited parking management in place. This includes resident-exempt parking permits (\$25/yr) and some on-street pay parking near Lions Gate Hospital on 15th and on St Andrews Ave; as well as City-owned and managed off-street lots (e.g. 100 block E 1st St, or the CNV Library lot). For most of the City, parking is either time-limited or unrestricted, meaning the majority of people do not pay for parking through a user pay system. Instead, most of the costs related to maintaining parking on our streets are borne by the City.

Unpriced parking results in households that drive less (or not at all) subsidizing those that drive more. The current economic structure we follow is regressive, especially when considering vehicle ownership increases with income. User-pay parking is fairer than financing parking facilities indirectly through taxes, where costs are borne by non-users.

It is also important to note that beyond monetary costs, everyone’s time is valuable. The current system impacts everyone’s time with the amount of vehicles that are actively circling for parking and contributing to congestion on our streets.

As part of a managed parking ecosystem, the City is exploring reduced rates for specific individuals and user groups (e.g., lower income households) while still achieving desired curb space occupancy.

CURB SPACE OCCUPANCY

There are several references to curb space occupancy in this report. Curb space occupancy refers to how many spaces on a block are occupied at any given time. If 10 vehicles occupy 10 spaces, the curb is 100% occupied. If 6 vehicles occupy the same space, the curb is 60% occupied. Best practices encourage curb space occupancy that hovers around 85%.

If occupancy is consistently at 50%, this means tools and policies are not making the best use of valuable curb space. Similarly, if occupancy is consistently above 85%, this is also poor management, as it does not create reliability that is expected of finding a space near a destination. Many of the proposed policy changes in the following sections outline how the City intends to manage curb space to hit the ‘sweet spot’ occupancy of 85%, so there always are a few spaces available on every block.

Current state - Occupancy is at or near 100%, so there is rarely a space available




Future state - Occupancy is managed to be at 85%, so there are always 1-2 spaces available



EVALUATING CURB SPACE ALLOCATION IN THE CITY

The following process is being used to evaluate and optimize curb space use to meet the project objectives. Proposed changes (on the following pages) have been developed as a starting point to address challenges that were heard during the first phase of engagement, and an evaluation framework will be created based on best practices, local context, and user needs from the next phase of engagement.

Schedule	Project Steps						
Winter 2023	<p>1 Identify Curb Space Challenges</p> <p>Identify curb space challenges that are occurring in the City and how this impacts people and businesses who would benefit most from improved access.</p>						
Spring 2024	<p>2 Develop List of Proposed Changes</p> <p>Develop a list of proposed changes with potential to address project objectives, which can be readily implemented based on current infrastructure, tools, and policies the City has in place.</p>						
Fall 2024	<p>3 Curb Space Evaluation</p> <p>Bring forward a final Curb Access & Parking Plan with an evaluation framework for allocating curb space and providing siting guidance for different parts of the City.</p> <table border="1"> <tr> <td>Parking Occupancy & Dwell Time</td> <td>Land Use Composition</td> <td>User Needs</td> </tr> <tr> <td>Transit & Bike Network Proximity</td> <td>Special Trip Attractors</td> <td>City-wide Objectives</td> </tr> </table>	Parking Occupancy & Dwell Time	Land Use Composition	User Needs	Transit & Bike Network Proximity	Special Trip Attractors	City-wide Objectives
Parking Occupancy & Dwell Time	Land Use Composition	User Needs					
Transit & Bike Network Proximity	Special Trip Attractors	City-wide Objectives					
Winter 2024 Onwards	<p>4 Phased Implementation</p> <p>Phased implementation will include ongoing neighbourhood-level communications and engagement, recognizing the unique nature and needs of blocks throughout the City.</p> 						

PROPOSED CHANGES TO CURB ACCESS & PARKING POLICY

Proposed changes in this report are based on best practices in curb space management, technical analysis, engagement feedback, and meeting plan objectives.

The focus of this work will take place in the curb lane. Policy and regulatory work in this plan will look at adjusting signage to manage demand on our curbs, ensure equitable access to curb space, and support business needs in commercial areas.

Change 1: Expand pay parking in high-demand areas of the City to better manage parking turnover and demand.

There is a finite supply of curb space near commercial areas. Parking in many of these locations exceeds 85% parking utilization, the threshold most commonly used to determine if a parking space will be available in each block. The City has deployed time-limited parking in commercial parts of the City since the early 2000's. While these were effective at managing demand two decades ago, they are no longer appropriate for today's demand, and have created compliance and enforcement challenges. The following tools are available to support the implementation and on-going effectiveness of pay parking.

Apply a demand-responsive pricing system.

The City can apply a demand responsive pricing system to ensure parking spaces are appropriately utilized. This means areas with pay parking can be reviewed annually (or more frequently) based on occupancy, and pricing can be adjusted to manage utilization. If left unmanaged, as much of these areas are today, demand exceeds supply, making it hard for people to find available space and causing additional pressure in adjacent residential areas.

Consider reduced rates for quick stops at the curb.

A reduced rate could be implemented for on-street pay parking to encourage more frequent turnover, applying a graduated increase in rates the longer the stay.

Enable digital pay parking to limit additional curbside infrastructure.

Pay parking has changed significantly in recent years. While parking meters were common in urban environments, these are being phased out for centralized pay stations that remove clutter from our streets. Many jurisdictions have also transitioned to even less infrastructure, relying on signs that allow for payment by phone. An "infrastructure-light" solution can mean a less cluttered public realm, while ensuring sufficient legibility is considered with any signage installed.

Coordinate City-owned parking lot pricing with on-street pricing.

In many cases, curb space provides prime convenience compared to off-street parking lots. However, current pricing and management suggests the opposite to be true. Best practices encourage prime on-street spaces to be reflected as such through pricing, while directing longer-term stays off-street with more affordable rates. While it may take time, the City and its partners need to begin the process of bringing on-street and off-street pricing into correct alignment for this type of parking behaviour to occur.

POLICY IN ACTION

City of Vancouver – Demand Responsive Pricing

City of Vancouver reviews its pay parking fee structure annually. If vehicle occupancy in a pay parking block exceeds 85%, the fee increases for the subsequent calendar year. If vehicle occupancy in a pay parking block is less than 60%, the fee decreases for the subsequent calendar year. Between 60-85% occupancy is generally seen as the ‘sweet spot’ that parking management around the world strives for.

CURB STORIES



Don lives in Tempe Heights and used to enjoy getting groceries and shopping in Central Lonsdale. Recently he has stopped going altogether because there is never any available parking. The last time he tried, he frustratingly circled the block for 5 minutes, before deciding to drive home.

In the future, demand will be regulated through pricing, ensuring that each block hits a targeted occupancy so that 1-2 parking spaces per block are available at any given time.

Change 2: Modernize the Resident & Visitor Parking Policy, including expansion of spatial coverage, and adjustment of eligibility criteria and costs.

The City's Resident & Visitor Parking Policy is now 30 years old and no longer aligns with the types of housing and mixed-use buildings being built, nor can it keep pace with the rate of growth and changing curbside space demands in the City. The following changes will bring the policy in line with project objectives:

Enable equitable parking permit eligibility.

As the City continues to grow, more people expect access to curbside space. Currently, residents in larger multi-unit buildings aren't eligible for parking permits based on existing policy.

The City has been a leader in ensuring the oversupply of off-street parking is not leading to negative outcomes including incentivizing driving, worsening congestion, and decreasing affordability. However, each building is unique and there are instances where off-street parking is not available to those who need to drive.

On-street permit access should not be determined by what type of residence you live in, and should be made available for those who truly need it, at a price that reflects demand for that curbside space.

Include tools that discourage purchasing multiple permits per household.

Maximizing use of off-street parking where it exists (e.g., in garages and underground parkades), is important for on-street parking capacity. Putting a fee structure in place to discourage multiple parking permits per household is a pathway for this change to occur.

Transition to all-day permit parking in areas that are having overnight parking difficulties.

Residents in many parts of the City are finding it difficult to find parking near their homes outside of daytime hours. The purpose of permit parking areas is to create priority for residents with a lack of off-street space and in some cases all-day regulations may be needed to reflect this.

Update the petition process for expanding and removing resident permit parking.

The current petition process is time-consuming and difficult for residents to undertake. The process to introduce or remove a permit parking zone should be low-barrier and provide residents with an opportunity to help shape regulations on their block.

Replace Resident Permit Only areas with short-term resident-exempt permit areas.

The City currently has two types of parking permits, Resident Permit Only (RPO) and Resident-Exempt (RE). RPO denotes parking spaces solely provided for residents, and does not allow others to use the space. RE permits allow time-limited parking for people without permits, while permit holders are exempt from the time restriction. Shorter term RE areas maintain priority for residents, while not privatizing public road space for specific individuals.

Transition to a neighbourhood permit zone approach.

Currently, permit areas are implemented on a street-by-street approach. A neighbourhood permit zone approach allows residents to find parking nearby, even if no space exists immediately in front of their homes. As the number of units and residents increases on each block, we need to create permit zones that allow for a greater number of people to participate in the permit program, while also managing demand for stays adjacent to commercial areas.

POLICY IN ACTION

City of Toronto – Additional Parking Permit Costs

In Toronto, permit costs are roughly three times as much for a household's second and any subsequent vehicle permits. This encourages households to use off-street space (e.g., garages) and incentivizes households to reduce vehicle ownership and consider car-share, transit, cycling, and walking for more trips.

CURB STORIES



Dalia lives in Central Lonsdale and works in Lower Lonsdale. She often winds up driving to work so she can drop off her daughter at Ridgeway Elementary en route. The problem Dalia currently faces is that after she is done work for the day, grabbed dinner supplies, and has picked up her daughter from daycare, there are never any available parking spaces near her home.

In the future the resident parking permit system will be managed so that there are always 1-2 spaces available for those who need it.

Change 3: Expand short-term loading zones for the efficient and safe movement of people and goods.

The movement of people and goods has changed significantly in recent years. There are substantially more deliveries occurring across the City, thanks to the onset of e-commerce. There are also more ride-hailing trips being taken than ever before, requiring more short-term spaces to pick up and drop off passengers.

Ensure sufficient short-term loading zones exist in commercial areas to facilitate safe loading and unloading.

Sufficient loading zones are critical for improving the safety of our streets. It is common to see delivery vehicles parked in general traffic lanes or mobility lanes, which creates unsafe conditions for all travelers.

This is additionally important for passenger loading and unloading, which is becoming increasingly common with the prevalent use of ride-hailing vehicles (e.g., Uber or Lyft).

Support the creation of a Regional Commercial Vehicle Loading Permit program.

The Union of BC Municipalities had a Commercial Vehicle Loading Permit program in place until 2019, when it was removed. Since then, several municipalities have put a temporary system in place, while many other municipalities have been without a permit system. Given the regional nature of goods movement, it makes sense to create a permit that applies to the entire region so that companies do not need to have a permit for each municipality they operate in.

Design for longer-term loading and unloading of goods to be undertaken off-street.

As outlined in the Mobility Strategy, long-term loading should occur off-street in dedicated locations considered in building design, leaving on-street spaces for short-term deliveries and higher turnover.

CURB STORIES



Amika is studying full-time at Cap U. Sometimes on evenings and weekends, she drives for ride-hailing companies as a side gig. The main thing that bugs her about the job is not being able to find a space to pull over to pick up or drop off passengers. This is especially the case on Friday and Saturday nights when there is no short-term parking to be found. She is often forced to park illegally near a corner, in an alleyway or even at a bus stop.

In the future there will be more loading zones for short term pick up and drop off of both people and goods to improve safety and liveability.

Change 4: Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.

There continues to be increased demand for accessible parking spaces across the City, particularly near commercial streets. Accessible parking spaces are sited and designed to accommodate a range of accessibility challenges as best they can on-street. To use an accessible parking space, vehicles must display a valid Social Planning and Research Council of BC (SPARC) parking permit.

Expand supply of priority accessible parking spaces near commercial areas.

The City can increase the supply of accessible parking spaces on-street. Priority accessible parking spaces still require SPARC permit, and will be suitable for most (but not all) users. Barrier-free accessible parking design is difficult to fully accomplish in curbside parallel parking spaces. Where possible, these spaces should exist on the City's east-west blocks, recognizing that many north-south blocks are on a steep grade.

Seek opportunities to increase the supply of barrier-free accessible parking spaces through development processes.

The City has a number of barrier-free accessible parking spaces that follow best practices for accessible parking space design. These spaces often require angled or front-in parking, which is rare for on-street parking in the City. Development processes are the best opportunity for increasing barrier-free accessible parking spaces.

In areas where accessible parking spaces exist and demand is high, implement accessible pay parking similar to general on-street parking rates to encourage turnover.

Accessible parking is important to provide. However, if demand exceeds supply, the most effective way to manage the space is to charge a fee for parking, similar to other on-street pay parking in the City.

Develop and maintain an online parking map with all accessible public parking spaces in the City.

This map should include data on features of each space such as whether it is a priority accessible parking space or a barrier-free accessible parking space. It will also include any time limitations, whether it costs to park, what side of street, whether it has side-loading/rear-loading wheelchair access, and a picture of the space.

CURB STORIES



Hoon recently broke his leg in a skiing incident. He's still able to drive but found it difficult to cover long distances on crutches. After receiving a temporary accessibility parking permit from SPARC as his leg heals, Hoon was disappointed to find accessible parking spots around the City were sporadic at best, and occupied most of the time.

In the future accessible parking will be provided at regular intervals to increase turnover.

Change 5: Enable unique special-use parking to ensure a wide range of curb space needs are achieved.

There are many different needs for curb access. These can be prioritized to achieve City-wide environmental, economic, and mobility objectives.

Enable the use of more car-share through curb use regulations.

Car-share vehicles typically occupy curb space for shorter durations than private vehicles because multiple drivers can book and use them. This means spaces become available more frequently. Currently, one-way car-share vehicles (e.g., Evo) can exceed time limits in permit areas, but not in time-limited areas. The City will continue to monitor car share use carefully, and identify ways to incentivize increased usage, for the benefit of a lower-cost transportation alternative to car ownership.

Investigate opportunities for more shuttle bus parking.

Tour buses and school buses are effective at moving many people in one vehicle. They require more space than an average car, and often parking is needed in a specific location close to dense hubs and attractions.

Maintain curb space for on-street bike parking.

In some parts of the City, there is insufficient space for bike infrastructure to be located on the curb. Similar to the current e-bike share parking spaces found on-street, dedicated bike parking in the curb lane can be an efficient use of space, with many bikes being able to occupy the same amount of space as one vehicle.

Continue expansion of EV charging infrastructure at specific hubs.

The City owns and operates a growing public charging network of Level 2 and DC Fast Charging stations across the City to support residents without access to home or workplace charging, as well as visitors to the City. A number of private businesses and other organizations also provide charging in the City. The City can continue to expand its public charging network alongside private operators to support the transition to zero emission vehicle adoption.

Continue to implement curb access and parking actions from the City's Safe and Active School Travel Program.

Schools often have unique curb space demands, where most travel demand is condensed to a short window in the morning and afternoon. Each location is best planned for individually to improve safety for children, families, and neighbours.

POLICY IN ACTION

City of Victoria – Permissive Car-share Parking Regulations

In Victoria, if you are operating an Evo one-way car-share vehicle, you are able to end your trip in an on-street pay parking space (aside from 20 minute max meters). Evo vehicles can also be parked in resident permit parking areas, just like in the City of North Vancouver.

CURB STORIES



Alex is a small business owner in Lower Lonsdale. To decrease carbon pollution, they do most of their deliveries by e-cargo bike. The downside is struggling to find a place to park the bike for a few minutes while delivering goods to other businesses and people's homes around the City.




In the future more on-street bike parking will be provided, particularly in busy areas where there isn't sufficient space to park a bike on the sidewalk.

NEXT STEPS

Before further advancing this work, it is important to receive feedback and work with community members and businesses to build understanding around the policy tools the City can deploy, and to seek perspectives and suggestions on meeting City-wide objectives through what is introduced in this report.

A final Curb Access & Parking Plan will be brought to Council in fall 2024 that will include a curb evaluation framework and implementation phasing considerations. Recognizing the unique nature of neighbourhoods and streets across the City, it is anticipated that adjustments to neighbourhood curb space allocation will include additional area-specific engagement with nearby residents, businesses, and community members.



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

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2

Subject: CURB ACCESS & PARKING PLAN – ENGAGEMENT UPDATE

Date: February 14, 2024 File No: 16-8350-20-0041/1

ATTACHMENTS

1. Curb Access & Parking Plan Engagement Summary Report (CityDocs [#2465312](#))

SUMMARY

This information report provides a summary and update on the first public and interest-holder phase of engagement for the Curb Access & Parking Plan.

BACKGROUND

Staff presented to Council on October 23, 2023 regarding the development of a Curb Access & Parking Plan. The need for updated parking policy and practices is referenced in the City's Official Community Plan (2014), Mobility Strategy (2022), and Council's 2022-2026 Strategic Plan. The intention of the Curb Access & Parking Plan is to provide detailed policy direction alongside a phased implementation strategy.

The scope is wide-ranging, recognizing the many curbspace uses needed for residents, businesses, visitors, and service providers. Recommendations will be developed for:

- Curb access in high-demand areas of the City;
- Resident & Visitor Parking Policy;
- Loading zone siting and regulations;
- Accessible parking siting and regulations; and
- Special-use parking (e.g., car-share, tour bus).

DISCUSSION

The Curb Access & Parking Plan process began in 2023, with staff providing an update to Council on October 23, 2023. The first phase of engagement occurred in November-December 2023, to hear from as many community members and interest-holders as possible. Staff are using this feedback, alongside technical analysis, to inform a draft plan, which will be presented to Council later this spring. Another round of public and interest-holder engagement will occur to validate plan direction, in advance of bringing a final plan to Council for endorsement in late summer.

Phase 1 Engagement - Purpose

Phase 1 public and interest-holder engagement focused on current state feedback and growing awareness on the benefits of improved curb access. These goals enabled staff to hear from a diverse group of curb users, which will help in the creation of complete and context sensitive pictures of the City's existing conditions and emerging needs.

Phase 1 Engagement – Who we heard from

Engagement was undertaken through three streams: an online survey, in-person workshops, and in-person open events. The engagement period occurred over three weeks in November and December 2023.

A broad online and physical communications campaign was undertaken to amplify opportunities for participation. Engagement opportunities were promoted online through the City's Facebook, Instagram, and X (Twitter) accounts. A short video was developed to provide an overview of the project. Ads were placed in the North Shore News (both online, and paper copy), and at bus shelters in the City. Postcards were handed out to community members or put on windshields to further encourage feedback.

Staff made a concerted effort to hear from a diverse cross-section of community members. We heard from people across all neighbourhoods in the City, those who visit for work and for leisure. We received feedback from residents who reside in condos, apartments and single detached homes; each accounting for nearly a third of responses, highlighting a balance between high-density and low-density living preferences.

Given that over 90% of curb space in the City is currently dedicated to vehicle storage and parking, staff also made efforts to hear from individuals who require specific curb space needs. This included, a workshop for seniors, a working session with the NS Accessibility Committee on Disability Issues and conversations with businesses and community organizations who had insights on loading zones and other special curb uses such as car-share.

Let's Talk Online Survey: The survey was open for three weeks, and resulted in 630 completed surveys (the most feedback for any CNV transportation planning project to date).

In-person workshops: Staff facilitated nine workshops and met with a broad cross section of residents, non-residents, businesses, and equity deserving groups, totaling over 100 participants. This included:

- City Committees: Integrated Transportation Committee; Advisory Planning Commission; North Shore Accessibility Committee on Disability Issues; and the Social Planning Advisory Committee.
- Specific Working Groups: Resident working group; business and community organizations working group; and partners and peer government agencies working group.
- Equity-deserving Workshops: North Shore Seniors Action Table workshop in partnership with the Lionsview Seniors' Planning Society; and a Newcomers workshop in partnership with Impact North Shore.

In-person open events: Staff facilitated two open houses at the City of North Vancouver Library, and two pop-up events at the Shipyards, one of which was during the Spirit of the Season event on Saturday December 2nd, attended by roughly 10,000 people. These events prompted 100+ discussions with residents, visitors, and business owners.



Phase 1 Engagement – What we heard

Feedback was received on commercial area parking, resident parking permits, loading zones, accessible parking, and special-use parking, along with general feedback to help get a pulse on curb access today. Community feedback has provided a robust baseline to inform curb policy development.

Generally, many community members are dissatisfied with the current state of curb access and parking. However, there is also apprehension on potential solutions that may impact affordability; despite recognizing resident permits and pay parking as effective ways to manage parking availability and turnover.

As vehicles are only one way to travel, there were also many discussions that showed a high level of understanding and recognition of transit, walking, and cycling as ways to meet mobility needs; which also creates less pressure and demand on curb space. There were several calls on needing more frequent and reliable transit, along with additional traffic priority to make this the most attractive option during congested periods.

The main themes are found below, with additional material included in the attached Phase 1 Engagement Summary Report.

Parking in high demand areas of the City needs to be addressed in a comprehensive manner. Staff received a significant amount of feedback regarding parking in high demand areas. There is recognition that time-limited parking restrictions are adequate for areas with moderate parking demand (e.g. Queensbury Village), while insufficient for effectively managing vehicle turnover on busy corridors (e.g. Lower Lonsdale and Central Lonsdale). This results in lack of available parking, and impacts on business prosperity. Further, vehicles impact adjacent residential neighbourhoods when insufficient availability exists on commercial streets causing additional challenges that require parking management.

Resident Parking Permits Need to Reflect the Urban Environment. There is interest to see more permit restrictions put in place so it is easier for residents to find on-street parking. Community members who live in multi-family dwellings (nearly 50% of the City's population) are frustrated with permit ineligibility in the City's current parking policy. Updates to resident parking permit policy will be needed alongside ongoing policy changes for off-street parking from provincial guidance.

More convenient and safe loading opportunities are needed. While many businesses are able to easily access loading zones for their use, there are others requesting more loading zones, and increased time enforcement of existing zones. There is also interest from residents to see more short-term loading zones so fewer vehicles stop in general purpose lanes for pick-up and drop-off.

The supply of accessible parking is insufficient. Community members who have Social Planning and Research Council of BC (SPARC) accessible parking permits indicated a need to increase the number of accessible spaces, particularly near busy commercial areas and medical hubs. Design considerations regarding space configurations and nearby curb cuts and ramps were also flagged as an opportunity for improvement for the City.

More electric vehicle and device charging options are needed for the future. As more electric vehicles and mobility devices are used to travel on our streets, charging demand will increase. There were mixed opinions on whether this should occur on-street or off-street. Thoughtful planning will be required to accommodate evolving transportation needs in line with community preferences and public realm considerations.

Ongoing coordination is necessary between on- and off-street parking and land use/housing policy. Several community members expressed concern over the perceived lack of off-street parking being provided in new developments, causing spillover pressures on-street. This spillover has been observed in areas where off-street monthly parking costs are decoupled from rent. On-street parking regulations need to catch up with progressive and evolving off-street policies that support more affordable living and lower carbon pollution, in line with City objectives.

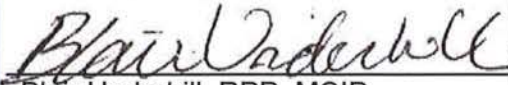
The use of public right-of-way for mobility uses, vehicle storage, and place-making requires ongoing conversation. Community members expressed perceived impact to vehicle travel times from curbside parklets and patios that the City and businesses have installed in recent years. Staff continue to consider mobility needs while creating healthy and vibrant community spaces in our commercial areas.

It is worth noting that many conversations between staff and community members at in-person pop-up events, as well as with City committees, were often much more positive in nature than feedback received online. While feedback provided within this summary and attached report is focused on how the existing condition is not meeting mobility needs, many residents feel that the City balances curbside trade-offs and needs effectively given the complexity of users across the system. Despite this, it is evident that work needs to be done to address the existing inequities and challenges faced by businesses, residents, employees, visitors and the accessibility community.

NEXT STEPS

Staff will pair feedback from Phase 1 engagement with ongoing technical analysis to develop a Draft Key Directions Report for Council consideration. There will be another opportunity for community members and interest holders to provide feedback on curb access priorities, phasing considerations, and to validate that the plan aligns with community needs. Engagement is anticipated to occur in the summer of 2024, in advance of returning to Council to endorse a final plan.

RESPECTFULLY SUBMITTED:


Blair Underhill, RPP, MCIP
Planner 2, Transportation Planning

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, OCTOBER 23, 2023**

PRESENTATION

Curb Access and Parking Plan – Planner 2, Transportation Planning, and Manager, Transportation Planning

The Planner 2, Transportation Planning, and Manager, Transportation Planning, provided a PowerPoint presentation regarding the “Curb Access and Parking Plan” and responded to questions of Council.

REPORT

7. Curb Access and Parking Plan – Project Initiation – File: 16-8350-20-0041/1

Report: Planner 2, Transportation Planning, October 11, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari




PURSUANT to the report of the Planner 2, Transportation Planning, dated October 11, 2023, entitled “Curb Access and Parking Plan – Project Initiation”:

THAT staff be directed to undertake public and interest-holder engagement as outlined in the report;

AND THAT staff report back with initial engagement findings.

CARRIED UNANIMOUSLY



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

REPORT

To: Mayor Linda Buchanan and Members of Council
From: Blair Underhill, Planner 2, Transportation Planning
Subject: CURB ACCESS & PARKING PLAN – PROJECT INITIATION
Date: October 11, 2023 File No: 16-8350-20-0041/1

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

RECOMMENDATION

PURSUANT to the report of the Planner 2, Transportation Planning dated October 11, 2023, entitled “Curb Access & Parking Plan – Project Initiation”:

THAT staff be directed to undertake public and interest-holder engagement as outlined in this report; AND

THAT staff report back with initial engagement findings.

SUMMARY

Staff are seeking to undertake public and interest-holder engagement as a first step towards developing a Curb Access & Parking Plan. This plan will provide direction on how to best regulate and balance the use of the curbside portion of the City’s streets.

BACKGROUND

Current State of Curb Access and Parking in the City

Existing curb regulation is consistently identified as not meeting the needs of residents, visitors, and businesses – from parking vehicles, to loading and unloading people and goods.

Parking data collected across the City aligns with community observations. Many streets, particularly those close to commercial high streets (e.g., Lonsdale Avenue), are near full occupancy throughout the day, both on weekdays and weekends. There has

also been a significant increase in pick-up and drop-off activity – for people and for goods – throughout the City in the last decade.

What is Curb Access?

For the purposes of this project, curb access and management of the curb refers to various policies, programs, infrastructure, and operating changes that result in more equitable and beneficial use of our curb space.

Today in the City of North Vancouver, over 90% of the City's curb space is dedicated to vehicle parking. This leaves less room for a growing number of other uses, including transit stops, micromobility parking, places for people and goods to be dropped off and picked up, and places for people to enjoy parklets and patios.

There may also be a need for dedicated room for various road users to travel in the curb lane, including transit, active, and electric modes, including bikes, scooters, and vehicles. Tailoring our street design and curb space allocation to prioritize a range of functions will create a more complete mobility network that improves equity, access, and sustainability.

Off-street space adjacent to the curb lane can also be better-managed to support the development of our public realm (places for people), green infrastructure elements such as space for trees, storm water management, and greenspace, and infrastructure required to support lighting, electric charging, and telecommunications.

The goal is to better manage car parking – not necessarily reduce it – while also enabling different uses of the curb in alignment with the goals and objectives of our Council-approved Mobility Strategy.

The main focus of this work will be on the curb lane, while recognizing some of the access considerations also relate to off-street areas adjacent to the curb.

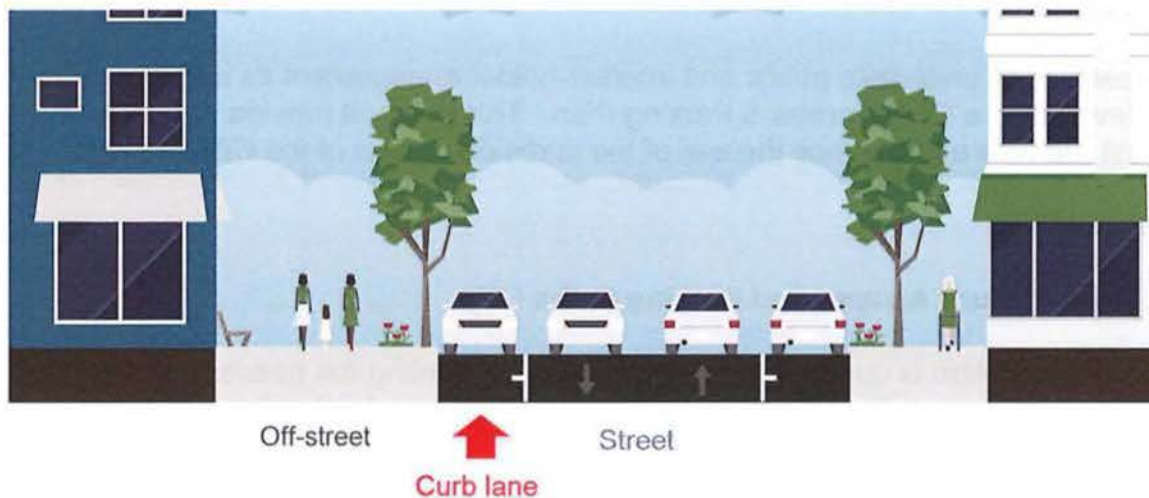


Figure 1: Components of City right-of-way

DISCUSSION

Why develop a Curb Access & Parking Plan?

Our current approach to managing curb access and parking is not actively balancing supply and demand nor using all the available tools to managing access and ensuring equitable distribution. The City has used its current approach for many decades, successfully supporting various main streets and residential areas; however, these areas are becoming increasingly complex, particularly with new and other curbside needs. An improved approach is necessary to adapt to these changes.

As the City grows and develops, there is a need to balance the supply and demand for the curb space. Staff continue to develop policies, programs, and infrastructure encourage alternate modes of transportation, thereby reducing the demand for car parking. Where parking management is required, a range of tools is available, including time-limited parking, resident exemptions, and paid parking (using a price that influences demand to better match supply). Many other municipalities (such as Victoria, Vancouver, and Seattle) are actively reviewing curb space to manage existing and future demand, and improve access, equity, and sustainability.

This plan will also provide direction for regulations that will equitably balance access to curb space to meet the needs of our community. This includes looking at how best to regulate parking, particularly given that lack of available parking can impede access to residences, businesses, and other destinations in the City. If demand outweighs supply, unregulated parking can be an inefficient use of space, which limits the City's ability to make positive contributions towards its transportation, environmental, and livability goals.

The City's Mobility Strategy (2022) outlines a series of actions and strategies to rebalance the space along our curbs to meet a wider range of needs. Council's 2022-2026 Strategic Plan also identifies an initiative to "support the effective use of curbside space through updated parking policy and practices." A Curb Access & Parking Plan will provide detailed policy direction, which if implemented will allow more people and businesses to reliably access curb space when and where needed.

Project Scope

There is a wide range of topics and initiatives that will be reviewed for the Curb Access & Parking Plan, including:

- **Reviewing parking restrictions in high-demand areas of the City:** With increases to the City's residential population and more people visiting for work or leisure, the demand for vehicle parking on and near our commercial areas has increased. In addition to work underway to enable fewer trips to be made by car, staff will explore solutions for better management of curb space availability and turnover, including time-based restrictions and paid parking.

- **Updating how the Resident & Visitor Parking Policy (RVPP) works; including a review of spatial coverage, existing policies, and costs:** The RVPP is structured to manage on-street parking in areas of high demand adjacent to commercial areas. It has been in place since 1994 and a number of issues concerning the nature of restrictions, permit eligibility, and pricing structure have been identified.
- **Updating loading zone policy guidance across the City:** There has been a significant increase in pick-up and drop-off activity – for people and goods – throughout the City in the last decade. More safe and available loading zones are required. The project team will work with stakeholders to determine siting and operation of various types of loading zones through this work.
- **Reviewing policy guidance for the siting of accessible parking spots:** Accessible parking spaces for people with disabilities is a critical use of curb space for many residents and visitors. The City has increased the number of accessible parking spaces in recent years, but there are still many locations near commercial areas where there is limited or no on-street accessible parking. This will be reviewed as part of this work.
- **Determining how special-use parking is prioritized on our streets:** There are several underserved special uses on our curbs where space is not appropriately allocated despite high demand. This includes reviewing dedicated car-share spaces (e.g., Evo, Modo), as well as overheight and oversized vehicles like tour buses.
- **Understanding existing and future needs for electric mobility devices and electric vehicle charging on our curbs:** Electric vehicles and mobility devices often lack appropriate curbside infrastructure for charging batteries while travelling around the City. Through this work, and in partnership with the Climate & Environment Strategy, there is an opportunity to develop guidance for curbside electrification to align supply with demand and future goals.
- **Reviewing a wide range of additional curb uses for ongoing prioritization:** There is a range of additional curb uses that will require ongoing consideration during the development of this plan. This includes items from future bicycle and micromobility parking demand, to investigating approaches to commercial vehicle loading permitting, to developing green infrastructure objectives on our streets. These examples, and many others, will continue to be monitored as the project develops, and may become increasingly prioritized in scope refinement based on what we hear during public and stakeholder engagement.

Engagement Planning

Communications and engagement planning has been a critical focus for this project, recognizing that meaningful interest-holder and public input will be integral for successful delivery. Two rounds of robust public and interest-holder engagement,

followed by continuous communications and engagement through any phased implementation, are envisioned.

Staff will draw on a range of in-person and digital engagement tactics, and will work closely with the City's partners to amplify messaging and create awareness. Staff are currently planning for the first engagement phase to occur in mid-November into early December, following the City's 2023 Q4 engagement schedule.

Round 1 of public and interest-holder engagement seeks feedback on how our curbs are working for community members today, and building awareness within the community on the benefits of improving access for a range of uses in our curb space. Listening to residents, businesses, and visitors is critical for ensuring staff have a complete picture of the City's existing conditions and future needs in advance of developing draft policy directions.

The project team has the benefit of developing this work in tandem with the development of City's Community Engagement Framework, allowing the project team to follow practices identified through this work as the project progresses.

Next Steps

Following endorsement of this report's recommendation, staff will undertake Round 1 of public and interest engagement. Before proceeding with further development of the Curb Access & Parking Plan, staff will return to Council with the results of Round 1 public and interest-holder engagement, and additional details on project schedule.

FINANCIAL IMPLICATIONS

Funding has been appropriated from 2021-2022 project plans to support the development of the Curb Access & Parking Plan to-date, and additional funds are expected to be appropriated to enable advancement of the Plan development. Major project components from the budget include: staff time, project consultant support, public and stakeholder engagement and communications, and materials development.

INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access & Parking Plan will establish policy direction which will have cross-organizational impacts. The project maintains an internal governance structure, which includes staff from across the organization to support the delivery of this work, with the core project team and steering committee comprising staff from Planning & Development, Engineering, Parks & Environment, Finance, Information Technology, and Communications and Engagement.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Curb Access & Parking Plan is intended to support and build upon transportation-related objectives and policies in the City's Official Community Plan (2014), the City's Mobility Strategy (2022), and directly aligns with Council's 2022-2026 Strategic Plan to "Develop and implement the City's parking policies and practices to support the effective use of curbside space." It will also align with ongoing City-wide strategy development work (i.e., Community Wellbeing Strategy, Climate and Environment Strategy, and Economic Development Strategy) as well as with updates to the Zoning Bylaw and the Subdivision and Development Control Bylaw.

RESPECTFULLY SUBMITTED:


Blair Underhill, RPP, MCIP
Planner 2, Transportation Planning

Curb Access & Parking Plan

Presented October 23 2023
Transportation Planning Division
Planning & Development Department



Curb Access & Parking in the City Today

Curb space across the City is in high demand by a wide range of users with different needs.

Our current approach is outdated, creates unreliable and inconsistent access to the curb and could better meet the needs of our community.



Why develop a Curb Access & Parking Plan?

Updating policies and curb use regulations through the Curb Access & Parking Plan will allow more people and businesses to reliably access the curb space when needed.



Curb Access and City Policy

“Support the effective use of curbside space through updated parking policy and practices”

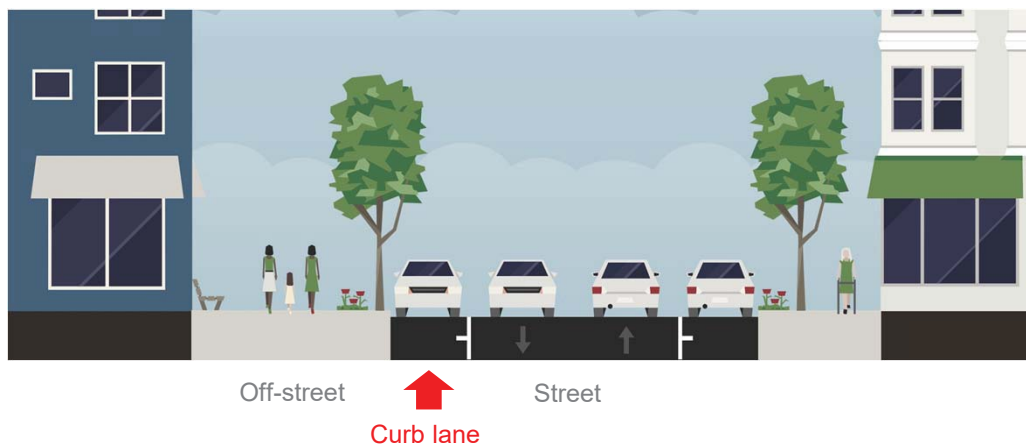
– Council Strategic Plan 2022-2026

“Review curb space use across the City to better meet the needs of street users.”

– CNV Mobility Strategy, 2022



The focus of this work will take place in the curb lane within the City's Right-of-Way



There is a range of ways to manage curb space for vehicle parking in the City



There is a comprehensive scope to match the complexity of curb access needs

- Pay parking in high-demand areas
- Resident & Visitor Parking Policy
- Loading Zones
- Accessible parking
- Car-share parking and other special uses
- Electric vehicle charging opportunities
- And several more curb access considerations



This project will start with learning from the community and building awareness

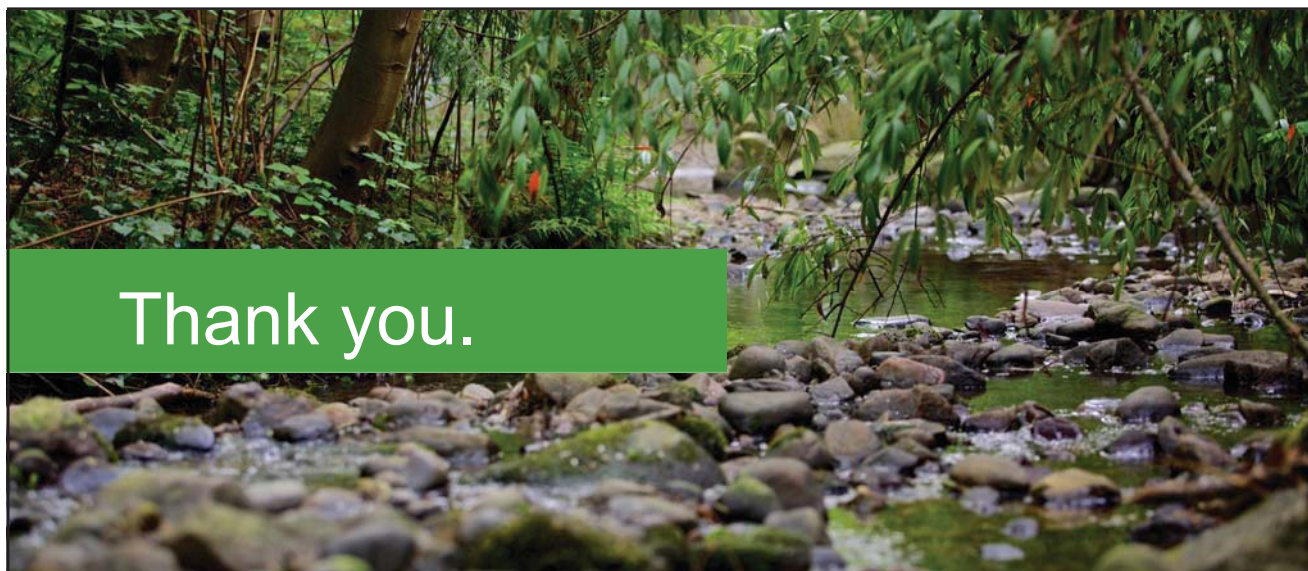
- Seek feedback on how our curbs are (and are not) working for community members
- Build awareness with community on the range of uses accommodated on our curbs
- Develop support among stakeholders to recognize and achieve the potential benefits from this work



The project has four phases to undertake robust engagement and analysis

 We are here

Phase	Phase 1 Project Development, Building Awareness, and Gathering Information	Phase 2 Policy, Planning & Analysis	Phase 3 Planning & Phasing for Implementation	Phase 4 Project Delivery & Monitoring
Timing	Q4 2023 - Q1 2024	Q1-Q3 2024	Q3-Q4 2024	Q1 2025 →
Deliverables	Initial engagement outcomes & analysis	Draft policy directions; Phase 2 engagement outcomes; final strategy	Develop phased implementation plan	Ongoing area/block-specific plans and changes; ongoing local engagement
Council Check in	Approval to proceed with developing draft policy directions and phase 2 engagement	Approval to proceed with implementation planning	Approval to proceed with phased project delivery	Ongoing at key milestones as appropriate



Thank you.



AGM and Annual Report

Council Meeting, May 13, 2024

System Stats



	2023	2022
Total buildings	108	103
Residents served*	15,603	14,809
Energy delivered	74,453 MWh heating 2,215 MWh cooling	78,704 MWh heating 2,221 MWh cooling
Network length	15 kilometres	14 kilometres
Emission intensity	189 kg CO2/MWh	187kg CO2/MWh

**based on an average household of 2.1, per 2021 Census data*



2023 Highlights



In 2023, 15% of heat sales came from low-carbon energy sources



- 5 new buildings connected
 - Morrison on the Park, 650 E 2nd Street
 - Lonsdale Square Apartments, 126 E 21st Street
 - Sunrise at Lonsdale Square, 2141 Eastern Avenue
 - Victor Apartments, 65 Chesterfield Avenue
 - Neu on Third, 632 E 3rd Street

Financials



Income Statement	2023	2022
Revenue	\$8,579,000	\$8,796,000
Net Income	\$157,000	\$267,000
Energy Sales (MWh)	75,935	78,704

- Revenue down as expected due to:
 - Commodity rate following lower natural gas rates
 - A milder winter led to less energy sales
- Net Income down as expected due to:
 - Investments towards low-carbon energy options
 - RNG provided at cost of natural gas to customers (~\$400,000)



Financials



Debt Servicing	2023	2022
Principal Paid to City	\$1,080,000	\$917,000
Interest Paid to City	\$798,000	707,000
Debt Service Coverage Ratio	1.59	1.57
Funded Debt to Total Capital	0.06	0.00



- Lonsdale Energy has met its financial obligations to the City
- The City earned interest at 3.51%
 - Comparatively, it earned a 2.80% yield from its fixed income investments
- Per its new credit agreement, Lonsdale Energy cannot exceed:
 - 0.65 funded debt to total capital



Thank you

Karsten Veng, Chief Executive Officer
Sean Wood, Manager - Finance



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THE CORPORATION OF THE CITY OF NORTH VANCOUVER
LONSDALE ENERGY CORPORATION

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Karsten Veng, Chief Executive Officer, Lonsdale Energy, and Sean Wood, Manager – Finance, Lonsdale Energy

SUBJECT: 2024 ANNUAL GENERAL MEETING

Date: May 1, 2024

RECOMMENDATION:

PURSUANT to the report of the Chief Executive Officer of Lonsdale Energy Corp., dated April 11, 2024, entitled, “2024 Annual General Meeting”:

THAT the 2023 Financial Statements (Attachment 1) be received and filed;

THAT the attached proposed Unanimous Consent Resolutions of the Shareholder of Lonsdale Energy Corp. (Attachment 2) be endorsed;

AND THAT the Mayor and City Corporate Officer be authorized to sign and seal the said resolution.

ATTACHMENTS:

1. Financial Statements of Lonsdale Energy Corp. for the period ended December 31, 2023
2. Proposed Unanimous Consent Resolutions of the Shareholder of Lonsdale Energy Corp. (in lieu of the annual general meeting)
3. Historical Income Statements for Years of Operation: 2019 – 2023
4. 5-Year Summary of Lonsdale Energy Corp. System Growth Summary: 2019-2023

PURPOSE:

This report presents the audited Financial Statements for the year ended December 31, 2023 (**Attachment 1**) for Lonsdale Energy Corp. (Lonsdale Energy), and provides a summary of 2023 activities and analysis of the statements. The statements comply with the International Financial Reporting Standards (IFRS) as required for government business enterprises. The report recommends that a resolution (**Attachment 2**) be adopted by the City of North Vancouver (the City), the sole shareholder, in lieu of holding an Annual General Meeting.

BACKGROUND:

Established in 2004, Lonsdale Energy provides hydronic (water-based) space heating, cooling and domestic hot water services to multi-family, commercial, and institutional buildings. The Company operates the district energy system (DES) to provide reliable and competitively priced thermal energy across four interconnected service areas within the City. Approximately 27% of the City's population are Lonsdale Energy customers. With the City and Lonsdale Energy recently setting ambitious GHG targets, exploring ways of reducing the carbon emissions was the primary focus in 2023 and will continue to be in the coming years.

For details on the historical performance of the Company, a summary of Lonsdale Energy's financial results over the past 5 years is provided in **Attachment 3**.

DISCUSSION:

Review of 2023 Activity

In 2023, Lonsdale Energy continued to shift focus and accelerate efforts towards a transition away from natural gas as an energy source. This included hiring and reallocating staff time towards research and development of low-carbon energy sources. Also, as part of a new 5-year business plan which began development during the year, Lonsdale Energy has set a new vision for the company, which includes reaching net zero emissions. In consideration of this new direction, the Company set the following carbon interim emissions reduction targets:

1. 40% of energy sales from low-carbon energy sources by 2027,
2. 60% of energy sales from low-carbon energy sources by 2030.

The Company considers its interim emissions reduction targets to be ambitious, tangible and achievable. Additionally, the Company is aligning with the City's climate targets:

1. Reduce emissions by 80% below 2007 levels by 2040, and
2. Net zero by 2050.

These targets align well with the City's targets and emphasize Lonsdale Energy's desire to be an environmental leader in the community. **During 2023, 15% of heat sales came from low-carbon energy sources.** Through the purchase of 12,153 MWh of RNG in 2023, combined with previously discussed energy sources, Lonsdale Energy reduced its natural gas consumption and removed approximately 2,800 tonnes of CO₂ emissions.



Table 1.0: RNG GHG Reductions Graphic

Lonsdale Energy continued to expand its DES infrastructure in 2023. System growth was aimed at connecting and servicing five new buildings:

Connection Date	Name	Service Area	Address
Jan. 17, 2023	Morrison on the Park	Moodyville	650 E 2 nd Street
May 1, 2023	Lonsdale Square Apartments	Central Lonsdale	126 E 21 st Street
Sep. 7, 2023	Sunrise at Lonsdale Square	Central Lonsdale	2141 Eastern Ave.
Sep. 14, 2023	Victor Apartments	Lower Lonsdale	65 Chesterfield Ave.
Dec. 6, 2023	Neu on Third	Moodyville	632 E 3 rd Street

Table 2.0: 2023 Building Connections

With these building additions, the DES at the end of 2023 can be summarized with the following statistics (**Attachment 4** provides detailed statistics for the past five years):

Buildings Connected	108
Heated Space (square feet)	8,250,000
Residential Units	7,430
*Approximate Residents Served	15,600
Heating Capacity (MW)	34.5
Trenched Meters of Pipe (km)	14.7

**This assumes an average household of 2.1 per 2021 census data.*

Table 3.0: 2023 System Summary

During 2023, Lonsdale Energy added approximately 500 metres of underground pipeline to its network, worth \$2.77 million. Additionally, the Company commenced work on a couple of larger civil projects, such as Harbourside Drive (\$845,000) and E 15th Street (\$468,000), which will be completed in 2024. Lonsdale Energy added \$1.82 million of new plant and equipment assets to the system in 2023 (2022 - \$1.54 million). A significant portion was for a 4.5 MW in boiler additions at Mini-Plant 8 (\$1.24 million), which was commissioned in February 2023. Additionally, in the fourth quarter of 2023, Lonsdale Energy commenced construction of MP9, which is located at the Harbourside development, which will begin occupancy at the end of 2024. These boilers were necessary to meet customer demand and coincide with the purchasing of RNG, which helps to offset the carbon emissions of the added capacity. Remaining additions to plant and equipment consist of construction of energy transfer stations to service new buildings. The Company also continued to improve and integrate new customers into its Supervisory

Control and Data Acquisition (SCADA) software. In addition to saving the Company money by eliminating the need for 24-hour staff supervision, the control system provides an abundance of valuable performance data to better serve customers, improve system efficiency, and manage the utilization of energy sources.

Lonsdale Energy continued to progress on several low-carbon energy sources during the year: sewer heat recovery, digital boilers, data server waste heat recovery, ocean source heating, and thermal energy storage. The feasibility and economic viability of these projects is being assessed, as well as the impact on rate payers. The Company also started work on a 5-Year Business Plan and Carbon Neutrality Road Map, as well as negotiating a Commercial Credit Agreement, all aimed at facilitating the transition of the DES to low-carbon energy sources.

Financial Performance Overview

The financial performance of the Company is directed by strategic decision making that balances a traditional return on investment for the shareholder with the goal of reducing carbon emissions and maintaining competitively priced energy for customers. Prioritizing one of these objectives can be detrimental to the others. For example, the prioritization of profits could lead to the use of cheaper, but higher carbon producing technologies. Or implementing a plan to rapidly reduce carbon emissions could require substantial rate increase to customers to cover the significantly higher operating costs. Additionally, the Company is committed to providing a reliable and safe service to the community. These competing objectives must be considered when assessing financial performance. Lonsdale Energy’s emerging business plan will provide further clarity on the strategic direction from 2024-forward. In the interim, Lonsdale Energy has increased its focus on carbon emission reductions and system reliability, while maintaining a reasonable balance towards return on investment and affordability.

Traditional measures of financial performance have been impacted by a change in operations to focus on carbon emission reductions. To meet its carbon reduction targets, the Company has allocated more resources, including staff time, to the research and development of low-carbon energy sources, which has resulted in upfront costs (reducing profits) for the tradeoff of long-term benefits such as emission reductions, which are not directly represented on the financial statements. Despite the change in strategic focus, Lonsdale Energy once again earned a profit in 2023 and met all its financial obligations.

Financial Obligations and Return on Investment

During 2023, Lonsdale Energy satisfied all of its loan obligations to the City per the agreed upon debt repayment schedule endorsed by Council on April 17, 2023. Key figures as of December 31, 2023, include:

	2023	2022
Principal Paid	\$1,080,282	\$917,098
Interest Paid	\$798,088	\$706,877
Debt Service Coverage Ratio	1.59	1.57

Table 4.0: Key Debt Obligation Figures

The City continued to earn a competitive return on its loans to the company, earning 3.51% in interest compared to a yield of 2.51% from the City’s fixed income investment

portfolio in 2022 and 2.80% in 2023. A Debt Service Coverage Ratio (Earnings Before Interest, Taxes, Depreciation and Amortization [EBITDA] / Total Debt Service) of approximately 1.6 is indicative of the Company’s ability to meet its debt obligations. This ratio means that Lonsdale Energy could adequately cover its debt obligations approximately 1.6 times. Per Moody’s Rating Methodology for Regulated Electric and Gas Networks (dated April 13, 2022), a ratio of 1.6 aligns with an “A” credit rating, meaning of high quality and subject to very low credit risk. In addition to the interest paid, \$45,900 in dividends were issued to the City, and profits of \$156,878 were contributed to retained earnings. Given the impact Lonsdale Energy’s carbon reductions have on the City’s carbon emission reduction targets for the community, internal resources and capital contributed towards reduction of the DES’s carbon emissions can also be viewed as a return on investment that will be realized as new low-carbon energy sources are added to the system.

Carbon Emission Reductions and Affordability

Due to high capital cost and higher operating costs (in comparison to a base case of Lonsdale Energy’s high efficiency natural gas boilers), the transition to low-carbon energy sources is expected to increase the Company’s rates to deliver energy to customers. This trend is exemplified in the rates of Lower Mainland district energy systems when compared to their GHG emissions. As the GHG Emission Intensity (the emissions per unit of energy delivered) is reduced, the effective price to customers (cost per unit of energy delivered) correspondingly increases. As a general conclusion, the systems with lowest emissions will also have the highest prices of energy.

GHG Emission Intensity & Effective Rates for Lower Mainland District Energy Systems
Effective Rates as at Dec. 31, 2023

Energy Provider	Type of Service	*GHG Emission Intensity (kg CO2/MWh)	Effective Rate (\$ / MWh)
PCI Marine Gateway (Heating & Cooling)	Hot Water	42	\$155
SFU UniverCity Energy	Hot Water	44	\$164
Shannon Estates Utility Ltd.	Hot Water	61	\$189
False Creek Neighbourhood Energy Utility (NEU)	Hot Water	70	\$129
Surrey City Energy	Hot Water	132	\$122
Lonsdale Energy	Hot Water	189	\$108
River District Energy (East Fraserlands)	Hot Water	220	\$112
Richmond Oval Village District Energy	Hot Water	220	\$114
UBC Neighbourhood DEU	Hot Water	220	\$116

Notes:

1. Effective rates for UBC Neighbourhood DEU, River District Energy, NEU, SFU UniverCity, Richmond Oval, Surrey City Energy, PCI Marine Gateway, and Shannon Estates Utility Ltd. were estimated for 2023 by the City of Vancouver and referenced from report dated 2023-06-19.
2. LEC’s effective rate is calculated based on revenue and heat delivered for the 12 months ended December 31, 2023.
3. Actual effective rates for individual customer buildings may vary due to individual building characteristics and/or energy performance.

Table 5.0: GHG Emission Intensity and Effective Rates for Lower Mainland District Energy Systems

Lonsdale Energy is somewhat of an outlier, as it has reduced carbon emission through the purchase or RNG in 2022 and 2023, however, as of 2023, limited cost impact was

reflected in its Effective Rate, as the Company did not pass additional costs of RNG on to its customers. This has resulted in a lower GHG Emissions factor (189kgCO2/MWh), while still maintaining its historical place as a low-cost provider of thermal energy. To account for an increased costs of clean energy sources in future years, a clean energy premium of 7% was applied to the Company’s Capacity Charge in the 2023 Rate Review. As this premium was not implemented until December 2023, it did not have a material impact on the company’s effective rate in 2023.

	2019	2020	2021	2022	2023
Effective Price	\$86	\$91	\$97	\$108	\$108
GHG Emission Intensity	219	218	218	187	189
Low-Carbon Heat Sales	0.4%	1.0%	1.0%	15.0%	14.0%

Table 6.0: Lonsdale Energy 5-Year Performance Figures

The above table shows the impact of RNG on the Company’s GHG Emission Intensity, as well as heat sales from low-carbon energy sources. Note, the increase in effective price from 2021 to 2022 is not a result of RNG purchases, but instead resulting from inflation and volatility in the natural gas market. There is a slight increase in 2023 GHG Emission Intensity due to the contractual setup of RNG purchases, which are allocated on a percentage basis to various plants. Therefore, prevailing temperatures and actual plant use in 2023 slightly decreased RNG purchases. Staff have renegotiated the basis of these figures to minimize the effects on future RNG purchases.

Lonsdale Energy will continue to strive to minimize the effects of its low-carbon energy transition on rates to customers. The development of a business plan and a Carbon Neutrality Road Map, which began in 2023, will provide guidance for the Company on this journey in a manner that ensures prices remain competitive for customers.

Financial Statement Analysis – Statement of Net and Comprehensive Income

The Statement of Net and Comprehensive Income, or the Income Statement, provides a summary of the revenues, expenses, and financing activities contributing towards a profit (or loss). Lonsdale Energy’s Revenue is earned from utility services while its Cost of Sales are the direct inputs (natural gas, renewable natural gas, and electricity) necessary to provide the services. Operating costs are made up of the servicing and maintenance contracts necessary to run the DES, as well as the General and Administrative expenses. Contributions are made up of the portion of deferred revenue being recognized in the current year. Contributions are received from various sources and made towards the assets of the Company and are recognized over the life of said assets.

A vertical analysis of the Income Statement displays Lonsdale Energy’s expenses as a function of revenue earned, allowing for a proportional comparison to the prior year with consideration for changes in Revenue. It also provides us with the ratios of Gross Margin and Profit Margin.

Income Statement	2023	% of Revenue	2022	% of Revenue
Revenue	\$8,578,865	100%	\$8,796,481	100%
Less: Cost of Sales	4,305,995	50%	4,734,300	54%
Gross Margin	4,272,870	50%	4,062,181	46%
Less: Operating Expenses	4,451,963	52%	3,994,262	45%
Net: Contributions & Financing Costs	335,971	4%	199,121	2%
Net Income (\$) / Profit Margin (%)	\$ 156,878	2%	\$ 267,040	3%

Table 7.0: Vertical Analysis of the 2023 Income Statement

Ratios	2023	2022	Description
Gross Margin	50%	46%	Revenue available after paying direct costs
Profit Margin	2%	3%	Revenue available to increase equity

Table 8.0: Income Statement Ratios

The following are key takeaways from the Income Statement and management's analysis:

- Revenues decreased from \$8.8M to \$8.6M.
Management Analysis: Revenues decreased 2.6% year-over-year because a milder winter resulted in less energy sales (2023 – 74,453 MWh; 2022 – 78,703 MWh) reducing revenues. Additionally, 3 of the 5 buildings added were after September 1st, limiting revenue growth from new customers.
- Gross Margin improved from 46% to 50%.
Management Analysis: Despite a decrease in revenues, Lonsdale Energy increased its gross margin by \$210,689, meaning it earned more on its utility revenues less direct inputs. This is the result of normalization in FortisBC rates, more success in use of variable market natural gas rates to save on natural gas costs, and a rate adjustment to consider RNG as an input for the month of December.
- Operating Costs increased from \$4.0M to \$4.5M.
Management Analysis: This is primarily a result of a 19.5% increase in general administrative costs which was driven by an increase in staff and the support services for staff (IT, insurance, professional services, and general administrative costs). Seven staff members have been hired over the past two years to facilitate a transition to low-carbon energy sources, operate and maintain the growing system, and improve customer service. A rate adjustment was implemented in December 2023 to address higher operating costs of low-carbon energy sources. Additionally, the rate of development in the City has begun to return to pre-COVID-19 levels.
- Lonsdale Energy had a small decrease in profit margin from 3% to 2%.
Management Analysis: The most significant impact on year-over-year profit was an increase in general administrative costs driven by the transition in focus to low-carbon energy sources. As projects progress, a greater portion of costs will be allocated to the projects, minimizing this impact. Additionally, a return to the development pace prior to COVID-19 will increase revenues and help match staffing growth to the projected revenues from the customer base. Also, in late 2023, Lonsdale Energy adjusted rates in consideration of low-carbon energy sources, which will improve its gross margin and increase future

profits. Lonsdale Energy had not previously adjusted rates for RNG, while it assessed its long-term viability, as well as determined energy sourcing in the short-to-medium term.

In summary, while Net Income decreased from \$267,040 to \$156,878 in 2023, this was primarily the result of a transition in focus to the decarbonization of the DES. As the related projects progress and with appropriate rate adjustments moving forward, profits are projected to increase and will be balanced with investment in low-carbon energy sources and affordability to customers.

Financial Statement Analysis – Statement of Financial Position

The Statement of Financial Position, or Balance Sheet, is a summary of Lonsdale Energy’s assets, liabilities and shareholder’s equity on December 31, 2022. It provides a snapshot of the assets owned by the Company’s, and whether they were sourced from liabilities or investment from the shareholder. The asset base is primarily made up of the Plant and Equipment used to generate and deliver energy to customers, as well as the materials for construction of future infrastructure. Additionally, liquid assets (cash, accounts receivable and prepaid expenses) are held for operating the Company. A loan from the City for construction of DES infrastructure represents a significant portion of Lonsdale Energy’s liabilities. Deferred contributions from government entities, utilities, developers, etc. for asset construction are also a portion of liabilities, as the Company recognizes these contributions over the life of the asset. Current liabilities represent the outflow of resources owed within a year.

A vertical analysis of the Balance Sheet displays Lonsdale Energy’s Assets, Liabilities and Shareholder’s Equity as a function of total assets, allowing for a proportional comparison to the prior year.

Balance Sheet	2023	% of Assets	2022	% of Assets
Current Assets	\$ 4,191,716	9.2%	\$ 3,124,271	7.4%
Long-term Assets	41,559,436	90.8%	39,065,345	92.6%
Total Assets	45,751,152	100.0%	42,189,616	100.0%
Current Liabilities	7,620,683	16.7%	4,760,659	11.3%
Long-term Liabilities	33,301,176	72.8%	32,602,586	77.3%
Shareholder’s Equity	4,829,294	10.6%	4,826,371	11.4%
Total Liability & Shareholder’s Equity	\$ 45,751,152	100.0%	\$ 42,189,616	100.0%

Table 9.0: Vertical Analysis of the 2023 Balance Sheet

Ratios	2023	2022	Description
Current Ratio	0.55	0.66	Measures liquidity
Debt-to-Assets	0.89	0.89	Assets purchased through debt
Funded Debt to Total Capital	0.06	0.00	A measure of debt to the commercial bank in comparison to total capital. Per the credit agreement, it cannot be 0.65 or greater.

Table 10.0: Balance Sheet Ratios

The following are key takeaways from the Balance Sheet and management’s analysis:

1. Short-term assets increased and Long-term assets decreased as a proportion of total assets.

Management Analysis: This change is representative of Lonsdale Energy holding more assets as liquid assets or cash. Lonsdale Energy's cash balance was \$1.8M at the end of 2023, compared to \$0.8M at the end of 2022. This is somewhat subjective, depending on the timing of large payables, for example, Lonsdale Energy paid for a large boiler purchase at the end of 2022, however the Company will generally be carrying a larger cash balance in the years to come to manage cash flows for several significant capital projects.

2. Current liabilities increased 5% proportionally and by \$2.9M.

Management Analysis: A significant portion of this increase is due to Lonsdale Energy drawing \$2.0M on a line of credit it secured in 2023 from a commercial bank. The \$2.0 million was drawn to facilitate cash flow while a second facility, for capital projects (some of which were completed in 2023), was being secured. Once the second facility is drawn upon in 2024, this \$2.0M will move from current to long-term liabilities. Additionally, Lonsdale Energy had some large payables outstanding at the end of the year inflating its accounts payable balance compared to 2022. These payables were paid in early 2024.

3. Lonsdale Energy has a current ratio below 1.0.

Management Analysis: The current ratio represents a company's ability to pay off its current liabilities with current assets. A current ratio of 0.55 therefore needs explanation, as it indicates insufficient liquid assets. However, \$2.0M of current liabilities are actually long-term liabilities once Lonsdale Energy has access to all of the facilities in its credit agreement with the bank. Reclassifying this amount increases the current ratio to 0.75. Beyond this, the Company has used additional working capital to fund additional capital projects while the agreement is finalized. With the appropriate drawing on the facility, the current ratio would have been 1.21 at the end of 2023. Management regularly generates 24-month cash flow projections to monitor its cash balance and is confident in the organization's ability to meet its short-term obligations.

In the past, Lonsdale Energy has provided a debt-to-equity ratio in its analysis, which has measured its loans from the City in comparison to shareholder's equity (i.e. leverage). However, in 2023 the Company negotiated a credit agreement with a commercial bank and, with this new funding source, Lonsdale Energy and stakeholders need to reconsider how leverage is measured. As the City is Lonsdale Energy's sole shareholder, the bank considers its loan to Lonsdale Energy as a shareholder loan and therefore classifies it as a form of equity. As part of the credit agreement, it is a condition that Lonsdale Energy does not exceed a funded debt to total capital (FDTC) ratio of 0.65, which measures the Company's reliance on the bank's lending facility. With this new context and only \$2.0M drawn on the line of credit from the bank in 2023, the Company's FDTC ratio was 0.06, well below the covenant limit.

In summary, there were no major changes in the Balance Sheet from 2022 to 2023 as operations remained largely the same. Lonsdale Energy continued to increase assets as it added infrastructure to the DES. At face value, there are some concerns arising from an increase to the current liabilities and a low current ratio, however these are the result of the use of working capital and a line of credit to manage cash flows while commercial

funding was negotiated with the bank. Upon completion in 2024, funds will be drawn for projects completed in 2023 and these indicators will return to normal.

Annual General Meeting

As the City is the sole shareholder of Lonsdale Energy, a Unanimous Consent Resolutions of the Shareholder (**Attachment 2**) has been submitted so the shareholder may consent to the resolutions of the AGM as required by Provincial legislation.

The consent resolution reappoints Jessica McIlroy, Leanne McCarthy, Karsten Veng, and Larry Sawrenko to act as the directors of the Company and also appoints the following officers of the Company:

Name	Office
Larry Sawrenko	Chairperson of the Board and President
Jessica McIlroy	Vice-Chair of the Board and Director At Large
Karsten Veng	Chief Executive Officer
Sean Wood	Secretary-Treasurer

Additionally, the resolution names BDO Canada LLP as auditors of the Company until the next annual reference date or until a successor is appointed. The City and Lonsdale Energy issued a Request for Proposal for Professional Audit Services related to the Company’s financial statements from 2021-2025 and BDO was the successful proponent.

Outlook for 2024

2024 will be a busy year for Lonsdale Energy with 12 scheduled connections, delivery of a strategic business plan, and initiation of work on a carbon neutrality road map. The Company will continue to assess the feasibility of low-carbon energy sources from a technical and economic perspective. Staff will complete rigorous financial analysis on these projects to determine the impacts on profits and affordability to customers before making any investment decisions or recommendations.

FINANCIAL IMPLICATIONS:

Discussed throughout the report.

STRATEGIC PLAN IMPLICATIONS:

Lonsdale Energy’s goals aligns with the 2022-2026 Council Strategic Plan, more specifically, Council’s Livable City commitment to creating a resilient city that leads the way in climate action and acts as a steward of the environment for future generations by:

- Supporting Lonsdale Energy Corporation in advancing its decarbonization strategy in order to transition to a net-zero emissions system.

RESPECTFULLY SUBMITTED:



Karsten Veng, P.Eng., PMP
Chief Executive Officer, Lonsdale Energy



Sean Wood, CPA
Manager - Finance, Lonsdale Energy

Financial Statements of

LONSDALE ENERGY CORP.

Year ended December 31, 2023



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Independent Auditor's Report

To the Shareholders of Lonsdale Energy Corporation

Opinion

We have audited the financial statements of Lonsdale Energy Corporation (the "Entity"), which comprise the Statement of Financial Position as at December 31, 2023, and the Statements of Net and Comprehensive Income, Changes in Equity and Cash Flows for the year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Entity as at December 31, 2023, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.



As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Chartered Professional Accountants

Vancouver, British Columbia
April 19, 2024

LONSDALE ENERGY CORP.

Statement of Financial Position

December 31, 2023, with comparative information for 2022

	Note	2023	2022
Assets			
Current assets:			
Cash		\$ 1,758,100	\$ 709,364
Accounts receivable	5	2,292,410	2,292,925
Prepaid expenses		141,207	121,982
		4,191,717	3,124,271
Plant and equipment	6(a)	36,745,283	35,975,408
Plant and equipment under construction	6(b)	3,742,344	1,808,033
Supplies for the distribution system and general equipment	6(b)	481,149	636,923
Software assets	7	590,660	644,980
		\$ 45,751,153	\$ 42,189,615
Liabilities and Shareholder's Equity			
Current liabilities:			
Accounts payable and accrued liabilities		\$ 1,772,895	\$ 1,115,823
Due to the City of North Vancouver	8(a)	1,107,755	1,121,922
Line of Credit	9	2,000,000	-
Security deposits		797,500	657,500
Current portion of Loan from City of North Vancouver	8(b)	1,010,000	1,080,000
Current portion of deferred contributions	10	932,533	785,413
		7,620,683	4,760,658
Loan from City of North Vancouver	8(b)	25,612,804	25,573,086
Deferred contributions	10	7,688,372	7,029,500
		40,921,859	37,363,244
Shareholder's equity:			
Share capital	11	2,000,010	2,000,010
Contributed surplus	12	3,669	111,723
Retained earnings		2,825,615	2,714,638
		4,829,294	4,826,371
Commitments and contingencies (note 16)			
		\$ 45,751,153	\$ 42,189,615

See accompanying notes to financial statements.

Approved on behalf of the Board:

 Director

 Director

LONSDALE ENERGY CORP.

Statement of Net and Comprehensive Income

Year ended December 31, 2023, with comparative information for 2022

	Note	2023	2022
Revenue	13 & 14	\$ 8,578,865	\$ 8,796,481
Cost of sales		4,305,995	4,734,300
		4,272,870	4,062,181
Operating expenses:			
Plant operation and maintenance		347,137	325,009
Depreciation		1,911,242	1,834,262
General and administrative	15	2,193,584	1,834,991
		4,451,963	3,994,262
Contributions and financing costs:			
Contributions	10 & 12	1,040,587	785,413
Finance income		93,472	120,585
Finance costs	8(b)	(798,088)	(706,877)
		335,971	199,121
Net income and comprehensive income		\$ 156,878	\$ 267,040

See accompanying notes to financial statements.

LONSDALE ENERGY CORP.

Statement of Changes in Equity

Year ended December 31, 2023, with comparative information for 2022

	Share capital	Contributed surplus	Retained earnings	Shareholder's equity
Balance, December 31, 2021	\$ 2,000,010	\$ 111,723	\$ 2,501,497	\$ 4,613,230
Net income and comprehensive income	-	-	267,040	267,040
Cash dividends	-	-	(53,900)	(53,900)
Balance, December 31, 2022	2,000,010	111,723	2,714,637	4,826,370
Net income and comprehensive income	-	-	156,878	156,878
Cash dividends (Note 11)	-	-	(45,900)	(45,900)
Contributed Surplus funded initiatives (Note 12)	-	(108,054)	-	(108,054)
Balance, December 31, 2023	\$ 2,000,010	\$ 3,669	\$ 2,825,615	\$ 4,829,294

See accompanying notes to financial statements.

LONSDALE ENERGY CORP.

Statement of Cash Flows

Year ended December 31, 2023, with comparative information for 2022

	2023	2022
Cash provided by (used in)		
Operations:		
Net income	\$ 156,878	\$ 267,040
Adjustments for:		
Depreciation	1,911,242	1,834,262
Recognition of deferred contributions	(1,040,587)	(785,413)
Net finance cost	704,616	586,292
Loss on disposal of plant and equipment	30,197	96,928
Change in non-cash operating working capital:		
Accounts receivable	515	(257,971)
Prepaid expenses	(19,225)	(6,949)
Accounts payable and accrued liabilities	657,072	163,826
Due to the City of North Vancouver	(14,167)	455,785
Security deposits	140,000	102,441
Net cash from operating activities	2,526,541	2,456,241
Investing:		
Purchase of plant and equipment (including supplies for the distribution system put into use)	(4,538,853)	(2,602,268)
Change in supplies for distribution system	155,774	(264,266)
Purchase of software assets	(52,452)	(172,693)
Holdback for debt reserve fund received	-	20,000
Interest received	93,472	120,585
Net cash used in investing activities	(4,342,059)	(2,898,642)
Financing:		
Contributions received	1,738,524	1,278,233
Line of credit	2,000,000	-
Repayments of loans from the City of North Vancouver	(1,080,282)	(680,000)
Proceeds from loans from the City of North Vancouver	1,050,000	630,000
Dividends paid to the City of North Vancouver	(45,900)	(53,900)
Interest paid	(798,088)	(706,877)
Principal payments on Green Municipal Investment Fund loan	-	(237,098)
Net cash from financing activities	2,864,254	230,358
Increase (decrease) in cash	1,048,736	(212,043)
Cash, beginning of year	709,364	921,407
Cash, end of year	\$ 1,758,100	\$ 709,364

See accompanying notes to financial statements.

LONSDALE ENERGY CORP.

Notes to Financial Statements

Year ended December 31, 2023

1. Reporting entity:

Lonsdale Energy Corp. (the “Company”) is domiciled in Canada and was incorporated under the Business Corporations Act (British Columbia) on July 7, 2003 and commenced development activities thereafter and commercial operations on March 1, 2004. Since inception, the efforts of the Company have been devoted to the development and operation of a district energy system in the City of North Vancouver. The address of the Company’s registered office is Suite E, 15 Chesterfield Place, North Vancouver, British Columbia, V7M 3K3.

The Company is a wholly owned subsidiary of The Corporation of the City of North Vancouver (the “City”), the parent organization. The full financial statements of the City are publicly available and produced by the City.

Under Section 149(1)(d) of the Income Tax Act, the Company is exempt from income and capital taxes by virtue of the fact that it is a wholly owned subsidiary of the City.

2. Basis of presentation:

(a) Statement of compliance:

The financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS).

The financial statements were authorized for issue by the Board of Directors on April 11, 2024.

(b) Basis of measurement:

The financial statements have been prepared on the historical cost and a going concern basis. The going concern basis of presentation assumes the Company will continue in operation for the foreseeable future and will be able to realize its assets and settle its liabilities and commitments in the normal course of business.

Management believes that, based on its current cash flow forecasts and the continued and on-going availability of financing, when and if required, to fund future capital requirements that the Company will be able to operate for the foreseeable future.

(c) Functional and presentation currency:

These financial statements are presented in Canadian dollars, which is the Company’s functional currency.

(d) Critical accounting judgements and estimates:

The preparation of the financial statements in conformity with IFRS requires management to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

2. Basis of presentation (continued):

(d) Critical accounting judgements and estimates (continued):

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimates are revised and in any future periods affected.

Information about assumptions and estimation uncertainties that have a significant risk of resulting in a material adjustment within the next financial year are included in the following notes:

Note 5 and 17 - valuation of accounts receivable

Note 4(a)(iii), 4(g) and 6 - useful lives of plant and equipment and valuation of plant and equipment

Note 4(b) and 7 - useful lives of software assets

3. Adoption of new accounting standards:

There are no new accounting standards, interpretations and/or amendments impacting the Company that have been adopted for the accounting year beginning on January 1, 2023 which have given rise to changes in the Company's accounting policies or resulted in any material changes to the measurement or presentation of any items in the Company's financial statements, but affect the disclosure of accounting policies of the Company.

IAS 1 amendments and IFRS Practice Statement 2 became effective January 1, 2023. The amendments aim to make accounting policy disclosures more informative. The amendments also provide guidance under what circumstances, the accounting policy information is likely to be considered material and therefore require disclosure.

4. Material accounting policies:

(a) Plant and equipment, supplies for the distribution system:

(i) Recognition and measurement:

Items of plant and equipment are measured at cost less accumulated depreciation and accumulated impairment losses.

Cost includes expenditures that are directly attributable to the acquisition of the asset. The cost of self-constructed assets include the cost of materials and direct labour, any other costs directly attributable to bringing the assets to a working condition for their intended use, the costs of dismantling and removing the items and restoring the site on which they are located, and borrowing costs on qualifying assets.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

4. Material accounting policies (continued):

(a) Plant and equipment, supplies for the distribution system (continued):

The supplies for the distribution system are capital items, not for resale, which have yet to be used in the construction of the distribution system infrastructure, and accordingly, are not amortized until installed and available for use.

Purchased software that is integral to the functionality of the related equipment is capitalized as part of that equipment.

When significant parts of an item of plant and equipment have different useful lives, they are accounted for as separate items (major components) of plant and equipment.

Gains and losses on disposal of an item of plant and equipment are determined by comparing the proceeds from disposal with the carrying amount of plant and equipment and are recognized net within other income in profit or loss.

(ii) Depreciation:

Depreciation is calculated over the depreciable amount, which is the cost of an asset less its residual value.

Depreciation is recognized in profit or loss on a straight-line basis over the estimated useful lives of each part of an item of plant and equipment, since this most closely reflects the expected pattern of consumption of the future economic benefits embodied in the asset.

Depreciation of the various components of the general equipment and sections of the distribution system starts once a component/section is available for use at the following rates on a straight line basis for the current and comparative periods:

Asset	Rate
Distribution system	2.5%
Communication system	4.0%
General equipment	5.0%
Computer and office equipment	20.0%

Depreciation methods, useful lives and residual values are reviewed at each financial year end and adjusted if appropriate.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

4. Material accounting policies (continued):

(b) Software assets:

Software assets, less their estimated residual values, are amortized on a straight-line basis. Depreciation of the software assets starts once the software is available for use at the following rate on a straight-line basis for the current and comparative periods:

Asset	Rate
Software	10.0%

The estimated useful lives, amortization method, and residual value of each asset are evaluated annually or more frequently if required, and are adjusted, if appropriate.

(c) Revenue recognition:

The Company recognizes revenue when it transfers control over a promised good or services, which constitutes a performance obligation under the contract, to a customer and where the Company is entitled to consideration as a result of completion of the performance obligation. Depending on the terms of the contract with the customer, revenue recognition can occur at a point in time or over time. When a performance obligation is satisfied, revenue is measured at the transaction price that is allocated to that performance obligation. Revenue is recognized over time generally using output as a measure of progress (i.e. kilowatt hours delivered) as the Company's customers simultaneously receive and consume energy. Energy sales are based on fixed rates and meter readings and are billed on a cyclical basis. Revenue is accrued for energy delivered but not yet billed where collection of the relevant receivable is probable, persuasive evidence of an arrangement exists and the sales price is fixed or determinable and it is highly probable that a subsequent change in its estimate would result in a significant revenue reversal.

Application fees are calculated based on a percentage of the value of a development. Revenue is earned and recognized annually on an accrual basis over the three-year period services are provided.

Connection fee revenues are determined based on the capacity requirements planned for a development and are initially deferred and recognized in profit or loss on a systematic basis consistent with the depreciation of the asset.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

4. Material accounting policies (continued):

(d) Government grants:

Government grants are recognized initially as deferred contributions at fair value when there is reasonable assurance that they will be received, and the Company will comply with the conditions associated with the grant. Grants that compensate the Company for operating expenses incurred are initially deferred and recognized in statement of net and comprehensive income as other income in the same periods in which the expenses are recognized. Grants that compensate the Company for the cost of an asset are initially deferred and recognized in profit or loss on a systematic basis consistent with the depreciation of the of the asset, over the useful life of the asset when put into use.

(e) Finance income and finance costs:

Finance income comprises of interest on funds invested. Interest income is recognized as it accrues in profit or loss, using the effective interest method.

Finance costs comprise interest expense on borrowings, unwinding of the discount on provisions, and impairment losses recognized on financial assets. Borrowing costs that are not directly attributable to the acquisition, construction or production of a qualifying asset are recognized in profit or loss using the effective interest method.

(f) Financial instruments:

(i) Financial assets:

The Company has the following financial assets: cash and trade receivables.

The Company initially recognizes cash and accounts receivable on the date on which they are originated. Cash and trade receivable are initially measured at fair value and are subsequently classified and measured at amortized cost, using the effective interest rate method, because they solely meet the payments of principal and interest criterion and are held within a business model whose objective is to hold financial assets in order to collect contractual cash flows. The carrying amount is reduced through the use of a loss allowance and the amount of the related loss allowance is recognized in profit or loss (Note 5(c)). Subsequent recoveries of receivables and unbilled service revenue previously provisioned are credited to profit or loss.

Due to its short-term nature, the carrying amounts of trade receivable and unbilled service revenue approximates their fair value.

(ii) Financial liabilities:

The Company initially recognizes financial liabilities on the date that they are originated. All other financial liabilities are recognized initially on the trade date at which the Company becomes a party to the contractual provisions of the instrument.

Such financial liabilities are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition these financial liabilities are measured at amortized cost using the effective interest method.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

4. Material accounting policies (continued):

(f) Financial instruments (continued):

(ii) Financial liabilities (continued):

The Company derecognizes a financial liability when its contractual obligations are discharged, cancelled or expire.

The Company has the following financial liabilities: accounts payable and accrued liabilities, due to the City of North Vancouver, security deposits, a line of credit, and a loan from City of North Vancouver.

Financial assets and liabilities are offset, and the net amount presented in the statement of financial position when, and only when, the Company has a legal right to offset the amounts and intends either to settle on a net basis or to realize the asset and settle the liability simultaneously.

(g) Impairment of long-lived assets:

The carrying amounts of the Company's non-financial assets are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated.

The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. For the purpose of impairment testing, assets that cannot be tested individually are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or groups of assets (the "cash-generating unit, or CGU").

The Company's corporate assets do not generate separate cash inflows. If there is an indication that a corporate asset may be impaired, then the recoverable amount is determined for the CGU to which the corporate asset belongs.

An impairment loss is recognized if the carrying amount of an asset or its CGU exceeds its estimated recoverable amount. Impairment losses are recognized in profit or loss.

An impairment loss is reversed if there has been a change in the estimates used to determine the recoverable amount. The impairment loss is reversed only to the extent that the asset's carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortization, if no impairment loss had been recognized.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

4. Significant accounting policies (continued):

(h) New standards and interpretations not yet adopted:

At the date of authorization of these financial statements, certain new standards, amendments and interpretations to existing standards have been published by the IASB but are not yet effective and have not been adopted early by the Company. Management anticipates that all the relevant pronouncements will be adopted in the Company's accounting policies for the first period beginning after the effective date of the pronouncement. There are currently no new standards, amendments, or interpretations that are expected to materially impact the Company's financial statements.

5. Accounts receivable:

	2023	2022
Trade receivables	\$ 1,883,717	\$ 2,035,006
Sales tax receivable	408,693	257,919
	<u>\$ 2,292,410</u>	<u>\$ 2,292,925</u>

The Company settles the receivables due from the City separate from its payment of the amounts due to the City (Note 8(a)). As a result, the outstanding receivables and payables due from/to the City are recorded on a gross basis.

The aging of trade receivables at the reporting date was:

	2023	2022
(a) Utilities		
Current	\$ 1,264,875	\$ 1,647,442
Past due 30-60 days	13,219	31,386
Past due 61-90 days	6,812	2,688
Past due greater than 90 days	51,951	6,665
(b) Application fees		
Current	\$ -	\$ 472
Past due 30-60 days	-	-
Past due 61-90 days	-	51,975
Past due greater than 90 days	-	-
(c) Other		
Current	\$ 546,860	\$ 294,378
Past due 30-60 days	-	-
Past due 61-90 days	-	-
Past due greater than 90 days	-	-
	<u>\$ 1,883,717</u>	<u>\$ 2,035,006</u>

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

5. Accounts receivable (continued):

(a) Utilities

Included in utilities are trade receivables for the monthly provision of space heating, space cooling and domestic hot water services.

(b) Application fees

Included in application fees are trade receivables for 0.15% of the construction value of new developments connecting to the Company's district energy system. These trade receivables cover multiple phases of development and the developers are offered the option of paying fees separately by phase. Phased payments can result in the potential for longer aging of trade receivables. These trade receivables are still expected to be collected within one year.

(c) Other

Included in other are trade receivables such as the connection fees from new customers or contributions from developers for extended distribution piping as part of the initial connection of a building to the system.

The Company measures the loss allowance using the simplified method at an amount equal to the lifetime expected credit loss (ECL) for trade receivables. The ECL is an estimation of loss in the event of default of the trade receivable arising from default events occurring in the lifetime of the instrument. The lifetime ECL is estimated based on historical default rates and forward-looking trends in the energy and real estate industry.

No loss allowance has been made in relation to the collectability of accounts receivable as at December 31, 2023 and 2022 as the impact is expected to be trivial.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

6. Plant and equipment:

(a) The Company's plant and equipment consists of the following:

	Distribution system	General equipment	Total
<i>Cost</i>			
Balance as at December 31, 2022	\$ 30,881,989	\$ 18,204,443	\$ 49,086,432
Additions	840,652	1,763,890	2,604,542
Disposal	-	(30,197)	(30,197)
Balance as at December 31, 2023	\$ 31,722,641	\$ 19,938,136	\$ 51,660,777
<i>Accumulated depreciation</i>			
Balance as at December 31, 2022	\$ 5,256,811	\$ 7,854,213	\$ 13,111,024
Depreciation	829,485	974,985	1,804,470
Disposal	-	-	-
Balance as at December 31, 2023	\$ 6,086,296	\$ 8,829,198	\$ 14,915,494
<i>Net book value</i>			
At December 31, 2022	\$ 25,625,178	\$ 10,350,230	\$ 35,975,408
At December 31, 2023	\$ 25,636,345	\$ 11,108,938	\$ 36,745,283

(b) Assets under construction represent \$3,742,344 (2022 - \$1,808,033) of work completed on plant and equipment during the year for assets which have not yet been put into use. Supplies for the distribution system and general equipment represent \$481,149 (2022 - \$636,923) of plant and equipment, which have not yet been installed or used for the district energy system. Consequently, they are not being amortized. Certain comparative figures have been reclassified to conform with the current year's presentation.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

7. Software assets:

Cost

Balance, at December 31, 2022	\$ 1,186,450
Additions	52,452
<u>Balance, at December 31, 2023</u>	<u>\$ 1,238,902</u>

Accumulated Depreciation

Balance, at December 31, 2022	\$ 541,470
Depreciation	106,772
<u>Balance, at December 31, 2023</u>	<u>\$ 648,242</u>

Net book value

At December 31, 2022	\$ 644,980
At December 31, 2023	\$ 590,660

In 2014, the Company initiated the replacement and upgrade of the central control system in the Lower Lonsdale service area as well as acquiring a new financial reporting system software. The new financial reporting system was put into service in March 2015 and is being amortized over its estimated useful life of 10 years. The control system was put into service in July 2016 and is being amortized over its estimated useful life of 10 years.

In 2017, the Company undertook further controls upgrades for the Harbourside and Central Lonsdale service areas. The control system in Harbourside was put into service in September 2017 and the Central Lonsdale system was completed and put into service in January 2019. New customers and customers in the new Moodyville service area have been substantially added to the control system as they have been connected to the district energy system. Customers continue to be integrated into the controls system as they are added to the district energy system.

8. Due to the City of North Vancouver:

(a) Due to the City of North Vancouver:

The amount due to the City of \$1,107,755 (2022 - \$1,121,922) arises from operating expenses paid by the City on behalf of the Company. The amounts outstanding as at December 31, 2023 are expected to be repaid as part of the ongoing operations of the Company. The amount due to the City is non-interest bearing, unsecured and due on demand.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

8. Due to the City of North Vancouver (continued):

(b) Loans from the City of North Vancouver:

	2023	2022
Demand promissory note (i)	\$ 26,622,804	\$ 26,653,086

On August 1, 2023 a five-year non revolving demand term loan was issued by the City to borrow a maximum of \$35,632,966. This Promissory Note replaced and nullified all previous Promissory Notes issued by the City to the Company. The loan matures on August 1, 2028 and bears interest at 3.51% per annum. As at December 31, 2023 an amount of \$26,622,804 remains due to the City. During the year, the Company drew \$1,050,000 (2022 - \$630,000) from this promissory note. After considering the principal payments of \$4,369,162 made to date, the remaining funding available to the Company under the terms of the agreement is \$4,641,000, which the Company expects to draw on for future asset construction.

Although the term loans are due on demand, with the exception of an amount of \$1,010,000 (2022 – \$1,080,000), the amounts have been classified as a non-current liability as the City has, as approved by Council, committed to providing the Company with a twelve month notice period for any reimbursements of the loan requested in advance of the planned repayment schedule based on management’s forecast.

In 2023, \$1,080,282 (2022 - \$680,000) was repaid to the City in payment of the principal of the loans from the City. The interest expense of \$798,088 (2022 - \$703,877) related to the Due to the City of North Vancouver is included in finance costs in the Statement of Net and Comprehensive Income.

9. Line of Credit:

In 2023, the Company negotiated a credit agreement with a Canadian Bank which was executed on December 22, 2023. Included in this credit agreement was a Line of Credit revolving facility. The borrowing purpose of this facility is for general corporate purposes. The Company may borrow, repay and reborrow up to \$2,000,000 of the amount of this facility. During the year, the Company drew \$2,000,000 from the line of credit. The line of credit shall be repaid in full by June 30, 2024, which may be extended by the Bank to a date that is not more than one year after the current maturity date, and bears an interest at bank prime rate + 0.30%.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

10. Deferred contributions:

	2023	2022
(a) Green Municipal Investment Fund Project Grant	\$ 657,377	\$ 738,869
(b) Gas Tax Agreement – Innovation Fund	675,651	700,049
(c) Infrastructure Stimulus Fund Grant	71,311	73,395
(d) Solar Water Installation	81,961	95,621
(e) Contributions from developers and new customers	6,930,977	6,190,603
(f) Contributions from utility companies	203,628	16,376
	8,620,905	7,814,913
Current portion	(932,533)	(785,413)
Non-current portion	\$ 7,688,372	\$ 7,029,500

(a) Green Municipal Investment Fund Project Grant:

In 2005, the City and the Federation of Canadian Municipalities (FCM) entered into an agreement whereby FCM provides a grant from the Green Municipal Investment Fund. The grant provides for 25% of the eligible costs, to a maximum of \$2,000,000, related to the construction of the mini-plants, distribution system and project soft costs such as those related to intangible assets, development costs and pre-operating costs. The Company has received the maximum eligible grant of \$2,000,000.

The contribution is recognized over the useful life of the related assets. The portion of the grant that is not recognized as revenue is recorded as deferred contribution.

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution - FCM Grant, beginning of year	\$ 738,869	\$ 820,051
Revenue recognized from grant	(81,492)	(81,182)
Deferred contribution - FCM Grant, end of year	\$ 657,377	\$ 738,869

(b) Gas Tax Agreement - Innovation Fund:

In 2009, the City and the Union of British Columbia Municipalities (UBCM) entered into an agreement whereby UBCM provided a grant from the Gas Tax Innovation Fund. The grant provides for 100% of the eligible costs, to a maximum of \$973,750 related to the construction of a section of the distribution system in Central Lonsdale. The Company has received the maximum eligible grant of \$973,750.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

10. Deferred contributions (continued):

(b) Gas Tax Agreement - Innovation Fund (continued):

The contribution is recognized over the useful life of the distribution system at a rate of 2.5% per year from the date the section covered under the grant is available for use. The portion of the grant that is not recognized as revenue is recorded as deferred contribution.

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution - Gas Tax Grant, beginning of year	\$ 700,049	\$ 724,447
Revenue recognized from grant	(24,398)	(24,398)
Deferred contribution - Gas Tax Grant, end of year	\$ 675,651	\$ 700,049

(c) Infrastructure Stimulus Fund Grant:

In 2011, the City and the Province of British Columbia (Province) entered into agreement whereby the Province provides a grant from the Infrastructure Stimulus Fund. The grant provides for 66.66% of the eligible costs, to a maximum of \$83,332 related to the construction of a section of the distribution system in Central Lonsdale. The maximum contribution of \$83,332 was received in 2011.

The contribution is recognized over the useful life of the distribution system at a rate of 2.5% per year from the date the section completed under the grant is available for use. Depreciation of this section of the distribution system started to be recognized as of November 1, 2017 resulting in the commencement of revenue recognition.

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution - Infrastructure Stimulus Fund Grant, beginning and end of year	\$ 73,395	\$ 75,478
Revenue recognized from grant	(2,084)	(2,083)
Deferred contribution – Infrastructure Stimulus Fund Grant, end of year	\$ 71,311	\$ 73,395

(d) Solar Water Installation:

In 2010, the City transferred the ownership of the Solar Panels to the Company which involved the transfer of all costs incurred and contributions received that were associated with the project.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

10. Deferred contributions (continued):

(d) Solar Water Installation (continued):

The City had incurred a total of \$347,150 in project costs and received two grant contributions from the Federal Government and the Province towards the project for a total of \$273,202. The contributions are recognized over the useful life of the solar panels at rate of 5% per year.

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution - Solar Water Installation, beginning of year	\$ 95,621	\$ 109,281
Revenue from contributions recognized	(13,660)	(13,660)
Deferred contribution - Solar Water Installation, end of year	\$ 81,961	\$ 95,621

(e) Contributions from developers and new customers:

Prior to connection of a development, the Company receives contributions from developers, in the form of application fees, for engineering services rendered during the permitting process, as well as for a period of eighteen months after occupancy has been achieved to monitor the building system's performance. This period is to ensure the in-building system performs in accordance with the Hydronic Heat Energy Bylaw (Bylaw No. 7575) and meets the Company's district energy system requirements. The contributions are recognized over a three-year period which includes eighteen months for services during the permitting process and eighteen months for performance monitoring and related activities.

The Company also includes the connection fees received as part of the initial connection of a building to the system in the contributions from developers and new customers. These fees and general contributions (see below) are linked to the cost of the initial connection including installation of the building heat exchanger. The contributions are recognized over the useful life of the general equipment at a rate of 5% per year from the date of connection of the building. This amount includes compensation of \$98,493 and \$23,676 received in 2016 and 2017 respectively, from the City for service connection rebates granted to rental buildings.

The Company recognizes general contributions received as part of initial connection, such as the amounts reimbursed by developers to the Company for costs to construct or acquire property and equipment, in deferred contributions from developer and new customers. Revenue from the contribution is recognized over the useful life of the distribution system (at a rate of 2.5%) or equipment (at a rate of 5%) asset on an annual basis from the date the asset is put into use.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

10. Deferred contributions (continued):

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution from developers and new customers, beginning of year	\$ 6,190,603	\$ 5,573,730
Contributions	1,531,561	1,278,233
Revenue recognized from contributions	(791,187)	(661,360)
Deferred contribution, end of year	\$ 6,930,977	\$ 6,190,603

(f) Contribution from utility companies:

- (i) In 2009, the City received funding under the Efficient Boiler Program administered by Fortis Gas Inc. of \$54,586. The contribution is recognized over the useful life of the boilers at a rate of 5% per year.
- (ii) In 2023, the Company received funding under the Product Rebate Program administered by FortisBC of \$71,964 and \$135,000 for boilers added to the district energy system. These contributions are recognized over the useful life of the respective boilers at a rate of 5% per year.

The following table summarizes the amount recognized as of December 31:

	2023	2022
Deferred contribution from utility companies, beginning of year	\$ 16,376	\$ 19,105
Contributions	206,964	-
Revenue recognized from contributions	(19,712)	(2,279)
Deferred contribution from utility companies, end of year	\$ 203,628	\$ 16,376

11. Share capital:

The authorized capital of the Company consists of an unlimited number of voting common shares without par value. As of December 31, 2023, a total of 2,001,000 shares were issued and outstanding to the Company's sole shareholder, the City, for a value of \$2,000,010 (2022 - \$2,000,010).

There were no changes in share capital during the year.

Dividends issued amounted to \$45,900 (2022 - \$53,900), were approved by the board on December 14, 2023, and were paid to the City.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

12. Contributed Surplus:

(a) Contributed Surplus – Corporate

In July 2008, the City provided a \$100,000 contribution to the Company for the purpose of investigating business opportunities outside the municipality. During 2023, the Company spent \$96,331 on related activities and is recognizing this amount in 2023.

	2023	2022
Deferred contribution - Solar Water Installation, beginning of year	\$ 100,000	\$ 100,000
Revenue from contributions recognized	(96,331)	-
Deferred contribution - Solar Water Installation, end of year	\$ 3,669	\$ 100,000

(b) Contributed Surplus – Community Energy Promotion

In April 2008, the City provided a \$11,722 in surplus funds from the Community Energy Conference to the Company for the purpose of funding promotional initiatives. During 2023, the Company spent more than this amount on related activities and is recognizing the full amount during the year.

	2023	2022
Deferred contribution - Solar Water Installation, beginning of year	\$ 11,723	\$ 11,723
Revenue from contributions recognized	(11,723)	-
Deferred contribution - Solar Water Installation, end of year	\$ -	\$ 11,723

13. Related parties:

The City has incurred expenses, including sales taxes, on behalf of the Company in the year of approximately \$2,504,543 (2022 - \$1,942,631) by providing staff, IT support, payroll support, purchasing material, and assisting in installation of the distribution system for the Company's benefit. These expenses are included in Plant operation and maintenance, General and administrative, and additions to Plant and equipment. Of this amount \$106,344 (2022 - \$38,927) has been capitalized to Plant and equipment. Specifically, City staff has been involved in purchasing materials and backfill for and assisting in installation of components of the distribution system. The Company made \$49,379 (2022 - \$47,498) in rent payments to the City included in the General and administrative expenses for use of a portion of the building at Suite E, 15 Chesterfield Place in North Vancouver for office space. These costs have been charged to the Company by the City on a cost recovery basis. Included in revenue for 2023 is \$275,513 (2022 - \$270,424) for heating and cooling services rendered by the Company to the City.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

13. Related parties (continued):

Included in the services provided to the Company by the City is key management personnel compensation, comprised of the chief executive officer; deputy director, customer connections and innovation; deputy director, project management and delivery; manager – engineering; manager – finance; and communications officer. These key management personnel are directly employed by the City and contracted to the Company based on an allocation of their compensation. For the year ended December 31, 2023, key management personnel compensation of \$1,061,086 (2022 - \$634,039) was included in the costs charged to the Company by the City. This includes services by key management personnel necessary to bring assets to working condition. Costs for services to bring assets to working condition have been attributed to the acquisition cost of the asset.

These transactions are in the normal course of operations and are measured at the exchange amount, which is the amount of consideration established and agreed to by the related parties.

14. Revenue:

	Note	2023	2022
Revenue from contracts with customers			
Energy sales		\$8,564,155	\$8,790,489
Miscellaneous revenue		14,710	5,992
		<u>\$8,578,865</u>	<u>\$8,796,481</u>
Revenue recognized from contributions			
Contributions from government	10(a)–(d), 12	\$229,688	\$121,324
Contributions from developers	10(e)	80,828	79,068
Connection fees	10(e)	224,992	213,904
Application fees	10(e)	485,367	368,388
Contributions from utility companies	10(f)	19,712	2,729
Total revenue recognized from contributions		<u>\$1,040,587</u>	<u>\$785,413</u>
Total revenue and contributions		<u>\$9,619,452</u>	<u>\$9,581,894</u>

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

15. General and administrative expenses:

	2023	2022
Administrative support	\$68,659	\$42,731
Financial services	49,425	18,589
Insurance	240,628	207,148
IT Support	68,605	32,473
Miscellaneous	122,567	109,372
Professional services	142,210	110,145
Rent	49,379	47,498
Salaries	1,452,111	1,267,035
Total general and administrative expenses	\$2,193,584	\$1,834,991

16. Commitments and contingencies:

- (a) As at December 31, 2023, the Company has approximately \$4,559,560 (2022 - \$1,113,635) in open purchase and work orders relating to Plant and equipment.
- (b) On October 5, 2017, the Company entered in an agreement with Greater Vancouver Sewerage and Drainage District for the purchase of thermal energy from the new North Shore wastewater treatment plant currently under construction. Under the agreement, the Company will be obligated to purchase minimal quantities of energy from the new plant at a mutually agreed upon date between both parties when thermal energy will be available. The initial term of the agreement expires on the first of the month following the twentieth anniversary date of the first energy delivery; the agreement may be renewed for up to a maximum of four renewal terms. The cost of this future energy is based on an agreed upon pricing model. Due to delays in construction of the wastewater treatment plant no energy was delivered during as at December 31, 2023.
- (c) On December 22, 2023, the Company entered into a credit agreement with a Canadian Bank providing two credit facilities. Facility #2 of the credit agreement is a revolving term facility (Facility #1 has been disclosed in Note 9). The borrowing purpose of this facility is for the construction of district energy generation and distribution assets. The Company may borrow up to \$24,000,000 for construction of these assets. Facility #2 has conditions precedent which were not satisfied as of December 31, 2023 and therefore the company did not have access to this facility during the year.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

17. Fair values:

Financial Assets and Liabilities:

The Company uses the following hierarchy to determine and disclose fair value of financial instruments:

Level 1 – Unadjusted quoted prices in active markets for identical assets or liabilities;

Level 2 – Inputs other than quoted prices that are observable for the asset or liability, either directly or indirectly; and

Level 3 – Inputs that are not based on observable market data, which are unobservable inputs.

If the inputs used to measure the fair value of an asset or a liability might be categorized in different levels of the fair value hierarchy, then the fair value measurement is categorized in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

The Company does not have any financial assets or liabilities that are carried at fair value.

The fair values of cash, accounts receivable, accounts payable and accrued liabilities, due to the City of North Vancouver, line of credit, and security deposits approximate their carrying values due to their short-term nature.

The fair value of the loan from the City of North Vancouver is equal to its carrying amount as the loan is due on demand.

18. Financial risk management:

Overview

The Company has exposure to the following risks from its use of financial instruments:

- operational risk
- credit risk
- liquidity risk
- market risk

Risk management framework:

Management has overall responsibility for the establishment and oversight of the Company's risk management framework.

The Company's risk management policies are established to identify and analyze the risks faced by the Company, to set appropriate risk limits and controls, and to monitor risks and adherence to limits.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

18. Financial risk management (continued):

Operational risk:

Operational risk is the risk of direct or indirect loss arising from a wide variety of causes associated with the Company's processes, personnel, technology, and infrastructure, and from external factors other than credit, market, and liquidity risks such as those arising from legal and regulatory requirements and generally accepted standards of corporate behaviour. Operational risks arise from all of the Company's operations.

The Company's objective is to manage operational risk so as to balance the avoidance of financial losses and damage to the Company's reputation with overall cost effectiveness.

The primary responsibility for the development and implementation of controls to address operational risk is assigned to senior management. This responsibility is supported by the development of overall Company standards for the management of operational risk in the following areas:

- requirements for appropriate segregation of duties, including the independent authorization of transactions;
- requirements for the reconciliation and monitoring of transactions;
- compliance with regulatory and other legal requirements;
- documentation of spending authority;
- ethical and business standards; and
- risk mitigation, including insurance when this is effective.

Credit risk:

Credit risk is the risk of financial loss to the Company if a customer or counterparty to a financial instrument fails to meet its contractual obligations and arises principally from the Company's receivables from customers.

The Company's exposure to credit risk is influenced mainly by the individual characteristics of each customer. Management has established a credit policy under which each new customer and developer must provide a security deposit that is held for 18 months following the issuance of a building occupancy permit.

As at December 31, 2023, \$51,951 (2022 - \$6,665) of accounts receivable exceeded 90 days. Management has performed an assessment on the collectability of these amounts and determined these amounts are collectible. The Company continues to actively monitor its exposure to credit risk.

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

18. Financial risk management (continued):

Liquidity risk:

Liquidity risk is the risk that the Company will encounter difficulty in meeting the obligations associated with its financial liabilities that are settled by delivering cash or another financial asset. The Company's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient liquidity to meet its liabilities when due, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Company's reputation.

The financial statements have been prepared on a going concern basis, which contemplates the realization of assets and the settlement of liabilities in the normal course of business. The Company anticipates that its cash flows from operations and current grant agreements will be sufficient to satisfy its current obligations. The City provides financing to the Company through its formal related party loan which has a specified rate of interest and is repayable on demand with, as approved by Council, a twelve-month notice period for any reimbursements of the loan requested in advance of the planned repayment schedule.

As at December 31, 2023, all financial liabilities, except for a portion of the loan from City of North Vancouver, have been classified as current as they are contractually due within the next fiscal year.

As at December 31, 2023	Carrying amount	Total contractual cash flows	Less than one year	1 to 5 years	More than 5 years
Loan from City of North Vancouver	\$ 26,622,804	\$ 26,622,804	\$ 1,010,000	\$ 25,612,804	-
Line of Credit	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	-	-

As at December 31, 2022	Carrying amount	Total contractual cash flows	Less than one year	1 to 5 years	More than 5 years
Loan from City of North Vancouver	\$ 26,653,086	\$ 26,653,086	\$ 1,080,000	\$ 25,573,086	-

LONSDALE ENERGY CORP.

Notes to Financial Statements (continued)

Year ended December 31, 2023

18. Financial risk management (continued):

Market risk:

Market risk is the risk that changes in market prices, such as energy prices, interest rates and other rate risks, will affect the Company's income or the value of its holdings of financial instruments. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimizing the return.

- *Interest rate risk:*

In respect of financial assets, the Company's policy is to invest cash at fixed rates of interest in order to maintain liquidity. The loan from the City of North Vancouver bears a fixed rate of interest of 3.51%. The loan from the City of North Vancouver matures on August 1, 2028 and the Company is aware that the interest rate may be adjusted in line with market pricing at that time. The line of credit bears a variable rate, however given it is limited to \$2,000,000 and will be settled during a one-year period, the interest rate risk of this facility is limited.

- *Energy price risk:*

The Company is exposed to price risk associated with the purchase of natural gas. An increase of 10% of the cost of natural gas would generate a corresponding annualized increase to the Company's expenses of \$410,344 (2022 - \$453,381). The risk of energy price fluctuations is mitigated by the Company's policy of adjusting the commodity rates by an equal percentage of the energy price changes in accordance with the City's Bylaw No. 7575.

19. Capital management:

The Company's objective when managing capital is to safeguard the Company's ability to continue as a going concern to sustain future development of the business, so that it can provide returns for the shareholder and benefits for other stakeholders.

The Company considers the items included in shareholder's equity as capital. There were no changes in the Company's approach to capital management during the year.

20. Subsequent event:

Subsequent to year end, on February 2, 2024, the City completed execution of sub-agreements to the Company's credit agreement which were condition precedents to the Company accessing Facility #2 (Note 16(c)). These agreements satisfy the condition precedents of the credit agreement and will be compiled into the credit agreement, allowing the company to borrow up to \$24,000,000 of Facility #2 for the purpose of constructing district energy assets. This facility has a financial covenant where the Company agrees to a ratio of Funded Debt to Total Capital of not greater than 0.65:1.

UNANIMOUS CONSENT RESOLUTIONS OF THE SHAREHOLDER

OF

LONSDALE ENERGY CORP.

(the "Company")

in lieu of the annual general meeting

The undersigned, being the sole shareholder of the Company, hereby consents to and adopts in writing the following resolutions:

ANNUAL MEETING MATTERS

RESOLVED THAT:

1. the financial statements of the Company for the period ended December 31, 2023, made up of the statement of financial position, statement of comprehensive income, statement of changes in equity and statement of cash flows as at the end of that period and the report of the auditors thereon are hereby received and filed;
2. all lawful acts, contracts, proceedings, appointments and payments of money by the directors of the Company since the last annual reference date of the Company, and which have previously been disclosed to the shareholder, are hereby adopted, ratified and confirmed;
3. the number of Directors of the Company is hereby fixed at 4;
4. the following persons, each of whom has consented in writing to act as a director, are hereby elected as directors of the Company, to hold office until the next annual general meeting of the Company or unanimous resolutions consented to in lieu of holding an annual general meeting, or until their successors are appointed:

Jessica McIlroy Leanne McCarthy Karsten Veng Larry Sawrenko
6. BDO Canada LLP be appointed as auditors of the Company until the next annual reference date of the Company or until a successor is appointed, at a remuneration to be fixed by the Directors; and
7. June 14, 2024, be and is hereby selected as the annual reference date for the Company for its current annual reference period.

APPOINTMENT OF OFFICERS:

WHEREAS the sole shareholder of the Company has determined that it is advisable to remove: (i) Leanne Mary McCarthy as the Chairperson of the board of directors of the Company (the "**Board**") and the President of the Company; and (ii) Larry Sawrenko as the Secretary-Treasurer of the Company;

AND WHEREAS the sole shareholder of the Company has determined that, following the removal of Leanne Mary McCarthy as Chairperson of the Board and President of the Company and Larry Sawrenko as Secretary-Treasurer of the Company, it is advisable to appoint: (i) Larry Sawrenko as Chairperson of the Board and President of the Company; and (ii) Sean Wood as Secretary-Treasurer of the Company;

AND WHEREAS each of the foregoing individuals has agreed to their appointment to the office or offices set forth above.

NOW THEREFOR BE IT RESOLVED THAT:

1. The removal of Leanne Mary McCarthy as Chairperson of the Board and President of the Company and Larry Sawrenko as Secretary-Treasurer of the Company be and is hereby authorized and approved.
2. Larry Sawrenko be and is hereby appointed as the Chairperson of the Board and President of the Company to hold office until the earlier of his resignation, the appointment of his successor or such other time as may be determined by the shareholder of the Company.
3. Sean Wood be and is hereby appointed as the Secretary-Treasurer of the Company to hold office until the earlier of his resignation, the appointment of his successor or such other time as may be determined by the shareholder of the Company.
4. After giving effect to the foregoing, the following persons be and are hereby confirmed as the officers of the Company holding the office or offices set out opposite their respective names at the pleasure of the shareholder or until they resign:

<u>Name</u>	<u>Office</u>
Larry Sawrenko	Chairperson of the Board and President
Jessica Ann McIlroy	Vice-Chair of the Board and Director at Large
Karsten Veng	Chief Executive Officer
Sean Wood	Secretary-Treasurer

BE IT RESOLVED THAT any one (1) director or officer of the Company be and is hereby authorized and directed for and on behalf of and in the name of the Company to do all such acts and things and to execute and deliver all such documents, instruments and writings which in the opinion of such officer or director may be necessary or advisable in order to give full effect to these resolutions and any such acts, executions or deliveries that have occurred prior to the date of these resolutions are hereby ratified and confirmed.

DATED, as of the 13th day of May, 2024.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

Per: _____

Name:

Title:

Per: _____

Name:

Title:




Historical Income Statements for Years of Operation - 2019 to 2023

Income Statement line description	2019	2020	2021	2022	2023
Revenue	\$ 5,297,998	\$ 6,418,511	\$ 7,538,894	\$ 8,796,481	\$ 8,578,865
Cost of Sales	\$ 2,125,632	\$ 2,405,710	\$ 3,292,352	\$ 4,734,300	\$ 4,305,995
Gross profit	\$ 3,172,366	\$ 4,012,801	\$ 4,246,542	\$ 4,062,181	\$ 4,272,870
Plant Operation and Maintenance	\$ 335,474	\$ 382,410	\$ 382,831	\$ 325,009	\$ 347,138
Depreciation	\$ 1,456,913	\$ 1,627,878	\$ 1,751,491	\$ 1,834,262	\$ 1,911,242
General and Administrative	\$ 766,138	\$ 895,126	\$ 1,435,982	\$ 1,834,991	\$ 2,193,584
Total - Operating Expenses	\$ 2,558,525	\$ 2,905,414	\$ 3,570,304	\$ 3,994,262	\$ 4,451,964
Income (loss) before other expenses	\$ 613,841	\$ 1,107,387	\$ 676,238	\$ 67,919	\$ (179,094)
Contributions	\$ 688,149	\$ 669,309	\$ 655,380	\$ 785,413	\$ 1,040,587
Finance income	\$ 77,511	\$ 94,106	\$ 82,709	\$ 120,585	\$ 93,472
Finance costs	\$ (654,777)	\$ (698,885)	\$ (714,798)	\$ (706,877)	\$ (798,088)
Subtotal	\$ 110,883	\$ 64,530	\$ 23,291	\$ 199,121	\$ 335,971
Net Income and Comprehensive					
Income	\$ 724,724	\$ 1,171,917	\$ 699,529	\$ 267,040	\$ 156,877
Cash Dividends	\$ (30,100)	\$ (34,000)	\$ (33,000)	\$ (53,900)	\$ (45,900)
Retained Earnings (Net Accumulated Surplus/loss)	\$ 697,052	\$ 1,834,969	\$ 2,501,498	\$ 2,714,638	\$ 2,825,615
Sales (kW.hr)	60,157	69,488	76,641	80,925	76,668
Assets	\$ 37,651,636	\$ 40,147,661	\$ 41,048,701	\$ 42,189,615	\$ 45,751,153
Effective Price to Customers (\$/MWh)	\$ 86	\$ 91	\$ 97	\$ 108	\$ 108
GHG Emission Intensity (kgCO2/MWh)	219	218	218	187	189
Heat Sales from Low-Carbon Sources	0.4%	1.0%	1.0%	15.0%	14.0%

5-Year District Energy System Growth Summary: 2019-2023

	2019	2020	2021	2022	2023
HEATING DATA:					
Buildings Connected	87	95	99	103	108
Gross Floor Area Served (Sq. Ft.)	6,576,117	7,374,023	7,671,248	7,921,031	8,236,029
Residential Units Served	5,479	6,378	6,765	7,052	7,430
Residents Served (*assuming an average household of 2.1)	11,506	13,394	14,207	14,809	15,603
Heating Capacity (MW)	28	28	30	35	35
Heating Energy Delivered (MWh)	59,275	67,753	74,783	78,704	75,935
COOLING DATA:					
Buildings Connected	6	6	6	6	6
Cooling Capacity (MW)	1.2	1.2	1.2	1.2	1.2
Cooling Energy Delivered (MWh)	882	1,734	1,858	2,221	2,215
CUSTOMER BREAKDOWN:					
Residential buildings	41	45	48	51	54
Mixed - Residential / Commercial	20	25	26	26	28
Commercial	19	17	17	16	16
Institutional	7	8	8	10	10
Cooling Customers	6	6	6	6	6
Total Energy Transfer Stations	93	101	105	109	114
DISTRICT ENERGY DATA:					
Trenched kilometers of pipe	13	13	14	14	15
Number of boilers in LEC system	30	30	32	35	35
Number of heat pump modules in LEC system	11	11	11	11	11
Total Energy Sales (MWh)	60,157	69,488	76,641	80,926	76,668
District Energy System Emission Intensity (kgCO ₂ /MWh)	219	218	218	187	189
<i>* An average household of 2.1 is based on 2021 Census data.</i>					



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PEOPLE & CULTURE DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Clare Averiss, Manager, People and Culture
Magda Trespalacios, Diversity, Equity and Inclusion Leader

Subject: REMOVING BARRIERS TO PUBLIC OFFICE

Date: May 1, 2024 File No: 07-2830-01-0001/2024

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

RECOMMENDATION

PURSUANT to the report of the Manager, People and Culture, and the Diversity, Equity and Inclusion Leader, dated May 1, 2024, entitled "Removing Barriers to Public Office":

THAT the proposed Elected Officials' Caregiving Leave Policy be approved.

ATTACHMENTS

1. Proposed Elected Officials' Caregiving Leave Policy (CityDocs [2512367](#))
2. Resolution approved by Council at its Regular meeting of November 20, 2023 (CityDocs [2455913](#))

BACKGROUND

At its Regular meeting of November 20, 2023, Council unanimously resolved to direct staff to implement a caregiver leave policy for maternity and/or parental leave, and to provide compassionate care or caregiving support to someone considered to be family who is critically ill or needing end-of-life care.

In response to this direction, staff researched applicable legislation and municipal policies across the region. Staff also considered historical barriers that may exist within the existing legislation, with a view to addressing systemic inequity. A foundational component of diversity, equity, inclusion and accessibility is to consider where systemic

barriers may prevent equity-deserving groups or individuals from participating in services, programs or initiatives. This includes employment and elected office. The *Employment Standards Act* provides defined, job-protected leaves to ensure that individuals who experience a major life event such as having a baby, caring for a dependent, or significant illness will experience job protection while on the leave.¹

However, Mayor and Council are governed by the *Local Government Act* and the *Community Charter*; neither of which provides consideration for the caregiving-related leaves of absence defined under the *Employment Standards Act*. On the contrary, currently section 125(5) of the *Community Charter* reads as follows:

If a council member is absent from council meetings for
(a) A period of 60 consecutive days, or
(b) 4 consecutive regularly scheduled council meetings, whichever is the longer time period, the council member is disqualified from holding office in accordance with subsection (6).

Subsection (7) provides, “disqualification under subsection (5) does not apply if the absence is because of illness or injury or is with the leave of the council”.

Because the *Community Charter* does not provide consideration for the protected leaves (other than illness or injury) defined under the *Employment Standards Act*, several municipalities have addressed different caregiving-related leave provisions for Mayor and Council through council-enacted policy.

DISCUSSION

Research conducted at a municipal, provincial and federal level, indicates that barriers preventing members of equity-deserving groups from running for public office, and participating in this important aspect of civic and democratic life, still persist. Given the significance of engaging the voices and perspectives of all community members, and recognizing the diversity within the community, proactive steps to ensure that there is fair access to opportunity for all people to participate in public office are needed, so that their diverse lived experiences and needs are considered when discussing and making decisions about issues that affect them.

Despite recent census data² indicating that women make up over 50% of Canada's working age population (15 to 64 years), a nationwide study conducted in 2023 by the Canadian Municipal Barometer at the University of Calgary, on behalf of the Federation of Canadian Municipalities³ (FCM), found that in Canada, women hold 31% of all

¹ <https://www2.gov.bc.ca/gov/content/employment-business/employment-standards-advice/employment-standards/time-off/leaves-of-absence>

² Census Profile, 2021. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?LANG=E&GENDERlist=1,2,3&STATISTIClist=1,4&DGUIDlist=2021A000011124&HEADERlist=2,1&SearchText=Canada>

³ 2023 Report on Women's Representation in Canadian Municipal Elections – FCM
<https://fcm.ca/en/resources/women-in-local-government/women-representation-in-municipal-elected-positions-2023-report>

municipal positions, representing 22% of the mayoral positions and 33% of the councillor positions, (an increase of 2% and 4%, respectively from 2018). This study, also recognized the need for municipalities to use gender equity and inclusion municipal strategies, as a tool to create inclusive spaces for women, and acknowledges that “women of diverse backgrounds often face systemic barriers to a higher degree or with compounding impacts”.

Statistical municipal election data¹ shows that women are on average 6% more likely to be elected, which highlights the disconnect between the support received from the electorate and the lack of support provided by municipalities to minimize the impact of institutional barriers that prevent them from participating in the political process.

To increase participation of women in local politics, the Federation of Canadian Municipalities⁴ (FCM) highlighted the importance of developing adequate maternity and parental leave policies for city councillors. Gaps in policy may lead to the exclusion of individuals (mainly women), who serve as a caregiver of a young child, as well as influence the decision of councillors who are women to transition away from politics.

Leave of absence for maternity leave and childcare is disproportionately borne by women; a 2021 Supreme Court of Canada decision provides an in-depth description of relevant scholarship and jurisprudence to demonstrate the adverse impact discrimination faced by women in Canada due to maternity leave and childcare responsibilities.⁵

Further, a lack of protection of income security for elected officials can present a discriminatory barrier to equitable opportunities in elected office, thereby negatively impacting the diversity of elected officials.⁶

The Final Report – “Action on systemic barriers to women’s participation in local government”⁷, published on June 2020, recommended that “Cities need explicit policies to increase the participation of diverse women in all areas of civic life. A comprehensive gender equity strategy is especially valuable by providing a framework for integrating a gendered intersectional approach across all city departments, policies, and actions”. It also showed the need to apply an intersectional lens that considers a wider range of identities (in addition to gender and race), to better understand how the compounding impact of intersecting identities may affect the experiences of different community members.

In addition, recommendations from FCM and other organizations such as the United Nations, include working in cooperation with women when designing maternity and

⁴ Policy Briefing Note: Maternity and Parental Leave Policy for City Councillors in Northwestern British Columbia – Spring 2022 https://www.ubcm.ca/sites/default/files/2022-09/Inclusive%20local%20governance-Parental%20Leave%20Policy_Briefing%20Note_Final.pdf

⁵ <https://scc-csc.lexum.com/scc-csc/scc-csc/en/item/18510/index.do>

⁶ https://www.ubcm.ca/sites/default/files/2022-09/Inclusive%20local%20governance-Parental%20Leave%20Policy_Briefing%20Note_Final.pdf

⁷ The Final Report – Action on systemic barriers to women’s participation in local government – June 2020. <https://www.criaw-icref.ca/publications/final-report-action-on-systemic-barriers-to-womens-participation-in-local-government/>

parental leave policies, to ensure they reflect women’s lived realities. “This includes making sure that these policies are inclusive, and do not act as an additional barrier to participation and/or source of stigma⁸”

In Canada, Ontario and Nova Scotia have adopted province-wide adoption and parental leaves. The government of British Columbia has not yet instituted this requirement; however, a number of municipalities have passed their own legislation with the goal of creating more equitable spaces for political participation.

The proposed Elected Officials’ Caregiving Policy addresses the barriers presented by the restrictions for taking leave of Council under the *Community Charter* and ensures that elected officials have a clearly supported ability to be with the leave of Council to fulfil caregiving responsibilities.

FINANCIAL IMPLICATIONS

As Council remuneration is already considered within the Financial Plan, this policy will not result in any additional financial implications for the City as the Council Member will not be replaced.

INTER-DEPARTMENTAL IMPLICATIONS

This policy only applies to Mayor and Council due to their unique definitions with the *Community Charter* and *Local Government Act*.


STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The City of North Vancouver is committed to being a diverse, inclusive, accessible and equitable place to work, play and live. The Elected Officers Caregiving Leave Policy aligns with Council’s Strategic Plan as “A City for People” and “A Vibrant City” to promote an equitable, accessible, inclusive, diverse and healthy community which fosters connection and celebration of the residents’ culture and history.

RESPECTFULLY SUBMITTED:



Clare Averiss
Manager, People & Culture



Magda Trespalacios
Diversity, Equity and Inclusion Leader

⁸ Policy Briefing Note: Maternity and Parental Leave Policy for City Councillors in Northwestern British Columbia – Spring 2022 https://www.ubcm.ca/sites/default/files/2022-09/Inclusive%20local%20governance-Parental%20Leave%20Policy_Briefing%20Note_Final.pdf

ⁱ Lucas et al., Women's Municipal Electoral Performance: An Introduction to the Canadian Municipal Elections Database, *Canadian Journal of Political Science* 54, (2021): 131-132.



COUNCIL POLICY

Policy Name	Elected Officials' Caregiving Leave Policy
Policy Number	TBD
Effective Date	May 13, 2024
Approved By	Council

POLICY

The City of North Vancouver is committed to being a diverse, inclusive, accessible and equitable place to work, play and live. A foundational component of diversity, equity, inclusion and accessibility is to consider where systemic barriers may prevent equity-deserving groups or individuals from participating in services, programs or initiatives.

Mayor and Council are governed by the *Local Government Act* and the *Community Charter*, neither of which provides consideration for caregiving-related protected leaves of absence. On the contrary, currently section 125(5) of the *Community Charter* reads as follows:

If a council member is absent from council meetings for:

- a) A period of 60 consecutive days, or
- b) 4 consecutive regularly scheduled council meetings, whichever is the longer time period, the council member is disqualified from holding office in accordance with subsection (6).

Subsection (7) provides, "disqualification under subsection (5) does not apply if the absence is because of illness or injury or is with the leave of the council".

Because the *Community Charter* does not provide specific consideration for the protected leaves (other than illness or injury), this policy provides provisions for Council Members to be able to take absences with the leave of the council due to caregiving responsibilities.

PURPOSE

- 2.1 The purpose of this policy is to ensure that Council Members are able to take leave for maternity and/or parental leave, and to provide compassionate care or caregiving support to someone considered to be family who is critically ill or needing end-of-life care.

APPLICATION AND SCOPE

- 3.1 This policy applies only to Council Members at the City of North Vancouver.
- 3.2 This policy will be administered in accordance with applicable legislation, including the *Canadian Charter of Rights and Freedoms*; the *Local Government Act*, the *Community Charter*, *SBC 2003, c.26* and the *British Columbia Human Rights Code*.

- 3.3 Leaves of absence for purposes other than injury or illness are contemplated in s.125 (7) of the *Community Charter, SBC 2003, c.26* (the “Community Charter”). Beyond the specific leaves described in this policy, other leaves for different extenuating personal or other circumstances may be separately considered by Council in accordance with s.125 (7) of the Community Charter.

DEFINITIONS

- 4.1 The following terms have the following defined meanings in this policy:
- (a) **“City”** means The Corporation of the City of North Vancouver;
 - (b) **“Community Charter”** means the *Community Charter, S.B.C. 23, c. 26*, as many be amended;
 - (c) **“Council”** means the duly elected officials of the City, those being the Mayor and Councillors;
 - (d) **“Council Member”** means the Mayor or a Councillor;
 - (e) **“Maternity and/or Parental Leave”** means a leave for people who are away from work because they are pregnant or have given birth or following the birth or adoption of a child, to be taken by a parent of the child consecutively within 61 weeks of the date of birth or adoption;
 - (f) **“Compassionate Care / Caregiver Leave”** means a leave to provide compassionate care or caregiving support to a family member, where a medical practitioner determines that the family member has a serious medical condition with a significant risk of needing end-of-life care within 26 weeks; or, a family member whose health has significantly changed resulting in their life being at risk as a result of an illness or injury.
 - (g) **“Family Member”** means a Council Member’s partner, parent, parent-in-law, sibling, or child, or other person listed under prescribed classes of individual in the *Family Member Regulation*.

PROCEDURES

- 5.1 A Council Member who will be taking a Maternity Leave, Parental Leave, or Compassionate Care / Caregiver Leave (the “Leave”) will provide written notice to Council and the Corporate Officer two (2) weeks prior to the start date of the leave. The notice will provide the start date of the leave, the anticipated duration, and the anticipated end date (if known). Where it is not possible for the Council Member to give at least 2 weeks’ notice, the Council Member should provide written notice of the Leave at the earliest possible date.
- 5.2 The Council Member will continue to receive remuneration for up to 16-weeks while on Leave and will resume Council meeting attendance and representing the City on outside committees and organizations upon their return.
- 5.3 A Leave under this Policy will be for a minimum of 8-weeks and a maximum of 16-weeks. Any subsequent leave would be considered in accordance with s.125 (7) of the *Community Charter*.

- 5.4 Despite being on Leave, the Council Member may attend any Council or Committee meeting and maintain the right to participate as an active member of Council at any time during their leave, excluding any replacement City Committee/Board appointments made to accommodate the Leave.
- 5.5 A Council Member on a maternity, parental or caregiving leave under this policy is discounted from the calculation of council members for the purposes of any vote calculations required to be based upon a full complement of Council.

DOCUMENT HISTORY

Date	Action	By
	Approved	Council

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, NOVEMBER 20, 2023**

NOTICE OF MOTION

13. Council Policy to Reduce Barriers to Public Office – File: 01-0340-50-0009/1

Submitted by Councillor McIlroy

Moved by Councillor McIlroy, seconded by Councillor Back

WHEREAS the City of North Vancouver Council Strategic Plan has a priority of being A City for People that is welcoming, inclusive, safe and accessible and supports the health and well-being of all, which includes members of the community, City staff and members of Council;

WHEREAS elected local government officials contribute a significant service to the communities they represent through the time and effort invested during their tenure of office, often forgoing other professional, personal and financial opportunities;

WHEREAS research continues to indicate that significant systemic and institutional barriers exist for equity-seeking groups to participate in local office, both in running for and holding a position of Mayor or Councillor;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver implement a caregiver leave policy for maternity and/or parental leave, and to provide compassionate care or caregiving support to someone considered to be family who is critically ill or needing end-of-life care;

CARRIED UNANIMOUSLY

Moved by Councillor McIlroy, seconded by Councillor Back

THEREFORE BE IT RESOLVED THAT the City of North Vancouver develop a Council remuneration review policy in line with the best practices provided in the Council and Board Remuneration Guide developed by UBCM;

DEFEATED

Mayor Buchanan, Councillor Bell, Councillor Girard and Councillor Shahriari are recorded as voting in opposition to the motion.

Moved by Councillor McIlroy, seconded by Councillor Back

AND THEREFORE BE IT RESOLVED THAT the Mayor be directed to write to the Minister of Finance requesting an update on the inclusion of local government elected officials in the Municipal Pension Plan, reiterating the importance of amending the *Public Sector Pensions Plan Act* in reducing barriers to public office employment.

CARRIED

Mayor Buchanan is recorded as voting in opposition to the motion.



December 11, 2023

The Honourable Katrine Conroy
Minister of Finance
501 Belleville St,
Victoria, BC
V8V 2L8

The Honourable Anne Kang
Minister of Municipal Affairs
501 Belleville St,
Victoria, BC
V8V 2L8

Sent VIA email: FIN.Minister@gov.bc.ca; MUNI.Minister@gov.bc.ca

Dear Minister Conroy and Minister Kang:

Re: Inclusion of Local Government Elected Officials in the Municipal Pension Plan

As Mayor of the City of North Vancouver, and on behalf of Council, let me begin by offering a word of thanks for your service to British Columbians.

I write to you today on behalf of the City of North Vancouver Council following the adoption of a resolution of Council from our regularly scheduled meeting that occurred on Monday, November 20, 2023. The active clause is as follows:

AND THEREFORE BE IT RESOLVED THAT the Mayor be directed to write to the Minister of Finance requesting an update on the inclusion of local government elected officials in the Municipal Pension Plan, reiterating the importance of amending the Public Sector Pensions Plan Act in reducing barriers to public office employment.

As you are well aware, in 2019 at the annual Union of British Columbia Municipalities convention, the City of Burnaby sponsored a resolution requesting that local government elected officials be included in the municipal pension plan as they contribute a significant service to the communities they represent through the time and effort invested during their tenure of office.

This resolution was adopted and the response from the Public Sector Employers Council Secretariat was positive as they indicated that the Government of B.C. would determine if there are any barriers, including legal barriers, to including local government officials in the Municipal Pension Plan and that consultations had been initiated.

The City of North Vancouver Council is hereby requesting an update to the status of this work. I appreciate that the COVID-19 pandemic would have impacted original timelines and work

plans. However, as we resume business as usual, the inclusion of local government officials in the municipal pension plan continues to be a topic of interest.

Should you require a conversation or any follow up information on this matter you can reach me via my staff at mayor@cnv.org. Thank you in advance for your attention on this matter.

Best regards,



Mayor Linda Buchanan
City of North Vancouver

c.c. City of North Vancouver Council

NOTICE OF MOTION

13. Council Policy to Reduce Barriers to Public Office – File: 01-0340-50-0009/1

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS the City of North Vancouver Council Strategic Plan has a priority of being A City for People that is welcoming, inclusive, safe and accessible and supports the health and well-being of all, which includes members of the community, City staff and members of Council;

WHEREAS elected local government officials contribute a significant service to the communities they represent through the time and effort invested during their tenure of office, often forgoing other professional, personal and financial opportunities;

WHEREAS research continues to indicate that significant systemic and institutional barriers exist for equity-seeking groups to participate in local office, both in running for and holding a position of Mayor or Councillor;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver implement a caregiver leave policy for maternity and/or parental leave, and to provide compassionate care or caregiving support to someone considered to be family who is critically ill or needing end-of-life care;

THEREFORE BE IT RESOLVED THAT the City of North Vancouver develop a Council remuneration review policy in line with the best practices provided in the Council and Board Remuneration Guide developed by UBCM;

AND THEREFORE BE IT RESOLVED THAT the Mayor be directed to write to the Minister of Finance requesting an update on the inclusion of local government elected officials in the Municipal Pension Plan, reiterating the importance of amending the Public Sector Pensions Plan Act in reducing barriers to public office employment.

Background information, October 31, 2023:

[Union of BC Municipalities Council and Board Remuneration Guide](#)

[Policy Briefing Note: Maternity and Parental Leave Policy for City Councillors in Northwestern British Columbia](#)

[The Barriers Project: Retention of Women and Gender Minorities in Municipal Elected Offices in BC and Alberta](#)



November 17, 2023

City of North Vancouver Council
141 West 14th Street
North Vancouver, BC V7M 1H9
Via email: citycouncil@cnv.org

Dear City of North Vancouver Council,

YWCA City Shift aims to make our region more equitable, prosperous and just by supporting Metro Vancouver cities to challenge assumptions, incorporate diverse perspectives, and support actions that serve the entire community. To create cities that are inclusive, resilient, and prosperous, we must support and empower everyone to thrive. To do this, local governments must work towards dismantling systemic barriers that prevent some community members from participating fully in civic life and decision-making.

Our cities are best served when elected leaders reflect the communities they serve. But many women, and in particular women of diverse backgrounds, face systemic barriers and discrimination when they run and are elected to office.

The City of North Vancouver has achieved gender parity in your council chambers, and your mayor is one of five female mayors in the Metro Vancouver region. But to ensure there is continued participation and retention of women, particularly diverse women, in municipal leadership, local governments must transform policies and practices that act as barriers for some candidates.

YWCA City Shift would like to express our strong support for the motion to be put forward by Councillor McIlroy at the November 20, 2023 council meeting. This motion proposes that the City of North Vancouver implement a caregiver leave policy; review and adopt best-practices for council remuneration, as outlined by the Union of BC Municipalities; and appeal to the Minister of Finance for an update on the inclusion of local government elected officials in the Municipal Pension Plan. The measures proposed by Councillor McIlroy will benefit all elected officials at the City of North Vancouver, and support more women and underrepresented groups to run and participate in local government.

The City of North Vancouver has the opportunity to continue its leadership as a fair, inclusive and progressive municipality. We sincerely hope this motion passes with full support.

Warm regards,

Amy Juschka (She/Her)
Director, Communications and Advocacy
YWCA Metro Vancouver
ajuschka@ywcavan.org
778-868-7164

Shauna Shortt (She/Her)
Project Lead, YWCA City Shift
YWCA Metro Vancouver
sshortt@ywcavan.org
604-613-2485

November 17, 2023

Dear Mayor and Council,

I'm writing to express Women Transforming Cities (WTC)'s support for the motion "Council Policy to Reduce Barriers to Public Office." We hope you will proudly vote in favour as a tangible way to champion gender equity.

WTC has advanced civic literacy and gender equity within local governments for over a decade. Through this work, we often hear from women and gender-diverse residents who are dedicated to improving their community but who face barriers that prevent them from having a voice around the Council table. We know that members of this Council and your constituents share our conviction that addressing these barriers will benefit the community as a whole.

A recent report, [*"The Barriers Project: Retention of women and gender minorities in municipal elected offices in British Columbia and Alberta,"*](#) revealed that lack of flexible caregiving policies and insufficient compensation for the increasingly demanding roles of local government are major barriers to equitable gender representation. This is especially true for women and gender-diverse people who face additional barriers related to their race, ethnicity, income, family structure, age, or disability.

This motion provides evidence-based solutions to these barriers. Supporting it will show that the City of North Vancouver is on the leading edge of creating more inclusive communities where everyone's voice is invited, valued, and uplifted. This will not only benefit your constituents but have a ripple effect in inspiring change across the province.

We look forward to publicly celebrating the City of North Vancouver and your leadership on gender equity with the passing of this motion.

Sincerely,

Ash Peplow Ball, Executive Director
Women Transforming Cities




Transforming where we live so that
everyone can belong, participate and thrive.

www.womentransformingcities.org



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 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
OFFICE OF THE DEPUTY CHIEF ADMINISTRATIVE OFFICER
REPORT

To: Mayor Linda Buchanan and Members of Council

From: Robert Skene, Deputy Director, Civic Development and Strategic Initiatives

Subject: THE HUB NORTH SHORE NEIGHBOURHOOD HOUSE PHASE 2 – 204 EAST 1ST STREET (ALLEN RESIDENCE) UPDATE

Date: May 1, 2024 File No: 02-0800-30-0013/1

RECOMMENDATION

PURSUANT to the report of the Deputy Director, Civic Development and Strategic Initiatives, dated May 1, 2024, entitled “The Hub North Shore Neighbourhood House Phase 2 – 204 East 1st Street (Allen Residence) Update”:

THAT, as the Allen Residence is being removed from the current location at 204 East 1st Street, North Vancouver, either by deconstruction or by relocation outside of the City’s boundaries, staff be directed to remove reference to the Allen Residence from the City’s Heritage Register 2013 and to provide requisite notices in accordance with the *Local Government Act*.

SUMMARY

To provide Council with an update on the next steps related to 204 East 1st Street (Allen Residence) as part of the North Shore Neighbourhood House (NSNH) Phase 2 project.

BACKGROUND

In 2021, Council approved the redevelopment of the NSNH site on which 204 East 1st Street (Allen Residence) is situated. To enable Phase 2 of the NSNH redevelopment plan, the Allen Residence cannot remain in place.

The Allen Residence was constructed in 1905 and is one of 110+ class B heritage structures listed in the City’s Heritage Register 2013. B heritage classification encourages the conservation and restoration of identified heritage structures, but significant alterations or demolition of the structure do not require Council approval.

A Council resolution is required to amend the Heritage Register 2013, if a structure on the Register is deconstructed or relocated outside the City.

The Heritage Advisory Commission reviewed the overall NSNH project in 2021 and provided the following criteria, in order of priority, to help guide steps related specifically to the Allen Residence:

- Retain the Allen Residence in situ (*Note: not feasible with approved NSNH Redevelopment Plan*);
- Retain the Allen Residence within the eastern half of the site as part of the redesign of Derek Inman Park;
- Relocate the Allen Residence within the Lower Lonsdale area;
- Relocate the Allen Residence within the City of North Vancouver;
- Relocate the Allen Residence within the North Shore;
- As a last option, relocate the Allen Residence outside of the North Shore.

DISCUSSION

With advancement of the NSNH Hub Redevelopment Project Phase 2 timeline, steps related to site preparation are now underway. As part of this scope of work, relocation options for the Allen Residence have been considered in coordination with the feedback received from the Heritage Advisory Commission in 2021.

Relocating the residential structure to Derek Inman Park was reviewed in context of the significant demands on park land and park use, as well as the overall low park service levels in the area. In addition, re-use on alternate City-owned properties was considered. With competing demands on both park land and City-owned properties, the lack of a long-term viable use for the structure, as well as significant costs associated with an adaptive retrofit for public use, it was determined the most viable option was to seek a buyer to relocate the structure to a privately-owned site.

A Request for Expression of Interest (RFEOI) was posted to the City's website and BC Bid. Two Notices of Disposition, referencing the RFEOI, were also posted in the North Shore News. Following the Heritage Advisory Commission's feedback, selection criteria was included within the RFEOI which gave highest priority to any buyer that would relocate the structure within the City of North Vancouver, then the North Shore, then elsewhere.

No expressions of interest or offers were received through the RFEOI process which closed on April 30, 2024. The City can still engage in negotiations for the relocation of the Allen Residence; however, in order for the City to meet its contractual obligations for the NSNH Phase 2 project, no further negotiation concerning the disposition of the residence will be possible after May 31, 2024. Staff are proceeding with planning for the deconstruction of the structure and salvage of heritage components of the residence. As part of the required scope of work, consideration of materials for salvage will be explored for future commemoration of the Allen Residence which has been referred for incorporation in the future Derek Inman Park planning process.

FINANCIAL IMPLICATIONS

Funding of \$1.9M for NSNH Site Preparation, appropriated in 2024, includes a budget for costs associated with the deconstruction of the Allen Residence.

INTER-DEPARTMENTAL IMPLICATIONS

The Office of the Deputy Chief Administrative Officer will work with Finance, Planning and Development, and Engineering, Parks, and Environment to proceed with planning, including the issuance of demolition permits, and site works.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The deconstruction of the Allen Residence is a necessary step to enable the overall NSNH site development, which directly addresses priorities of the 2022-2026 Council Strategic Plan, in particular those related to 'A City for People' and 'A Resilient City'. These priorities call for increasing the number of housing units (including workforce housing units), improving access to child care, providing more residents with safe and convenient access to transit and active transportation infrastructure, and supporting transition to LEC. Also, in reference to these strategic priorities, the project is in alignment with the preliminary vision and goals of the upcoming Community Wellbeing, Climate and Environment, and Mobility Strategies.

RESPECTFULLY SUBMITTED:



Robert Skene
Deputy Director, Civic Development and
Strategic Initiatives

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NOTICE OF MOTION

10. Support for a Youth Climate Corps – File: 01-0230-01-0001/2024

Submitted by Councillor McIlroy

RECOMMENDATION:

WHEREAS thousands of young people across Canada understand that we face a climate emergency and are eager to serve as we seek to drive down GHG emissions and prepare for climate disruption;

WHEREAS a Youth Climate Corps would train youth for careers in the well-paying green jobs of the future and help ensure Canada and British Columbia have a skilled workforce for the new climate economy;

AND WHEREAS a Youth Climate Corps would offer two years of training and employment to every person under 35 years of age who wants to be part of the solution to this generational challenge and put thousands of young people to work rapidly curbing emissions, preparing our infrastructure for its coming impacts and responding to the climate emergencies we are already facing and will continue to face;

NOW THEREFORE BE IT RESOLVED that the City of North Vancouver formally endorse the call for both a new national Youth Climate Corps and a British Columbia Youth Climate Corps;

BE IT FURTHER RESOLVED that the Mayor, on behalf of Council, write to the federal Ministers of Finance, Infrastructure and Communities, Women and Gender Equality and Youth, Natural Resources, and Environment and Climate Change in support of the campaign asking for the financial commitment required to fund the establishment of a national Youth Climate Corps program;

AND BE IT FURTHER RESOLVED that the Mayor, on behalf of Council, write to the BC Ministers of Environment and Climate Change Strategy, Finance, Emergency Management and Climate Readiness, Energy and Low Carbon Innovation, and the Minister of Post-Secondary Education and Future Skills in support of the campaign asking for the budget commitment required to establish a full BC Youth Climate Corps program.

Background Information, April 23, 2024



Prepared by Seth Klein
Team Lead, Climate Emergency Unit

CANADA NEEDS A YOUTH CLIMATE CORPS

Our vision for a Youth Climate Corps: both a call to service & an opportunity to train in the jobs of the future

The climate mobilization in Canada has yet to feel like a grand societal undertaking. Among the bold initiatives that would send such a signal is a Youth Climate Corps (YCC). An audacious YCC — an invitation to the country’s youth to mobilize to confront today’s gravest threat — could be a flagship and transformative new public program, signalling to young people and society at large that we are genuinely in climate emergency mode.

We envision a government-funded program that would say to every person under 35 years of age: if you understand that we face a climate emergency, and you desire to meet this generational challenge now and are ready to serve, then we have a place for you; no one will be turned away.

An Historic Precedent

Consider how youth signed up in response to a previous existential threat, and how the government encouraged and supported their efforts.

In the Second World War, Canada’s population sat at just over 11 million people. To counter the rise of fascism and one of the greatest threats to democracy our world had ever faced, over one million Canadians enlisted for military service—a remarkable level of participation. Those who signed up were prepared to sacrifice everything. From all corners of the country and all ethnic backgrounds, the majority of people who went to fight overseas had an important characteristic in common: their youth. **About 64 per cent of those who enlisted during the Second World War were under the age of 21.** That generation of young people left their farms, they delayed plans to join the workforce or launch their careers, and they deferred their post-secondary studies because they understood the emergency to be immediate.

Back then, when young people stepped up to serve, our government was eager to receive them (even when, in the early years, the readiness of the training programs was still being hurriedly patched together). No one was turned away.

Youth Mobilization to Meet Today's Crisis

Today, thousands of young people are eager for a chance to meet this new generational moment. As the world begins to confront the climate crisis, the last few years have seen a burgeoning of youth leadership. Just like we saw in WWII, youth are once again mobilizing to secure our collective future. But so far, our governments have failed to create public programs to accept and deploy their energies and talents. The invitation has been absent.

The good news for today is that the crises we must confront call upon us to help and to heal — both society and the planet. Enlisting with the YCC could be just the antidote to the mental anxiety experienced by countless young people in the face of escalating climate disasters.

Canada needs a new youth corps, focused on building community resilience and the infrastructure and programs required to tackle the climate emergency. Not a compulsory form of youth service, but an attractive one.

What kind of work and training would the YCC fund?

The YCC should fund **thousands** of both climate mitigation and adaptation jobs; work that both expedites the reduction of greenhouse gas (GHG) emissions and work that helps communities prepare for, respond to, and become more resilient to climate impacts and extreme weather events that are inevitably coming.

Program highlights:

- Likely a 2-year apprenticeship program with thriving wages
- Duration of the apprenticeship to be spent in the field or in a partnership with a post-secondary institution (combining field work and classroom study)
- In-depth training in a meaningful line of work
- Potential pathway into life-long careers in climate/energy transition jobs of the future
- Open to all youth—with special focus on enlisting systematically marginalized youth (Indigenous Peoples, Black, Brown, People of Colour, recent immigrants, lower income, youth with disabilities, 2SLGBTQIA+)
- Potential for 'room and board' training or in-community apprenticeships

And like the military, when they complete their service, alumni of the program could be offered tuition-free post-secondary education.

Members of the YCC could be engaged in restoring ecosystems that help capture carbon, managing our forests to reduce wildfire risks, responding to climate disasters and enhancing community resilience/safety, and building the new climate infrastructure we desperately need (renewable energy projects, building retrofits, high speed rail and more). The YCC could contribute to a growing Indigenous resurgence movement, making clear that traditional ecological knowledge has a leading role to play in how we respond to climate change. YCC youth could also be involved in low-carbon caring work (elder and child care) at the heart of a Green New Deal and social care and mutual aid work (such as people who go door-to-door during extreme weather events to check in on people and make connections).

The work must not displace other workers, but as there is so much climate-related building, restoration and resilience work to be done, there is no reason such a program should be seen as a zero-sum game. It could prove that green work can be good and introduce a new generation of workers to unionized labour.

Who makes the decisions?

Decisions about what projects will be funded should be governed by local and regional boards, with representation from community organizations and provincial, Indigenous and municipal governments, along with people with climate and professional expertise. The projects should be integrated with local and provincial climate emergency plans, and some should be specifically focused on and governed by Indigenous nations, as they seek to decarbonize their communities.

A YCC could be a win-win — youth would be engaged in meaningful work and gain valuable experience for their future plans and careers, while society gains an eager brigade of thousands of young people helping us rise to the climate emergency.

The YCC would be perfect for someone in a gap year, post-secondary students without a clear idea of where to go next, or young professionals dealing with the banality of working during a climate crisis. The messaging to youth can be simple: “Whether you want to contribute to climate action, are looking for good work, or both, join the Climate Corps. Come build the future you deserve.”

Implementation

Ideally, the YCC would be a national program. That said, like past programs such as Medicare and more recently child care, the YCC could begin as a provincial program (demonstrating proof of concept) and then evolve into a national federal-provincial cost-shared program. As such, campaigns to press for a YCC should focus on both federal and provincial governments, and should seek support and advocacy from community organizations/leaders, municipal governments/leaders and Indigenous national/organizations/leaders. (The Climate Emergency Unit has already begun the work of finding allies and supporters nationally and in various provinces, among municipal leaders, Indigenous organizations, student organizations, youth groups, and other community organizations.)

There are currently numerous youth training and employment programs across Canada (funded by both the federal and provincial governments). But none are at the scale we envision for a YCC, nor are they focused on the climate emergency. The largest existing programs are the federal Youth Employment and Skills Strategy (\$600 million a year) and the Canada Summer Jobs program (a wage subsidy program that supports about 100,000 summer positions each year). But these placements are short-term and tend to rely on job & training opportunities already on offer in the private and non-profit sector. We envision a bold new program to fund climate work that is not otherwise underway. **An initial budget target for a federal YCC would be in the realm of \$1 billion a year, but the budget should grow to accommodate demand.**

More service-oriented youth programs also exist. The closest such program we have is Katimavik, a federal youth program created under the government of Pierre Trudeau (and at one time chaired by Justin Trudeau), which has operated off and on since the late 1970s and has placed more than 35,000 young people into community service volunteer work. But Katimavik is only a half-year program with just a handful of spots available each year. More recently, the federal government initiated the Canada Service Corps, but it, too, is a relatively small program that merely offers short-term volunteer opportunities to young people.

In the early months of the pandemic, the environmental NGO Wildsight partnered with the City of Nelson, B.C., in the Kootenays and created a local [Youth Climate Corps](#). It is an inspiring program that combines climate-related education and field work. But it is a very small initiative, only able to offer a couple dozen placements each year. Nevertheless, it provides a small-scale “proof of concept” for the idea.

We need something at a much larger scale.

In the U.S., the new Biden administration, heeding the call of the youth-led Sunrise Movement, has launched a similar initiative — a [Civilian Climate Corps](#) — and has asked Congress for \$10

billion to seed it. Inspired by the Depression-era Civilian Conservation Corps (a foundational element of President Roosevelt's New Deal that employed about 300,000 people), this new program isn't explicitly youth focused but seems oriented that way. More about what this program could look like is available [here](#). Sunrise has produced a short video offering a flavour of what they envision, [here](#).

An ambitious YCC could quickly become a very popular program, one that could not be easily undone by a future change of government.

Don't ask youth to wait. The emergency is now.

Why, at this time of heightened crisis, with a civilizational threat again at our doorstep, would we want young people eager to act to wait? A new generation of young people needs a way to meet this moment.

Young people crave a sense of purpose — a desire to believe in something greater than themselves. That yearning for a sense of purpose is what led many to enlist in the Second World War. It is what American philosopher William James sought to find in a non-destructive cause in his famous 1910 essay "The Moral Equivalent of War." James was an anti-war activist but believed people need the sense of meaning, purpose and common struggle that often comes with war. James sought examples of events or struggles that could "inflamm the civic temper as past history has inflamed the military temper." To which the climate crisis replies, look no further.

Many young people are struggling with issues of economic insecurity and with feelings of political and societal abandonment (as they wrestle with the escalating costs of housing, tuition and other essential goods). This reality makes some of them susceptible to appeals from the populist right, encouraging them to scapegoat others and misdirect blame. The YCC could be a compelling and positive counter-offer at this critical juncture, inviting young people to call upon their best selves.

Climate change will be the defining issue facing today's youth, with profound consequences for their futures, families, communities and careers. How we confront the largest collective action puzzle of human existence will be the story of their lives. We would do well to fully enlist them in the challenge as soon as possible.

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Let's join together and make the Youth Climate Corps a reality!

If you'd like to get involved, email: seth@climateemergencyunit.ca

In Alberta, Juan Vargas Alba at: juan@climateemergencyunit.ca

In Ontario, Sabah Ibrahim at: sabah@climateemergencyunit.ca

In BC, Ben Simoni at: ben@youthclimatecorps.com