# **AGENDA**

# COUNCIL WORKSHOP

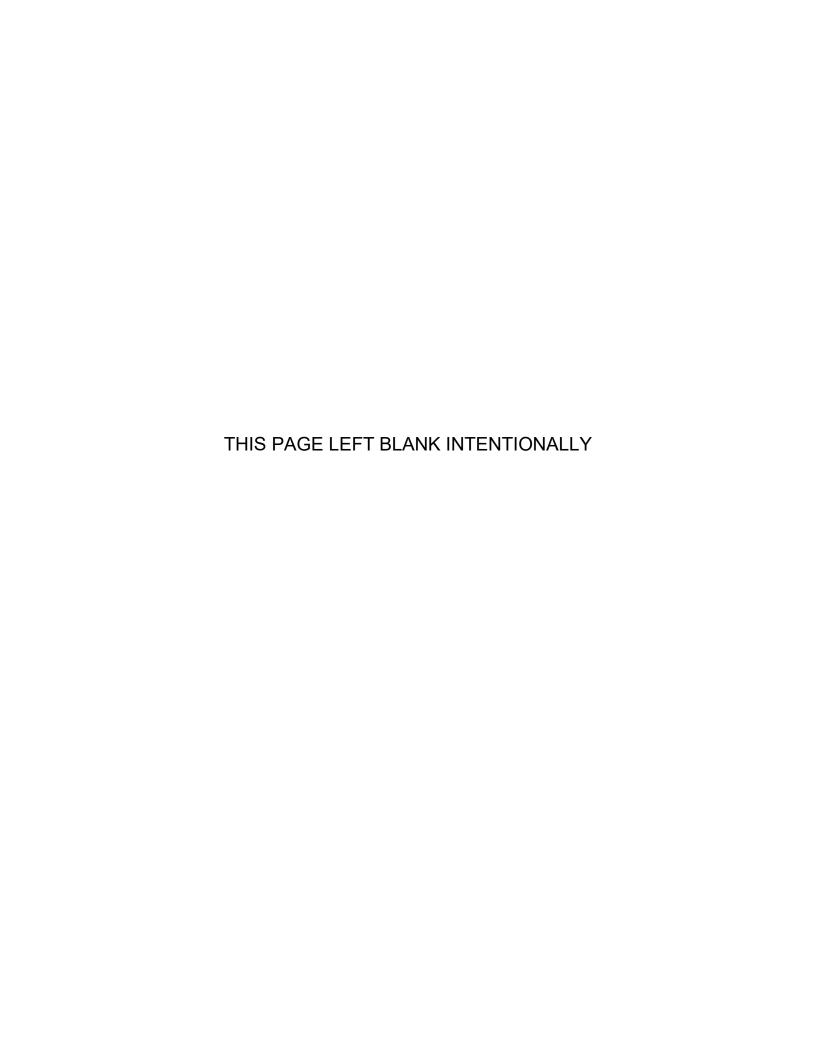
Monday, March 11, 2019 5:00 p.m. Committee Room, Municipal Hall 355 West Queens Road, North Vancouver, BC

#### **Council Members:**

Mayor Mike Little
Councillor Jordan Back
Councillor Mathew Bond
Councillor Megan Curren
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Lisa Muri



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**COUNCIL WORKSHOP** 

5:00 p.m. Monday, March 11, 2019 Committee Room, Municipal Hall, 355 West Queens Road, North Vancouver

#### **AGENDA**

#### 1. ADOPTION OF THE AGENDA

#### 1.1. March 11, 2019 Council Workshop Agenda

#### Recommendation:

THAT the agenda for the March 11, 2019 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

#### 2. **ADOPTION OF MINUTES**

#### 3. REPORTS FROM COUNCIL OR STAFF

#### 3.1. **Draft Community Energy and Emissions Plan (CEEP) Report** p. 7-101 File No. 13.6770/ENV Energy DNV/File

Report: Community Planner and Senior Community Planner, March 1, 2019 Attachment 1: Draft Community Energy & Emissions Plan (CEEP) Attachment 2: 2050 Community Energy & Emissions Plan Presentation

#### Recommendation:

THAT the March 1, 2019 joint report from the Community Planner and Senior Community Planner entitled Draft Community Energy and Emissions Plan (CEEP) Report is received for information.

#### 3.2. Regulating Non-Medical Cannabis – District of North Vancouver p. 103-198 File No. 13.6410.01/000.000

Report: Planner and Senior Planner, March 4, 2019

Attachment 1: Report to Council – Cannabis Regulation, June 11, 2018

Attachment 2: B.C. Cannabis Private Retail Licensing Guide

Attachment 3: Cannabis Control and Licensing Act

Attachment 4: Cannabis Regulation: Phase 2 Public Engagement Summary Report

Attachment 5: Map of Potential Cannabis Zones

Attachment 6: Non-Medical Cannabis Retail Regulation Presentation, March 11,

2019

#### Recommendation:

THAT the March 6, 2019 joint report of the Planner and Senior Planner entitled Regulating Non-Medical Cannabis – District of North Vancouver is received for information.

#### 4. PUBLIC INPUT

(maximum of ten minutes total)

#### 5. ADJOURNMENT

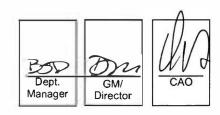
#### Recommendation:

THAT the March 11, 2019 Council Workshop is adjourned.

# **REPORTS**

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# AGENDA INFORMATION Date: MARCH 11, ZO19 Finance & Audit Advisory Oversight Other: Date: Date: Date:



# The District of North Vancouver REPORT TO COMMITTEE

March 1, 2019

File: 13.6770/ENV Energy DNV/File

**AUTHOR**: Shazeen Tejani, Community Planner, Community Planning

Karen Rendek, Senior Community Planner, Community Planning

SUBJECT: Draft Community Energy and Emissions Plan (CEEP) Report

#### **RECOMMENDATION:**

THAT the March 1, 2019, report entitled "Draft Community Energy and Emissions Plan (CEEP) Report", from the Community Planner and the Senior Community Planner be received for information.

#### **REASON FOR REPORT:**

At the Regular Meeting of Council on January 21<sup>st</sup>, 2019, staff provided Council with an update on Phase 4 (development of a draft plan) of the planning process to develop the Community Energy and Emissions Plan (CEEP). At that meeting, a resolution was passed:

THAT staff is directed to include targets for a reduction of GHG emissions of 45% below 2010 levels by 2030 and 100% below 2010 levels by 2050 in the Community Energy and Emissions Plan (CEEP);

AND THAT staff is directed to continue measuring and reporting of community-wide emissions in accordance with the Provincial Community Energy & Emissions Inventory (CEEI) reporting or more frequently, if necessary;

AND THAT staff is directed to return the draft CEEP to a Council workshop for discussion before March 31, 2019.

This report outlines key strategies included in the draft plan based on identified reduction targets of 33% below 2007 levels by 2030 and 80% below 2007 levels by 2050. Feedback collected during this Council Workshop will assist in refining the current draft plan and inform additional actions required to meet the revised target of 100% reductions by 2050.

#### BACKGROUND:

The process to develop the District's CEEP began in 2017 and includes four phases:



Figure 1: CEEP Project Phases & Timelines

The District engaged the consulting services of Integral Group with support from Nelson Nygard (transportation), Happy City (community health), Licker Geospatial (community energy mapping), and Glave Communications (communications and engagement) to complete this work. These consultants performed extensive modelling of current emissions and the actions required to reach desired emissions reduction targets. The magnitude of impact, cost implications, and timeframes were also developed to create a comprehensive action plan for Council's consideration. The draft CEEP is included as **Attachment 1** of this report. This draft will be amended once Council provides direction on additional actions required to meet the revised target of 100% reductions by 2020.

#### **EXISTING POLICY:**

The OCP identifies the District's objective to become a more energy-efficient community that reduces our GHG emissions and dependency on non-renewable fuels while adapting to climate change.

Consistent with the OCP, Council has approved the following plans which are being implemented to address corporate and community-wide energy and emissions, adapt to climate change impacts, and require a higher energy efficient standard for new buildings in the District:

- 2015 District Corporate Strategic Energy Management Plan (SEMP) aims to reduce emissions from corporate infrastructure and buildings, including but not limited to civic structures, community centres, and District-owned assets (i.e. street lights). (https://www.dnv.org/strategic-energy-management-plan-semp)
- 2017 Climate Change Adaptation Strategy (CCAS) works to coordinate and integrate
  District initiatives that support climate change adaptation and aims to incorporate
  adaptation considerations and longer-term thinking throughout all District activities (i.e.
  Integrated Stormwater Management Plan). (<a href="https://www.dnv.org/programs-and-services/climate-change-adaptation-strategy">https://www.dnv.org/programs-and-services/climate-change-adaptation-strategy</a>)
- 2017 BC Energy Step Code (ESC) is a voluntary provincial standard enacted in April 2017 that provides an incremental and consistent approach to achieving more energy-

March 1, 2019

efficient buildings that go beyond the requirements of the base BC Building Code. The District has implemented the BC Energy Step Code by referencing it in the Construction Bylaw, adopted in December 2017 in accordance with the Provincial Best Practice Guide for Local Governments. (https://energystepcode.ca/)

#### ANALYSIS:

## Key Strategies included in the Draft Plan



Figure 2: Key strategies for addressing GHG emissions

A full set of draft actions have been identified as having a low, moderate, or high-impact on overall reduction targets (page 26 of **Attachment 1**). These high-level actions are summarized below by category:

#### Transportation & Land Use

- Work to reduce the number of car trips in the District using Transportation Demand Management Strategies;
- Ensure new developments contribute to the concept of 'complete communities' that allow residents to live, work and play in the same place;
- o Improve walking and cycling safety through the addition of new infrastructure;
- Improve residents access to non-automotive transportation systems (e.g. allocate more curb space to transit stops and bicycle facilities);
- Improve the transit network's efficiency, level of service, and accessibility to enhance residents' transit experience;
- Support electric vehicle adopting by increasing the availability of electric vehicle charging infrastructure;
- Lobby federal government for improvements in fuel efficiency standards for gasoline powered vehicles and zero-emission vehicle standards;
- Encourage the Port to electrify their North Shore operations;
- Support Metro Vancouver's efforts to manage congestion using mobility pricing (e.g. parking fees, transit fares, road usage charges, etc.);

#### Buildings & Energy

 Improve building efficiency in new residential and commercial construction projects laddering up the BC Energy Step Code;

- Improve building efficiency in institutional and industrial construction projects by supporting the Province's implementation of the BC Energy Step Code in these building types;
- Implement a building retrofit program to gradually improve the energy efficiency and comfort of the District's existing building stock (residential and non-residential buildings);
- Reduce or eliminate our dependence on fossil fuels by moving toward the use of electricity in all buildings;
- Consider 'passive house' (net-zero) as a pilot project in Town and Village Centres.

#### Solid Waste

- Reduce the amount of organics and recyclables sent to landfill by setting higher Municipal Solid Waste Diversion Targets;
- Expand organics and recycling collection programs (to all multi-family residential buildings and commercial buildings);
- o Install multi-stream waste containers at all street waste locations;
- Reduce the amount of organics and recyclables sent to landfills from construction, land clearing and demolition companies;
- o Increase methane capture from landfill to reduce emissions from waste
- o Explore wood waste bans to reduce landfill methane.

#### Urban Forestry

- Plant additional trees to provide shading for buildings, which helps keep buildings cool during summers and warm during winters, improving occupant comfort and reducing energy use;
- Plant trees to provide shading along active transportation routes, which will help keep pedestrians and cyclists cooler during summer months;
- Establish an Urban Forestry Management Strategy that protects the District's urban forest for years to come.

The consultants at Integral Group, Nelson Nygaard, and Happy Cities will guide Council through these actions in greater depth at the Council Workshop on March 11<sup>th</sup>, 2019. The District's Emissions & Energy Use Profile (including current emissions, proposed and revised targets, and forecasted use) as well as a summary of the health and wellbeing co-benefits associated with proposed actions will also be discussed.

#### Timing/Approval Process:

We are now in Phase 4 of the CEEP process, which includes refining the final draft Plan for Council's consideration. Staff anticipate completion of the final draft, with revised emissions reduction targets, in summer of 2019.

Document Number: 3872341

#### **CONCLUSION:**

The District's Community Energy and Emissions planning (CEEP) process is in its final phase. Staff are seeking feedback on the proposed actions to guide the District in achieving its emissions reduction targets to 2050. It is anticipated that the final draft will be forwarded to Council in the summer of 2019.

Respectfully submitted,

Shazeen Tejani Community Planner

Karen Rendek, RPP, MCIP Senior Community Planner

Attachment 1: Draft Community Energy & Emissions Plan (CEEP)
Attachment 2: 2050 Community Energy & Emissions Plan Presentation

REVIEWED WITH:		
□ Community Planning □ Development Planning □ Development Engineering □ Utilities □ Engineering Operations □ Parks □ Environment □ Facilities □ Human Resources	☐ Clerk's Office ☐ Communications ☐ Finance ☐ Fire Services ☐ ITS ☐ Solicitor ☐ GIS ☐ Real Estate ☐ Bylaw Services	External Agencies:  Library Board  NS Health RCMP NVRC Museum & Arch.

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District of North Vancouver

Community Energy and Emissions Plan – IMPACT2050

March 1, 2019

Prepared by:

Integral Group LLC & District of North Vancouver

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# MAYOR'S INTRODUCTION/COUNCIL STATEMENT

To be included following finalization of the report

# **ACKNOWLEDGMENTS**

To be included following finalization of the report



#### **EXECUTIVE SUMMARY**

IMPACT2050 is a comprehensive **Community Energy and Emissions Plan (CEEP)**, designed to help the District meet its ambitious carbon emissions and energy use reduction targets:

- Carbon emissions reduction targets: 33% by 2030 and 80% by 2050 (over 2007 levels)
- Energy consumption reduction targets: 12% by 2030 and 40% by 2050 (over 2007 levels)

It builds on the Official Community Plan, Strategic Energy Management Plan, Transportation Plan, and Climate Change Adaptation Strategy. IMPACT2050 guides decisions and investments around buildings, infrastructure, and land-use to ensure that where we live, how we move around, and how we source our energy will work for North Vancouverites today and in the future. IMPACT2050's primary functions are to:

- Organize and coordinate the District's existing efforts to reduce energy consumption and GHG
  emissions;
- Establish targets for meaningful long-term reductions in GHG emissions and energy consumption;
- Establish a monitoring framework to assess progress towards those targets;
- Direct actions to ensure reduction targets outlined in the Official Community Plan are met;
- Strengthen the integration of climate actions into municipal programs and decision making;
- Communicate progress and actions on energy and emissions reduction efforts; and,
- Increase community awareness and inspire innovation on climate action.

The strategies contained in IMPACT2050 were established through an iterative process that involved four distinct phases. Through a series of workshops and surveys, community members and stakeholder groups helped shape IMPACT2050's action items, leading to a plan that reflects the unique needs of the District and the people who live and work there.

IMPACT2050 groups the more than 80 action items derived from this process into four major categories:

- 1. **Transportation & Land Use:** Actions designed to reduce energy and emissions by designing connected and efficient communities and reducing our reliance on vehicles powered by fossil fuels.
- 2. **Buildings & Energy:** Actions designed to reduce energy and emissions by improving new and existing building performance, and exploring opportunities for renewable energy and energy savings.
- 3. **Solid Waste:** Actions designed to reduce energy and emissions by reducing waste sent to landfill and by lowering emissions generated from waste.
- 4. **Urban Forestry:** Actions designed to reduce energy and emissions by expanding the District's urban canopy, managing existing eco-assets, and planting more trees.

Establishing timelines is critical to the success of any project, and so each action has a specific implementation schedule from 2018 to 2050. Along the way, the District will monitor and evaluate progress using a suite of primary (system-level) and secondary (program-level) indicators, along with key milestones from outside the District's jurisdiction.

In addition to helping the District achieve its energy and carbon emissions reductions targets, each of these categories offer far-reaching co-benefits for human and environmental health, such as: improving the urban experience; encouraging active mobility; offering access and opportunity across the spectrum of human diversity; enabling social time and promoting positive relationships; and fostering resilient communities and ecosystems.

With IMPACT2050, Council has approved the direction the District will take towards a healthier and more sustainable community in the face of global climate change. Recognizing that the District is not acting alone, IMPACT2050 calls upon the Provincial and Federal Governments, partner agencies, local businesses and organizations, as well as individual citizens to work together to achieve and maintain energy and emissions reductions for decades to come.

#### TACKLING CLIMATE CHANGE

Climate change is one of the most important issues facing communities across the world today. The 2018 Intergovernmental Panel on Climate Change (IPCC) has urged that global warming must be limited to 1.5°C in order to avoid the worst impacts of climate change. Keeping global warming to this level requires fast and far-reaching changes to all aspects of society, including significant changes to the way we interact with our land, energy systems, industries, buildings, transportation networks and cities. Ultimately, these changes must result in a reduction of human-caused greenhouse gas emissions by approximately 45% from 2010 levels by 2030, reaching a state of 'carbon neutrality' by 2050.

To be successful, actions to minimize the impacts of climate change will need to be taken across the world. As a signatory to the Paris Agreement, Canada joined 196 other countries in a commitment to combating climate change and is now required to demonstrate efforts to reduce and regularly report on national greenhouse gas (GHG) emissions. Canada has also committed to reducing national emissions by 30% by the year 2030 and 80% by 2050. Similarly, the Province of British Columbia has committed to reducing provincial emissions by at least 40% by 2030 and 80% by 2050.

However, federal and provincial action is not enough to meet these targets. Municipalities play a significant role in reducing our overall national emissions. They are the level at which many decisions are made that affect the way we live, from the way we use our land, to the way buildings and transportation networks are designed. Reducing the District of North Vancouver's GHG emissions and supporting provincial and national targets will be needed to do the District's part and to avoid the worst impacts of climate change.

ADDITIONAL RESOURCES

BC Auditor General Report 2018

<u>District of North Vancouver</u> <u>Climate Change</u> <u>Adaptation Strategy</u>

<u>Pathways to Deep</u> <u>Decarbonization in Canada</u>

#### WHAT IS CLIMATE CHANGE?

Greenhouse gas (GHG) emissions have both natural and human-caused (or anthropogenic) sources. While both contribute to climate change, anthropogenic GHG emissions have vastly accelerated the rate and potential severity of climate change. Anthropogenic GHG emissions are primarily derived from the combustion of fossil fuels such as coal, oil and natural gas. We burn fossil fuels in many aspects of our daily lives, including when we heat our homes and hot water and move around using fossil fuel-based vehicles. Anthropogenic GHG emissions also come from industrial processes, agricultural practices, landuse changes such as deforestation, and emissions from landfilled waste.

#### Reducing Energy and Emissions in the DNV

One key step in limiting potential energy and emissions is the design of a Community Energy and Emissions Plan (CEEP). These are tools that municipalities can use to map out and achieve considerable reductions in energy consumption and GHG emissions. CEEPs help to guide the decisions and investments around our buildings, infrastructure and land-use that are made today to ensure that we can and will achieve and maintain energy and emissions reductions for decades to come.

The impacts of climate change are already being felt across the world, including in the District of North Vancouver. Hotter summers, wetter winters, higher risks of forest fires, extreme heat events, and flooding are all already occurring locally (Source: District Climate Change Adaptation Strategy)

PREDICTED CLIMATE CHANGES FOR 2050	CLIMATE RISKS FOR 2050
<ul> <li>Increased Temperatures</li> <li>Increased Precipitation</li> <li>Increased Extreme Weather</li> <li>Sea Level Rise</li> </ul>	<ul> <li>Record-setting summer temperatures leading to heat-related deaths</li> <li>Extreme drought conditions</li> <li>Wildfires and prolonged air quality advisories</li> <li>Intense rainfall causing flooding</li> <li>Reduced snowfall impacting water reservoir and winter recreation activities</li> </ul>

IMPACT2050 is the District of North Vancouver's CEEP. The actions listed in this document ensure that where we live, how we move around, and how we source our energy will work for North Vancouverites today and in the future. Because the District is not acting alone, IMPACT2050 calls upon the Provincial and Federal Governments, partner agencies, local businesses and organizations, as well as individual citizens to work together to address climate change.

IMPACT2050's primary functions are to:

- Organize and coordinate the District's existing efforts to reduce energy consumption an GHG emissions;
- Establish targets for meaningful long-term reductions in GHG emissions and energy consumption;
- Establish a monitoring framework to assess progress towards those targets;
- Direct actions to ensure reduction targets outlined in the OCP are met;
- Strengthen the integration of climate action into municipal programs and decision making;
- Communicate progress and actions on energy and emissions reduction efforts; and,
- Increase community awareness and inspire innovation on climate action.

#### One Piece of the Puzzle

IMPACT2050 is a framework that provides a foundation upon which we can develop more detailed policies and programs to support implementation. The actions outlined in IMPACT2050 are designed to contribute to the District's overall vision of a vibrant and sustainable community. They also complement and support other existing plans and policies.

The District's **Official Community Plan is** designed to guide municipal decisions and operations through 2030 by identifying key issues facing the District, and the strategic directions necessary to address them over time. It directs growth into the District's **Town and Village Centres** and encourages the sustainability of the community at large.

The **Strategic Energy Management Plan** outlines opportunities to reduce energy use and emissions for municipally-owned and operated buildings, targeting 30% below 2012 levels by 2020. Analysis completed for IMPACT2050 will help inform Strategic Energy Management Plan targets to 2030 and 2050.

The Federation of Canadian Municipalities (FCM) defines two types of local-level GHG inventories in their Partners for Climate Protection (PCP) program: corporate and community

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CORPORATE GHG EMISSIONS	COMMUNITY GHG EMISSIONS
Targeted with Strategic Energy Management Plan	Targeted with IMPACT2050
<ul> <li>Includes all items that the local government has operational control over (i.e. fully owns, or has full authority to implement operational health, safety, and environmental policies)</li> </ul>	<ul> <li>Emissions from activities within local jurisdiction</li> <li>Local government may have limited control or influence over some emissions sources</li> </ul>

The **Transportation Plan** outlines the overarching strategies the District must take to move towards a more sustainable transportation network. The Plan outlines priority areas for each region of the District to increase access to sustainable transportation options such as transit, walking, and cycling, reduce congestion, and improve safety.



Finally, the **Climate Change Adaptation Strategy** (CCAS) outlines the key adaptation measures that the District can employ to improve the community's resilience to inevitable changes in climate. The Strategy identifies, coordinates and integrates District initiatives that create a more **resilient** District that is better prepared for **extreme weather events.** IMPACT2050's focus on mitigation complements the CCAS's adaptation measures to ensure that that the District plays its part in preventing further damage to communities and ecosystems.



The DNV was recognized in 2016 for its efforts to reduce emissions by the Climate Action Recognition Program.

#### MITIGATION VS. ADAPTATION

IMPACT2050 is a plan that targets the reduction of GHG emissions that contribute to climate change, or what is known as climate change **mitigation**. Mitigation actions can be retroactive, in that we can shift away from fossil fuel-based sources of energy, or proactive, by planning for improved carbon reductions. Examples of mitigation actions include:

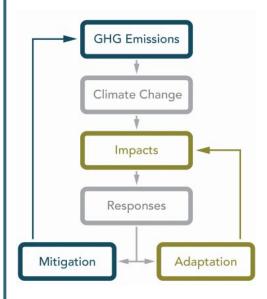
- Encouraging compact growth in new communities
- Fostering modes of transportation based on transit, cycling, or walking
- Facilitating the use of electric-vehicles
- Requiring higher levels of energy efficiency in new buildings
- Increasing methane capture from landfills to reduce emissions from waste

Conversely, climate change **adaptation** focuses on preparing for and responding to the impacts posed by climate change. This means preparing for potential harmful impacts, but also includes taking advantage of any potential positive impacts. Examples of adaptation actions include:

- Constructing new buildings at higher levels to prevent damage from flooding events
- Expanding green spaces to help reduce the risk of flooding of extreme storm events
- Conserving water during periods of extended drought
- Protecting properties at risk of damage from severe weather events

Both mitigation and adaptation approaches are necessary. Despite several efforts on the part of cities, districts and countries across the world, we are already committed to some degree of climate change. While mitigation efforts are needed to reduce emissions and prevent the worst impacts of climate change, communities must still prepare for the consequences of our global inaction over the past several decades.

Luckily, some actions benefit both mitigation and adaptation objectives by reducing the vulnerability of infrastructure to the effects of climate change and by making them more efficient. Increasing the number of street trees, for example, helps to mitigate climate change because trees both **sequester** carbon dioxide and keep buildings cool, thereby reducing energy demand for cooling. Street trees also contribute to adaptation by intercepting and filtering stormwater runoff to prevent flooding and improve water quality.



# The Benefits of Energy and Emissions Reductions

IMPACT2050 goes beyond climate action by directly addressing potential impacts and co-benefits to community health and equity. This approach ensures identified actions don't disproportionately impact vulnerable populations while also addressing other important community needs, including physical, social and mental well-being. Some of the intended outcomes are listed below, with more explained in the section on Harnessing Co-Benefits below.

DESIRED OUTCOME	COMMUNITY ACTIONS
Cleaner Air & Improved Community Health	Improve air quality by reducing carbon emissions and air contaminants
Increased Housing Affordability	Reduce heating costs and energy consumption by constructing and retrofitting buildings to be more energy efficient
Efficient Transportation Systems	Ease traffic congestion through improved walking and cycling infrastructure and public transportation networks
Sustainable Job Opportunities	Create jobs in the growing renewable energy and green jobs market by attracting these businesses to the District

## **CREATING IMPACT2050**

IMPACT2050 was developed in four key phases.

**Phase 1** identified the District's past and current state of energy and emissions using a mix of quantitative and qualitative analysis. This phase also developed forecasts of Districts energy use and emissions to 2030 and 2050.

**Phase 2** used this information to project the cumulative impact of potential mitigation strategies. Staff, stakeholder, and public consultation workshops were used to identify high-impact actions that could be implemented by the District.

**Phase 3** saw the creation of an implementation strategy for individual actions, including anticipated costs, timelines, and degree of impact on energy and emissions reduction. Potential internal and external resources and partners were identified to assist in executing the actions.

**Phase 4** combined technical analyses with input from District staff, stakeholders, and the community to develop a final plan that would both achieve energy and emissions reductions and provide broad community benefit to physical, social, and mental health.



Community members and stakeholder groups helped shape IMPACT2050's action items through a series of workshops and surveys. This process helped create a plan that reflects the unique needs of the District and the people who live and work there. Workshops were used to identify key actions, while an online survey hosted in the fall of 2018 was used to assess public support for various high-level strategies in the areas of Transportation and Land use, Buildings and Energy, Solid Waste, and Urban Forestry. Results showed overwhelming support for the majority of actions summarized in the survey.

#### WHAT WE HEARD – EXAMPLE FEEDBACK

- Ensure the creation of safe walking and cycling routes for children travelling to school
- Implement strategies to increase EV adoption
- Increase density in single family residential zones to improve affordability and build closer communities, in a way that doesn't impact the District's liveability or beauty
- Reduce parking requirements/allowances in buildings and for areas close to transit, cycling, or pedestrian infrastructure
- Build bike paths on all major roads and bridges designed to All Ages and Abilities (AAA) standards
- Promote shorter work days to provide residents with more time
- Encourage active transportation infrastructure (e.g. bike or stroller parking) across the District
- Improve transit services

- Implement the BC Energy Step Code as quickly as possible while ensuring costs aren't too high
- Prohibit bylaws banning line-drying laundry outdoors in multi-family buildings
- Incentivize building retrofits (e.g. through property tax reductions)
- Incentivize building retrofits (e.g. through property tax reductions
- Encourage energy efficiency by highlighting benefits to comfort, water, waste, health, and safety
- Require the use of multi-stream waste sorting spaces in all new multi-family buildings
- Protect urban forestry canopy to help the District adapt to temperature increases as the climate warms



Summary of IMPACT2050 Public Survey Responses

Additional survey results can be found at <a href="https://www.dnv.org">www.dnv.org</a>.

#### **SETTING TARGETS**

While the Canadian federal government has set emissions reduction targets nation-wide, several provinces, regions, and cities are setting even more ambitious targets in recognition of the scale and importance of the climate change challenge.

In the District of North Vancouver, the 2011 Official Community Plan established a target of reducing GHG emissions by 33% by 2030. IMPACT2050 has added a second long-term target for the year 2050 to ensure continued emissions reductions and to parallel those set by the federal and provincial government. Both targets use the year 2007 as the baseline, as this was the year the District began tracking the community's emissions and energy use by way of the Provincial Community Energy and Emissions Inventory (CEEI).

#### Canada ! BRITISH COLUMBIA **metro**vancouver 30% reduction in 40% reduction in 33% reduction in 33% reduction in emissions from emissions from emissions from emissions from 2005 levels by 2007 levels by 2007 levels by 2007 levels by 2030 2030 2020 2030 80% reduction in 80% reduction in 80% reduction in 80% reduction in emissions from emissions from emissions from emissions from 2005 levels by 2007 levels by 2007 levels by 2007 levels by 2050 2050 2050 2050

Figure 1: District of North Vancouver Emissions Targets in Context

District emissions primarily come from energy use and therefore energy consumption must be considered alongside efforts to reduce GHG emissions. IMPACT2050 energy related strategies prioritize energy conservation. To that end, the District has also developed 2030 and 2050 energy reduction targets:

- 12% reduction in energy from 2007 levels by 2030
- 40% reduction in energy from 2007 levels by 2050

These energy and emissions targets position the District among local climate action leaders and will require significant efforts to reduce building energy use, improve transportation networks, and connect to renewable sources of energy. The actions in IMPACT2050 will require a transformation of the District's energy system that must be both shaped and achieved by the whole community. By including key stakeholders and District community members in its unfolding, IMPACT2050 has the potential to create a healthier, more prosperous, and more fulfilling place to live, work and play.

#### **ENERGY AND EMISSIONS IN THE DNV**

To reduce energy consumption and GHG emissions, it is important to know how the District is already performing. The sections below describe how the District is consuming energy, where emissions are coming from, and how the District is already acting to reduce both energy consumption and the generation of GHG emissions.

#### Where are we now?

IMPACT2050 compared CEEI energy and emissions data from 2007, 2010 and 2012 to energy and emissions for 2016, the most recent year that data is available. **Over this period, energy use has decreased approximately 4% over the last ten years and GHG emissions are 10% lower than in 2007**.



Figure 2: District Historical Energy Consumption and GHG Emissions

Reductions in energy use and emissions are not equal because of the different emissions intensities of our energy sources. Trends for the DNV indicate that the emissions per unit energy (intensity) have decreased faster than energy use. In British Columbia, most electricity comes from renewable sources, with almost 92% sourced from low-carbon hydropower. As a result, very few emissions are generated by using electricity. Instead, the District's emissions from energy use primarily come from the **thermal energy** we use in transportation, buildings, and industrial processes (Figure 3). This energy is derived from fossil fuels, including natural gas, gasoline, and diesel.

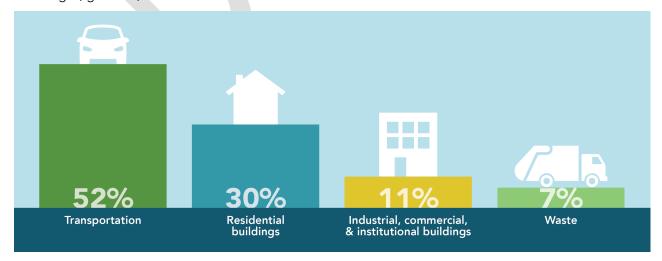


Figure 3: District Emissions by Sector

#### ENERGY in 2016

In 2016, the majority of energy (64%) in the District was consumed by the building sector—43% by residential buildings and 21% by institutional, commercial and industrial (ICI) buildings. Energy consumed by passenger and commercial vehicles accounted for 35.5%, while the remaining 1.5% is attributable to transit. When exploring energy use by fuel type, most energy consumed in the District is derived from natural gas used in the building sector (41%), from gasoline consumed in the transportation section (30%), and from electricity (24%).

#### EMISSIONS in 2016

Shifting focus to emissions, 84% of GHG emissions are attributed to the use of natural gas in buildings and gasoline consumed in vehicles. Since 2007, transportation emissions have become a proportionately higher contributor to overall District emissions. Of the District's transportation related emissions, approximately 96% comes from passenger vehicles, with only 4% derived from commercial vehicles, based on the total number of kilometres traveled. This presents a significant opportunity to reduce emissions through increased EV adoption, and by clustering land uses that reduce dependence on vehicles for short trips.

#### What have we done so far?

The District has already made several steps towards reducing its energy use and emissions. A few of these are noted below:

Transportation & Land Use	
Completed Centres Plans for Lynn Creek, Lions Gate, Lynn Valley, Maplewood and Edgemont establish the vision for complete, compact, and energy-efficient network of centres in the community.	Laid the groundwork for a B-Line extension across the North Shore (Dundarave to Phibbs Exchange), representing an additional 14km of bus service every 10 minutes.
Continued work on the North Shore Spirit Trail, a full accessible, multi-use pathway from Horseshoe Bay to Deep Cove.	Continued detailed design work with TransLink and the Province on the Phibbs Exchange project to support additional transit ridership.
Completed the Lynn Valley Road bike lanes.	Completed a range of walking and biking safety and infrastructure improvements to encourage active transportation.
Buildings & Energy	
Adopted the <i>BC Energy Step Code</i> on December 11, 2017 (effective July 1, 2018).	Continued to support BC Hydro's Appliance Rebate program, providing \$50 per household to replace old washing machines with more energy efficient models.
Solid Waste	
Participated in Metro Vancouver's North Shore Waste Water Treatment Plant Project, which will lead to an approximate reduction in 300 tonnes of GHG emissions annually for the District.	Supplied standardized carts for waste collection with animal resistant lids and provided incentives for waste reduction, including reduced utility fees for those using smaller garbage containers.
Urban Forestry	
Required restoration planting plans for both the Streamside and Protection of Natural Environment Development Permit Areas for private property.	Required new street trees as part of Development Permits.
Miscellaneous	
Adopted the Bylaw 8211 to allow residents to raise backyard chickens, promoting environmentally sustainable living practices and local food production.	Provided financial support to the <i>Cool It! Climate Leadership Training Program</i> , enabling 274 students in the District to learn about energy conservation and emissions saving actions.

#### Where are we going?

While the District has seen a slightly downward trend in emissions, this trend is not likely to continue. Left unchecked, population and employment growth are predicted to increase overall District emissions 19% by 2050. These unchecked emissions represent a 'Business-as-Usual' (BAU) scenario and consider existing District actions, policies, and plans, including the Official Community Plan. This creates a significant 'emissions gap' of almost 400,000 tonnes of carbon dioxide equivalent (CO<sub>2</sub>e) between the District's projected BAU emissions<sup>1</sup> and targeted 2050 emissions (Figure 4).

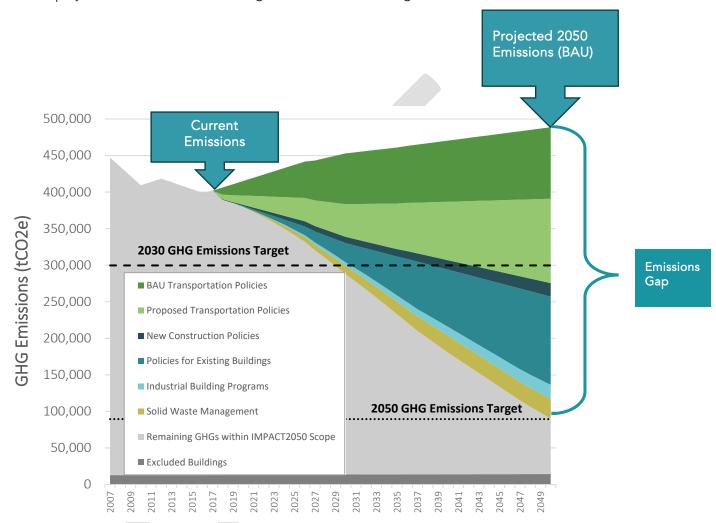


Figure 4: GHG Emissions Predictions to 2050

A similar story can be told when forecasting future District energy use. Left unchecked, District energy consumption is expected to increase by 16% by the year 2050. As with emissions, increasing District population and employment will drive these increases in energy consumption, primarily due to associated growth in the total building floor area, as well as transportation demands. As with emissions, the BAU scenario shows a significant gap of almost 4.7 million GJ between the District's projected BAU emissions and targeted 2050 emissions.

-

<sup>&</sup>lt;sup>1</sup> Note: existing District transportation policies (e.g. compact Town and Village Centre development) are not included in the BAU scenario and their contribution to reducing the emissions gap is highlighted in the dark green wedges in Figure 4 and Figure 5.

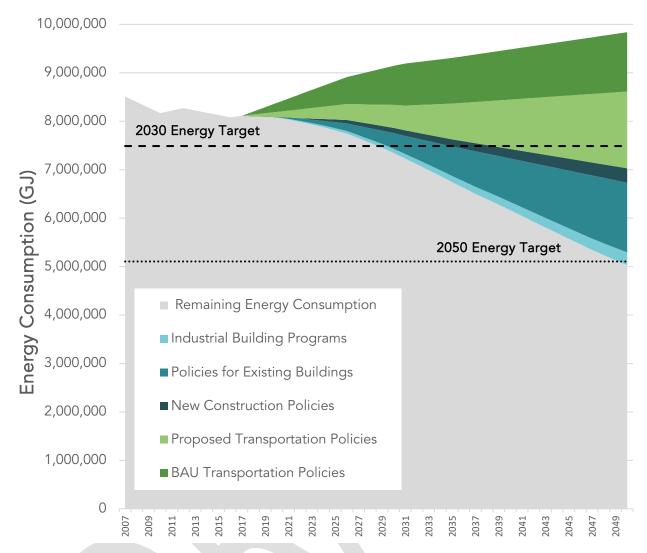


Figure 5: Energy Predictions to 2050

There are a few reasons for these gaps. While the BC Building Code reduces energy use associated with newly constructed buildings, expected growth in the total building floor area across the community will outweigh these stricter energy requirements. Importantly, the BC Building Code also addresses new building construction, and not the significant energy use and emissions that come from existing buildings. Homes with large square footages and low densities are also a contributing factor to the increased energy use and emissions projected for the District.

As a result of these factors, emissions from buildings are projected to be 2% higher in 2030 than in 2007, increasing to 7% over 2007 levels by 2050.

In terms of transportation, the District's decision to focus development in compact Town and Village Centres supported by transit, cycling, and walking improvements is projected to have a significant positive effect on energy and emissions. By 2030, transportation emissions are projected to be 25% lower than in 2007, with reductions reaching nearly 28% by 2050.

However, these existing District plans and policies will not be enough to achieve the District's targets. Action is needed today to help the District reach its climate goals, including a broad set of policies, programs, and partnerships that will impact all aspects of District life, including:

- Transportation and land-use
- New construction
- Existing buildings

- Industrial buildings
- Solid waste management (impacts emissions only)

The energy and emissions forecasts highlight a pathway for the District to achieve their 2050 targets. Energy efficiency will become the norm across building and transportation industries. There will also be a shift to low-carbon energy sources, with electricity consumption growing and natural gas and gasoline use dropping dramatically. IMPACT2050 provides the roadmap to guide the District community through this transition.

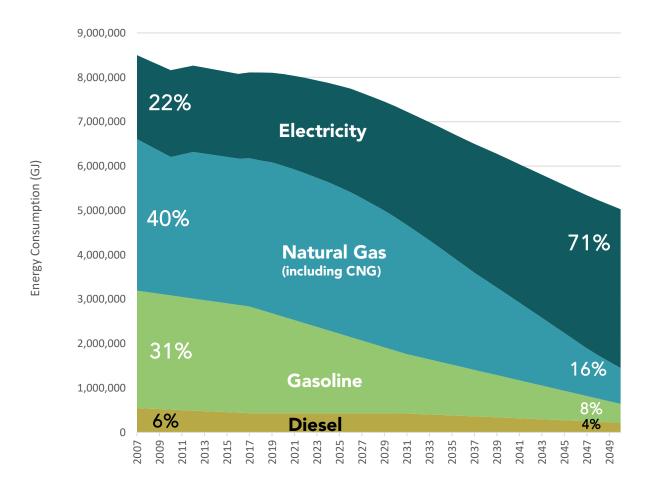


Figure 6: IMPACT2050 District Energy Systems Transformed

Looking at these changes in emissions across the different neighbourhoods of the District tells an interesting story.

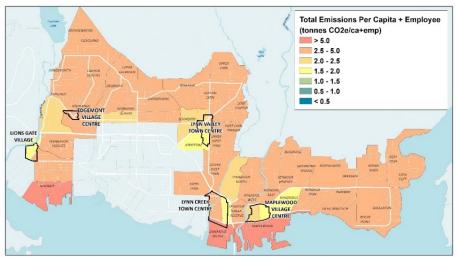
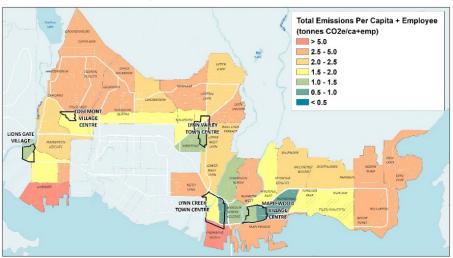


Figure 7: Current District Emissions 2016 shows a community with relatively high emissions per capita. This reflects the District's historical focus on single-family homes and personal vehicles for transportation.

Figure 8: BAU District Emissions in 2050 shows the District's Official Community Plan centre boundaries, and illustrates that emissions reductions can occur in these centre areas where growth is concentrated.



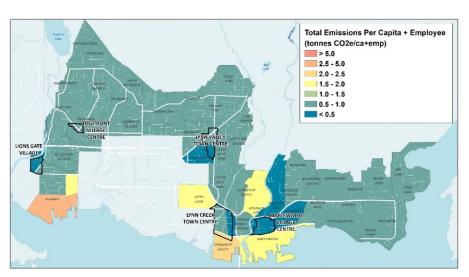


Figure 9: A District Transformed shows how implementing IMPACT2050 strategies can result in a community that has transitioned away from fossil fuels.

#### LEADING AN ENERGY TRANSITION

Reaching the District's emission reduction targets will require the decarbonization of the District's energy systems. Decarbonization is the process of removing carbon from our energy supply by shifting to efficient and renewable sources that emit zero carbon emissions.

The volume of emissions generated by a city or region is largely a function of the amount and kind of energy that is used. While much of the energy we use in the District is derived by hydro electricity (a relatively clean and low-carbon source of energy), other sources of energy have higher carbon intensities. These include the natural gas we burn to heat our homes and to produce hot water, as well as the gasoline or diesel used to fuel our vehicles. IMPACT2050 outlines the key actions that the District will take to reduce our reliance on these sources of energy by improving efficiencies and switching to low-carbon energy sources.

Strategic short, medium and long -term strategies and actions are outlined in four key areas, and encompass a wide range of approaches, from educational campaigns, to increases in regulations and standards over time, to new and existing sources of potential funding. These strategies will complement and extend existing initiatives to transform the District and meet its climate targets.



#### TRANSPORTATION & LAND USE

Transportation accounts for more than 50% of the District's current GHG emissions and is therefore a critical area for climate action.



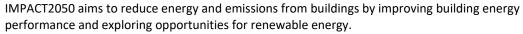
IMPACT2050 aims to reduce energy and emissions from transportation and land use by designing connected and efficient communities and reducing our reliance on vehicles powered by fossil fuels.

Strategies impacting Light Duty Passenger vehicles will reduce 2050 emissions by over 20% and 2050 energy use by over 25%



#### **BUILDINGS & ENERGY**

Buildings account for more than 40% of current GHG emissions and are a critical area for climate action.





Replacing natural gas furnaces with high efficiency electric heat pumps in existing single-family homes will reduce both 2050 emissions and energy use over 20%



#### **SOLID WASTE**

Waste represents a small but still significant portion of our community's GHG emissions. Energy is spent collecting and dealing with waste, and decomposing waste in the landfill is a significant source of methane, a powerful greenhouse gas.

IMPACT2050 aims to reduce energy and emissions from solid waste by reducing waste sent to landfill and by lowering emissions generated from waste.

Increasing institutional, commercial and industrial waste diversion will reduce 2050 emissions 5%.



#### **URBAN FORESTRY**

Planting trees can help to sequester carbon out of the atmosphere, and can also help to reduce building energy consumption by providing shading in the hot summer months.

IMPACT2050 aims to reduce energy and emissions through urban forestry by expanding the District's urban canopy. Managing existing eco-assets and planting more trees are considered priority action items for this category.

Increasing the community-wide urban tree canopy with careful consideration of tree size and species will help maximize carbon sequestration.

KNOW YOUR POLICY TOOLS	
REGULATION / STANDARD	Legally binding requirement for a specific action
	E.g. Adopt BC Energy Step Code for all new construction
INCENTIVE	Government spending to reduce cost of action
	E.g. Implement a program that encourages employers to create commute trip reduction programs (e.g. bicycle facilities, parking cash out)
ADVOCACY	Active support for a particular policy beyond the control of the District government
	E.g. Support regional efforts to establish cross-harbour bridge mobility pricing
CAPACITY BUILDING / EDUCATION PROGRAM	Provide information and resources to build awareness and understanding surrounding an action
	E.g. Improve waste diversion rates at drop-off locations through education campaign and supporting operational changes
DEMONSTRATION PROJECT	Small-scale project to test viability of wide-spread action
	E.g. Pilot use of driverless shuttles for transportation between homes and transit stations
FUNDING	District and external funding (Provincial and Federal Government, as well as various organizations) to implement an action
	E.g. Fund area Transportation Management Associations to promote multimodal transportation programs (e.g. transit pass subsidies) using proceeds from parking benefit districts

## Building a Healthy, Happy Community

IMPACT2050 strategies achieve much more than energy and emissions reductions. In fact, research has shown that many emissions reduction actions have a direct, positive influence on our overall social, mental, and physical health. There are many strategies to reduce energy use and emissions in the way we live, work, and move around that can directly contribute to the District's efforts to improve the quality of life of its citizens.

For example, the *My Health My Community* report has found strong links between the use of active modes of transportation, such as cycling and walking, and lower body mass index, higher rates of community belonging and connectedness, and better overall health. People who live in walkable neighbourhoods where housing is mixed with shops, services and places to work also report having much more positive local relationships compared to people in single-use, car-dependent neighbourhoods.

Adding green spaces also contributes to overall community health. Along with the carbon sequestration benefits that urban forests provide, evidence has shown that people are happier and more satisfied with their homes when they have views of trees from their windows. Urban forests also help combat the urban heat island effect, which is caused by the heat generated by dark surfaces like roads, sidewalks, and roofs in dense cities. Trees decrease air temperatures and reduce the number of pollutants in the atmosphere through evapotranspiration and particulate matter filtration. To that end, IMPACT2050 prioritizes protecting and growing the District's urban forest, improving land use and transportation systems, and promoting the construction or retrofit of energy efficient buildings.

# Saving Costs, Boosting Equity

Strategies to reduce emissions can also help to strengthen the economic well-being of the community. Single occupancy vehicle transportation infrastructure in low-density environments represents both a high source of GHG emissions and one of the costliest systems to build and maintain per trip. They are also a major contributor to poor population health, obesity and stress, which in turn incurs hundreds of billions of dollars of healthcare costs around the world each year over and above the costs of traffic

accidents and emergency services costs. (Operating costs for cars are also higher than transit or active transportation modes.

Conversely, residents in walkable, mixed-use neighbourhoods typically enjoy shorter commutes, shorter distances to errands, and greater access to transit. This in turn reduces housing and transportation expenses for individual households. However, it is important to ensure that walkable, mixed-use neighbourhoods include non-market housing to ensure that residents of all incomes can benefit from emissions reductions strategies. Disadvantaged social groups – including the elderly, Indigenous groups, people with mobility challenges, new Canadians, and people living on low incomes – are often the most likely to live further away from work. IMPACT2050's focus on developing a diverse housing mix including affordable multi-family housing near employment and services allows District residents to walk, cycle and transit to work, helping to reduce social inequity.

#### Improving Comfort and Resilience

Finally, emissions reduction strategies can positively impact our comfort and resilience. Buildings constructed or retrofitted to high levels of energy efficiency are more comfortable for residents, as better building envelopes (e.g. improved insulation, air sealing, and high-performance windows) maintain more consistent temperatures within the building. Increasing green spaces and strategically planting deciduous trees can also help cool indoor building temperatures, while providing shade and protection for walkers and cyclists vivii. Energy efficient buildings in turn help save home heating costs for District residents, aiding those residents most impacted by rising energy costs. Higher efficiency buildings can also significantly reduce the risks of temperature-related health threats (e.g. extreme heat or cold) during power outages viii. Similarly, shifting towards local renewable energy generation (e.g. solar panels) helps to decentralize the District's electricity supply, offering protection from rising energy costs.

#### **INCREASING BUILDING EFFICIENCY**

Constructing buildings to increasingly higher levels of energy efficiency can be done affordably. Care and consideration at the conceptual design phase can minimize cost premiums and provide opportunities for innovative, resilient building design. Within the District, cost premiums are expected to be less than 2% for most steps and most building types (e.g. multi-unit residential, office, row house)<sup>x</sup>. Additionally, cost premiums will only reduce over time as industry gains experience and energy efficient products become more readily available.

Investing in energy efficiency not only directly reduces energy costs and improves resiliency, but also has the potential to be a major driver of economic growth. Every dollar spent on energy efficiency returns a net increase of \$3-\$4 to GDP<sup>xi</sup>. This economic growth is spurred by several factors including high efficiency equipment purchases, reduced energy costs, and increased industrial competitiveness. Similarly, energy efficiency spending drives local job growth by increasing demand for community labour (e.g. insulation or window installation contractors).

#### RENEWABLE ENERGY GENERATION

On-site renewable energy can help a building to meet its power needs, reduce its reliance on fossil fuels, minimize its greenhouse gas emissions, and lower its energy costs overall. These systems can also serve to protect the project from energy price volatility and reliance on the utility grid, while offering a source of backup power during a potential blackout. There are a variety of renewable energy sources that can be used, depending on the site, such as solar photovoltaic (PV), solar hot water, small-scale wind turbines, and biomass combustion, among others. A highly-visible renewable energy system can even signal to the community that the project is truly committed to sustainability.

#### Maximizing Health and Well-Being

Each strategy and action has been carefully selected to ensure that the many co-benefits to energy and emissions reduction are harnessed. Specific co-benefits were identified using Happy City's Urban Happiness framework, which draws on leading research in the field of health and well-being to help local governments create urban environments that foster happier, healthier, more fulfilling lives for their residents.

IMPACT2050's actions have been grouped into broad sets of strategies that target the different sectors of Transportation & Land Use, Buildings & Energy, Solid Waste, and Urban Forestry. Happy City icons are used to indicate the positive outcomes for health and wellbeing of each strategy, with notes on how those benefits can be realized. A full assessment of happiness indicators is included in Appendix II of this report.



# Joy

Maximize the pleasure and minimize the pain of urban experience.



#### Health

Enable, encourage, and reward healthy choices and active mobility.



# Equity

Offer access and opportunity across the spectrum of human diversity.



#### Ease

Help the people who use or move through spaces experience a greater sense of control, comfort, and agency.



#### Resilience

Encourage the ecological, economic, and cultural diversities that help communities and ecosystems stay strong over the long term.



#### Meaning

Support community efforts to build lives of collective higher purpose.



# Belonging

Instil people with a greater sense of attachment, ownership, and pride of place

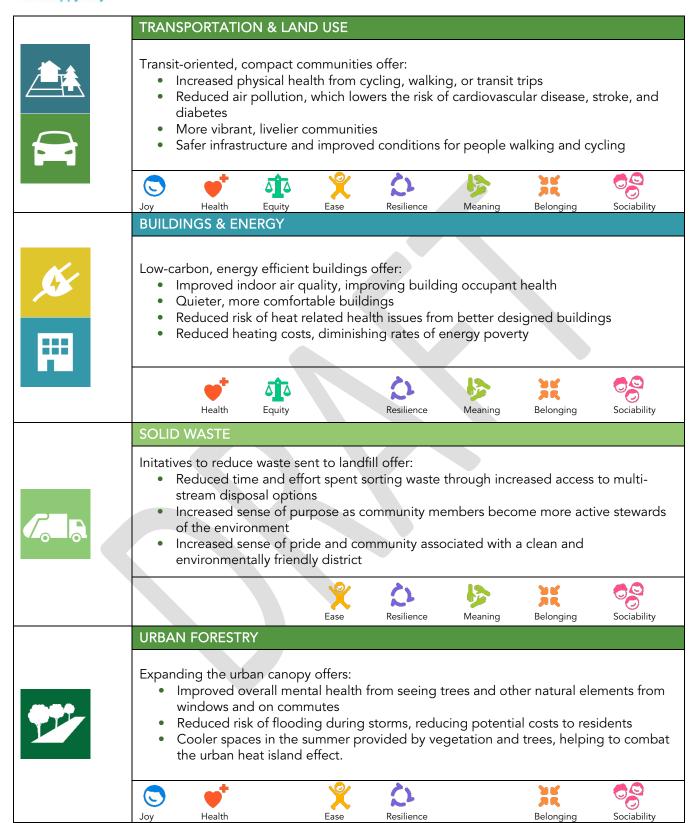


# Sociability

Promote positive relationships, enable social time, and facilitate trust-building encounters.

An Happy City

# A Happy City



# TRANSPORTATION & LAND USE





48% 58%

Impact towards 2050 Emissions **Reduction Target** 

Impact towards 2050 Energy **Reduction Target** 

#### Transportation & Land Use Today:

Walk, Bike or Transit - 20% of trips (2030 OCP Target 35%)

86% of homes built between 2011 and 2016 are close to Frequent Transportation Networks

#### What We Heard:

Densify to improve affordability and community without impacting the District's liveability or beauty

Improve transit services

Create safe walking and cycling routes for school children

#### T&LU Strategy 1

Work to reduce the number of car trips in the District using <u>Transportation</u> Demand Management strategies (e.g. parking fees, bicycle facilities, transit subsidies).

#### T&LU Strategy 4

Improve residents' access to nonautomotive transportation systems (e.g. allocate more curb space to transit stops and bicycle facilities).

#### T&LU Strategy 7

Support electric vehicle adoption by increasing the availability of electric vehicle charging infrastructure.

#### T&LU Strategy 2

Ensure new developments are designed to contribute to 'complete communities' that allow residents to live, work, and play in the same place.

# T&LU Strategy 5

Support Metro Vancouver's efforts to manage congestion using mobility pricing (e.g. parking fees, transit fares, road usage charges, etc.).

#### T&LU Strategy 8

Lobby federal government for improvements in <u>fuel efficiency</u> standards for gasoline powered vehicles and zero-emission vehicle (ZEV) standards.

#### T&LU Strategy 3

Improve walking and cycling safety through the addition of new infrastructure (e.g. separated bike lanes, and traffic calming infrastructure, such as intersection diverters).

#### T&LU Strategy 6

Improve the transit network's efficiency, level of service, and accessibility to enhance residents' transit experience.

#### T&LU Strategy 9

Encourage efforts to electrify Port operations.

<sup>\*</sup>Strategies shown with GOLD provide the biggest impact towards the District's energy and emissions goals.



# TRANSPORTATION & LAND USE







Strategy	Co-Benefits	Key Actions	2050 Impact	Magnitude Cost	Timeline
		Implement programs to reduce commute trips	Moderate	\$-\$\$\$	Short to Long
1	<b>♣</b> ₩%%% <b>&gt;</b> ₩	Implement parking regulations (short-term reduce minimums; long-term set maximums, residential permits)		\$-\$\$\$	Short to Long
		Develop regulations for ride-hail services and driverless vehicles	Moderate to High	\$\$-\$\$\$	Short
		Implement Village Centre plans (parking & mixed-use space)	Moderate	\$	Short
2		Encourage/support job creation, Village Centre amenities, and compact development	Low to Moderate	\$	Medium
		Improve roadway design at key junctions and high-injury intersections	Low	\$-\$\$\$	Short
3	🕶 🏚 🌂 🝮	Establish priority lanes on Marine Drive	Low	\$\$\$	Short
		Establish neighbourhood greenway network	Low	\$\$\$	Medium
4	-+ 11 2 3	Prioritize curb space to improve access for bikes and transit	-	\$	Short
4	<b>♥</b> ♠ 🗶 🔾 💥	Support e-bike adoption (purchases and bike share)	Low	\$-\$\$\$	Short to Medium
F	10	Implement parking pricing and parking benefit districts	High	\$\$-\$\$\$	Short to Medium
5	<b>→</b> * 4 <b>1</b> 2	Support mobility pricing	High	\$\$	Medium
,	<b>₹</b>	Implement measures to improve transit accessibility and efficiency	Low to High	\$\$\$	Short to Medium
6	<b>△1</b> ×	Pilot use of driverless shuttles for first mile/last mile	Moderate	\$\$	Long

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Strategy	Co-Benefits	Key Actions	2050 Impact	Magnitude Cost	Timeline
		Establish programs and collaborations supporting EV uptake	High	\$-\$\$	Short to Medium
7	<b>→</b> • • • • • • • • • • • • • • • • • • •	Adopt EV-ready requirements (parking lots, residential buildings and office buildings)	High	\$-\$\$	Short
0	**	Support/advocate for fuel efficiency and ZEV standards	High	\$	Short
8		Support efforts to electrify the transit fleet	High	\$	Medium
9	•	Advocate Port operations electrification	\$-\$\$\$	Medium	

<sup>\*</sup>Strategies shown with GOLD provide the biggest impact towards the District's energy and emissions goals.





## **BUILDINGS & ENERGY**







36% 42%

Impact towards 2050 Emissions Reduction Target Impact towards

2050 Energy Reduction Target

# Buildings & Energy in the District Today:

BC Energy Step Code was adopted effective July 1, 2018

Single family homes are responsible for 43% of all District energy consumption.

#### What we Heard:

Prohibit bylaws banning line-drying laundry outdoors in multifamily buildings

Incentivize building retrofits (e.g. through property tax reductions)

#### B&E Strategy 1

Improve building energy efficiency in new residential construction projects by phasing in the <u>BC Energy Step</u>
<u>Code</u>, including:

- Single family homes
- Townhouses
- Duplexes, quadplexes, etc.
- Multi-unit residential buildings (high/low rise)

#### B&E Strategy 4

Reduce or eliminate our dependence on fossil fuels by <u>switching</u> away from fossil fuel-based sources of energy (e.g. natural gas), towards the use of electricity in all buildings. Using <u>heat pumps</u> to electrify existing natural gas furnaces and hot water heaters will also reduce overall energy use and limit increased utility costs.

#### B&E Strategy 2

Improve building energy efficiency in new institutional, commercial and industrial construction projects by phasing in the <u>BC Energy Step Code</u>, including:

- Commercial buildings (e.g. offices)
- Retail and service stores
- Restaurants
- Accommodations (e.g. hotels)
- Schools
- Religious buildings
- Institutional buildings (e.g. hospitals, libraries)
- Light industrial buildings (e.g. warehouse)

#### **B&E Strategy 3**

Implement a <u>Building Retrofit</u> program to gradually improve the energy efficiency and comfort of the District's existing building stock (including both residential and non-residential buildings).

#### B&E Strategy 5

Develop targeted centres into energy leaders by targeting <u>Passive House</u> levels of energy performance in all new buildings.

#### B&E Strategy 6

Explore opportunities to diversify District energy portfolio with renewable energy systems.

<sup>\*</sup>Strategies shown with GOLD provide the biggest impact towards the District's energy and emissions goals.



# BUILDINGS & ENERGY



Strategy	Co-Benefits	Key Actions	2050 Impact	Magnitude Cost	Timeline	
1	<b>₹</b> \$	Implement BC Energy Step Code for all new construction (residential), targeting top step ahead of Provincial adoption and phase in requirement for zero fossil fuels	argeting top step ahead of Provincial adoption and phase in requirement for   Moderate   \$\$-\$\$\$*			
2	<b>₹</b> \$\$	mplement BC Energy Step Code for all new construction (non-residential), sargeting top step ahead of Provincial adoption and phase in requirement for record fossil fuels  Should be a series of the s				
		Implement building energy performance and retrofit program	Moderate	\$\$\$**	Short to Long	
3	3	Support and advocate for a Provincial building energy benchmarking program	High	\$-\$\$	Short	
4	<b>→</b> 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Implement fuel switching & electrification retrofits in all buildings including industrial usage. Encourage heat pumps to electrify existing natural gas furnaces and hot water heaters.	High	\$\$\$**	Short to Long	
		Develop engagement, education and capacity building programs for building fuel switching.	-	\$-\$\$	Short	
5	◆の無ひ珍	Target Passive House levels of energy performance and zero fossil fuels in all new buildings in key Town and Village Centres  Moderate		\$\$	Short	
4	<b>→</b> 41 €1	Support and encourage the installation of decentralized renewable energy (e.g. solar PV) throughout the District	Low	\$-\$\$	Short	
6		Require zero-emissions energy sources for any future district energy systems	Low	\$	Short to Medium	



<sup>\*</sup>Magnitude long-term costs for all BC Energy Step Code adoption actions

\*\*Magnitude costs for all retrofit and fuel switching actions

\*\*\*Strategies shown with GOLD provide the biggest impact towards the District's energy and emissions goals.



### **SOLID WASTE**

2050

6%

Impact towards 2050 Emissions Reduction Targets

#### Solid Waste in the District Today:

Each household diverted **406 kg** of organics from landfill

**35,000 tonnes** of recyclables were kept out of the garbage over the past 5 years.

#### What We Heard:

Require multi-stream waste sorting spaces in all new multi-family buildings

Find ways to better manage and enforce waste reduction in the Demolition, Land Clearing, and Construction (DLC) sector

#### SW Strategy 1

Reduce the amount of organics and recyclables sent to landfill by setting higher Municipal Solid Waste Diversion Targets. Includes higher diversion targets for:

- Residential waste
- Streetscape waste
- Institutional, Commercial and Industrial waste

#### SW Strategy 2

Expand organics and recycling collection programs (e.g. to multi-unit residential buildings, commercial buildings).

#### SW Strategy 3

Install multi-stream waste containers (e.g. organics, recyclables, and garbage) at all streetscape waste locations.

#### SW Strategy 4

Reduce the amount of <u>organics and</u> <u>recyclables</u> sent to landfill from construction, land clearing and demolition companies.

#### SW Strategy 5

Increase <u>methane capture</u> from landfill to <u>reduce emissions</u> from waste.

#### SW Strategy 6

Explore wood waste bans to reduce landfill methane.



# LID WASTE 2050

Strategy	Co-Benefits	Key Actions	2050 Impact	Magnitude Cost	Timeline
		Improve residential waste diversion	Moderate	\$	Short
		Improve streetscape waste diversion	Low	\$	Short to Medium
1		Improve institutional, commercial, and industrial waste diversion	Moderate	\$	Short to Medium
		Improve waste diversion rates at drop-off facilities	Low	\$\$-\$\$\$	Short to Medium
2	XX	Push for multi-stream waste disposal options in all multifamily buildings and businesses with high organics use and waste potential	Moderate	\$\$-\$\$\$	Short to Medium
3	XX	Roll out multi-stream waste receptacles at all streetscape waste locations	Low	\$\$-\$\$\$	Short to Medium
4	<b>A</b>	Support/encourage construction, land clearing, and demolition companies to reduce organics sent to landfill	Moderate	\$\$	Short to Medium
5	•	Support increased methane capture at the Vancouver Landfill	Moderate	\$-\$\$\$	Short to Long
6	۵	Evaluate requiring recycling/salvage plans at point of building/demolition permit application/approval	Moderate	\$\$	Short to Long

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# Increase Carbon Sequestration

Urban Forestry in the District Today:

792 trees planted between 2016 and 2018

#### What We Heard:

Protect urban canopy to help the District adapt to a changing climate

#### UF Strategy 1

Plant large trees to provide shading for buildings, which helps keep buildings cool during summers and warm during winters, improving occupant comfort and reducing energy use.

#### UF Strategy 2

Plant large trees to provide shading along active transportation routes, which will help keep pedestrians and cyclists cooler during summer months.

#### UF Strategy 3

Establish <u>Urban Forestry</u>
Management Strategy that
protect the District's urban forest
for years to come.

Strategy	Co-Benefits	Key Actions	2050 Impact	Magnitude Cost	Timeline
1	♥X®©X♡	Encourage the use of trees to shade buildings in summer to reduce cooling needs in centres implementation plans.	Low	\$	Short
2	♥X%©#♡	Where needed, augment Town and Village Centre Plans and Development Permit Area Guidelines to include requirements to provide strategic shading for buildings and pedestrians	Low	\$\$	Short
3	●無ひ	Update existing tree policies and requirements to maximize and maintain GHG sequestration	Low	\$	Short



#### IMPLEMENTING THE PLAN

To be successful, IMPACT2050 must be implemented in a manner that balances bold action and leadership with responsiveness to stakeholder needs, market conditions, and innovations in technology. To that end, this plan is intended to be an iterative, living document that will continuously incorporate new insights and information based on ongoing stakeholder collaboration, new research and studies, and changes to the political and economic landscape. As IMPACT2050 is just one piece of the District's overall sustainability roadmap, the actions that it contains are aligned with existing DNV policies and strategies to harness efficiencies and work within existing District budgets. Municipal spending is not expected to significantly increase as a result of implementing the plan.

Coordinated and strategic implementation is also essential to the success of IMPACT2050. Certain actions need to be achieved before others can be initiated – for example, gathering information prior to developing and implementing a particular policy. Some actions help to support the achievement of many other actions, such as the development of industry capacity to understand new technologies and approaches. The actions provided in this plan have therefore been crafted within an integrated implementation plan to equip the District with the full roster of programs, policies, tools, data, information, and capabilities necessary to achieve the targets. To ensure IMPACT2050 reflects the needs and context of the community, a high level of engagement and participation from community groups and individuals will be maintained throughout its implementation.

#### Working Together

IMPACT2050 requires the participation of all three levels of government (federal, provincial, and regional), as well as the support and contributions of its external partners. These partnerships include the school districts, businesses, developers, community groups, and other organizations working in and across the DNV. The District will also continue to work with external organizations such as TransLink, Metro Vancouver, BC Hydro, Fortis BC, Vancouver Coastal Health, and the Tsleil-Waututh and Squamish First Nations to both provide support and to harness the action necessary to help the District realize its emissions reduction goals in a way that benefits the community.

#### **KEY IMPACT2050 PARTNERS & STAKEHOLDERS**

- British Columbia Provincial government
- Metro Vancouver Regional District
- TransLink
- FortisBC
- City of North Vancouver
- District of West Vancouver
- North Vancouver Economic Partnership
- Urban Development Institute
- Capilano University
- Cool North Shore
- ICBC
- Other NGOs, industry associations, stakeholder groups, consultants, and subject-matter experts

- Government of Canada
- BC Hydro
- Port of Vancouver
- Vancouver Coastal Health
- Tsleil-Waututh and Squamish First Nations
- North Vancouver School District
- VanCity Credit Union
- Community Energy Association
- North Vancouver District Staff
- Major local employers (e.g. Seaspan, local resorts)

In order to make IMPACT2050 actions viable and impactful, the District will also work to support the community in achieving emissions reductions and the many benefits that these actions can provide. As achieving emissions reductions at the household level can sometimes come with upfront costs, the District will help to connect residents with available incentives from key providers such as the Province of British Columbia, BC Hydro, and Fortis BC. As tools and technologies become more commonplace, the costs of upgrading our household energy and transportation systems will become more affordable and accessible to the public.

Document: 3790197

Finally, while the District will continue to put systems in place that reduce barriers and encourage change, there are many actions that individual residents can take. Opting to take transit to work twice a week or carpooling with co-workers or neighbours reduces transportation emissions and improves social connectivity. Making energy efficient upgrades can reduce costs and improve indoor comfort. Avoiding or minimizing the consumption of single-use plastics and purchasing products with less packaging can help reduce the volume of waste processed through our municipal and regional systems. These actions may seem negligible at an individual scale, but cumulatively can have an impact on the emissions we generate as a community. Additional resources on how to effect change in your household can be found at <a href="https://www.dnv.org">www.dnv.org</a>.

LIFESTYLE	
	Talia shaman shawara
Think before you print	Take shorter showers*
Plant trees in your backyard	Grow your own fruits and vegetables
Choose reusable products over disposable ones*	Turn off the tap when doing dishes, brushing teeth, washing your face, etc.
Fix it, don't throw it	Shift to a plant-based diet*
Donate used goods or resell items	Install low-flow showerheads, taps and toilets
Borrow, buy used items, or choose to purchase sustainably sourced items	Landscape with native plants that don't require extensive watering
Let your lawn brown in the summertime	Pay your bills electronically
TRANSPORTATION & LAND USE	
Walk or cycle for short trips and take transit when possible	Shop, eat and play at walkable destinations
Consider purchasing a fuel-efficient, hybrid, or electric vehicle	Organize car pools with coworkers or fellow parents*
Arrange a walking school bus with other parents	Take junk out of your car – heavier cars use more gas
Encourage your children to walk, cycle, take transit, or use the school bus to school*	Shop in local stores instead of buying online to reduce associated waste and delivery truck emissions*
Combine your trips*	Avoid idling
BUILDINGS & ENERGY	
Replace furnace with heat pump*	Turn down the heat and wear a sweater
Turn off the A/C and open your windows	Open blinds to let in natural light
Use LED lightbulbs	Purchase energy-efficient appliances
Unplug appliances that are not being used	Use a clothesline instead of a dryer*
Turn off lights when not in use	Do a <u>home energy audit</u>
Fix leaky faucets	Insulate home and weather strip doors and windows
SOLID WASTE	
Use fewer single-use items (i.e. diapers, plastic utensils, disposable razors)*	Only buy ingredients you need and use tools like <a href="http://myfridgefood.com/">http://myfridgefood.com/</a> to get recipes for ingredients already in your fridge, or refer to <a href="https://lovefoodhatewaste.ca/">https://lovefoodhatewaste.ca/</a> for more information on how to cut down on food waste
Compost food, if you don't already	Freeze food before it goes bad

<sup>\*</sup> indicates highest impact actions

#### **Monitoring Progress**

The District will continue to monitor progress throughout the implementation of IMPACT2050 to gauge the success of its actions in meeting the DNV's emissions reduction targets. Below, a suite of primary (i.e. community-level) and secondary (i.e. program-level) indicators and key milestones outside the District's jurisdiction are presented.

Primary indicators directly track community greenhouse gas emissions and energy consumption, and measure the overall impact of the combined actions. The District will review and report on these measures in alignment with provincial release of the Community Energy and Emissions Inventory (CEEI). However, initial insights from the provincial CEEI will be limited, as the inventory takes several years to prepare and short-term reductions will be small.

PRIMARY INDICATOR	DATA SOURCE
Total Community GHG Emissions (tonnes CO2e)*	BC CEEI
Total GHG Emissions from Buildings (tonnes CO2e)	BC CEEI
Total GHG Emissions from Transportation (tonnes CO2e)	BC CEEI
Total GHG Emissions from Solid Waste (tonnes CO2e)	BC CEEI
Total Energy Consumption (GJ)	BC CEEI
Total Electricity Consumption (GWh)	BC CEEI or BC Hydro

<sup>\*</sup>Tracked in OCP Progress Monitoring Report

Secondary indicators have also been identified that will provide additional feedback on progress by focussing on results from specific actions. Progress on this secondary level indicates advancement in meeting the District's overall emissions and energy targets. In addition to the secondary indicators, the District's annual Climate Action Revenue Incentive Program (CARIP) report will provide insights into initiatives and accomplishments achieved each year. Secondary indicators for IMPACT2050 are listed in Appendix II.

Lastly, there are some key actions that lie beyond the District's jurisdictional powers. Here, the District's role is to support partners and advocate for these changes. The status of these actions will also be monitored to determine when actions are achieved, and their overall impact in the District's goals.

MILESTONE ACTIONS	KEY PARTNERS / JURISDICTIONAL AUTHORITY
Electrify Port Operations	Port of Vancouver
Decongestion Pricing	Metro Vancouver Regional District
Improved Fuel Efficiency / Low-Carbon Fuel Standards	Province of British Columbia Government of Canada
Electrify Transit Fleet	TransLink
BC ZEV Mandate ( <b>Achieved</b> – Mandate announced November 20, 2018 <sup>xii</sup> )	Province of British Columbia
Building Energy Benchmarking	Province of British Columbia
Clean BC Heat Pump Implementation Program	Province of British Columbia

## APPENDIX I: Glossary of Terms

This glossary defines terms as they are intended to be interpreted in the context of climate change. Underlined words are terms that are defined elsewhere in the glossary.

Biomass: Organic matter used as a fuel, especially in a power station for the generation of electricity.

**Business-as-Usual (Unchecked Scenario):** where no measures are taken to reduce carbon footprint, to shift to sustainable practices, and to mitigate cumulative greenhouse gas emissions.

**Climate:** the average <u>weather</u> in a given region over a long period of time, typically 30 years or longer.

**Climate Change:** statistically significant variations in the climate that can be caused by natural Earth processes (e.g., volcanic eruptions and ocean currents), external factors (e.g., changes in solar intensity), or by human activity (e.g., greenhouse gas emissions and changes in land use).xiii

**Climate Change Adaptation Strategy:** A Council adopted strategy to coordinate and integrated District initiatives that support climate change adaptation (i.e. adapting infrastructure to withstand extreme weather events associated with climate change) and to incorporate adaptation considerations and longer-term thinking throughout all District activities.

**Co-benefits:** The benefits of policies implemented for various reasons at the same time, acknowledging that most policies designed to address greenhouse gas mitigation have other, often at least equally important, rationales (e.g. related to objectives of development, sustainability, and equity).xiv

**CO₂e:** Carbon dioxide equivalent. Universal measurement for GHG emissions reporting. All individual GHG emitting gases are converted to an equivalent amount of carbon dioxide using their respective global warming potential.

**Decarbonization:** Removing carbon from our energy supply by shifting to efficient and renewable sources that emit zero carbon emissions.

**District Energy Systems:** Infrastructure that distributes hot water that is produced at a centralized plant or energy source and is used to heat or cool individual buildings that are connected to that system within a neighbourhood.

**Energy Retrofit:** The process of upgrading a building's energy-consuming systems. It may involve improving or replacing lighting fixtures, ventilation systems or windows and doors, or adding insulation where it makes economic sense. It also means including energy efficiency measures in all your renovation and repair activities.\*\*

**Extreme Weather Event:** A meteorological event that is rare for a particular time of year and/or place and is beyond the normal range of activity.\*vi Examples include: windstorms, heat waves, and droughts.

**Geo-exchange System:** An electrically powered heating and cooling system for interior spaces that utilizes the earth (or pond or lake) for both a heat source and a heat sink. xvii

Greenhouse Gas (GHG): Gases that trap heat in the atmosphere.xviii

**Greenhouse Gas Intensity (GHGI) Targets:** A performance-based tool for measuring the total amount of GHG produced as a result of a building's energy use. xix

**Gigajoule (GJ): A unit of energy equivalent to one billion joules**. For context, powering an ENERGY STAR rated 46" television for 1 hour uses around 216,000 joules<sup>xx</sup>.

**Hydroelectricity (or Hydropower):** Electricity that is generated by hydropower; the production of electrical power through the use of the gravitational force of falling or flowing water.

**Hydronic Ready:** having the capacity to connect to a system which generating heat or cooling through the transfer of heat by a circulating fluid (such as water or vapour) in a closed system of pipes.

**Low Carbon Energy Sources:** A shift away from coal and gas as a source of energy and using instead, lower carbon-emitting energy sources like renewables (solar, wind, and tidal), nuclear and biomass, to name a few.

Mandate: An official order or commission to do something.

**Mitigation:** policy, regulatory, and project-based measures that help stabilize or reduce greenhouse gas emissions and/or enable natural systems to naturally sequester greenhouse gases (e.g., preventing forested areas from being developed into to urban cities). These actions prevent future climate change from happening. Examples include: renewable energy programs, energy efficiency frameworks, and land-use policies.

**Net-Zero Ready:** a building built to high energy-efficiency standards such that it could (with additional measures) generate enough onsite energy to meet its own energy needs.

**Official Community Plan:** Sets the direction for future growth and change in the District through 2030, as guided by the community's vision. It works together with more detailed strategic action and implementation plans, such as corporate and financial plans, town centre implementation plans and others.

**Resilience:** the capacity of a system, community, or society exposed to hazards to adapt, by resisting or changing, in order to reach and maintain an acceptable level of functioning and structure.

**Risk:** a measure of the expected outcome of an uncertain event, which is estimated by combining an event's likelihood with the expected consequences. The concept of risk helps to grapple with <u>uncertainty</u> and allows for the comparison of potential impacts.

**Sequestration (Carbon):** A natural or artificial process by which carbon dioxide is removed from the atmosphere and held in solid or liquid form. It is one method of reducing the amount of carbon dioxide in the atmosphere with the goal of reducing global climate change.

**Solar Energy:** Radiant energy generated by the sun that is converted to electricity.

**Strategic Energy Management Plan (SEMP):** A long-term plan for the District to manage its Corporate energy use. The strategy is built on a framework of efficiency, integrated planning, and in the short-term, focuses on the District's four most energy intensive buildings.

**Thermal Energy (Buildings):** involves the temporary storage of high- or low-temperature energy for later use.

**Town and Village Centres:** Areas identified to absorb growth expected in the District of North Vancouver, as established by the Official Community Plan. Each centre supports effective transit, walking, and cycling, promotes healthier living and social interaction, and protects our surrounding green space.

**Transportation Demand Management (TDM):** a program of social marketing and incentives developed by local governments for residents, businesses, schools and organizations to provide information and

help using all available transportation options – and to counterbalance the incentives to drive. Traditional and technology-based TDM services can encourage and provide individuals with incentives to use transit, ridesharing, walking, biking, bikeshare and telework more often, and so reduce the demand to continually expand the road network and subsidize parking.

**Transportation Plan:** A District policy which aims to deliver a sustainable transportation network supporting the Official Community Plan. It endeavours to address residents' desire to make the District an even-better place to live with plentiful options for walking, cycling, taking transit and safe driving.

**Uncertainty:** a state of incomplete knowledge that can result from a lack of information or from disagreement about what is known or even knowable. It may have many types of sources, from imprecision in the data to ambiguously defined concepts or terminology or uncertain projections of human behaviour.

**Unchecked Scenario (Business-as-Usual):** where no measures are taken to reduce carbon footprint, to shift to sustainable practices, and to mitigate cumulative greenhouse gas emissions.

**Vulnerability:** the degree to which a system is susceptible to, or unable to cope with, the adverse effects of climate change. Vulnerability is a function of both the sensitivity and the adaptive capacity of a given system.

**Vulnerable population:** community members that experience greater impacts compared to the general population. This can result from the inability to move to avoid risks or to afford adaptation measures. Examples include: people who are homeless, those with low-incomes, youth, the elderly, and outdoor workers.

**Weather:** the short-term (i.e., minutes to weeks), day-to-day variability in atmospheric conditions (e.g., temperature, precipitation, and wind) in a given region.

# Improving Health and Wellbeing through Climate Action

Benefits to physical and mental health and wellbeing abound when climate and energy actions are designed and implemented with individuals' and communities' best interests in mind. There are many strategies to reduce energy use and emissions in the way we live, work, and move around that can directly contribute to the District's efforts to improve the quality of life of its citizens.

This Plan was crafted to harness these benefits and address the concerns and desires of the community. If implemented carefully, the Plan's actions will yield meaningful health and wellbeing benefits for individuals, businesses, neighbourhoods, and the community as a whole. Many of these actions build on the work the District is already undertaking to improve the health and wellbeing of its citizens through its Official Community Plan.

#### **Evaluating Health and Wellbeing**

While at first glance it may seem that many elements of health and wellbeing are subjective in nature, there is a large and growing body of evidence that has shown that elements such as connectedness, joy, and happiness and can be strongly influenced by specific factors in our environment: For example, the My Health My Community report has found strong links between the use of low-carbon active modes of transportation (e.g. cycling, walking) and lower body mass index, higher rates of community belonging and connectedness, and better overall health. Conversely, research has shown links between car-oriented environments with lower levels of physical activity, higher levels of air pollution, and higher levels of both mental and physical health issues. People who live in walkable neighbourhoods where housing is mixed with shops, services and places to work also report having much more positive local relationships compared to people in single-use, car-dependent neighbourhoods outside of urban centres? Offering a range of housing and tenure types helps keep the District more affordable, helping people to live and work in the same place and spend less time commuting?

To make sure the Plan will positively contribute to the community's health and wellbeing, each action was evaluated using Happy City's *Urban Happiness* framework. The framework draws on leading research in the field of health and wellbeing, and has been used to help cities and districts create urban environments that foster happier, healthier, more fulfilling lives for their communities. The framework consists of eight core elements, each of which are defined below.

<sup>&</sup>lt;sup>1</sup> Vancouver Coastal Health, Fraser Health, and UBC's eHealth Strategy Office. My Health My Community: Transportation and Health in Metro Vancouver. March 2015.

http://www.myhealthmycommunity.org/Portals/0/Documents/MHMC%20Transportation%20and%20Health %20vPUBLIC%2012MAR2015.pdf

<sup>&</sup>lt;sup>2</sup> Williamson, Thad. Sprawl, Justice, and Citizenship: The Civic Costs of the American Way of Life. New York: Oxford University Press, 2010.

<sup>&</sup>lt;sup>3</sup> Savonnerie Heymans / MDW Architecture, Archdaily, Mar. 27, 2012. https://www.archdaily.com/220116/savonnerie-heymans-mdw-architecture



#### Harnessing Benefits and Mitigating Risks

In the sections below, the actions contained within the Plan have been grouped into broad sets of strategies that target the different sectors of Transportation & Land Use, Buildings & Energy, Solid Waste, and Urban Forestry. Happy City icons are used to indicate the positive outcomes for health and wellbeing of each strategy, with notes on how those benefits can be realized.

Of course, the positive impact of any action depends largely on how it is designed and implemented. While the Plan lays out a path to achieving 80% GHG reductions, the District is now tasked with the ongoing refinement and implementation of each of the actions to make sure that both emissions reductions and community benefits are realized. The right way forward will depend on changing community needs and

resources, build off lessons learned both within the District and by other leading jurisdictions, and evolve as new technologies, markets, and policy instruments become available.

Aside from means of harnessing their benefits, the implementation of each action will also require an evaluation of each action's potential risks. If not implemented carefully and equitably, the Plan's actions can present risks to health and wellbeing to all or some of the community. Some of the issues that the District will need to address in implementation include:

- Equitably distributing the benefits and minimizing the risks of different actions to low-income or vulnerable populations;
- Ensuring the costs of new transportation or energy infrastructure do not pose threats to affordability;
- Supporting young families, low-income households and aging populations by providing a mix of housing types and tenures;
- Designing transportation infrastructure to protect passenger, cyclist and pedestrian safety;
- Exploring ride sharing alternatives that support collective trips to avoid added traffic congestion;
- Investing in green spaces in all new and existing neighbourhoods and communities; and
- Supporting new Canadians my ensuring relevant materials and support services are provided in multiple languages.

The District will work with its many partners and stakeholders to ensure these risks are mitigated, and that the benefits of the Plan are enjoyed across the community.

#### **Tracking Progress**

The District will monitor the impacts of the Plan on the community's health and wellbeing as it unfolds to ensure that the benefits outlined above are being realized. The health and wellbeing of the District of North Vancouver currently tracked using the My Community My Health survey, jointly produced by the University of British Columbia, Fraser Health, and Vancouver Coastal Health. 4 While direct correlations between the Plan and physical and mental health may be difficult to identify, updates to the survey will show if the District is on the right track.

Some indicators that the My Community My Health project is already tracking include:

- Mode of commuting
- Commute time
- Amenities within walking or cycling distance
- Sidewalk maintenance
- Sense of community belonging
- Self-rated general and mental health
- Self-reported chronic conditions

<sup>4</sup> www.myhealthmycommunity.org

The North Shore Community Wellness Survey, prepared by the Public Health Surveillance Unit and Vancouver Coastal Health in 20135, includes some additional indicators for the District to follow as the Plan is implemented. These include:

- Stress levels
- Causes of stress
- Neighbourhood safety indicators

Air quality measures are also already tracked in Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan Progress Report6. This report tracks the following items:

- Air contaminants (NO<sub>2</sub>, SO<sub>2</sub>, O<sub>3</sub>, VOC, PM<sub>2.5</sub>, DPM, PM<sub>10</sub>, TRS, CO, NH<sub>3</sub>)
- HIGH or LOW Air Quality Health Index ratings
- Air quality advisories
- Visual air quality events
- WORST or BEST Visual Air Quality Index ratings



<sup>&</sup>lt;sup>5</sup> http://www.vch.ca/Documents/North-Shore-Community-Wellness-Survey-Report-OCT-2013.pdf

<sup>&</sup>lt;sup>6</sup> http://www.metrovancouver.org/services/air-quality/AirQualityPublications/2014IAQGGMPProgressReport.pdf

Transportation & Land Use

Strategies	Associated Actions	Wellbeing Benefits	Details	
Reduce vehicle trips and shift to transit, cycling, walking, ridesharing, and ride-hailing through transportation demand management	T&LU 1-5	•*	<ul> <li>Increased physical activity in shifting away from passenger vehicles, including for people taking transit</li> <li>Improved muscle and joint strength, as well as relief from symptoms of depression and anxiety, from greater use of active transportation</li> <li>Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution</li> <li>Improved safety and sense of safety for cyclists and pedestrians of all ages</li> <li>Walking and biking to and from public transportation can help promote and maintain active lifestyles</li> </ul>	
				कु
			*	<ul> <li>Greater ease in transportation from having more varied, efficient, and convenient transportation options</li> <li>Improved settings for people of all ages to undertake active mobility with ease</li> </ul>
				<del>7</del> 8
		0	<ul> <li>Greater joy and less pain experienced by cyclists and pedestrians than from taking other transportation modes</li> <li>More opportunity for personal free time while taking transit</li> <li>Reduced contributions to mental stress and hypertension from less time spent driving in traffic</li> </ul>	
		H	Greater sense of community and belonging when people commute by bike or on foot, due in part to higher quality interactions with others	



Strategies	Associated Actions	Wellbeing Benefits	Details
Establish a network of denser, complete communities across the District	T&LU 6-9		<ul> <li>Improved sense of joy from having a more vibrant and lively community</li> <li>Greater opportunity for free time with less travel time required to meet daily needs</li> <li>Positive mental health impacts of spending more time outside because able to meet more needs in the neighbourhood</li> <li>Lower levels of pain and frustration produced by long car or bus commutes</li> </ul>
		98	<ul> <li>Greater feeling of belonging from having a stronger sense of community produced by more encounters on foot with other residents and businesses</li> <li>Greater sense of community and belonging when people have access to a variety of housing types and are able to age-in-place</li> </ul>
			•
		4.0	Gréatér sense of éase associated with being able to meet daily needs close to home
	<b>G</b> ∂	<b>6</b> 0	<ul> <li>More opportunities for trust-building encounters within a more vibrant, complete community</li> <li>Greater neighbourhood cohesion from improved ability to age in place and opportunity to meet more daily needs within the neighbourhood</li> </ul>
		۵	<ul> <li>Walkable neighbourhoods are more resilient to environmental and economic shocks because residents are more likely to know one another</li> <li>Increased community resilience from reduced utility infrastructure construction and maintenance costs</li> </ul>



Strategies	Associated Actions	Wellbeing Benefits	Details
Revise transportation and parking	T&LU 10, 19-23	•	Broader focus on meeting transportation needs increases attention on meeting individuals' needs rather than vehicles' needs
metrics used in planning and evaluation to expand focus from passenger vehicles to individuals' transportation needs		វា្	<ul> <li>More equitable outcomes from more holistically considering transportation needs</li> <li>Transport systems become more fair and equitable when more efficient transportation modes (e.g. transit) are prioritized above less efficient modes (e.g. single occupancy vehicle)</li> <li>Greater potential to efficiently meet mobility needs in a cost-effective manner</li> </ul>
Establish electric bike share as a new transportation option	T&LU 11-12	•	<ul> <li>Increased cycling by reducing barriers to cycling associated with hills and long within-District travel distances</li> </ul>
		on	វា.
		X	<ul> <li>Potential for greater sense of pride from seeing locally-specific transportation barriers addressed in an innovative way</li> <li>Potential for greater sense of cooperation amongst community members stemming from sharing community assets</li> </ul>
		¥	<ul> <li>Increased activity mobility options to cover greater distances with less effort and expense</li> </ul>
		0	Greater sense of joy associated with cycling and electric cycling
Improve multimodal	T&LU 13- 17, 27	•	Safer transportation routes for pedestrians and cyclists produce healthier travel habits



Strategies	Associated Actions	Wellbeing Benefits	Details
transportation network and pedestrian and cyclist safety through neighbourhood and site enhancements		đị.	<ul> <li>Increased planning, design, and infrastructure focus on all transportation modes produces more equitable outcomes for individuals regardless of transportation choice and accessibility requirements</li> <li>Multimodal transportation networks create greater access for seniors, children and people who cannot or choose not to drive</li> <li>Greater focus given to lower cost transportation options</li> </ul>
		•	<ul> <li>Opportunity for more joy stemming from greater flexibility and more sense of control in transportation options</li> <li>Parents enjoy more spare time when youth can travel safely and independently to extracurricular activities</li> </ul>
		*	<ul> <li>Increased multimodal focus yields more diverse and efficient transportation networks that offer greater travel ease regardless of transportation choice</li> <li>Improved pedestrian and cycling infrastructure reduces safety concerns, a major barrier to active mobility</li> </ul>
Electrify Port operations	T&LU 18	•	Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution
Use economic instruments to manage congestion and	T&LU 24-26	•	<ul> <li>Reduced congestion leads to less local air pollution and associated physical health impacts</li> <li>Lower stress levels resulting from less time spent in traffic jams</li> </ul>
parking		ផ្	<ul> <li>Costs of addressing the air quality health impacts derived from single occupancy vehicles are internalized (as opposed to borne by health care providers)</li> <li>Shifts towards pricing that better account for cost burden of personal vehicles on the local economy, infrastructure maintenance, and valuable public and private lands required for personal vehicles</li> </ul>
Develop regulatory	T&LU 28, 34	X	Increases transportation ease by efficiently filling gaps in overall transportation network



Strategies	Associated Actions	Wellbeing Benefits	Details
framework for ride-hailing		6	<ul> <li>Ride-hailing regulations that favour pooled or collective trips can increase joy by providing more convenient transportation options without adding to traffic congestion</li> </ul>
		••	Regulatory framework that requires a shift to zero-emission vehicles reduces local air pollution and associated health impacts
Improve transit network efficiency, service		*	More efficient and accessible transportation networks improve ease of commuting and other travel
level, and accessibility		क्	Improves the efficiency and attractiveness of lower cost and lower impact transportation options
Advocate for / Support senior government vehicle emissions regulations	T&LU 33, 35	•*	Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution
Promote EV adoption	T&LU 38, 41-43	•	<ul> <li>Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution</li> <li>Quieter vehicles reduce traffic noise associated with higher blood pressure, hypertension, and coronary artery disease</li> </ul>
		15	Electric vehicles are associated with a sense of action on climate change and sustainability
Ensure EV readiness for diverse housing types and offices	T&L&39-40	ক	Focus on diverse housing types and offices lowers barriers to EV adoption for people unable to afford a single family home with a garage



**Buildings & Energy** 

Buildings & Ene	-	Wallhaine	Details
Strategies	Associate d Actions	Wellbeing Benefits	Dergiis
Phase in the BC Energy Step Code to reach higher steps in the mid-2020s and	B&E 1-7, 15	•*	<ul> <li>Improved health from buildings with better interior air quality due to the reduced use of fossil fuels</li> <li>Reduced risk of heat related health issues from better thermally designed buildings with cooling options</li> </ul>
phase out fossil fuel dependency by 2032		۵	<ul> <li>Greater building resilience in buildings with lower energy needs, particularly thermal energy</li> <li>Increased community and provincial energy resilience from lower electricity needs</li> <li>Possibility of reducing long-term energy costs produces more affordable options for households</li> </ul>
Implement a multi-decade retrofit program	B&E 8-12, 16	••	Improved occupant health from buildings with better interior air quality due to the reduced use of fossil fuels.
seeking to eliminate natural gas and achieve deep energy efficiency improvements		۵	<ul> <li>Greater building resilience in buildings with lower energy needs, particularly thermal energy</li> <li>Increased community and provincial energy resilience from lower electricity needs</li> <li>Possibility of reducing long-term energy costs produces more affordable options for households</li> </ul>
		क	Energy efficiency improvements can reduce heating costs, diminishing rates of energy poverty
Collaborate with BC Hydro and local industry to continuously reduce GHG emissions from industrial buildings and equipment	B&E13-14	•	Improved employee health from buildings with better interior air quality and lower air concentration of localized particulate matter



Strategies	Associate d Actions	Wellbeing Benefits	Details	
Work to establish building energy benchmarking in BC	B&E 17	<b>1</b>	<ul> <li>Increases opportunity for more cost-effective energy and emissions reductions</li> <li>Provides opportunity to develop more targeted solutions and better offerings for lower income residents (both homeowners and renters)</li> <li>Boosts fairness in climate action, by ensuring more entities contribute to GHG reduction</li> </ul>	
Make Maplewood Village a model	B&E 18-19	35	Transparent and holistic focus on neighbourhood sustainability can instill a sense of ownership and pride in residents and businesses	
for efficient, low- emission neighbourhood development		<del>0</del> 0	<ul> <li>Efficient, low-emission neighbourhoods are necessarily compact and developed to meet residents complete daily needs, leading to more pedestrian activity and opportunity for socialization</li> </ul>	
development		••	A Walkable Maplewood Village will boost resident health through increased physical activity and through the stronger social relations and support that come from face-to-face confact with neighbours	
		۵	<ul> <li>More efficient/buildings and closer access to daily needs improves community resilience by lowering transportation costs and boosting potential for positive social/contact</li> </ul>	
		10	Clear focus on neighbourhood development that serves individual and community needs within global ecological limits can help imbue residents, businesses, and visitors with a sense of meaning and purpose, especially when they are involved in planning	



Strategies	Associate d Actions	Wellbeing Benefits	Details
Provide education and capacity building to support the BC Energy Step Code and decarbonization of most of the DNV building stock	B&E 20-23	វា្	Education and capacity building events and materials provided by local governments, the Province, and utilities help ensure all relevant stakeholders and industry members receive equitable access to information and resources to support industry transition.
Ensure any future district energy is zero emissions	B&E 24	•	Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution

### Solid Waste

Strategles	Associate d Actions	Wellbeing Benefits	Contributions to Health, Happiness, Wellbeing, and Connectedness
Work to achieve residential and streetscape municipal solid	SW 1-2, 8	4	Reducing waste that is sent to the landfill in the community can provide meaning and purpose as community members may see themselves more as stewards of the environment
waste diversion targets		<b>6</b> 8	Providing multi-waste stations as a streetscape amenity in new developments increases opportunities for casual interaction between neighbours (particularly when co-located with other community assets e.g. community gardens)
Target multifamily buildings and commercial	SW 3, 9-10.	X	Increased access to multi-stream waste disposal will improve the ease of diverting waste
buildings with high organic waste amounts		H	Increased sense of pride and community associated with the entire community acting as stewards of the environment



Strategies	Associate d Actions	Wellbeing Benefits	Contributions to Health, Happiness, Wellbeing, and Connectedness
Improve drop-off station waste stream infrastructure, operations, and communications to increase diversion rate	SW 4	×	Improving drop-off station infrastructure will-increase the ease and convenience of dropping off waste
Establish a wood waste ban and support companies to achieve DLC waste reduction	SW 5, 11	۵	Increasing the diversion of wood waste from landfills can lead to greater conservation of natural resources, improving community resilience

**Urban Forestry** 

Strategies	Associate d Actions	Wellbeing Benefits	Contributions to Health, Happiness, Wellbeing, and Connectedness	
Use urban forestry to increase seasonal shading of buildings and active		•	<ul> <li>Increased presence of trees reduces noise in dense urban settings, reducing higher blood pressure, hypertension, and coronary artery disease</li> <li>Positive mental health impacts associated with increased views of trees and other natural elements from windows and on commutes</li> </ul>	
transportation routes	-	۵	Increased community and building resilience from lower electricity needs	
Tooles			Greater sense of joy and optimism is associated with views of trees from windows	
		*	<ul> <li>Increased comfort for pedestrians and active transportation users by reducing temperatures experienced in warm weather</li> <li>Easier access to green space</li> </ul>	



Strategies	Associate d Actions	Wellbeing Benefits	Contributions to Health, Happiness, Wellbeing, and Connectedness	
Cor • Acc		<del>Ç</del> Ş	<ul> <li>More opportunities for trust-building encounters when people feel more comfortable outside due to reduced temperatures in warm weather</li> <li>Access to nature is associated with altruistic feelings and behaviour among residents, including friendliness, helpfulness and generosity</li> </ul>	
		31	Greater sense of place associated with healthy urban trees is particularly powerful considering DNV's association with temperate rainterest ecosystems	
Establish urban forestry	UF 2	•	Reduced risk of cardiovascular disease, respiratory diseases, stroke, and diabetes from lower air pollution	
management bylaws to maximize sustained GHG sequestration		74	Greater sense of place associated with healthy urban trees	
		23	Ensuring a rabust tree canopy can help to reduce the negative effects of storm water	





# APPENDIX III: Progress Monitoring – Secondary Indicators

Transportation & Land Use	
Secondary Indicator	Data Source
Mode Share (%)*	
Customer satisfaction levels	TransLink
On-time trips (%)	
Accessible bus stops (%)	
Commuting mode	
Commute time (min)	
Amenities with Walking / Cycling Distance (% Agree)	Community Health Profile
Walk / cycle for errands (%)	(myHealth my Community)
Sidewalks well maintained (% agree)	
Sense of community belonging (% agree)	
Self-reported general and mental health	
Self-reported chronic conditions	
Air contaminants (NO2, SO2, O3, VOC, PM2.5, DPM, PM10, TRS, CO, NH3)	
HIGH or LOW Air Quality Health Index ratings	Metro Vancouver's Integrated Air Quality and Greenhouse Gas
Air quality advisories	Management Plan Progress
Visual air quality events	Report
WORST or BEST Visual Air Quality Index ratings	
Pedestrian and Bicycle network length (km)*	
Net-new Residential Units in 4 key centres (%)*	District of North Vancouver - OCP Progress Monitoring Report
Net-new units within 400m of Frequent Transit Network (FTN) (%)*	
Population within 4 key centres and FTN*	
Jobs in District*	
District workforce that work in District (%)*	
Number of Bike Share Trips	
Distance Travelled per trip (average km)	Electric Bike Share Companies

Transportation & Land Use		
Secondary Indicator	Data Source	
Revenue from parking fees (\$)	District Davids of Matter Date	
Parking occupancy rate (average)	District Parking Meter Data	
New developments with unbundled parking (%)		
Residences and commercial operations with EV Charging Stations	District Building Permit Data	
Number of trips	Ride Hailing Companies	
Distance travelled per trip (average km)		
Passengers per trip (average)		
Trips using EVs (%)		
EVs owned by residents and commercial operations in the District (%)	ICBC	
Number of public EV Charging Stations	Plug In BC	

<sup>\*</sup>Tracked in OCP Progress Monitoring Report

Buildings & Energy	
Secondary Indicator	Data Source
New residential buildings built to BC Energy Step Code (m²)	
New commercial and institutional buildings built to BC Energy Step Code (m²)	
Residential buildings retrofitted to improve energy performance (m²)	
Commercial and institutional buildings retrofitted to improve energy performance (m²)	District Building Permit Data
Industrial buildings retrofitted to improve energy performance (m²)	
New residential buildings in targeted centres with Passive House levels of energy performance (m²)	
New non-residential buildings in targeted centres with Passive House levels of energy performance (m²)	
Self-reported general and mental health	Community Health Profile (myHealth my Community)
Self-reported chronic conditions	
Sense of community belonging (% agree)	(,, Jo,)
Neighbourhood Safety Indicators (% agree)	North Shore Community Wellness Survey
Air contaminants (NO2, SO2, O3, VOC, PM2.5, DPM, PM10, TRS, CO, NH3)	Metro Vancouver's Integrated Air Quality and Greenhouse Gas

Buildings & Energy	
Secondary Indicator	Data Source
HIGH or LOW Air Quality Health Index ratings	Management Plan Progress Report
Air quality advisories	
Visual air quality events	
WORST or BEST Visual Air Quality Index ratings	

<sup>\*</sup>Tracked in OCP Progress Monitoring Report

Solid Waste	
Secondary Indicator	Data Source
Residential MSW diversion rate (%)	
Streetscape waste diversion rate (%)	- Metro Vancouver Waste Composition Studies
ICI waste reduction (%)	
Residential MSW diversion rate (%)	
Drop-off facility waste diversion rate (%)	
Landfilled organic waste from demolition, land clearing and construction companies (%)	
Streetscape multi-stream waste receptacles	RecycleBC

<sup>\*</sup>Tracked in OCP Progress Monitoring Report

Urban Forestry	
Secondary Indicator	Data Source
Tree canopy coverage (%)	Energov
Self-reported general and mental health	Community Health Profile (myHealth my Community)
Self-reported chronic conditions	
Sense of community belonging (% agree)	
Air contaminants (NO2, SO2, O3, VOC, PM2.5, DPM, PM10, TRS, CO, NH3)	Metro Vancouver's Integrated Air Quality and Greenhouse Gas Management Plan Progress Report
HIGH or LOW Air Quality Health Index ratings	
Air quality advisories	
Visual air quality events	
WORST or BEST Visual Air Quality Index ratings	

<sup>\*</sup>Tracked in OCP Progress Monitoring Report

#### **APPENDIX IV: References Cited**

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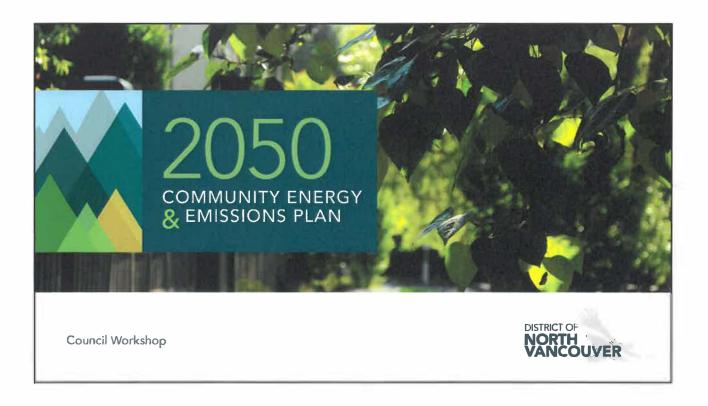
xviii https://www.epa.gov/ghgemissions/overview-greenhouse-gases



xix http://geoexchange.sustainablesources.com/

 $<sup>^{</sup>xx}\ https://www.bchydro.com/powersmart/residential/tools-and-calculators/cost-calculator.html$ 

# ATTACHMENT\_2



## **Shazeen Tejani**

District of North Van PM

### **Lisa Westerhoff**

Associate

## **Jeffrey Tumlin**

Principal

## **Charles Montgomery**

Principal















2050 COMMUNITY ENERGY AND EMISSIONS PLAN

# Community Energy & Emissions Plan

A strategy designed to identify and track opportunities to reduce energy use and emissions



Energy & Emission Reduction Targets



Strategies & Actions



Monitoring & Implementation

70

2



2050 COMMUNITY ENERGY AND EMISSIONS PLAN

# Why do we need one?

There are two basic responses to climate change:

## Mitigate

Prevent future climate change from happening, by reducing our greenhouse gas emissions

## **Adapt**

Become more resilient by preparing and responding to climate change



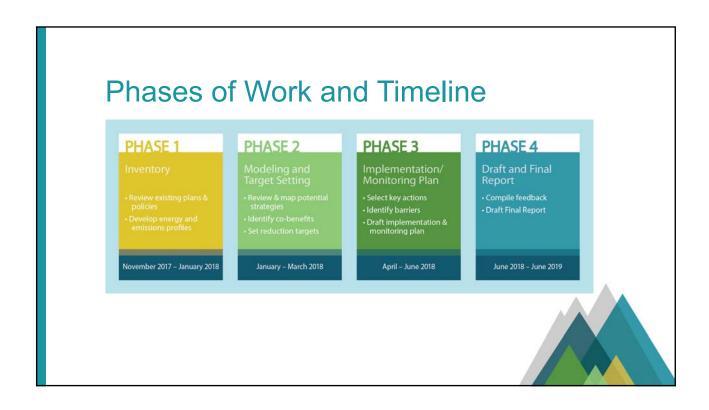
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# A CEEP for the DNV

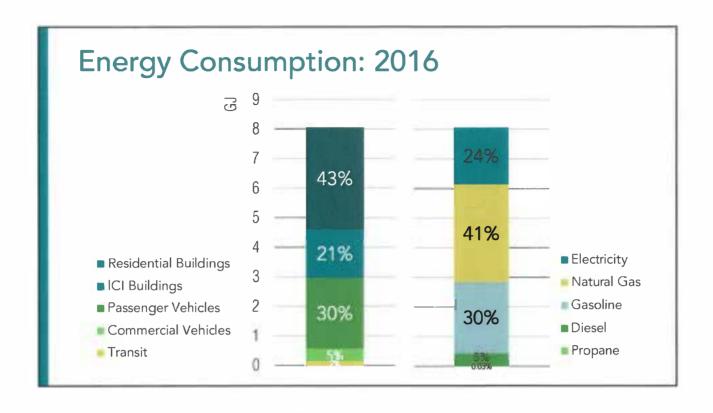
- ✓ Will work together with the Official Community Plan to help guide community growth and development
- ✓ Will serve to meet the District's goals of a low or no-carbon community
- ✓ Will ensure actions have positive co-benefits to the community, including improved health and equity

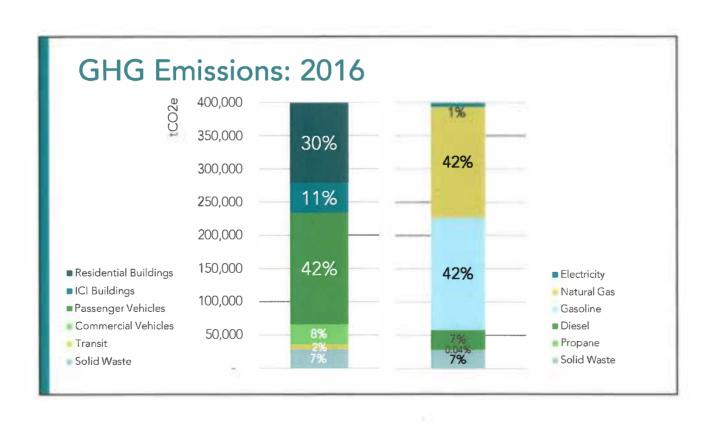
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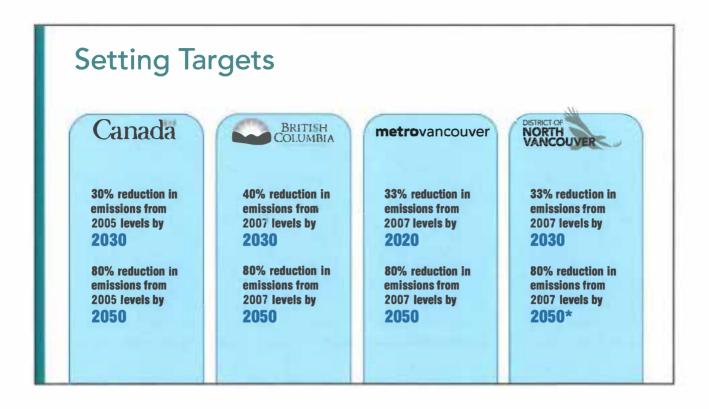
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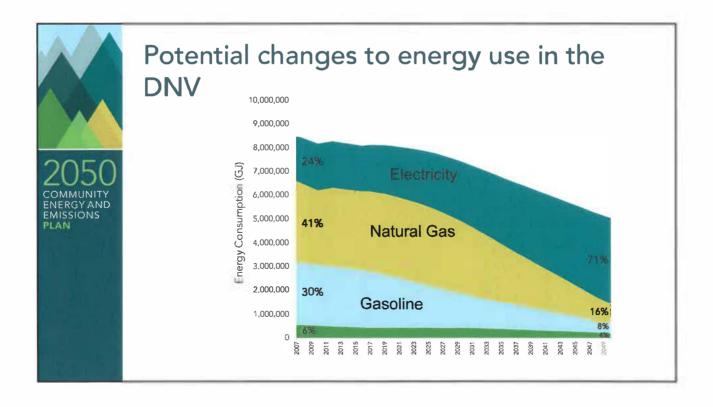


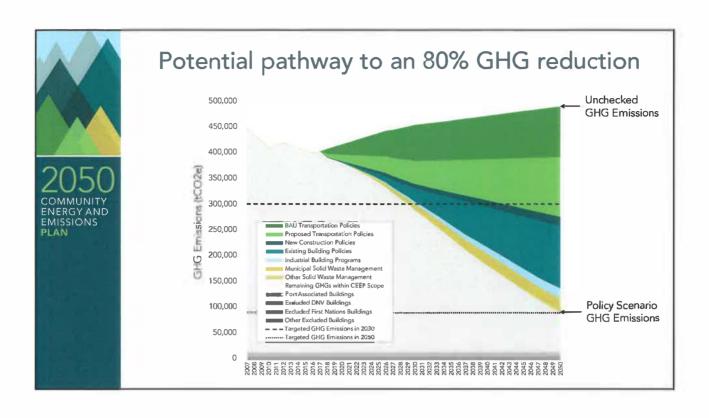


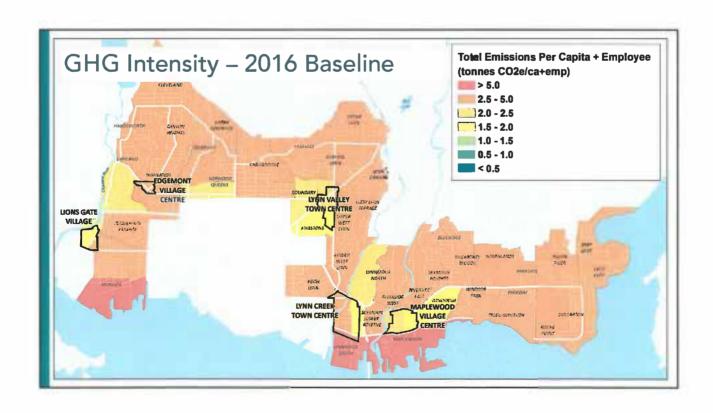


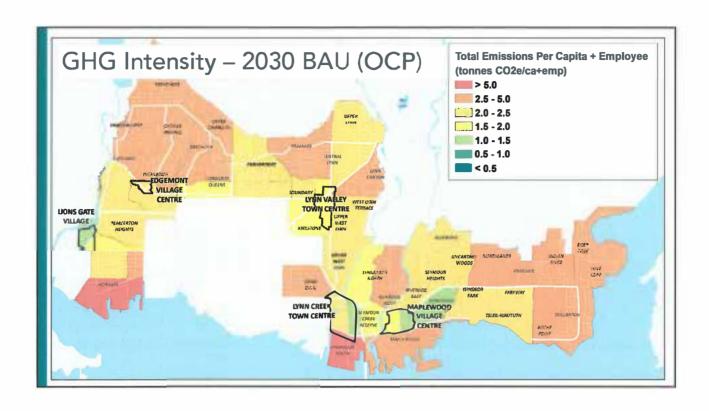


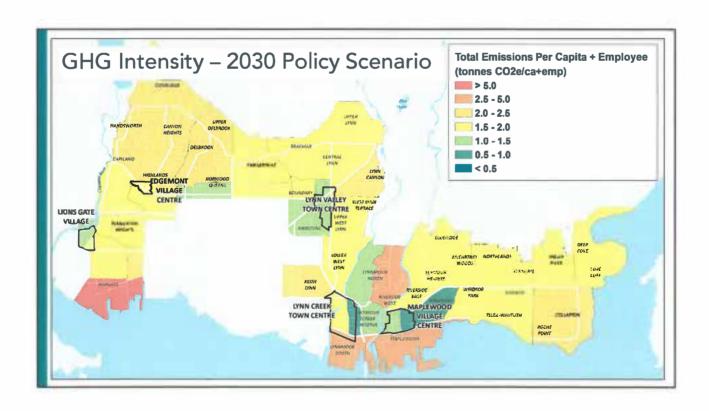


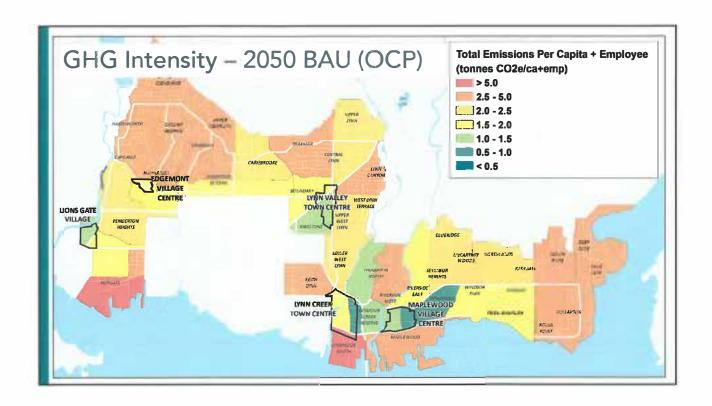


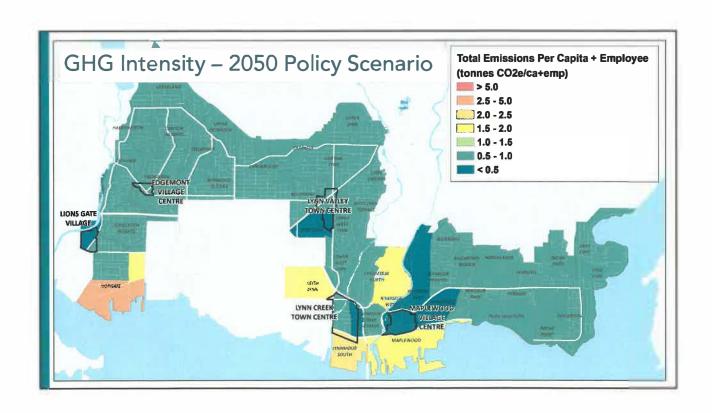


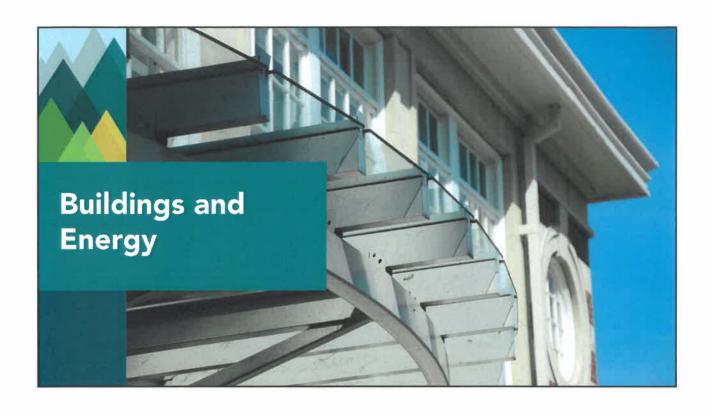


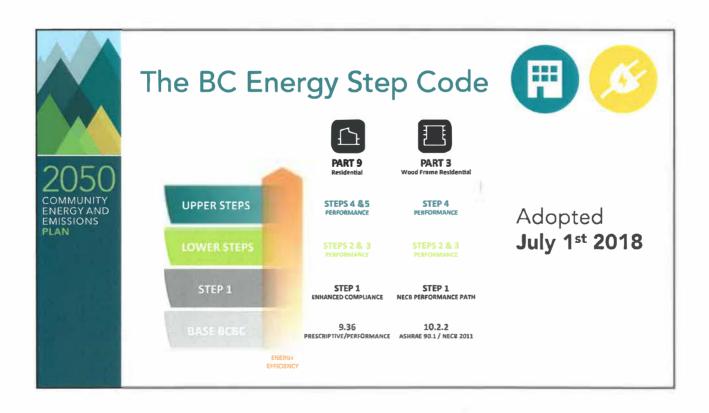




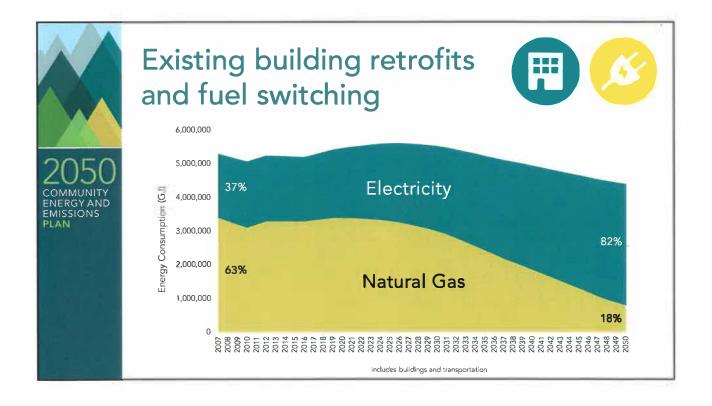


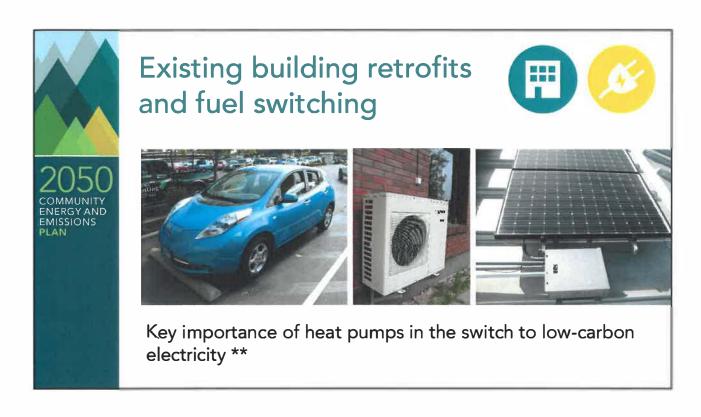


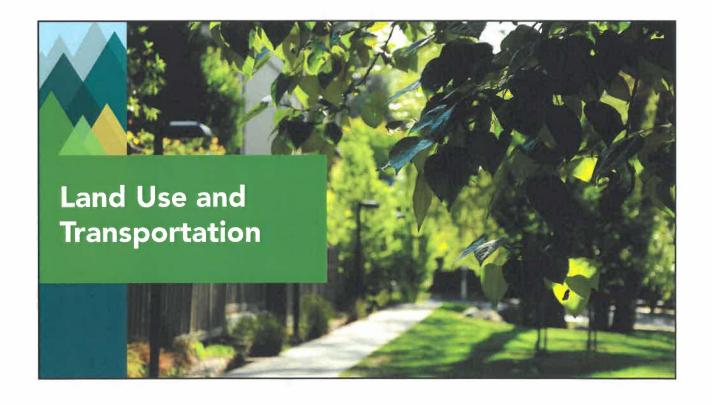


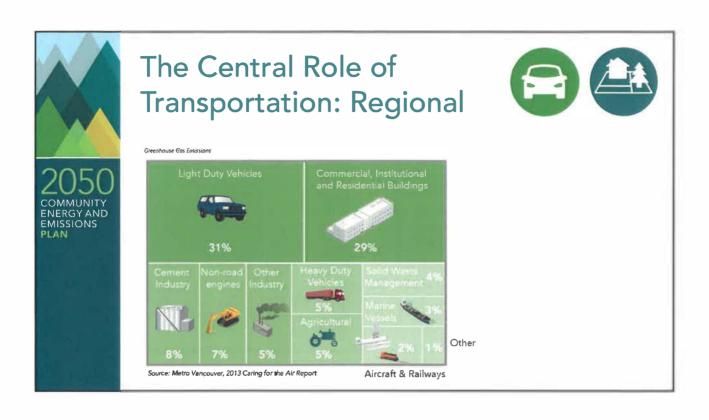


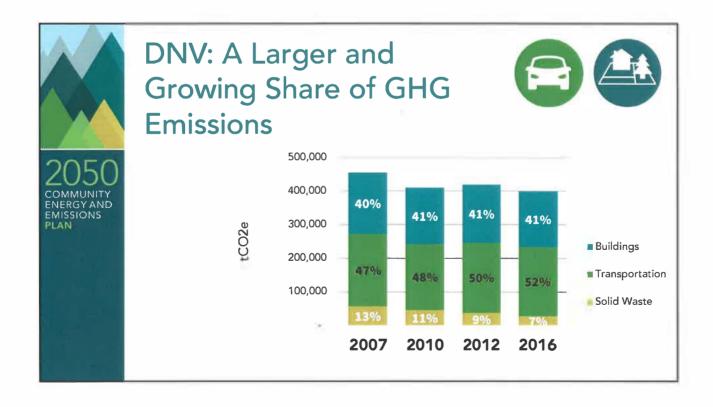












# A Strong Foundation: Land Use Plans and Regional Leadership



# Room for Improvement: Parking Policy and TDM







- 20th century parking requirements
- Town & Village Centres:
   Parking not treated as a constrained resource (priced + managed)
- Demand management: Voluntary, applies only to new development



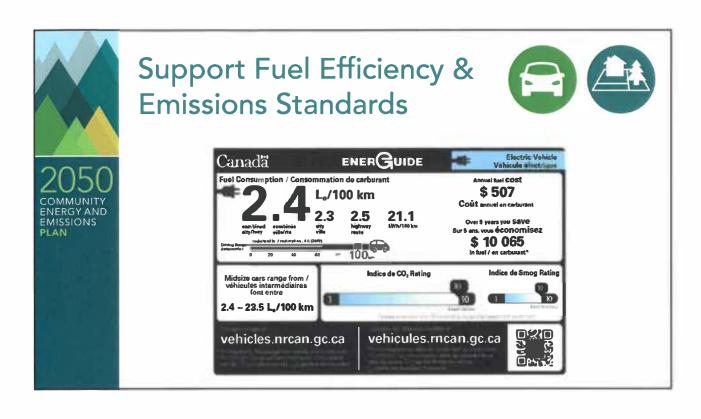
Lynn Valley Town Centre: Auto-related infrastructure covers more than half of land area

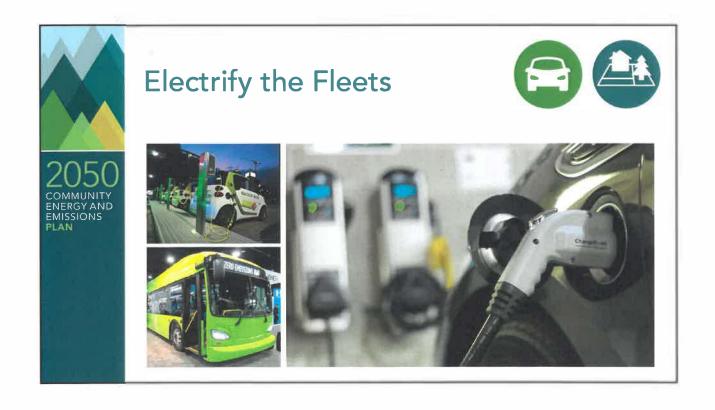


















# Actions to reduce GHG emissions can also boost social wellbeing and community health.



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# Comparing land use system effects







# Comparing land use system effects







# Comparing land use system effects







# Comparing land use system effects







## Comparing land use system effects







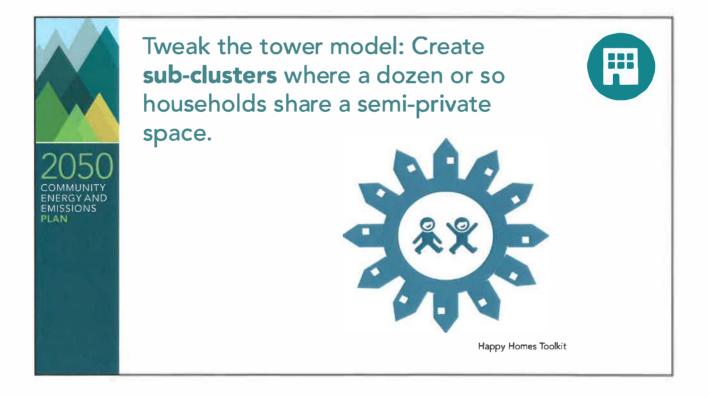
### Comparing land use system effects

















In collective housing models, residents share more, consume less, and nurture resilient neighbourhoods.



2050 COMMUNITY ENERGY AND EMISSIONS PLAN





Housing for the "Missing" middle at a human-scale



2050 COMMUNITY ENERGY AND EMISSIONS PLAN





# Active edges nurture health, safety, and sociability



2050 COMMUNITY ENERGY AND EMISSIONS PLAN

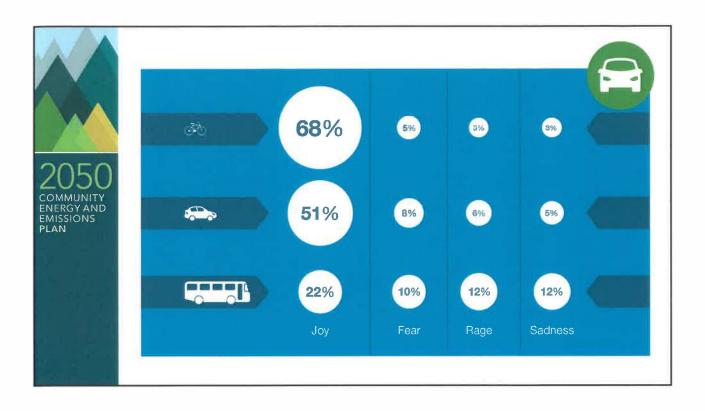


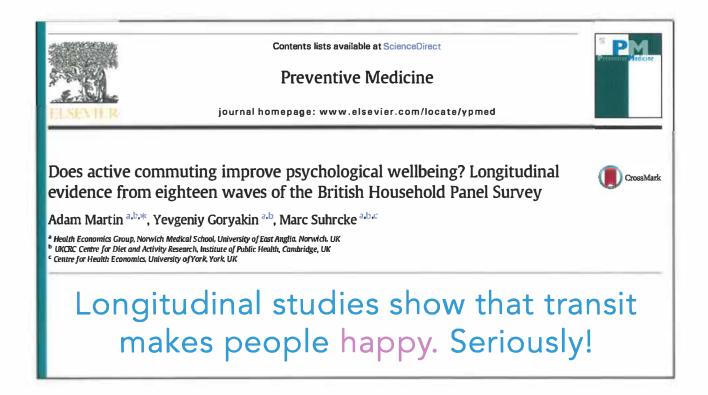


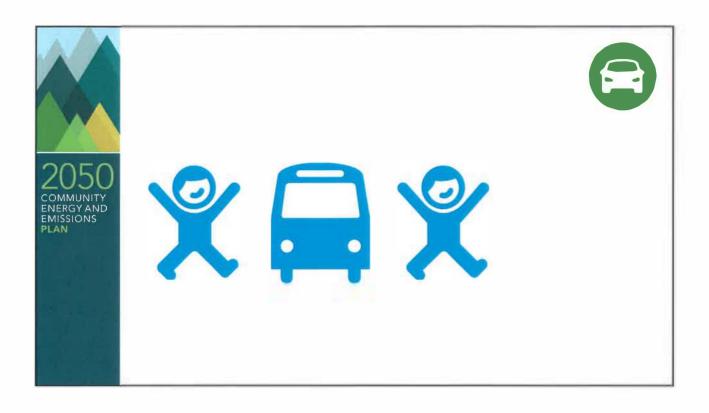


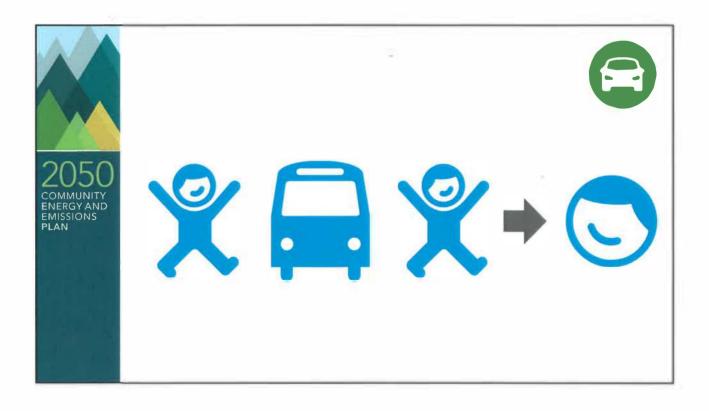
Mixed use, active edge

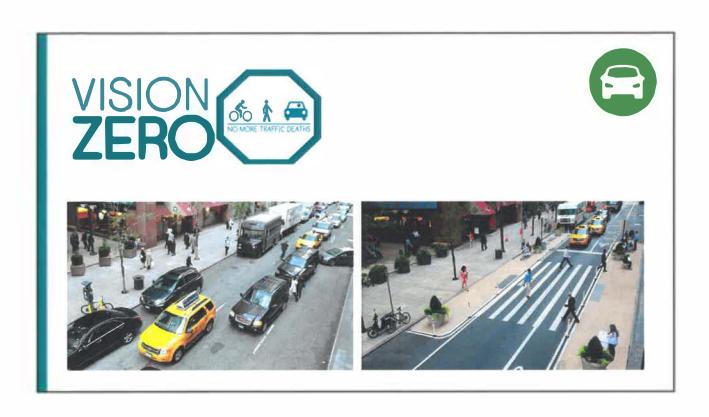


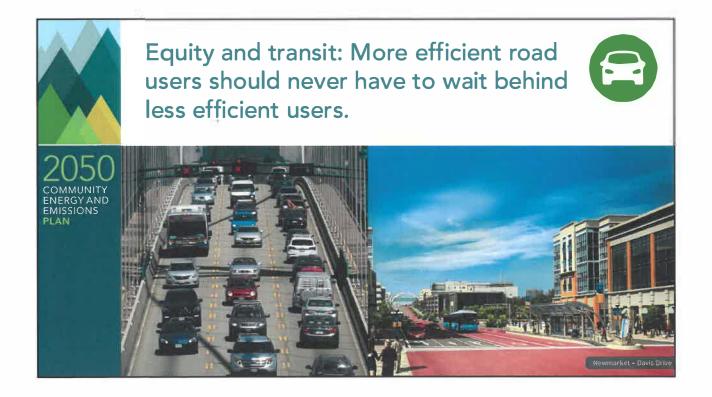














# Preserving old buildings boosts meaning and sense of belonging and place attachment.











# Nature at all scales = everyday wellbeing improvements



2050 COMMUNITY ENERGY AND EMISSIONS PLAN





Immersive forests

Micro-moments of green



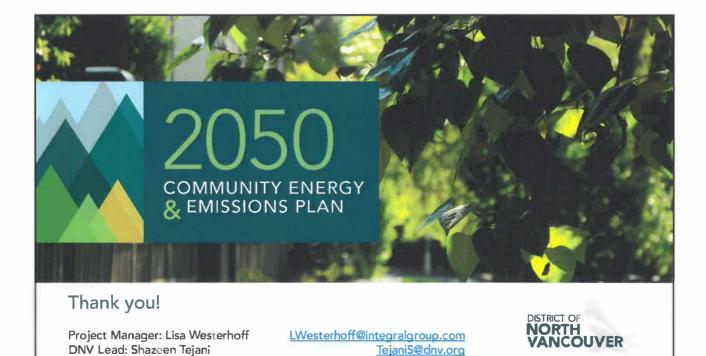






# A CEEP for the DNV

- ✓ Will work together with the Official Community Plan to help guide community growth and development
- ✓ Will serve to meet the District's goals of a low or nocarbon community
- ✓ Will ensure actions have positive co-benefits to the community, including improved health and equity



101

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# AGENDA INFORMATION | Council Workshop | Date: Macco II , 2019 | | Finance & Audit | Date: | | D



# The District of North Vancouver REPORT TO COMMITTEE

March 6, 2019

File: 13.6410.01/000.000

**AUTHOR:** Shazeen Tejani, Planner, Community Planning Department

Karen Rendek, Senior Planner, Community Planning Department

SUBJECT: Regulating Non-Medical Cannabis - District of North Vancouver

#### RECOMMENDATION:

THAT the March 6, 2019, report entitled "Regulating Non-Medical Cannabis – District of North Vancouver" report, from the Community Planner and Senior Community Planner be received for information.

#### **REASON FOR REPORT:**

On June 11, 2018 Council directed staff to:

Proceed with the public engagement described in the report dated May 30, 2018, entitled "Cannabis Regulation", regarding draft amendments to the Zoning Bylaw 3210, Business Licence Bylaw 4567, Fees & Charges Bylaw 6481, Bylaw Notice Enforcement Bylaw 7458 and Smoking Regulation Bylaw 7792; and,

To bring the bylaw amendments back to Council for Introduction and First Reading after completion of the public engagement process.

On September 17, 2018, staff brought forward amendments to the District of North Vancouver Smoking Regulation Bylaw 7792 for Council consideration in advance of the other bylaw amendments as it became legal to possess and consume non-medical cannabis products as of October 17, 2018 and a regulatory approach to govern smoking/vaping in public was required by this time. The report dated, June 11, 2018, has been included for reference (Attachment 1).

This report summarizes the results of the public engagement on proposed cannabis regulations, held from July to September 2018, outlines the provincial process for private retail licensing, and provides options for Council to consider to regulate non-medical cannabis in the District.

#### BACKGROUND:

In anticipation of federal legalization, the Province passed legislation to provide for the legal, controlled access to non-medical cannabis in British Columbia. In February 2018, the Province released the B.C. Cannabis Private Retail Licensing Guide, outlining the provincial cannabis private retail framework. This framework is similar to the current licensing regime for private liquor stores in BC (Attachment 2).

Subsequently, the Province has released a handbook outlining the requirements of the *Cannabis Control and Licensing Act*, regulations and terms and conditions that relate to owners and operators of non-medical cannabis retail stores in B.C. It is the responsibility of the licensee to be aware of and to operate in compliance with these rules (**Attachment 3**).

#### **Application Procedure**

In B.C., the Liquor and Cannabis Regulation Branch (LCRB) is responsible for licensing private stores and monitoring the retail sector. Applicants for a non-medical cannabis store must submit a licence application to the LCRB. When an application is received, the LCRB will notify the local government of the area where the proposed store is to be located. Local governments may influence the following aspects of cannabis retail stores:

- Location and separation criteria;
- Number of establishments, including prohibition of establishments;
- Store security; and,
- Hours of operation.

Online applications for private non-medical cannabis retail store licences are accepted on the Provincial Liquor and Cannabis Regulation Branch (LCRB) web site. Upon receipt of notification of a licence application, the LCRB will notify the District if an application is received within our jurisdiction. If the District chooses to provide a recommendation, the municipality must gather the views of residents. If the District recommends in favour of the application, the LCRB must consider the recommendation, however the LCRB has discretion whether or not to issue the licence. Alternatively, the LCRB cannot issue a licence unless a positive recommendation is received from the District. Only following a positive recommendation from the District will the LCRB conduct a full review of the licence application, including criminal record checks and a financial audit.

#### **EXISTING POLICY:**

The growing, harvesting, storage, packaging, dispensing, or sale of cannabis (marihuana) is prohibited in the District of North Vancouver Zoning Bylaw Part 403A. On October 17, 2018, non-medical cannabis became legal in Canada and regulations governing where and how cannabis is sold and consumed in the District of North Vancouver are needed.

104 Document Number: 3884294

#### PLANNING PROCESS:

The process to review and update the District's cannabis regulations began in June, 2018, as shown below:



Figure 1: Planning Process for Non-Medical Cannabis Regulation

As directed by Council, the public and stakeholders were asked for their feedback on a proposed draft approach as identified in the report to Council in June 11, 2018.

#### **Engagement Efforts**

Public engagement efforts for this initiative have focussed on gathering feedback from the public and stakeholders on the proposed land use regulations, business licence regulations and public consumption of non-medical cannabis use in the District as described in the report dated May 30, 2018, entitled "Cannabis Regulation".

#### Engagement efforts have included:

- A dedicated web page, DNV.org/cannabis, to provide the public with background information on the Cannabis Act, roles and authority of each level of government and links to applicable Government of Canada and Province of BC web sites to find additional information;
- An online survey ran from July 20, 2018 to September 7, 2018 to collect input on proposed bylaw amendments to the District's zoning, business licence and smoking bylaws. The survey was publicized through social media and advertised in the North Shore news on July 20, 25, and August 5, 2018. A total of 363 responses were received:
- A working session with the retail sector was held on August 28, 2018 at District hall.
   An invitation to sign up for the retail working session was posted on the District web site on August 9, 2018. A total of 10 retail sector representatives attended the event;
- A stakeholder meeting with representatives from the City of North Vancouver, District of West Vancouver, VCH, RCMP, School District SD44, First Nations, and, Chamber of Commerce was held on September 7, 2018. A total of 10 stakeholders attended this event.

Attachment 4 provides a summary of public and stakeholder feedback received to date.

Document Number: 3884294

March 6, 2019

#### **What We Heard**

The following summarizes key feedback received:

- 69% of survey respondents and 69% of stakeholders and retail sector representatives agreed with allowing cannabis stores in zones that allow liquor stores, with a 200metre buffer from elementary and high schools;
- 65% of survey respondents and 81% of stakeholders and retail sector representatives agreed with the proposed hours of operation (9 am to 9 pm) and the additional fee for cannabis business licences;
- 81% of survey respondents and 86% of stakeholders and retail sector representatives agreed with amending the District's Smoking Regulation Bylaw to add vaping and cannabis to the smoking definition, and prohibit smoking in areas frequented by children, including transit stops, parks, playgrounds, beaches, Lynn Valley Village and Maplewood Farm;

For those who disagreed with the proposed amendments, overall themes included:

- Wanting to see fewer barriers to the sale and use of non-medical cannabis, and regulations that matched the provincial guidelines for cannabis and current regulations for the sale and use of alcohol more closely
- Did not want to see the sale or use of cannabis in the District be allowed in any areas or wanted the number of locations limited
- Against the legalization of non-medical cannabis entirely
- Wanted to see more education and awareness about the new regulations and the health risks of using cannabis

#### Recommendation

Based on feedback received from the public and stakeholders, staff recommend Council consider case by case rezoning applications for cannabis retail stores in order to control the specific location of each store.

This option would include that Council:

- 1. Consider the dispensing or sale of cannabis in the District of North Vancouver on a case-by-case basis
  - a. Would continue to be prohibit except for where Council has approved a rezoning (text amendment) and a business licence for a non-medical cannabis retail store;
  - b. Eligibility criteria would limit locations to be permitted only in zones which currently permit the retail sale of liquor (CD4, CD21, CD45, CD47, Lot B at 1515 Barrow, CD68, CD80, C1L, C2, C9, C10, CD90, CD 94, but not the Public House C6 zone):
  - c. Would limit the number of stores in the District to four (4), focusing on Town and Village Centres.
  - d. Would have a minimum 200 metre buffer around elementary and high schools to provide separation and limit exposure to children and youth;

106 Document Number: 3884294

e. Would operate only between the hours of 9am - 9pm.

#### **Timing/Approval Process:**

Non-medical cannabis became legal in Canada on October 17, 2018. The Provincial Liquor and Cannabis Regulation Branch (LCRB) are accepting online applications for private non-medical cannabis retail stores licences.

#### **Conclusion:**

Based on feedback received from this Council workshop, if Council chooses to proceed with the recommended approach, staff will return with a draft policy that outlines locational and evaluation criteria, licence requirements, application procedures and the public consultation process to regulate the distribution and consumption of non-medical cannabis.

#### Options:

1. Consider the dispensing or sale of cannabis (marihuana) in the District of North Vancouver on a case-by-case basis through a rezoning (text amendment) process;

OR

2. Continue to prohibit the growing, harvesting, storage, packaging, dispensing, or sale of cannabis (marihuana) in the District of North Vancouver as per Zoning Bylaw Part 403A.

Respectfully submitted,	_ / _ /
	to with
Shazeen Tejani	Karen Rendek, MCIP, RPP
Community Planner	Senior Community Planner

Attachment 1: Report to Council – Cannabis Regulation, June 11, 2018

Attachment 2: B.C. Cannabis Private Retail Licensing Guide

Attachment 3: Cannabis Control and Licensing Act

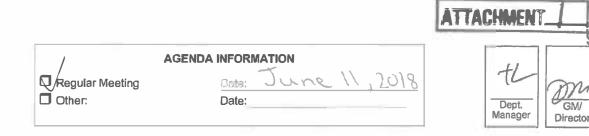
Attachment 4: Cannabis Regulation: Phase 2 Public Engagement Summary Report

**Attachment 5: Map of Potential Cannabis Zones** 

Attachment 6: Non-Medical Cannabis Retail Regulation Presentation, March 11, 2019

REVIEWED WITH:		
☐ Community Planning	☐ Clerk's Office	External Agencies:
☐ Development Planning	☐ Communications	☐ Library Board
☐ Development Engineering	☐ Finance	■ NS Health
Utilities	☐ Fire Services	RCMP
☐ Engineering Operations	☐ ITS	□ NVRC
☐ Parks	☐ Solicitor	☐ Museum & Arch.
☐ Environment	☐ GIS	Other:
☐ Facilities	☐ Real Estate	
☐ Human Resources	☐ Bylaw Services	

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# The District of North Vancouver REPORT TO COUNCIL

May 30, 2018

File: 13.6410.01/000.000

**AUTHOR**: Suzy Lunn, Community Planner

**SUBJECT: Cannabis Regulation** 

#### **RECOMMENDATION:**

THAT staff is directed to proceed with the public engagement described in the report dated May 30, 2018, entitled Cannabis Regulation, regarding draft amendments to the Zoning Bylaw 3210, Business Licence Bylaw 4567, Fees & Charges Bylaw 6481, Bylaw Notice Enforcement Bylaw 7458 and Smoking Regulation Bylaw 7792; AND

THAT staff is directed to bring the bylaw amendments back to Council for Introduction and First Reading after completion of the public engagement process.

#### **REASON FOR REPORT:**

On February 26, 2018 Council directed staff to:

Prepare amendments to the Zoning Bylaw, Business License Bylaw and Smoking Regulation Bylaw for consideration at a Regular Meeting of Council.

This report is in response to this Council direction, and includes draft amendments to the above-noted bylaws. In addition, this report seeks Council's direction to engage the community on the draft bylaw amendments and return the results for Council's further consideration.

#### **BACKGROUND:**

#### Federal Government Legalization and Regulation

In April 2017, the Government of Canada introduced two Bills to legalize cannabis: Bill C-45 (the Cannabis Act) and Bill C-46 (amending the Criminal Code's impaired driving provisions). The Bills are currently making their way through the federal parliamentary process with the goal of bringing Bill C-45 into force in late summer 2018, to make non-medical cannabis legal in Canada as of that time. The federal government plans to bring into force the amendments related to drug-impaired driving as soon as Royal Assent is received.

While the federal government plans to regulate commercial production, provinces and territories will be responsible for many of the decisions about how non-medical cannabis is regulated in their jurisdictions including distribution and retail systems, compliance and enforcement regimes, age limits, restrictions on possession, public consumption, and personal cultivation; and amendments to road safety laws. See Attachment 1 for a discussion on jurisdictional responsibilities.

#### **Province of BC's Regulation**

The Province introduced two pieces of legislation on April 26, 2018. The proposed Cannabis Distribution Act (CDA) will establish the Province's exclusive jurisdiction over wholesale distribution of cannabis, and provide authority for public retail sales.

The proposed Cannabis Control and Licensing Act (CCLA) will establish provincial control over the sale, supply, and possession of non-medical cannabis, and will establish licensing of private cannabis retailers, including registration and training requirements for those who will work in cannabis retail. The Act outlines restrictions on the possession, personal cultivation, and consumption of cannabis by adults, and prohibitions for minors.

In addition, the Act includes an extensive compliance and enforcement regime to ensure legalization of non-medical cannabis protects children and youth, prioritizes public health and safety, keeps cannabis out of the hands of criminals, and keeps roads safe.

#### Retail and Distribution

When the Federal Act passes, British Columbians 19 years and older will be able to purchase non-medical cannabis through privately-run retail stores, government-operated retail stores, or online sales. At this time only dried cannabis, cannabis oils, and seeds that comply with federal requirements will be sold. Consumption lounges are not legalized through this Act.

The BC Liquor Distribution Branch (LDB) will purchase cannabis from licensed producers in Canada and transport it to LDB warehouses where is will be distributed to public and private retail stores. The LDB will also operate the public retail stores. The Liquor Control and Licensing Branch (LCLB) will be responsible for licensing private stores and monitoring the retail sector.

Licensed retailers will not be able to sell cannabis in the same stores as liquor or tobacco. The Province will permit local governments to decide whether they wish to have non-medical cannabis retail stores in their community (public and private). Before the Province issues a cannabis licence, municipalities must ask residents in the vicinity of the proposed location to comment on how the store will impact the community. Municipalities must consider this public input when deciding whether or not to support the application and must notify the LCLB of their decision by way of a Council resolution

The Province will also conduct background/ criminal record checks before issuing the license. To protect youth, the federal government requires that cannabis products must not be visible from outside the store. In addition, retailers must comply with federal requirements respecting advertising and promotion.

May 30, 2018 Page 3

#### Personal Public Possession Limits

The Province has determined that adults aged 19 and above will be allowed to possess up to 30 grams of non-medical cannabis in a public place.

#### Places of use

BC will generally allow adults to use non-medical cannabis in public spaces where tobacco smoking and vaping are permitted. However, use of non-medical cannabis will be banned in areas frequented by children, including community beaches, parks, and playgrounds. Use of cannabis, in any form will also be banned for all vehicle occupants. In addition, landlords and strata councils will be able to restrict or prohibit non-medical cannabis smoking in tenanted and strata properties.

Local governments will be able to set additional restrictions, as they currently do for tobacco use.

#### **Personal Cultivation**

BC will allow adults to grow up to four cannabis plants per household, but the plants must not be visible from public spaces off the property. Home cultivation of non-medical cannabis will be banned in dwellings used as child cares. In addition, landlords and strata councils will be able to restrict or prohibit home cultivation.

#### **Drug Impaired Driving**

Drug impaired driving will continue to be illegal. The Province will increase training for law enforcement in this area and toughen provincial regulations to give police more tools to remove drug-impaired drivers from the road and deter drug-affected driving.

#### **EXISTING POLICY:**

Cannabis (marihuana) growing, harvesting, storage, packaging, dispensing, or sale is currently prohibited in the District of North Vancouver Zoning Bylaw Part 403A.

#### ANALYSIS:

#### **Zoning Bylaw Amendments**

Staff recommend amending the Zoning Bylaw to allow non-medical cannabis retail stores in zones that allow liquor stores: CD4, CD21, CD45, CD47, Lot B at 1515 Barrow, CD68, CD80, C1L, C2, C9, C10, CD90, CD94 (but not the Public House C6 zone). Staff also recommend applying a 200 or 300 metre buffer around elementary and high schools to provide separation and limit exposure to children and youth. See Attachment 2 for maps of the school buffers and the resultant potential cannabis retail store areas.

Alternatively, Council could consider case by case rezoning applications for cannabis retail stores if Council wishes to control the specific location of each store rather than the approach recommended above.

Staff recommend amending the Zoning Bylaw to allow government "cannabis warehouses" to distribute cannabis in all zones that permit warehousing and warehouse use. See Attachment 3 for draft bylaw amendments.

#### **Business License Bylaw Amendments**

Staff recommend amending the Business Licence Bylaw to include retail cannabis stores as a new business class. The provincial hours of operation are from 9am to 11pm, but staff recommends reducing these hours from 9am to 9pm or 10pm. These limited hours of operation are intended to strike a balance between providing access to legal cannabis, and ease of monitoring and enforcement. The recommended hours of operation could be reassessed over time. See Attachment 4 for draft bylaw amendments.

#### Fees & Charges Bylaw Amendments

Staff recommend amending the Fees and Charges Bylaw by adding "Non-medical Cannabis Retail Store" to the list of business types. Staff recommends a business license fee that is based on the estimated cost to administer this type of business in consideration of historical enforcement costs, and could be reassessed over time. See Attachment 5 for draft bylaw amendments.

#### **Bylaw Notice Enforcement Bylaw Amendments**

Staff recommend amending the Bylaw Notice Enforcement Bylaw by adding fines for any contraventions regarding cannabis. See Attachment 6 for draft bylaw amendments.

#### **Smoking Regulation Bylaw Amendments**

Staff recommend amending the Smoking Regulation Bylaw to add cannabis and vaping under the 'Smoking' definition. Businesses will be required to post a sign reminding people to smoke at least 6 metres away from any point directly below any opening into their store including any door or window that opens or any air intake, as per the Smoking Bylaw. Vancouver Coastal Health (VCH) is responsible for the enforcement of the Smoking Bylaw. See Attachment 7 for draft bylaw amendments.

#### **Timing/Approval Process:**

The federal legislation regarding cannabis legalization is expected to be in place by late summer. The District will commence public engagement and report back to Council with bylaw amendments later in the year.

#### Concurrence:

The Communications Department, Development Planning, Legal Services, Finance and Bylaw Services have provided input into this report.

#### **Financial Impacts:**

Business license fees for cannabis stores and cannabis warehousing are proposed to cover costs for processing, inspection, and administration related to the regulation of these businesses.

May 30, 2018 Page 5

#### Liability/Risk:

The Canadian Constitution defines criminal law as an exclusively federal power. Local governments are allowed to exercise their delegated land use and business license regulations to address local health, safety, and nuisance concems related to non-medical cannabis. The District may risk legal challenges if the District's regulations are too restrictive. Staff believe the proposed approach strikes a balance between public health and safety concerns, and allowing non-medical cannabis sales and uses in our community.

#### **Social Policy Implications:**

Although it is currently illegal, cannabis use among adults is common in British Columbia and across Canada. Psychoactive substances are associated with both benefits and harms to individuals and society. However, it is increasingly recognized that many harms arise from the illegal nature of the sale and use of certain psychoactive substances and the system that produces and sells them. It is also recognized that harms arise from corporate promotion and marketing of legal psychoactive substances.

Seeking to reduce harm associated with cannabis, Canada plans to legalize adult non-medicinal use of cannabis but also create regulatory systems that seek to:

- restrict youth access to cannabis
- protect young people from promotion or enticements to use cannabis
- deter and reduce criminal activity by imposing criminal penalties for those breaking the law, especially those who import, export or provide cannabis to youth
- protect public health through product safety and quality requirements
- reduce the burden on the criminal justice system
- provide for the legal production of cannabis to reduce illegal activities
- allow adults to possess and access regulated, quality controlled legal cannabis
- enhance public awareness of the health risks associated with cannabis.

#### **Public Input:**

The federal and provincial governments conducted public and stakeholder engagement on the legalization and regulation of non-medical cannabis in 2016 and 2017 (Attachment 8). The District provided input to the Province's engagement.

The District will consult with stakeholders including the City of North Vancouver, District of West Vancouver, VCH, RCMP, School District, Cannabis Business Owners, First Nations, Chamber of Commerce, and Community Associations.

Public input will be collected through an online survey alongside robust information on the DNV website. The opportunity to learn about and provide input on the draft bylaws will be publicized through social media and print advertising. Community input will be used to shape the final version of the bylaw amendments for Council consideration.

#### Conclusion:

This report is in response to Council direction, and includes draft amendments to five bylaws to permit and regulate non-medical cannabis. In addition, this report seeks Council's direction

to engage the community on the draft bylaw amendments and return the results for Council's further consideration.

#### Options:

 THAT staff is directed to proceed with the public engagement described in the report dated May 30, 2018, entitled Cannabis Regulation, regarding draft amendments to the Zoning Bylaw 3210, Business Licence Bylaw 4567, Fees & Charges Bylaw 6481, Bylaw Notice Enforcement Bylaw 7458 and Smoking Regulation Bylaw 7792; AND

THAT staff is directed to bring the bylaw amendments back to Council for Introduction and First Reading after completion of the public engagement process.

#### OR

2. That staff is directed to make changes to the amending bylaws for Council consideration.

Respectfully submitted,

Suzy Lunn, Community Planner

**Attachment 1:** Jurisdictional Responsibilities **Attachment 2:** Maps of Potential Cannabis Zones

**Attachment 3: Draft Zoning Bylaw Amendments** 

**Attachment 4:** Draft Business License Bylaw Amendments **Attachment 5:** Draft Fees & Charges Bylaw Amendments

**Attachment 6**: Draft Bylaw Notice Enforcement Bylaw Amendments

**Attachment 7**: Smoking Regulation Bylaw Amendments

**Attachment 8: Federal and Provincial Engagement Processes** 

REVIEWED WITH:		
Sustainable Community Dev.	Clerk's Office	External Agencies:
Development Services	P Communications Min	Library Board
Utilities	Finance	NS Health
☐ Engineering Operations	☐ Fire Services	RCMP
☐ Parks	□,ı⊤s	■ NVRC
☐ Environment	☑ Solicitor	☐ Museum & Arch.
☐ Facilities	☐ GIS	Other: Bylus Cu
☐ Human Resources	☐ Real Estate	0 - 3 - 12



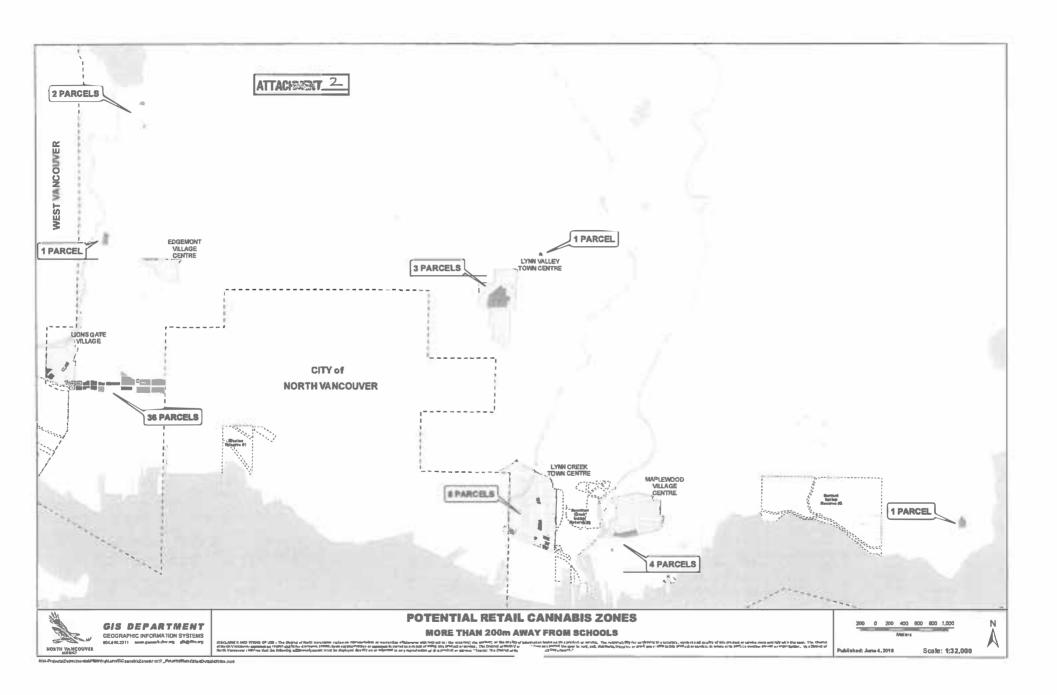
#### **Attachment 1: Jurisdictional Responsibilities**

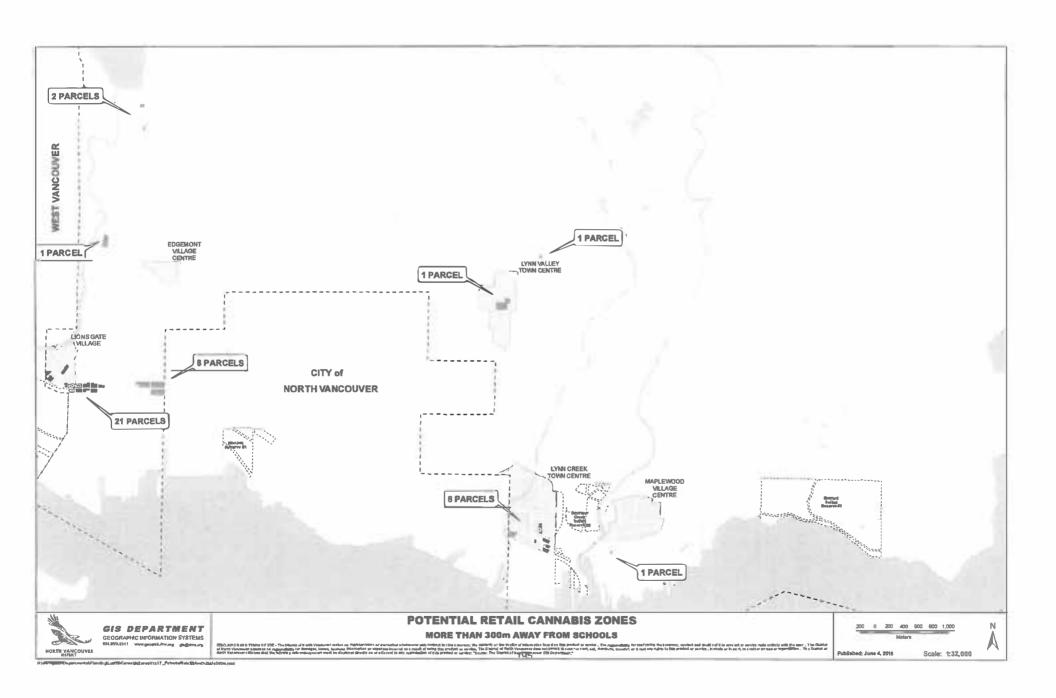
The new legislation empowers Provincial/Territorial, and municipal governments to oversee various aspects of the new system for legalized cannabis. In BC, the Province has determined it will allow personal cultivation, some public consumption of vaped and smoked cannabis, and outlined a model for retail sales through a mix of public and private stores. Municipalities will oversee retail locations and rules, land use, and zoning. Municipalities will also support the Federal and Provincial governments on public education initiatives and the enforcement of rules and regulations. The table below provides more detail on the specific and overlapping areas of Federal, Provincial/ Territorial, and municipal jurisdictional responsibilities.

#### Jurisdictional Responsibilities for Federal, Provincial and Municipal Governments

AATMITY	AUTHORITY RESPONSIBLE				
ACTIVITY	FEDERAL	PROVINCIAL	MUNICIPAL		
Possession limits **	6				
Trafficking	9				
Advertisement and packaging **	3				
Impaired driving	4	9			
Medical cannabis	(1)				
Seed-to-sale tracking system	<b>a</b>				
Production (cultivation and processing)	9				
Age limit (federal minimum) **	a.c.	•			
Public health	E.	3			
Education	3	8	<b>3</b>		
Taxation	<b>E</b> :		•		
Home cultivation (growing plants at home) **	•				
Workplace safety					
Distribution and wholesaling					
Retail model		0			
Retail location and rules		9	•		
Regulatory compliance	£ <u>.</u>	•	0		
Public consumption		\$	•		
Land use/zoning		<u>&amp;</u>	()		

Source: City of Surrey Cannabis Legalization: An Evolving Framework for BC Municipalities







#### The Corporation of the District of North Vancouver

#### **Bylaw 8340**

A bylaw to amend District of North Vancouver Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

#### Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1379 (Bylaw 8340)".

#### **Amendments**

- 2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
  - a) inserting the following definitions in alphabetical order in Part 2:
    - "Cannabis" has the meaning given to it in the Cannabis Act;
    - "Cannabis accessory" has the meaning given to it in the Cannabis Act;
    - "Cannabis Act" means An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts (Bill C-45, 1<sup>st</sup> Sess, 42<sup>nd</sup> Parl, 2017) or as subsequently amended or adopted;
    - "Cannabis Distribution Act" means the Cannabis Distribution Act (Bill 31, 3<sup>rd</sup> Sess, 41<sup>st</sup> Parl, 2018) or as subsequently amended or adopted;
    - "Cannabis retail store" means the business of the retail sale of non-medical cannabis for off-site consumption and cannabis accessories;
    - "Cannabis warehouse" means a warehouse for the storage and distribution of cannabis and cannabis accessories established in accordance with the *Cannabis Distribution Act*:
    - "Non-medical cannabis" means cannabis for which no medical document has been issued pursuant to the *Access to Cannabis for Medical Purposes Regulations*, SOR/2016-230;
  - b) deleting the definitions of "Warehouse" and "Warehousing" in Part 2 and substituting the following:

"warehousing" means the storage of goods or products for distribution and Includes a cannabis warehouse, but does not include wholesaling;

"warehouse use" means the use of land, buildings and structures for the storage of merchandise which may then be sold in bulk to other businesses, institutions, government agencies or as part of a mail order or on-line business, where the warehouse floor area exceeds any floor area used for showroom or display purposes and includes a cannabis warehouse;

- c) deleting section 403A(1)(i) and substituting the following:
  - (i) the retail sale of alcohol for off-site consumption;
- d) deleting section 403A(1)(j) and substituting the following:
  - (j) the commercial growing or harvesting of cannabis;
- e) inserting the following as section 403A(1)(k):
  - (k) the retail sale of non-medical cannabis for off-site consumption except in the following zones: CD4, CD21, CD45, CD47, Lot B at 1515 Barrow, CD68, CD80, C1L, C2, C9, C10, CD90, CD94.
- f) inserting the following as section 403A(1)(I):
  - (I) the warehousing, storage, packaging, or distribution of cannabis, except in the following zones: CD16, CD18, CD19, CD27, CD40, CD45, CD50, I2, I3, EZIL, EZLI.
- g) inserting the following as section 405C \*\*\*this assumes that the short term rental zoning bylaw amendment gets adopted before this bylaw and changes the numbering accordingly. If not, this would be section 405B:

#### 405C Cannabis Retail Store

Cannabis retail stores are permitted in premises which are enclosed within a building in the following zones provided that the nearest property line of a site containing an elementary or high school is at least and metres away:

CD4, CD21, CD45, CD47, Lot B at 1515 Barrow, CD68, CD80, C1L, C2, C9, C10, CD90, CD94

h) inserting the following into the table at section 1207:

#### 1207 Ticketing

Designated Expressions	Sec	tion	Fine
Operate cannabis retail store within 200/300 me	tres of school	405C	\$1,000
The effective date of this bylaw is (SPECIFY entirely).	EXACT DATE or	delete this	ssection
READ a first time			
PUBLIC HEARING held			
READ a second time			
READ a third time			
Certified a true copy of "Bylaw 8340" as at Third	Reading		
Municipal Clerk			
APPROVED by the Ministry of Transportation ar	nd Infrastructure o	n	
ADOPTED			
Mayor	Municipal Clerk		
Certified a true copy			
Municipal Clerk			



#### The Corporation of the District of North Vancouver

#### **Bylaw 8341**

A bylaw to amend Business Licence Bylaw 4567, 1974

The Council for The Corporation of the District of North Vancouver enacts as follows:

#### Citation

1. This bylaw may be cited as "Business Licence Bylaw 4567, 1974 Amendment Bylaw 8341, 2018 (Amendment 50)".

#### **Amendments**

- 2. Business Licence Bylaw 4567, 1974 is amended as follows:
  - (a) inserting the following definitions in numerical order:

364	Cannabis	"Cannabis" has the meaning given to it in the Cannabis Act.
365	Cannabis Accessory	"Cannabis accessory" has the meaning given to it in the Cannabis Act.
366	Cannabis Act	"Cannabis Act" means An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts (Bill C-45), 1st Sess, 42nd Parl, 2017 or as subsequently amended or adopted.
367	Cannabis Retail Store	Cannabis retail store" means the business of the retail sale of non-medical cannabis for off-site consumption and cannabis accessories.
368	Non-Medical Cannabis	"Non-medical cannabis" means cannabis for which no medical document has been issued pursuant to the Access to Cannabis for Medical Purposes Regulations, SOR/2016-230.

(b) inserting the following as section 408A immediately after section 408:

#### **408A LICENCE CONDITIONS**

The Inspector may impose terms and conditions that must be met for obtaining, continuing to hold, or renewing a licence respecting the following matters:

- prevention of nuisances, including but not limited to conditions intended to reduce noise, odours, and patron misconduct on and about the licensed premises;
- (2) requirements that, in the opinion of the Inspector, are necessary to ensure that the licensed business does not have a negative impact on the public, the neighbourhood or other businesses in the vicinity;
- (3) employee and patron behaviour at the business premises;
- (4) employee, patron and public health, safety and security at the business premises;
- (5) physical condition of the business premises;
- (6) types of entertainment that may be provided in or on the business premises;
- (7) hours of operation; and
- (8) effective period of any licence.
- (c) inserting the following as sections 409A and 409B immediately after section 409:

#### 409A Compliance

- (1) The applicant for and any holder of a licence under this bylaw must be in compliance with all applicable federal and provincial regulatory requirements and all applicable District bylaws.
- (2) The holder of a licence under this bylaw to which terms and conditions have been attached in accordance with section 408A must comply with such terms and conditions at all times.
- (d) inserting the following as section 518A immediately after section 518:

#### 518A Cannabis Retail Store

- (1) Only the registered owner or lessee of the land may hold a licence under this bylaw to operate a cannabis retail store on such land.
- (2) A licence to operate a cannabis retail store cannot be transferred.
- (3) A person must not:

		(b)	Operate any other buretail store;	usiness from the premi	ses of a cannabis
		(c)	Sell or offer to sell e at a cannabis retail s	edible cannabis produc tore;	s or concentrates
		(d)	•	il store for business at a f 9:00 a.m. and	
	The effective dat entirely).	e of t	his bylaw is (SPECIF	Y EXACT DATE or de	elete this section
RE	AD a first time				
NO	TICE given unde	r Sec	tion 59 of the Commun	nity Charter on	and
	<b>OPPORTUNITY</b> for representations to Council provided in accordance with Section 59 of the <i>Community Charter</i> on				
RE	AD a second time	9			
RE	AD a third time				
AD	OPTED				
Ma	yor			Municipal Clerk	
Cei	tified a true copy				

(a) Hold more than one cannabis retail store licence;

Municipal Clerk



#### The Corporation of the District of North Vancouver

#### **Bylaw 8343**

A bylaw to amend Fees and Charges Bylaw 6481, 1992

Th	ne Council for The Corporation of the I	District of North Vancouver enacts as follows:
Ci	itation	
1.	This bylaw may be cited as "District 1992, Amendment Bylaw 8343, 2018	of North Vancouver Fees and Charges Bylaw 6481 3 (Amendment 59)".
Ar	mendments	
2.	The Fees and Charges Bylaw 6481, E – Schedule of Licence Fees A – G	1992 is amended by adding the following to Schedule roup 1 Miscellaneous:
	Group 6 Cannabis Retail Store Licence Fee	\$5,000.00
3.	The effective date of this bylaw is (Seentirely).	PECIFY EXACT DATE or delete this section
RE	EAD a first time	
RE	EAD a second time	
RE	EAD a third time	
ΑC	DOPTED	
Ma	ayor	Municipal Clerk
Ce	ertified a true copy	
Μι	unicipal Clerk	



#### The Corporation of the District of North Vancouver

#### **Bylaw 8346**

A bylaw to amend the Bylaw Notice Enforcement Bylaw 7458, 2004

The Council for The Corporation of the District of North Vancouver enacts as follows:

#### Citation

1. This bylaw may be cited as "Bylaw Notice Enforcement Bylaw 7458, 2004, Amendment Bylaw 8346, 2018 (Amendment 40)".

#### **Amendments**

2. Schedule A to Bylaw 7458 is amended by adding the following offences to the Business Licence Bylaw No. 4567, 1974 section, inserted in the appropriate numerical order in the table:

		A1	A2	<b>A</b> 3	A4	A5
Bylaw Section	Description  The following fines apply to the contraventions below:		Discounted Penalty (within 14 days) (\$)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount
Business L	icence Bylaw 4567, 1974	(\$)				
409A(1)	Failure to comply with applicable regulations	200	150	300	NO	N/A
409A(2)	Failure to comply with terms and conditions of licence	300	225	450	NO	N/A
518A(3)(b)	Operate other business from cannabis retail store	300	225	450	NO	N/A
518A(3)(c)	Sell edible cannabis or concentrates at cannabis retail store	400	300	600	NO	N/A
518A(3)(d)	Open cannabis retail store outside permitted hours	400	300	600	NO	N/A

3. Schedule A to Bylaw 7458 is amended by adding the following offences to the Zoning Bylaw No. 3210, 1965 section, inserted in the appropriate numerical order in the table:

		A1	A2	A3	A4	A5
Bylaw Section	Description  The following fines apply to the contraventions below:	Amount	(within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Agreement Discount
Zetala - Deda	2040 4005	(\$)	(\$)	(\$)		(\$)
Zoning Byla	ıw 3210, 1965					
405C	Operate cannabis retail store within metres of school	200	150	300	NO	N/A

# Effective Date (IF APPLICABLE - OTHERWISE EFFECTIVE DATE IS UPON ADOPTION)

2. The effective date of this bylaw is (SPECIFY EXACT DATE or delete this section

entirely).		
READ a first time		
READ a second time		
READ a third time		
ADOPTED		
Mayor	Municipal Clerk	
Certified a true copy		
Municipal Clerk		



#### The Corporation of the District of North Vancouver

#### **Bylaw 8342**

A bylaw to amend Smoking Regulation Bylaw 7792, 2010

The Council for The Corporation of the District of North Vancouver enacts as follows:

#### Citation

1. This bylaw may be cited as "Smoking Regulation Bylaw 7792, 2010 Amendment Bylaw 8342, 2018 (Amendment 1)".

#### **Amendments**

- 2. Section 2 of Smoking Regulation Bylaw 7792, 2010 is amended by:
  - (a) deleting the definition of "Smoke" or "Smoking" and substituting the following:
    - "Smoke" or "Smoking" means to purposely inhale or exhale smoke or vapour from, or to burn, vape or carry a lighted cigarette, cigar, pipe, hookah pipe, or other lighted smoking equipment that burns or vaporizes tobacco, cannabis or other weed or substance, but specifically excluding the ceremonial use of tobacco in connection with a traditional aboriginal cultural activity;
  - (b) inserting the following definitions in alphabetical order.
    - "Cannabis" has the meaning given to it in the Cannabis Act (Bill C-45, An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts, 1st Sess, 42nd Parl, 2017) or as subsequently amended or adopted;
    - "Cannabis Retail Store" has the meaning given to it in the Business Licence Bylaw 4567, 1974;
- 3. Section 5 of Smoking Regulation Bylaw 7792, 2010 is amended by deleting the comma at the end of subsection (d) and substituting a semi-colon, moving "or" from the end of subsection (c) to the end of subsection (d), and adding the following as subsection (e):
  - (e) a Cannabis Retail Store,

# Effective Date (IF APPLICABLE - OTHERWISE EFFECTIVE DATE IS UPON ADOPTION)

	e effective date of this bylaw is (SPECIF) tirely).	Y EXACT DATE or delete this section
READ	a first time	
READ	a second time	
READ	a third time	<b>€</b> 0
Certifie	ed a true copy of "Bylaw 8342" as at Thin	d Reading
Munici	ipal Clerk	
DEPO	SITED with the Minister of Health on	
ADOP	TED	
Mayor		Municipal Clerk
Certifie	ed a true copy	
Munici	ipal Clerk	



#### Federal and Provincial Engagement Processes

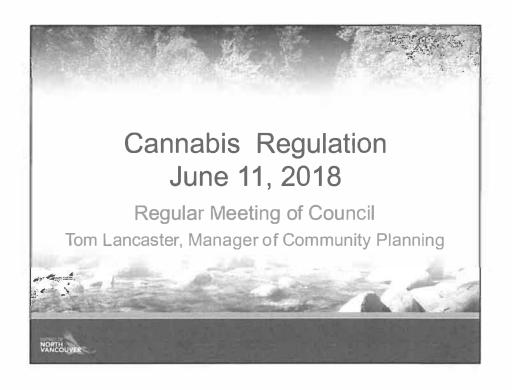
#### Government of Canada Engagement on Cannabis

In 2016 the <u>Task Force on Cannabis Regulation and Legalization</u> engaged with provincial, territorial and municipal governments, experts, patients, advocates, Indigenous governments and representative organizations, employers and industry. They heard from many other Canadians as well, including many young people, who participated in an online public consultation that generated nearly 30,000 submissions from individuals and organizations. They looked internationally (e.g., Colorado, Washington State, Uruguay) to learn from jurisdictions that have legalized cannabis for non-medical purposes, and drew lessons from the way governments in Canada have regulated tobacco and alcohol, and cannabis for medical purposes.

#### Province of BC Engagement on Cannabis

The provincial government conducted public and stakeholder engagement on the legalization and regulation of non-medical cannabis through the fall 2017. Over 48,000 people provided their views on topics such as minimum age, personal possession limits, public consumption, drug-impaired driving, personal cultivation, and distribution and retail models.

The Province engaged with 141 local and Indigenous governments and a range of other interested stakeholders. The District of North Vancouver participated in this engagement process and Mayor Walton responded on behalf of the District. In addition, the Province and Union of B.C. Municipalities (UBCM) have established a Joint Provincial-Local Government Committee on Cannabis Regulation made up of 12 representatives from UBCM and provincial representatives from the Ministry of Public Safety and Solicitor General. The information on this process can be found in the link to BC Cannabis Regulation Engagement



## Overview

- 1. Jurisdictional Responsibilities
- 2. Draft Bylaw Amendments
  - a) Zoning Bylaw
  - b) Business License Bylaw
  - c) Fee and Charges Bylaw
  - d) Bylaw Notice Enforcement Bylaw
  - e) Smoking Regulation Bylaw
- 3. Public Engagement and Next Steps



ACTIVITY	AUTHORITY RESPONSIBLE					
ACTIVITY	FEDERAL	PROVINCIAL	MUNICIPAL			
Possession limits **	•					
Trafficking	•					
Advertisement and packaging **	•					
Impaired driving	-					
Medical cannabis						
Seed-to-sale tracking system	•					
Production (cultivation and processing)	•					
Age limit (federal minimum) **	6	•				
Public health						
Education		•	•			
Taxation	•					
Home cultivation (growing plants at home) **	•					
Workplace safety						
Distribution and wholesaling		•				
Retail model		•				
Retail location and rules		€-	•			
Regulatory compliance			-			

## **Draft Zoning Bylaw Amendments**

#### Retail Use

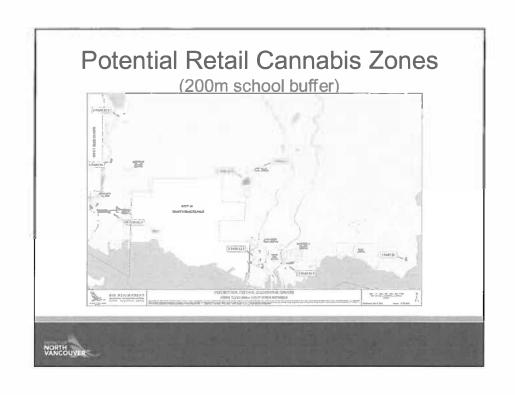
Public consumption
Land use/roning

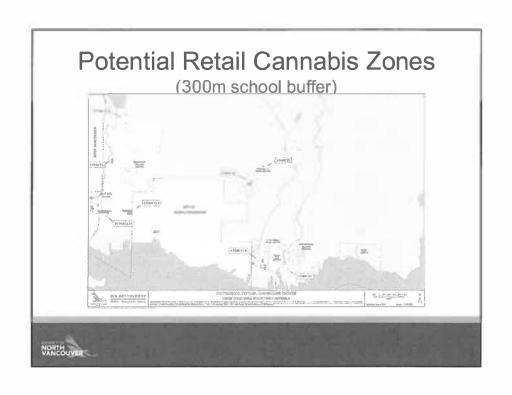
allow non-medical cannabis retail stores in zones that allow liquor stores with a 200 or 300 metre buffer around elementary and high schools

#### Warehouse Use

allow government "cannabis warehouses" to distribute cannabis in all zones that permit warehousing and warehouse uses







# **Draft Bylaw Amendments**

- Business License Bylaw
- Fees and Charges Bylaw
- Bylaw Notice Enforcement Bylaw

NORTH VANCOUVER

# **Draft Bylaw Amendments**

Smoking Regulation Bylaw



## **Public Engagement**

June to September - Consult with stakeholders and the public on draft bylaw amendments and clarify jurisdictional

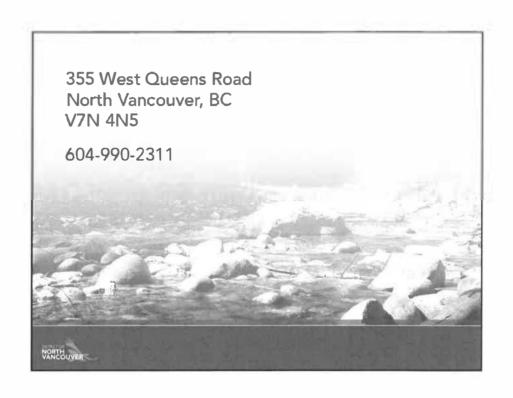
responsibilities



#### RECOMMENDATION

- THAT staff is directed to proceed with the public engagement described in the report dated May 30, 2018, entitled Cannabis Regulation, regarding draft amendments to the Zoning Bylaw 3210, Business Licence Bylaw 4567, Fees & Charges Bylaw 6481, Bylaw Notice Enforcement Bylaw 7458 and Smoking Regulation Bylaw 7792; AND
- THAT staff is directed to bring the bylaw amendments back to Council for Introduction and First Reading after completion of the public engagement process.





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ATTACHMENT 2

# B.C. Cannabis PRIVATE RETAIL LICENSING GUIDE

Applications and Operations



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# B.C. Cannabis PRIVATE RETAIL LICENSING GUIDE

# Applications and Operations

In B.C., the wholesale distribution of non-medical cannabis will be solely through the Liquor Distribution Branch (LDB). The LDB will be the operator of government-run retail stores and the Liquor Control and Licensing Branch (LCLB) will be responsible for licensing and monitoring the retail sector using a mixed public/private model.

The rules governing retail stores will be similar to those currently in place for liquor, and public and private retailers will have similar operating rules. Note that while this document sets out Government's intentions for B.C.'s retail framework, it is subject to legislation yet to be passed at both the federal and provincial levels.

# Who is this guide for?

This guide provides information for those who are considering applying for a provincial licence to retail non-medical cannabis. It contains preliminary information to help applicants make business decisions and describes the application process. This information will also assist local governments in preparing for potential retail store applications within their communities.

The Province recognizes that retail access in rural areas will require a different approach than the one employed in urban communities. There is a separate section related to rural areas at the end of this document.

Engagement with Indigenous governments and organizations is an important element in the development of the provincial regulatory framework for non-medical cannabis. To ensure the retail model appropriately addresses the unique considerations that must be taken into account with respect to Indigenous peoples, the Province remains committed to working in partnership with Indigenous peoples, governments and organizations. These discussions are ongoing and will continue beyond the initial date of federal legalization of cannabis.

# Who is eligible?

All applicants will be assessed using the same evaluation criteria, which includes obtaining local government support and background checks of police/criminal records which will be examined on a case by case basis.

# **Application Process**

In spring 2018, the Province will launch an online application portal for individuals and businesses who are interested in applying for a non-medical cannabis retail licence. Additional information on applicant registration will be posted on the website <a href="https://www2.gov.bc.ca/gov/content/employment-business/business/liquor-regulation-licensing/cannabis-regulation">https://www2.gov.bc.ca/gov/content/employment-business/business/liquor-regulation-licensing/cannabis-regulation</a> as it becomes available.

#### ■ What is the process for applying for a non-medical cannabis retail licence?

When the application portal opens, you may start the application process by entering the required information and documents. This will allow you to provide the required information early so that the assessment of your application can begin as soon as possible once the applicable legislation is passed.

#### ■ How long will the application process take?

The Province is committed to conducting thorough reviews of applicants and applications in order to ensure that licensed retailers will operate in a safe and lawful manner. A significant number of applications are anticipated, and plans are being put in place to enable the applications to be processed as efficiently as possible.

#### Will there be an application fee?

Yes, each applicant will be required to pay an application fee and a licensing fee. The amount of the fees has not yet been determined. Once the fees have been determined, they will be posted here <a href="https://www2.gov.bc.ca/gov/content/employment-business/business/ligiuor-regulation-licensing/cannabis-regulation-licensing/cannabi

#### Eligibility

# ■ If I operated an illegal dispensary prior to legalization, am I prohibited from receiving a licence to operate legally?

Having operated an illegal dispensary will not, on its own, exclude you from being considered for a licence. All applicants will be assessed using the same evaluation criteria, including background checks and local government support. Persons who have operated dispensaries prior to legalization will not receive preferential treatment in the provincial application process.

## ■ Does having a record of criminal activity exclude me, or a shareholder in my company, from obtaining a non-medical cannabis retail licence?

Having a record of criminal activity will not necessarily exclude you from obtaining a licence. As part of the required background check, police/criminal records will be examined on a case by case basis and evaluated in relation to their relevance to the application and the recentness of the activity or offence(s) committed. For example, low risk criminal activity may not exclude a person from becoming a licensee whereas associations with organized crime will exclude a person from becoming a licensee.

# ■ I already have a liquor and/or tobacco licence. Am I automatically allowed to sell non-medical cannabis at my liquor store?

No, you must apply for a non-medical cannabis retail licence. In addition, if you are granted a licence, you will be required to operate the non-medical retail cannabis store in a completely separate business location from any liquor and/or tobacco sales.

# ■ If I, a family member, or a business partner, have an interest in a federally licensed producer or processor, can I be considered for a retail licence?

Yes, a person or company may have an interest in both a producer and a retailer. However, the LCLB will place restrictions on the business relationship between the producer and the retailer. Where there is a close association (financial or otherwise) between a licensed producer and a non-medical cannabis retail business, the retail business will be prohibited from selling any products from the licensed producer. This restriction ensures that the market remains diverse and larger participants do not consolidate and control the market. The Province may create exceptions in the future to support micro-producers.

#### **Application: Required Information**

#### ■ Will I have to undergo a background check?

Yes, you will be required to consent to a background check in order to be considered for a licence. Policy work is currently underway to determine which members of a corporation, partnership, or other legal business will be required to undergo a background check.

#### What kind of information do I need to supply to the Province about my company?

Depending on the type of entity your company is (corporation, partnership, society, etc.) the application system will prompt you to supply the related documents and names of partners, shareholders, directors, officers, and/or senior management.

#### ■ What information do I have to provide about my proposed location?

You will need to provide the parcel identifier number (PID), proof of ownership or a copy of a fully executed lease that does not expire for at least 12 months from the date of licence approval, and a floor plan. If additional information is necessary it will be requested during the application process.

#### Does my store have to be a certain distance from schools or other retailers?

The Province will not impose distance requirements for non-medical cannabis retailers. However, local governments will have the authority to impose additional requirements. Therefore, you should inquire with your local government about local requirements before committing to a location.

#### ■ Are there any rules about what I can name my store?

Your store name must be approved by the LCLB. The name of your store cannot be misleading as to what type of business you operate. As a non-medical cannabis retailer, you cannot choose a name that would lead people to believe you are a provider of medical cannabis. For example, the words "pharmacy", "apothecary", and "dispensary" all have meanings linked to the selling of medicines, so these words cannot be used in association with a non-medical cannabis store.

You must also comply with federal legislation and regulations respecting advertising and promotion.

#### **Application: Local Government Requirements**

The Province will permit local governments to decide whether they wish to have a non-medical cannabis retail store in their community. For the Province to issue a licence, applicants must have the support of the local government in the community where the proposed store would be located.

#### What is the process for obtaining local government support?

The local government must ask residents in the vicinity of the proposed retail location to comment on how the store would impact the community. The local government must consider this public input when deciding whether or not to support the application and must notify the LCLB of their decision by way of a council resolution.

#### ■ Can I get local government support in advance of the provincial application?

The Province is working with local governments and the Union of B.C. Municipalities to develop the application process, including what information local governments will need to have in order to provide informed comments on the application. Further details will be announced once they are available. In the interim, it is recommended you check with your local government to ensure that you meet any criteria that are specific to your jurisdiction and to ensure that proper zoning is in place.

#### ■ Do public stores have to go through the local government process?

Yes, public stores must also have local government support.

## Licences

To sell non-medical cannabis in British Columbia, retailers will be required to obtain a licence from the Province. There will be two types of retail licences for:

- self-contained cannabis stores, and
- stores in rural communities.

## ■ Will there be a cap on the number of non-medical cannabis retail licences issued in B.C.?

The Province is not capping the number of licences issued. However, local governments will have the authority to make local decisions based on the needs of their communities. This means that some local governments may choose not to allow retail cannabis stores, while others may choose to cap the number of stores that are permitted to operate within their jurisdiction.

#### I only want to sell medical cannabis; can I apply for a medical cannabis retail licence?

No, medical cannabis will continue to be sold online by federally licensed producers only. However, like other Canadians, medical users will be able to buy cannabis from retailers of non-medical cannabis.

The federal government has committed to conducting a review of the medical cannabis system in five years.

## ■ Will there be any restrictions on where a non-medical cannabis retail outlet can be located?

The Province is not regulating the location of stores. However, local governments may choose to do so. For example, local governments may set requirements about the proximity of a store to another cannabis store, schools, daycares or other places.

#### ■ Will the Province be licensing consumption lounges?

No, not at this time. The Province is focussed on introducing a safe and responsible retail non-medical cannabis sector; consideration will be given to other types of licences at a later date.

# ■ Will sales of non-medical cannabis be permitted at outdoor festivals and other events?

Initially, non-medical cannabis sales will only be permitted at the licenced retail site. Offsite sales may be considered in the future.

# **Operations**

Provincial and federal governments are committed to ensuring that non-medical cannabis is sold in a lawful, responsible manner. To this end, a range of requirements will be put in place; from who a retailer can buy product from, to who may enter a store, to what type of products may be sold.

### Operations: Physical store

#### Are there any rules about the physical layout or construction of my store?

To protect youth, the federal government requires that cannabis products must not be visible from outside your store. There will be many different ways for you to achieve this requirement (e.g. window designs). In addition, please remember that you must comply with federal requirements respecting advertising and promotion.

#### Are there any security requirements for my location?

You have a strong incentive to secure your premises both during and after operating hours to protect your inventory from theft. The Province is considering what security requirements will be necessary. In addition, local governments may also choose to impose security requirements.

#### Can I sell non-medical cannabis as part of another business such as a liquor store or pharmacy?

Not at this time. The Province may consider exceptions in the future, but for now, your non-medical cannabis retail store must be a self-contained business.

There will be exceptions for rural stores, similar to rural liquor stores. The criteria for determining rural areas are currently under development.

# **Operations:** General

### ■ Can minors enter my store?

No. Unlike liquor stores, where minors are permitted if they are accompanied by a parent or guardian, minors must not enter your cannabis retail store.

There will be exceptions for rural stores to allow entrance by minors. The criteria for determining rural areas are under development.

## ■ What hours can I be open?

Cannabis retail stores can operate between 9 am to 11 pm unless further restrictions are put in place by your local government.

# Are there any rules around pricing?

Policy work is ongoing and information on pricing will be made available as soon as possible.

# Is there a limit on how much non-medical cannabis I can sell to a person?

The proposed federal *Cannabis Act* prohibits an individual from possessing in a public place a total amount of non-medical cannabis, in any authorized form, that is equivalent to more than 30 grams of dried cannabis. Non-medical cannabis must not be sold in amounts greater than this.

This means that if you sell different forms of non-medical cannabis to a single customer, the combined total amount sold must not exceed the equivalent amount of 30 grams of dried cannabis.

Equivalent amounts to 30 grams of dried non-medical cannabis for other cannabis products are listed in Schedule 3 of the proposed federal *Cannabis Act*.

#### ■ Can I sell products online?

No, only the public retailer will be permitted to sell non-medical cannabis products online at this time. Consideration may be given to allowing private online sales in the future.

#### ■ Can people consume non-medical cannabis in my store?

No. Consumption of any kind will not be permitted in the store, and providing samples will not be permitted.

#### ■ Can I deliver my products?

No, retailers will not be permitted to offer a delivery service.

# ■ Do my employees and/or I need any special training or background checks?

In collaboration with industry, the Province will develop a mandatory training program for non-medical cannabis retail employees, which will be implemented over time. The Province will also be developing a registration requirement for employees which will include background checks. Details of this program are still being developed. Information will be provided as soon as that work is complete.

## ■ Where do I have to store my inventory?

All cannabis products will be required to be stored at your retail site. No offsite storage will be permitted.

#### Will I be required to have a certain product tracking/inventory control system?

The federal government has committed to creating a national seed-to-sale tracking system. This is currently under development and more information on retailers' responsibilities in relation to this system will be announced as it becomes available.

## ■ Can I advertise my product?

The federal government is regulating the advertisement of cannabis under the proposed *Cannabis Act* (Bill C-45). See the "Further Resources" section at the end of this document for a link to the Bill.

#### Can my store sponsor events or teams?

The federal government is regulating sponsorship under the proposed *Cannabis Act* (Bill C-45). See the "Further Resources" section at the end of this document for a link to the Bill.

# Supply

# ■ How do I obtain non-medical cannabis to sell in my store?

The LDB will be the only source of legal wholesale non-medical cannabis. Retailers will not be permitted to purchase any cannabis products directly from licensed producers or any other source.

## Can I make financial arrangements with federally licensed producers?

You cannot accept or request any inducement from a producer. This means you must not:

- pay money to secure access to a supplier's product;
- ► request money from a supplier in return for providing benefits such as preferential shelf space;
- ▶ accept money in exchange for agreeing not to stock a competitor's product.
- ▶ make agreements that give a retailer exclusive access to a producer's product, or product line.

## ■ What types of non-medical cannabis can I sell?

You can sell dried cannabis, cannabis oils and seeds that comply with federal requirements.

#### ■ Can I sell edibles?

No, the proposed federal *Cannabis Act* does not permit the commercial production of edibles at this time. Therefore, you cannot legally sell them. The federal government has stated that edibles will be regulated within 12 months of legalization.

#### ■ What else can | sell besides dried cannabis and cannabis oil?

You may sell "cannabis accessories," as defined in the proposed federal Cannabis Act:

"Cannabis accessory" means a thing, including rolling papers or wraps, holders, pipes, water pipes, bongs and vaporizers that is represented to be used in the consumption of cannabis or a thing that is represented to be used in the production of cannabis.

You cannot sell snacks, tobacco or other non-cannabis related items.

## ■ What format will cannabis products be distributed in?

LDB will distribute pre-packaged product only, with labelling compliant with federal standards, in ready-to-sell formats (no bulk products). The product brands belong to the licensed federal producers.

Retailers will not be authorized to re-package the product with their own branding. Information about specific size formats will be confirmed at a later date.

# Inspections and Compliance

To ensure that non-medical cannabis is being sold in a lawful and responsible manner, the Province will establish a compliance program that will include education, inspection and enforcement activities. The focus will be on encouraging voluntary compliance.

# ■ How often will I be inspected?

Your store will be inspected at least once annually and any time the LCLB investigates a complaint about your store.

#### ■ What happens if I am found to be out of compliance?

If an inspector observes a contravention of the provincial legislation at your establishment, you will be issued a Contravention Notice and the inspector may recommend enforcement action. Penalties for contraventions are under development, but could include a monetary penalty or a licence suspension or cancellation. There will be a reconsideration process for licensees that wish to challenge the result of an enforcement hearing.

## ■ Can the police enter and inspect my store?

Yes, police can enter and inspect your store to ensure you are operating in compliance with the legal requirements.

# What should I do with any product I have obtained from unlicensed sources?

Once you have been issued your licence you must not sell cannabis obtained from a source other than the LDB.

# Rural Areas

The Province is aware that it may be necessary to introduce special provisions for rural areas in order to provide access to non-medical cannabis to rural populations.

Can an existing business in a rural area be authorized to sell non-medical cannabis, like they are for liquor?

The Province is considering this possibility because a self-contained non-medical cannabis retail store may not be a viable business in some rural areas.

- Will the rural agency store model (RAS) used for liquor be used for cannabis?

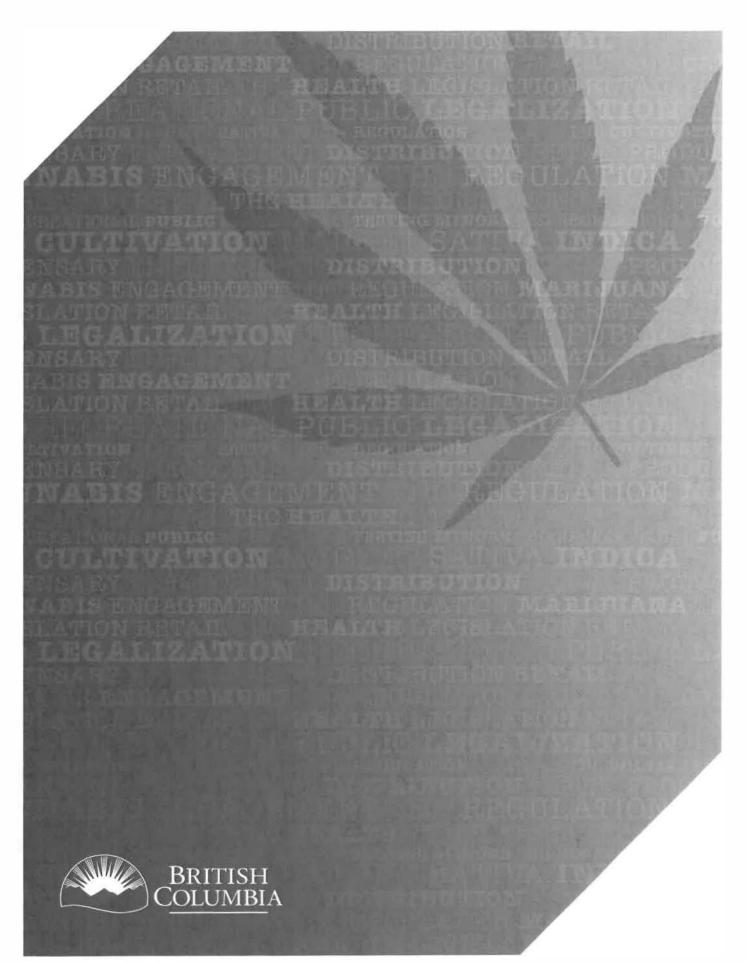
  Many of the operational requirements of the RAS model used for liquor may be applied to non-medical cannabis. However, the Province is still evaluating how to best meet the need for rural access.
- If I operate a RAS, will I automatically be able to sell non-medical cannabis?

  No, if a current RAS operator is interested in retailing non-medical cannabis, they will be required to apply for a licence specifically for non-medical cannabis.

# **Further Resources**

Bill C-45 the draft federal Act can be found here <a href="http://www.parl.ca/LegisInfo/BillDetails.">http://www.parl.ca/LegisInfo/BillDetails.</a> aspx?billId=8886269

Contact information: cannabisregs@gov.bc.ca



# Cannabis Retail Store Terms and Conditions

A handbook for the sale of non-medical cannabis in British Columbia

February 2019



# **Update Summary**

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# Cannabis Retail Store Licence

# Terms and Conditions

A handbook for the sale of non-medical cannabis in British Columbia

Please note: This handbook was last updated on 25 February 2019. Updated content is highlighted by notes in the left margin.

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# Introduction

The purpose of the **cannabis retail store licence** is to authorize sale of dried cannabis, cannabis oil, cannabis seeds and cannabis accessories for non-medical purposes in a private retail store for patrons to purchase and consume offsite.

This handbook outlines the requirements of the *Cannabis Control and Licensing Act*, Regulations and terms and conditions that relate to owners and operators of non-medical cannabis retail stores in B.C. It is the responsibility of the licensee to be aware of and to operate in compliance with these rules.

Revised Feb. 2019 Licensees must follow provincial laws and these terms and conditions at all times, as well as any further terms and conditions that might be printed on their licence or in letters issued to them by the general manager of the Liquor and Cannabis Regulation Branch (Branch). Failure to comply with the provincial laws or terms and conditions set out in this handbook or those printed on the licence or other direction from the general manager may result in enforcement action against the licensee including, but not limited to, a monetary penalty, suspension or cancellation of the licence.

Licensees are also responsible for knowing and complying with any federal, local government and/or Indigenous nation laws, bylaws and requirements.

Licence terms and conditions may change from time to time. Stay up to date by referring to this handbook, which is posted online and updated from time to time, and periodically checking the branch's <u>policy directives page</u>.

A range of helpful information is found here: www.gov.bc.ca/cannabisregulationandlicensing

# **Contact Information**

If you have any concerns or questions, please contact your local liquor and cannabis inspector or the branch at:

Mailing Address
PO Box 9292 Stn Prov Govt,
Victoria, BC V8W 9J8

Office Address 400-645 Tyee Road Victoria, BC V9A 6X5 E-mail cannabisregs@gov.bc.ca

Phone 250-952-5787 in Victoria

Licensing Help Desk
250 952-7049 in Victoria or call our toll-free number

Toll Free Phone 1-866-209-2111

# Providing Safe and Responsible Service

# Responsible Service Training

In the future, people involved in the sale of non-medical cannabis will be required to complete a mandatory course. Licensees will receive notice when this training becomes available.

# Worker Qualification

Effective November 30, 2018, licensees must ensure that workers in retail stores obtain a security verification from the province. This includes any adult performing work-related activities in a retail store as an employee, independent contractor or volunteer on a full-time or part-time basis. This process is separate and distinct from the licensing process.

Security guards in a retail store who hold a valid licence under the Security Services Act and perform security work authorized under that licence do not need to obtain a security verification under this process.

Revised Oct. 2018 Effective November 30, 2018, licensees must keep a record of all every worker's security verification for inspection by inspectors, including when the worker's security verification expires.

Worker security verification is fully portable within British Columbia (e.g. if a worker obtains a security verification, they may work for any non-medical cannabis retail licensee in British Columbia until the security verification expires or is revoked by the general manager).

For more detailed information regarding worker security verification, please see Worker Information,

# Display of Social Responsibility Materials

In the future, social responsibility materials will be developed. Once created, these materials will be mailed to licensees and they will be required to display the materials in a prominent location in their stores. Updated materials will be provided to licensees at regular intervals, free of charge. Additional copies will be available from a licencee's local liquor and cannabis inspector (inspector) or on the branch's website.

#### Minors

A licensee must not allow minors to enter or be in the retail store and minors cannot be employed in the retail store. In addition, cannabis, cannabis accessories and any transcactions involving these products must not be visible to minors from outside the store. As a means to minimize unlawful entry by minors, it is recommended that licensees post signage at the entrance to their stores indicating that minors are not permitted.

Revised Feb. 2019

A licensee must not sell non-medical cannabis or cannabis accessories to a minor (in B.C., those under the age of 19). Licensees and their employees must be proactive about meeting this legal requirement and must ensure that reasonable steps are taken to prevent youth access and exposure. If a licensee or an employee allows a minor to enter their store or to purchase cannabis or cannabis accessories, the licensee's licensing privileges could be jeopardized and they risk prosecution under provincial legislation.

# Identification (ID) Requirements

A licensee is responsible for ensuring that minors do not enter their retail store and are not sold non-medical cannabis or cannabis accessories. If there is any doubt whether a patron is 19 or over, licensees and their employees must take reasonable steps to verify age by requesting two pieces of ID, examine both pieces carefully, and act on the authenticity of the identification. If a licensee or employee cannot demonstrate that they have done this, the licensee could be held responsible for allowing a minor to enter their store and/or for selling cannabis or cannabis accessories to a minor.

#### Primary ID

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- Must be issued by a government agency; and
- Must include the holder's name, date of birth and picture.

## Examples of primary ID include:

- Province or State driver's licence
- Passport

Revised

January

2019

- Photo BC Services Card
- Citizenship card
- Certificate of Indian Status
- Federal Firearms Possession and Acquisition licence

Note that the B.C. Driver's Licence and Services Card, which combines the B.C. Driver's Licence and Services cards (formerly CareCard), counts as only one piece of ID.

#### Secondary ID

Used to verify the authenticity of the first piece, and:

- Must include the holder's name; and
- Must include either the holder's signature OR picture.

Any acceptable piece of primary ID can be used as secondary ID. Examples of other acceptable secondary ID include:

- BC CareCard/BC Services Card (separate to a BC Driver's licence)
- Interim driver's licence (issued by ICBC)
- BC Transit ProPASS
- University or college student card
- Credit card
- Canadian Blood Services donor card
- Transport Canada's Pleasure Craft Operator's Card
- Many bank cards and rewards cards
- National Defence ID

A licensee or employee can accept expired and foreign ID, as long as it is readable and the customer can be recognized from the picture.

A licensee and their employees must decide on a case-by-case basis if the ID presented proves that the person is not a minor. If the person cannot produce two pieces of acceptable identification, service must be refused. A licencee and their employees must cooperate with an inspector or peace officer if asked to determine whether a person is a minor.

# Controlling the Store

A licensee and their employees are responsible for controlling the behaviour of their patrons.

Revised

Revised

January 2019

If security has been hired for a retail store, a licensee must ensure that the individual is licensed under the Security Services Act. Please visit <a href="http://www2.gov.bc.ca/gov/content/employment-business/business/security-services/security-industry-licensing">http://www2.gov.bc.ca/gov/content/employment-business/business/security-services/security-industry-licensing</a> for more information.

# Cannabis use must not be permitted in-store.

A licensee must ensure that no weapons are brought into the store without lawful excuse (lawful excuse does not include having personal possession of a weapon for self-protection), and that no criminal activity takes place in the store. If employees, patrons or members of the community have reason to be concerned that there is a threat to their safety, a licensee must act on these concerns.

Cannabis Retail Store Terms & Conditions

If there is an imminent threat to people's safety, the general manager can suspend a cannabis licence for 24 hours and order the immediate removal of patrons. In this situation, a licensee is required to take all reasonable steps to ensure that patrons vacate the premises and the store is closed immediately. In extraordinary circumstances, the general manager may suspend a licence or impose terms and conditions for up to 14 days without a hearing.

Revised Oct. 2018 A licensee must ensure that any person who works on a temporary basis to repair, inspect or construct something in the establishment is supervised by a manager or supervisor.

# Preventing Disturbances in the Vicinity of the Store

Licensees and employees must take reasonable measures to prevent disturbances. This means performing actions that are appropriate in the circumstances and within their capacity to do. Examples of reasonable measures include:

- Installing adequate lighting outside the store and in the parking lot
- Supervising parking areas
- Posting signs asking patrons not to disturb the neighbours

#### **Intoxicated Patrons**

Licensees and employees must not let a person who is intoxicated (liquor, cannabis or other drugs), or exhibiting signs of intoxication, enter or remain in the store. Licensees and employees must refuse the intoxicated person service, request that they leave the store and ensure they depart safely.

# Violent or Disorderly Conduct

Licensees and employees must not allow violent or disorderly conduct or unlawful activities to take place in the store. This includes behaviour that might cause a reasonable person to believe their safety is threatened. If a licensee or employee knows or suspects this kind of behaviour has taken place, is currently taking place, or may take place, they must notify a peace officer immediately.

A person who has been asked to leave or has been barred from entering the store must not return for at least 24 hours. If they return within 24 hours, notify a peace officer; they are committing an offence and may be arrested.

# Incident Log

When an incident occurs in or adjacent to a retail store, the details must be recorded in an incident log. All incidents that adversely affect patrons, staff, people who live or work in adjacent buildings, or that affect the operation of the store <u>must</u> be recorded in the log and be available to an inspectors or peace officers.

Examples of these incidents include:

- Refusing entry at the door to a potentially troublesome person or anyone who is causing a disturbance
- Refusing entry of an intoxicated person
- Removing an intoxicated person
- An injury or accident on the premises, including a fight
- Any incidents where emergency personnel were called (police, fire, or ambulance)
- Any illegal acts

An incident report should include key details such as the date, time and description of events, the parties involved, any action taken, and any relevant sales records. Other details such as the names of the employees on shift and witness accounts are also important.

The records in an incident log must be kept for at least six years.

# The Cannabis Licence

# Availability of the Licence and Floor Plans

A licensee must post their non-medical cannabis retail licence in a prominent location in the sales area of their store. They must also ensure it is immediately available for inspection by inspectors and peace officers. A licensee's LCRB approved floor plans must also be immediately accessible on request, but they do not need to be posted.

## Licence Renewal

A licensee must renew their non-medical cannabis retail licence before the licence expiry date each year and pay an annual licence fee.

Please note: the licence renewal fee must be paid each year, regardless of any other applications (for example, transfer of ownership) that may be in progress at the time.

A link to more detailed information regarding licence renewal will be available soon. Please check back for details.

# Making Changes to the Licence

The details of a licensee's non-medical cannabis retail licence application were the basis for granting them the licence. Licensees must inform the Branch of any changes that alter the original information they provided, or of a change in circumstance related to their licence.

Some changes require the Branch's prior approval, while others require the licensee to report the change within 10 days. This is important because failure to obtain approval or report changes is a licensing contravention and subject to penalty. Below is a table of changes that need prior approval and those that require reporting. These are in addition to any items that are addressed elsewhere in this handbook.

Type of Change	How to Report	When Approval Required
Transfer of Location- this change requires a positive recommendation from local government/Indigenous nation for the area where the new store will be located	Application	Before relocation occurs
Structural Change*	Application	Before structural change occurs
Permanent Change to Licence:  Store/business or licence name change  Request for change in terms and conditions  Hours of sale	Application	Before permanent change to cannabis licence occurs
Permanent Change to Licensee:  Change of directors, officers, or senior manager (corporation, society)  Name change of licensee, person or sole proprietor  Addition of receiver or trustee  Addition of executor or administrator	Application	Within 10 days of permanent change
Transfer of Ownership (including sale of cannabis business and its assets)	Application	Before transfer of ownership occurs

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Share Transfers or Changes**  • Licensee issues new shares to existing shareholder or existing	Application	Within 10 days of share transfer or changes
shareholder transfer shares to existing shareholders (internal transfer of shares)		transfer of changes
Licensee issues new shares to persons who are not existing		
shareholders or existing shareholders transfer shares to persons who are not existing shareholders.		
Amalgamation of corporate licensee, holding company or subsidiary		
Loss of Valid Interest  Licensee no longer owns and runs store  Licensee does not have certificate of title or lease/sub lease for store location	Letter	Within 10 days of loss of valid interest
A producer or marketer obtains a financial interest in the retail licence or a person with a financial interest in the licensee obtains a financial interest in a producer, or an immediate family member of the retail licence holder obtains a financial interest in a producer.	Letter	Within 10 days
Convictions (applicable to any individual licensee, or partner, shareholder, director, or officer of the licensee)  • Criminal Code offence	Letter	Within 10 days of conviction and confirmation at renewal
<ul> <li>Drug and liquor-related offence under Motor Vehicle Act or similar legislation elsewhere (in or outside of Canada)</li> </ul>		
Court Action Involving Disposition of Cannabis Licence	Letter	Within 10 days of notice received
Dormancy***	Form	Within 10 days of dormancy occurring

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#### \*Structural Change

If a licensee is making changes to the current approved floor plan, other than cosmetic changes, a structural alteration application is required. Some examples are:

- Physical expansion
- A change in the position of access and exit (including addition of a vestibule) points leading to or from a sales area
- A change in the position of a wall, floor or ceiling surrounding a sales area

A licensee does not need approval for cosmetic changes such as flooring, countertops, painting.

### \*\* Share Transfers or Changes

A licensee must report an internal transfer of shares respecting the licence or the licensee if the removal of the shareholder or redemption or dissolution of shares results in any of the remaining shareholders moving from owning less than 10% of voting shares to owning 10% or more of voting shares in the licensee. Additionally, a licensee must report issuing new shares, or transferring shares, to persons who are not existing shareholders if, as a result, the new shareholders hold more than 10% or more of the voting shares in the licensee.

# \*\*\*Dormancy

If a licensee is planning to close their store for an extended period of time (for example, during extensive renovations), they must report this closure to the branch and they must also notify the branch when they plan to restart regular operations (this notification requirement does not apply to seasonal closures). All licences are permitted to be dormant for a period of two years. If the store is dormant because of extensive renovations caused by a fire, flood or other event beyond a licensee's control, they may apply for an extension to dormant status. The extension may be granted if a licensee can provide evidence of the incident and their efforts to rebuild. If the licensee cannot provide such evidence and their efforts to rebuild their licence may be cancelled after two years of dormancy.

# Selling the Business

If a licensee is selling their business and wants to transfer their licence to a new owner, the new owner must apply to transfer the licence to their name. If a new owner is acquiring the business by buying some or all of the shares in the company, the existing licensee must notify the branch. Please note that the person acquiring an interest in a licence may be subject to a security screening and financial integrity assessment.

The current licensee must continue to operate and be responsible for the retail store in compliance with the Act, Regulation and terms and conditions of the licence until successful completion of the licence transfer. If the current licensee does not want to operate the store during the transfer process, the store must remain closed until the transfer application has been approved.

#### Store Relocation

A licensee may apply to relocate their store anywhere within the province. In order for the LCRB to consider the application, the local government and/or Indigenous nation for the area in which the store is proposed to be located or is located will, in most cases, be required to provide a recommendation that the licence be issued or amended.

# Providing Information to the Branch

A licensee must be forthright in providing information to the Branch. Making a misleading statement or failing to disclose a material fact (such as shares being transferred or that the lease on the property is about to expire, etc.) are licensing contraventions. Submitting false or misleading information or failing to disclose a material fact are offences.

A licensee must keep the following records, as applicable, for a period of at least six years from the date the records were created:

- a. Non-medical cannabis purchase records
- b. Non-medical cannabis sales records, including quantity of non-medical cannabis sold and prices charged
- c. Non-medical cannabis disposal records
- d. Sales records respecting cannabis accessories and prepaid purchase cards (gift cards) sold by the licensee in the store
- e. Contracts with other licensees
- f. Invoices and purchase receipts for all equipment and other inventory that is used in the operation of the store
- g. Leases or other property agreements that are related to the store
- h. Records of court orders and judgments against a licensee respecting the sale, service or production of cannabis and
- i. Employee records including names, addresses, salaries, qualification information, responsible training information (when this becomes available), primary job responsibilities, shift schedules and dates of employment.

# The Store

## Associations with Other Businesses

A licensee must not sell non-medical cannabis as part of another business (co-location).

A licensee's business must not be appear to be associated with another business, with the exception of another licensed non-medical cannabis retail store in B.C. or a cannabis store located anywhere outside of B.C.

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#### A licensee must not:

- Use a name or other visual identifier (e.g. trademarks) of another business (other than another licensed non-medical cannabis retail store in B.C. or a cannabis store located anywhere outside of B.C.),
- Jointly advertise with another business,
- Offer discounts in the store based on purchases in another business, or
- Operate a patron loyalty program, whether or not it is in association with another business, or
- Operate a gift card program with another cannabis retail store or non-cannabis business.

# Store Layout

A cannabis retail store must be located in a permanent building or structure and be enclosed by floor-to-ceiling walls that are not transparent. Non-medical cannabis, cannabis accessories and transactions involving those products must not be visible from outside the store. Displays must not permit self service by patrons (including dispensing devices). All patrons must be assisted by a store employee, as all cannabis and cannabis accessories must be displayed in a way that products are not accessible to patrons.

If the general manager has approved a shared common area (e.g. vestibule) licensees are not permitted to advertise or erect displays within the shared common area. There must be floor to ceiling walls that are not transparent separating the store from the shared common area and non-medical cannabis, cannabis accessories and transactions involving cannabis and cannabis accessories must not be visible from the shared common area. If a shared common area is approved by the general manager, a licensee must notfy the Branch if the adjoining business changes during the term of their licence.

## Store Security Requirements

A cannabis retail store must, at a minimum, have the following security requirements:

- 1. Intruder and fire monitoring alarm systems
- 2. Locked retail product display cases
- 3. Locked cannabis storage room
- 4. Secure perimeter door locks
- 5. Security cameras with full unobstructed view of:
  - a. the retail sales area
  - b. any product storage area
  - c. both the interior and exterior of all store entrances/exits.

The cameras must be active and recording at all times, including when your store is not open for business. Licensees must store security camera footage for at least 30 days after recording.

Licensees must post a written notice in the retail sales area informing their patrons that video surveillance is being used on the premises. This notice must be visible at all times.

Revised Oct. 2018 Licensees must provide a copy of security camera footage to LCRB at any time for use in investigating possible contraventions of the *Cannabis Control and Licensing Act*, its regulations, and/or these terms and conditions.

Security camera footage may also be used by LCRB at enforcement hearings held under the CCLA.

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Please see the following guide from the Office of the Information and Privacy Commissioner for additional guidance on using video surveillance and privacy considerations: <a href="https://www.oipc.bc.ca/guidance-documents/2006">https://www.oipc.bc.ca/guidance-documents/2006</a>

A licensee must also meet any security requirements imposed by the local government and/or Indigenous nation for the area where their store is located.

If necessary, the general manager may impose further security requirements by way of additional terms and conditions on a licence.

# Drive-throughs

No drive-through sales are permitted from a retail store.

## Online Sales

Online sales of non-medical cannabis are not permitted. In addition, a licensee must not list any cannabis products online.

Online sales of cannabis accessories and gift cards are permitted if the website has an age verification tool that restricts website entry to adults only.

# **Delivery Service**

Revised Oct. 2018 A licensee cannot operate a non-medical cannabis delivery service or enable one to be operated in association with their store. A licensee must not sell cannabis to someone who intends to deliver cannabis to another person for compensation.

#### Gift Cards

The sale of gift cards is permitted from a non-medical cannabis retail store location or online. The gift card must be licence specific and cannot be redeemed at another cannabis retail store or other business. Gift cards must not be sold to minors.

The denomination of a gift card must not exceed \$100. A license may not sell more than \$300 in gift cards to an individual on a single day.

Note: if a non-medical cannabis retail store licensee also holds a liquor licence, they must not sell gift cards that can be used at both stores.

# **Shopping Bags**

Licensees are permitted to provide or sell shopping bags to their patrons. A licensee must ensure that the bags comply with advertising and promotional requirements.

#### Smell Jars

Revised Feb.2019 Licensees may only allow their patrons to smell and view the types of cannabis product they have available through the use of a smell jar. The smell jar must be physically attached to a display case or counter and may remain on the display case or counter after hours. The cannabis must not be accessible to touch by the patron.

The cannabis used for smell jar display cannot be sold and must be disposed of according to a licensee's disposal plan (see Disposing of Cannabis). The cannabis must also be recorded in the cannabis register.

# Buying Non-Medical Cannabis & Cannabis Accessories

A licensee must purchase their non-medical cannabis supply directly from the Liquor Distribution Branch. They are not permitted to purchase any cannabis products directly from a federally licensed producer, other licensed retail store, or any other source.

It is a serious contravention to buy cannabis for retail sale from any source other than the Liquor Distribution Branch or to purchase cannabis that is not recorded against a licensee's licence number.

Revised Oct. 2018 The exception to this requirement is that if a licensee needs to close their business, the general manager may authorize the sale of cannabis to another licensee (please note, the general manager's authorization must be obtained prior to sale). The general manager may consider other exceptional circumstances as well.

Cannabis accessories can be obtained from sources other than the Liquor Distribution Branch.

# **Storing Cannabis**

A licensee's non-medical cannabis stock must be stored at their retail store. Off-site storage is not permitted. In addition, the local government and/or Indigenous nation for the area in which the store is located may require a licensee to take specific security measures to protect on the floor inventory and stored inventory.

# Disposing of Non-Medical Cannabis

A licensee must have a written plan to direct employees about the disposal of non-medical cannabis that cannot be sold, including cannabis from smell jars. The non-medical cannabis must be altered or denatured to such an extent that its consumption and propagation are rendered impossible or improbable. For example, shredding a cannabis product into pieces, mixing it with water to turn it into sludge, and adding cat litter to control odor before disposal would be an effective means to destroy cannabis. After cannabis waste is rendered to a state that is unfit for human or animal consumption it can be disposed of by composting, or landfill if composting is not available or feasible.

A licensee must keep a record of non-medical cannabis disposal that includes:

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- Date of disposal
- Type of cannabis disposed
- Amount of cannabis disposed
- How it was rendered inconsumable
- Where it was disposed

## Unlawful or Private Cannabis

A licensee must not buy, keep, sell or give unlawful cannabis to anyone. Unlawful cannabis is defined as:

- Cannabis obtained from an unauthorized source
- Cannabis not purchased under the licence
- Stolen cannabis or smuggled cannabis
- Cannabis intended for export
- Cannabis that has been altered or had anything added to it

Revised Oct. 2018 Licensees are accountable for any unlawful cannabis found anywhere on their premises.

If a licensee or an employee becomes aware that a patron has brought unlawful cannabis into the store, they must ask the patron to leave the store immediately. This must be reported in the incident log.

If a licensee recently purchased a retail store and acquired a licence through a transfer, they must immediately conduct a thorough audit of all cannabis on the premises to ensure none is unlawful.

# Cannabis Register

A cannabis register is a record of all a licensee's purchases and sales (i.e. receipts and invoices) for their non-medical cannabis inventory. A licensee must keep a cannabis register, and these records must be available for inspectors at all times. Cannabis registers may be hardcopy or digital.

An inspector or peace officer may look at the register and compare it to the stock to make sure the licensee has purchased the non-medical cannabis lawfully. The licensee must be able to account for all cannabis on site.

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If an inspector or peace officer is unable to verify that the cannabis in a non-medical cannabis retail store was purchased from the Liquor Distribution Branch, the cannabis may be seized. It is therefore in a licensee's best interest to ensure records are kept in a legible, orderly fashion so that an inspector can easily match the stock to the records.

A licensee must also be able to account for any cannabis that was returned to the Liquor Distribution Branch or disposed of due to spoilage or other reasons. This can be done by either keeping a written record in a log book or by making a notation on the original receipt or invoice.

In addition, a licensee must keep records of the cannabis used in smell jars, including:

- The specific tracking number of the cannabis product that goes into a smell jar.
- The date the licensee purchased that product (including the invoice number of the order it was taken from).
- The date the original package of cannabis was opened for use in a smell jar.

The original package of cannabis must be kept for inspection purposes until the smell jar cannabis is destroyed.

Best practices for keeping a cannabis register:

- Keep all receipts and invoices for cannabis purchases in chronological order and separate from receipts and invoices for non-cannabis purchases.
- Photocopy or scan receipts printed on thermal paper to protect the record from fading over time.
- Maintain a separate log book to record any cannabis lost or destroyed.

The records in the cannabis register must be kept for at least six years.

Selling Non-Medical Cannabis & Cannabis Accessories

#### Non-medical cannabis

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A licensee may sell dried cannabis, cannabis oil, and cannabis seeds from their retail store only. Online sale of these cannabis products is not permitted. The cannabis products for sale must have been purchased from the Liquor Distribution Branch. A licensee is not authorized to sell other forms of cannabis, such as edibles.

Cannabis must be sold in the original unopened package.

A licensee must not give patrons samples of cannabis.

A licensee must not sell, in one transaction, more than 30 grams of dried cannabis or its equivalent to a patron.

	Quantity that is equivalent to 1 g of dried cannabis
Dried cannabis	1 g
Fresh cannabis	5 g
Solids containing cannabis	15 g
Non-solids containing cannabis (e.g. cannabis oil)	70 g
Cannabis solid concentrates	0.25 g
Cannabis non-solid concentrates	0.25 g
Cannabis plant seeds	1 seed

Revised Oct. 2018

## **Cannabis Accessories**

A licensee may sell cannabis accessories as defined by the federal *Cannabis Act*, such as rolling papers or wraps, holders, pipes, water pipes, bongs and vaporizers. The sale of e-juice, e-liquid, or e-substance is prohibited.

A licensee is not authorized to sell snacks, tobacco (or products containing nicotine), or other items that are not related to cannabis.

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# Who a Licensee Can Sell To

A licensee is restricted to selling non-medical cannabis, cannabis accessories, gift cards, and shopping bags to retail patrons that are 19 years of age or older.

# Hours of Sale

A licensee may sell non-medical cannabis at their store between the hours of 9 a.m. and 11 p.m., unless their hours are further restricted by the local government and/or Indigenous nation for the area in which the store is located. Patrons cannot enter the retail store outside of the operating hours as indicated on the licence.

If there are patrons in the store at 11 p.m. who have not yet made their purchase, the licensee or an employee must encourage these patrons to make their purchases as quickly as possible. Licensees should consider having a strategy in place to clear the store.

## Pricing

A licensee must not sell non-medical cannabis at a price lower than the price they paid to purchase the non-medical cannabis from the Liquor Distribution Branch.

Loyalty programs of any kind are not permitted.

A licensee may adjust prices at any time throughout the day, but the price must never go below the minimum price as outlined above.

#### Revised Oct. 2018

# Non-Medical Cannabis Sales

The sale (payment and transfer of personal possession) of non-medical cannabis must take place inside the cannabis retail store.

#### Games and Entertainment

Games and entertainment are not permitted in the store.

## Alternate Use

A licensee must not use their business for another purpose at any time.

# Advertising

# Branding

The name of the business and exterior signage must comply with provincial requirements and be approved by the Branch. All business names and signage must comply with the advertising terms and conditions and cannot mislead the public as to what type of business the licensee operates.

Revised Feb. 2019 As a retailer of non-medical cannabis, a licensee cannot choose a name that would lead people to believe that they are associated with another business (other than another non-medical cannabis retail store in B.C. or a cannabis store located anywhere outside of B.C.) or are a provider of medical cannabis. For example, the business name must not include the name of another business, or the words, in traditional or non-traditional spelling, "pharmacy," "apothecary," or "dispensary." Graphics associated with a pharmacy, including for example, a green cross, are prohibited. Store names cannot also use language that encourages intoxication.

A licensee also cannot advertise or brand their store in a way that indicates that the store is associated with the government or is exercising a function of the government; this includes the use of words, phrases, designs, domain names or other branding elements or indicia.

# **Internet Group Discounts**

Third-party companies offering internet group discounts are not licensed to sell cannabis and must not legally include cannabis as part of a promotion with a retail store. A licensee must not participate in internet discount promotions that include cannabis.

# Relations with Federally Licensed Producers and their Marketers

There are certain rules that govern how a licensee can work with federally licensed producers and their marketers to promote their products. Federally licensed producers and their marketers may hire employees or contract with a person to promote and market the producer's cannabis products that the marketer is authorised to represent. The marketer must provide their employees with identification establishing them as a marketing representative for the federal producer.

A retail licensee cannot act in the capacity of a Marketer.

# Connections to Federally Licensed Producers (Tied houses)

Where there is an association, connection or financial interest between an applicant and a federally licensed producer or the licensee's agent, the general manager may determine that there is a risk that, if licensed, the B.C. retailer would promote the federally licensed cannabis producer's products. The general manager may therefore determine that the risk can only be eliminated if the licence contains a condition prohibiting the B.C. licensed retailer from selling any products of the associated federally licensed producer. In such a situation, the general manager may issue or renew a licence with such a condition

Revised Feb. 2019

The general manager will consider the following to determine if there is a likelihood the licensee will promote a particular federal licensed producer's product:

- 1. The financial interconnectedness of a cannabis retailer and a federal cannabis licensed producer.
  - o Whether a federal licensed producer is a significant shareholder (control of 20% or more of the voting shares) of a B.C. cannabis retailer or the federal licensed producer is a significant shareholder of a B.C. cannabis retailer.
  - Whether a B.C. cannabis retailer is a significant shareholder (control of 20% or more of the voting shares) of a federal licensed producer or the B.C. cannabis retailer is a significant shareholder of a significant shareholder of a federal licensed producer.

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- Whether a person, partnership or company is a significant shareholder (control of 20% or more of the voting shares) in both a B.C. cannabis retailer and a federal licensed producer or a person, partnership or company is a significant shareholder in a company that is a significant shareholder in both a federal licensed producer and a B.C. cannabis retailer.
- 2. Whether an immediate family member of the licensee has **any** interest in a federal licensed producer. Immediate family members include spouses, parents, siblings, children, sons-in-law and daughters-in-law.
- 3. The general manager will also consider any other association, connection or financial interest between a B.C. cannabis retail licensee and federal licensed producer. There may be a combination of factors that when taken together lead to a reasonable conclusion there is a likelihood to promote.

Where an association, connection or financial interest exists between an applicant and a federal licensee or the licensee's agent the general manager may determine that it is necessary to restrict the person from selling any products of the associated federal licensed producer. Doing so eliminates the risk that the person would promote the federal licensee's cannabis, enabling the general manager to issue a licence. In such cases, the general manager may issue a licence with such a restriction.

## **Activities Not Permitted: Inducements**

A licensee is not permitted to ask for or receive financial or other benefits from a federally licensed producer or marketer in exchange for selling or promoting their products. For example, a licensee must not:

- Pay money or provide other benefits to secure their ability to purchase a federal producer's products,
- Request money or other benefits from a federal producers or their marketer in return for buying their products from the LDB,
- Accept money or other benefits in exchange for agreeing not to stock a competitor's product, or
- Make agreements that give them exclusive access to a producer's product, or product line.

A licensee may hire and pay for their own outside consultant or financial advisor, or they may accept information and ideas to help improve their business, directly from a producer or marketer; however, the producer or marketer cannot pay for an outside consultant or financial advisor to help a licensee.

A licensee is also prohibited from accepting any items, products or services from a federal producer or marketer that are necessary for the operation of their business. This includes financial assistance as well as permanent fixtures, furnishings, or display structures.

#### In addition:

Revised

- Federal producers or marketers cannot buy shelf space, offer weight discounts, or offer discounted product in exchange for marketing benefits.
- A licensee must always pay for their own advertising. A cannabis producer or marketer must not pay any of a
  licensee's advertising costs (or vice versa), nor are joint marketing plans permitted. With permission from a producer
  or marketer, a licensee can include the producer's logo in ads, but they cannot demand or receive any kind of
  compensation in return.
- A licensee must carry and make available to consumers a representative selection of brands of cannabis products from a variety of suppliers that are not associated with or connected with each other.

### **Product Samples**

A licensee must not accept product samples for themselves or their employees from a federal producer, marketer, or any other person.

# **Product Vouchers**

A licensee must not accept product vouchers for cannabis or cannabis accessories (i.e. certificates for a specific quantity of cannabis or a cannabis accessory that patrons redeem for no charge).

Cannabis Retail Store Terms & Conditions

# **Educational Events and Activities**

A licensee, employee or both may attend educational events or activities hosted by a federal producer or marketer.

A licensee, employee or both may accept payment from the federal producer or marketer for legitimate travel, meals, accommodation and entertainment expenses associated with the educational event, up to \$1,500 per licensee location per year.

Revised Feb. 2019 If a licensee has multiple licensed stores (i.e. a chain of cannabis retail stores), they may also accept expenses of \$1,500 per person to a maximum of \$4,500 per head office per year.

# Hospitality

A cannabis producer or marketer may pay for a licensee's hospitality expenses not associated with an educational event at a rate of up to \$1,000 per licensee location per year.

# Compliance & Enforcement

As a licensee, you are required to:

- 1. Comply with the *Cannabis Control and Licensing Act*, its Regulations and the terms and conditions in this publication.
- 2. Always allow Liquor and Cannabis Regulation Branch inspectors and/or police officers to enter your establishment. Never impede their entry in any way.
- 3. Upon request, provide inspectors with any documents and/or records as outlined in this handbook.
- 4. **Never draw attention to inspectors inside your establishment.** This can affect the inspectors' safety.

Revised Jan. 2019 Drawing the attention of patrons to the fact that branch inspectors, minor agents contracted to the branch, and/or police are present in your establishment may put the safety of the inspectors, minor agents contracted to the branch, and police at risk. Accordingly, your actions must not cause the attention or focus of patrons to shift towards inspectors, minor agents contracted to the branch, or police at any time; including at the time of entry, during an inspection, or when exiting your establishment. Actions such as announcing the arrival of inspectors, raising or flashing lights, turning down music, playing particular soundtracks (e.g. "Bad Boys" or "Hawaii Five O"), using spotlights, or any other similar actions are not permitted. You may not take, save or distribute photographs or video of inspectors or minor agents contracted to the branch in any manner (e.g. on a staff bulletin board, print media, social media or the internet).

If your licence is suspended, you are not permitted to sell, cannabis in your establishment.

For more information please visit the Liquor and Cannabis Regulation Branch's <u>Compliance & Enforcement web pages</u>. Please note that the "Cannabis Licensee Penalty Schedule" is not yet posted to within these pages. Please check back for updates.

Other ministries also have terms and conditions that licensees and employees must follow. Please refer to <u>this page</u> on the LCRB website for more information.

# Glossary

"the Branch" means the Liquor and Cannabis Regulation Branch, the provincial government agency that administers the private retail sales of non-medical cannabis.

Revised Feb. 2019 "cannabis retail store" or "non-medical cannabis retail store" means a licensed establishment that is authorized to sell non-medical dried cannabis, cannabis oil, and cannabis seeds for non-medical use in B.C.

Revised Oct. 2018 "federal producer, or federally licensed producer" means a person who produces cannabis under a licence under the Cannabis Act (Canada)

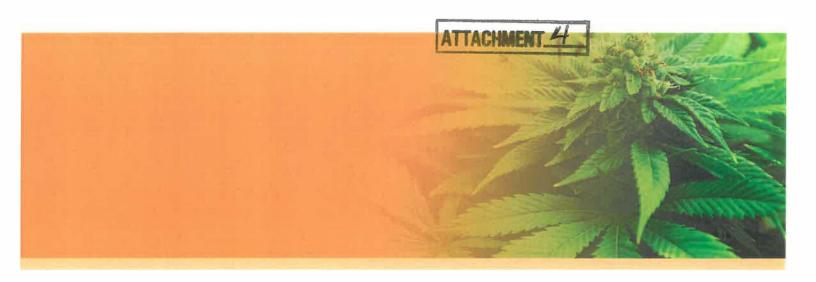
"general manager" refers to the general manager appointed under section 4 of the Cannabis Control and Licensing Act, who has legislative authority to make decisions regarding cannabis licensing in British Columbia.

Revised Feb. 2019 "licensee" refers to any individual, partnership, corporation or Indigenous nation that holds a British Columbia cannabis licence. Any person appointed by the licensee to act in the licensee's place or with the licensee's authority, such as a manager, authorized representative, or person in charge of the licensee's cannabis retail store will be required to ensure the requirements, terms and conditions of the licence are met and the licensee will be accountable for the actions of any such persons..

"marketer" refers to a person that holds a marketing licence and is hired by a cannabis producer to represent/promote their cannabis products, solicit/receive/take order for the sale or purchase of cannabis, or act as an agent for the sale or purchase of cannabis

"peace officer" means an officer as defined in the Police Act, or a member of the Royal Canadian Mounted Police who is deemed to be a provincial constable under section 14 (2) (b) of the Police Act;

Revised Oct. 2018 "security verification" means a verification provided by the general manager to an individual stating that the individual has passed a security screening under the Cannabis Control and Licensing Act.



# **CANNABIS REGULATIONS**

PHASE 2 PUBLIC ENGAGEMENT SUMMARY REPORT

**MARCH 2019** 



# **EXECUTIVE SUMMARY**

This report summarizes the input received on the proposed regulations governing the sale and use of non-medical cannabis in the District of North Vancouver. Feedback was gathered on proposed regulations regarding land use for retail stores and warehousing, business licensing, and public consumption through a public online survey and stakeholder and retail sector representative meetings.

## WHAT WE HEARD

Overall, those who participated in the survey and attended the engagement sessions agreed with the proposed regulations. The following points summarize the key results and themes of the feedback received through the public engagement conducted between July and September, 2018:

- 69% of survey respondents and 69% of stakeholders and retail sector representatives agreed with allowing cannabis stores in zones that allow liquor stores, with a 200 metre school buffer.
- 65% of survey respondents and 81% of stakeholders and retail sector representatives agreed with the proposed hours of operation (9 am to 9 pm) and the additional fee for cannabis business licenses.
- 81% of survey respondents and 86% of stakeholders and retail sector representatives agreed with amending the District's Smoking Regulation Bylaw to add vaping and cannabis to the smoking definition, and prohibit smoking in areas frequented by children, including transit stops, parks, playgrounds, beaches, Lynn Valley Village, and Maplewood Farm.

For those who disagreed with the proposed amendments and regulations, some overall themes of people's responses included:

- Wanting to see fewer barriers to the sale and use of non-medical cannabis, and regulations that matched the provincial guidelines for cannabis and current regulations for the sale and use of alcohol more closely
- Did not want to see the sale or use of cannabis in the District be allowed in any areas or wanted the number of locations to be limited
- Against the legalization of non-medical cannabis entirely

Additionally, some respondents wanted to see more education and awareness about the new regulations and the health risks of using cannabis.



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# 1.0 CONTEXT

In advance of the legalization of non-medical cannabis, which occurred on October 17, 2018, District staff reached out to the public seeking feedback on proposed regulations for governing the sale and use of non-medical cannabis. The proposed regulations included policies regarding land use for retail stores and warehousing, business licensing, and public consumption.

Members of the public, the cannabis retail sector, and stakeholder groups were asked to provide their feedback on the proposed regulations. The results are summarized in this report.

As part of the consultation process, a dedicated web page (DNV.org/Cannabis) was created to provide the public with background information on the Cannabis Act, roles and authority of each level of government, and links to applicable Government of Canada and Province of BC web sites to find additional information. Screen captures of this information are included below and on the following page.

#### **Background information**

#### The Cannabis Act

On October 17, 2018, non-medical cannabis use will become legal in Canada, under the Cannabis Act.

Under the Act, adults 18 or older will be legally able to:

- possess up to 30 grams of legal cannabis, dried or equivalent in non-dried form in public
- share up to 30 grams of legal cannabis with other adults
- buy dried or fresh cannabis and cannabis oil from a provincially-licensed retailer
- grow, from licensed seed or seedlings, up to 4 cannabis plants per residence for personal use
- make cannabis products, such as food and drinks, at home as long as organic solvents are not used to create concentrated products

# Learn more about legal cannabis use

## Government of Canada

Get more details of the Cannabis Act

Get the facts about cannabis in Canada

## Province of BC

BC's approach to cannabis legalization [2]

Bill 30: BC's Cannabis Control and Licensing Act

Nonmedical cannabis retail licencing [2]

"Don't Drive High": Public safety campaign 2

Screen captures of background information and links to important web sites with more information, from DNV.org/cannabis



# Which government regulates what?

While the federal and provincial governments will regulate much of the activity related to the production, sale, and use of cannabis, municipalities — including the District — have authority to make some of the decisions around how non-medical cannabis will be regulated, particularly related to public consumption, land use, and zoning.

,	Activity	Federal	Provincial	Municipal (DNV)
F	ossession limits	×		
1	Frafficking	×		
,	Advertisement & packaging	×		
l:	mpaired drīvīng	×	x	
	Medical carnabis	×		
s	Geed-to-sale tracking system	×		
F	Production (cultivation and processing)	×		
	age limit (federal minimum)	×	x	
£	Public health	×	x	
E	Education	x	х	x
Т	axation	x		x
+	dome cultivation (growing plants at home)	x		
v	Vorkplace safety		x	
	Distribution and wholesaling		x	
R	Retail model		x	
R	Retail location and rules		х	×
R	Regulatory compliance	×	х	x
Р	Public consumption		x	×
L	and use/zoning		х	хх

Screen capture of jurisdictional responsibilities from DNV.org/cannabis, with boxes highlighting municipalities' responsibilities



# 2.0 PLANNING PROCESS

The process to review and update the District's cannabis regulations began in June, 2018 and included three phases, as shown below. Engagement with the community occurred between July and September, 2018. This report summarizes the feedback received through the online survey and stakeholder sessions.



# 3.0 OPPORTUNITIES FOR INPUT

In the second phase of this process, we asked key stakeholders and the broader public for their feedback on the proposed cannabis regulations. Feedback on the proposed regulations was collected through three methods:

- Online survey
- Retail sector working session
- Stakeholder meeting

Public engagement can occur across a range of participation levels, from informing to empowering. Different levels of engagement are appropriate at different times and for different projects. The goal for this engagement was to obtain public feedback on alternatives, which corresponds to the 'Consult' level on the International Association for Public Participation's (IAP2) Spectrum of Public Participation. This means that we will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions. We will also report back to you on how your input influenced the decision.



## 3.1 ENGAGEMENT NOTIFICATION

We used several methods to communicate the opportunities for input, including:

- North Shore News advertisements (Friday, July 20, Wednesday, July 25, and Sunday, August 5, 2018);
- The District's website (DNV.org),
- Social media posts (DNV Facebook, Twitter, and LinkedIn)
- Paid social media ads (DNV Facebook); and
- The retail working session was advertised on the District's website beginning on August 9, 2018, and an email invitation to attend the session was sent to cannabis retailers that had previously contacted the District.

# 3.2 ONLINE SURVEY

The online survey asked the public for input on proposed bylaw amendments to the District's zoning, business licence, and smoking bylaws. The survey was open for three weeks on the District website, DNV.org/Cannabis, from July 20, 2018 to September 7, 2018. In total, 363 partially or fully completed responses to the online survey were received.



#### 3.3 RETAIL SECTOR WORKING SESSION

A working session with the retail sector was held on August 28, 2018 at District Hall. An invitation to sign up for the retail working session was posted on the District website on August 9, 2018. In total, 10 representatives from the retail sector attended the event.

#### 3.4 STAKEHOLDER SESSION

A stakeholder meeting with representatives from the City of North Vancouver, District of West Vancouver, Vancouver Coastal Health (VCH - Medical Health Officer, representatives from the Regional Tobacco Reduction Program), RCMP, School District #44, Squamish First Nation, and North Vancouver Chamber of Commerce was held on September 7, 2018. In total, 10 stakeholders attended the event.



# 4.0 WHAT WE HEARD

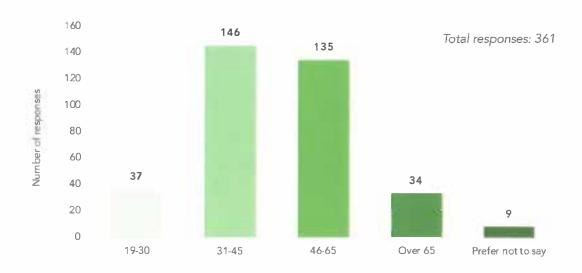
# 4.1 ONLINE SURVEY & STAKEHOLDER MEETINGS

A total of 363 partially or fully completed responses were received for the online survey. The number of responses to each question varied slightly because respondents may have chosen not to answer every question. Attendees of the stakeholder session and retail sector working session were also asked to complete a paper survey. In total, 16 completed paper surveys were received. Finally, a small number of emails providing feedback on the proposed regulations were also received.

In both the online and paper surveys, background information was provided to give respondents context for each question. The background information for each question is summarized in this report, and accompanies each set of related questions.

# 4.1.1 Demographics

Survey respondents were from a range of age groups, with the highest percentage (40%) indicating they were between the ages of 31-45. Demographics were not collected for stakeholder and retail sector meeting participants.



#### 4.1.2 LAND USE REGULATIONS FOR NON-MEDICAL CANNABIS RETAIL USE

The province is permitting local governments to decide whether they wish to have cannabis retail stores in their municipalities.

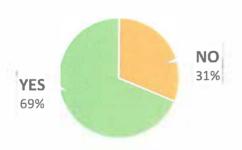
#### Option 1

One approach recommended by staff is to allow non-medical cannabis retail stores in zones that permit the retail sale of liquor. Specifically, these zones include: C2, C9, C10, CD4, CD21, CD45, CD47, CD68, CD80, CD90, CD94, C1L, and Lot B at 1515 Barrow, but excluded the Public House C6 zone. This option included considering a buffer of either 200 or 300 metres from elementary and high schools to limit exposure to children and youth. It is important to note that with this approach, permission would not be guaranteed, as it would still be subject to public input.

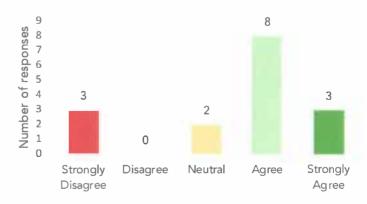
### Option 1

A total of 69% of respondents (248 responses out of 360) agreed with the recommendation to allow cannabis stores in zones that allow liquor stores (with a 200m school buffer). Stakeholders and representatives of the retail sector responded similarly, with 69% of responses (11 people out of 16) agreeing or strongly agreeing with this approach.

Do you agree with this recommendation to allow cannabis stores in zones that allow liquor stores (with a 200m school buffer)?



Do you agree with this approach for cannabis retail use (Option 1)?





Of the respondents who did not agree, the primary reasons given were:

- The buffer zone around schools should be increased to a greater distance
- There should be no buffer zone around schools, since liquor is not subject to the same regulation and it is illegal to sell to minors regardless of where a store is located
- Not enough locations are eligible and those that are eligible are too concentrated
- The number and location of eligible lots needs to be restricted further

Suggestions given by respondents included:

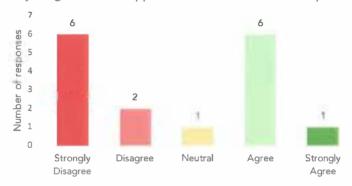
- Distribute the eligible locations more equitably across the District
- Limit the number of retail locations allowed in the District

#### Option 2

An alternative approach is to consider rezoning applications for cannabis retail stores on a case-by-case basis. This would result in Council needing to approve amendments to the zoning bylaw for each individual application.

Stakeholders and retail sector representatives were asked directly about Option 2, and the response was relatively evenly split, with 8 people disagreeing or strongly disagreeing with this approach and 7 people agreeing or strongly agreeing. Of the survey respondents who commented on the proposed retail location regulations, close to half expressed that the sale of cannabis should not be allowed in the District or that the District should limit the number of eligible locations further.

Do you agree with this approach for cannabis retail use (Option 2)?

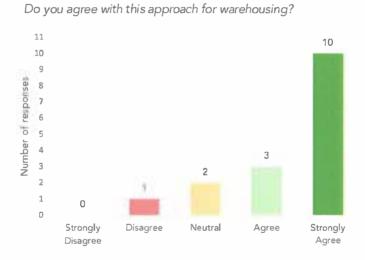


Stakeholders and retail sector representatives acknowledged that with Option 2, the District would have more control over the number and proximity of retail locations. However, they also raised that this would be time-consuming and expensive for the District, and could be appear to be an unfair process.

## 4.1.3 LAND USE REGULATIONS FOR NON-MEDICAL CANNABIS WAREHOUSING

The BC Liquor and Cannabis Distribution Branch is responsible for the distribution of cannabis from licensed producers to both public and private retail locations. The District is considering allowing government cannabis warehouses to distribute cannabis in all zones that permit warehousing and warehouse use.

Stakeholders and retail sector representatives were asked for their thoughts on warehousing and distribution of non-medical cannabis. Of the 16 surveys received, 13 people (81%) agreed or strongly agreed with the proposed approach for warehousing non-medical cannabis.



Although not directly asked, some respondents to the public survey mentioned that they did not agree with the BC Liquor and Cannabis Distribution Branch being in charge of distribution, and would rather see it handled by private enterprise.

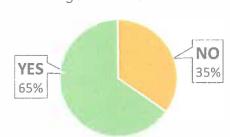
## 4.1.4 BUSINESS LICENSING REGULATIONS FOR NON-MEDICAL CANNABIS **RETAIL USE**

The public was asked whether or not they agreed with the following proposed amendments to business licencing regulations:

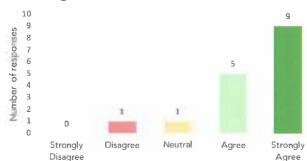
- Amending the existing District Business Licence Bylaw to include retail cannabis stores as a new business class
- Restricting cannabis store hours of operation to 9 am to 9 pm
- Creating a new fee for cannabis business licences that will cover the cost of staff time required to oversee new cannabis businesses

A total of 65% of respondents (228 responses out of 350) agreed with the proposed amendments. Stakeholders and representatives of the retail sector were more in favour of the proposed amendments than the public, with 88% of responses (14 people out of 16) agreeing or strongly agreeing with this approach.

Do you agree with this recommendation for licensing and store hours?



Do you agree with this approach for business license regulations for cannabis retail use?



Of the respondents who did not agree, the primary reason that was given was:

Hours of operation should be longer (9 am to 11 pm) to match the provincial guidelines and current regulations for liquor store hours

Other suggestions included:

- Limiting store hours at first, and then relaxing them after some time passes
- Having extended store hours only on the weekend

Several respondents also commented that the District should not impose high fees and taxes, as that will result in higher prices for consumers, which will continue to drive people to unlicensed sellers.



#### 4.1.5 PUBLIC CONSUMPTION OF NON-MEDICAL CANNABIS

The province is generally allowing the use of non-medical cannabis in public spaces where tobacco smoking and vaping is permitted, with the exception of areas frequented by children, including community beaches, parks, and playgrounds. Cannabis use is also banned in vehicles.

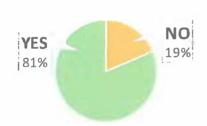
The proposed amendments to public consumption regulations in the District included:

Adding cannabis and vaping under the definition of 'smoking' in the existing District Smoking Regulation Bylaw

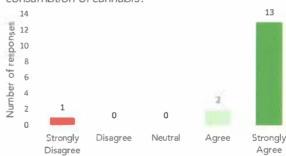
This means that businesses will be required to post a sign remind people to smoke at least six metres away from doors, windows, and air intakes. Since the District Smoking Regulation Bylaw also prohibits smoking within 6 metres of transit stops, Lyn Valley Village, and Maplewood Farm Vancouver, the proposed amendment would mean that cannabis use would also be banned in these locations. Vancouver Coastal Health is responsible for enforcing this bylaw.

A total of 81% of respondents (285 responses out of 350) agreed with the proposed amendments. Stakeholders and representatives of the retail sector were more in favour of the proposed amendments than the public, with 94% of responses (15 people out of 16) agreeing or strongly agreeing with this approach.

Do you agree with our recommendations for the public consumption of cannabis?



Do you agree with this approach for public consumption of cannabis?



Of the respondents who did not agree, the primary reason that was given was:

- Smoking (or vaping) cannabis should not be allowed in public places at all; it should be treated like alcohol and should only be allowed in people's private residences
- Distance from openings should be increased (stakeholder responses indicated that the

distance should be increased to 9 metres)

Other concerns included:

- Smoking of cannabis in multi-family buildings; some respondents wanted to see it banned in these types of housing units
- Smelling cannabis from neighbours using it on their property
- Whether Vancouver Coastal Health has the capacity to enforce the bylaws

## 5.0 CONCLUSION

Overall, those who participated in the survey and attended the engagement sessions agreed with the proposed regulations.

- 69% of survey respondents and 69% of stakeholders and retail sector representatives agreed with allowing cannabis stores in zones that allow liquor stores, with a 200 metre school buffer.
- 65% of survey respondents and 81% of stakeholders and retail sector representatives agreed with the proposed hours of operation (9 am to 9 pm) and the additional fee for cannabis business licenses.
- 81% of survey respondents and 86% of stakeholders and retail sector representatives agreed with amending the District's Smoking Regulation Bylaw to add vaping and cannabis to the smoking definition, and prohibit smoking in areas frequented by children, including transit stops, parks, playgrounds, beaches, Lynn Valley Village, and Maplewood Farm.

For those who disagreed with the proposed amendments and regulations, some overall themes of people's responses included:

- Wanting to see fewer barriers to the sale and use of non-medical cannabis, and regulations that matched the provincial guidelines for cannabis and current regulations for the sale and use of alcohol more closely
- Did not want to see the sale or use of cannabis in the District be allowed in any areas or wanted the number of locations to be limited
- Against the legalization of non-medical cannabis entirely

Additionally, some respondents wanted to see more education and awareness about the new regulations and the health risks of using cannabis.



## **6.0 NEXT STEPS**

This report will be shared with Council. The feedback received on business licensing regulations and land use regulations for non-medical cannabis will be incorporated in the recommended approach forwarded for Council consideration in March, 2019.

**JUNE 2018** JULY, AUG, & SEPT 2018 **OCTOBER 2018 MARCH 2019** COUNCIL START OF COMMUNITY COUNCIL **PROCESS** CONSULTATION CONSIDERATION CONSIDERATION smoking bylaws on feedback WE ARE HERE





355 West Queens Road North Vancouver, BC V7N 4N5

604-990-2311 DNV.org/Cannabi

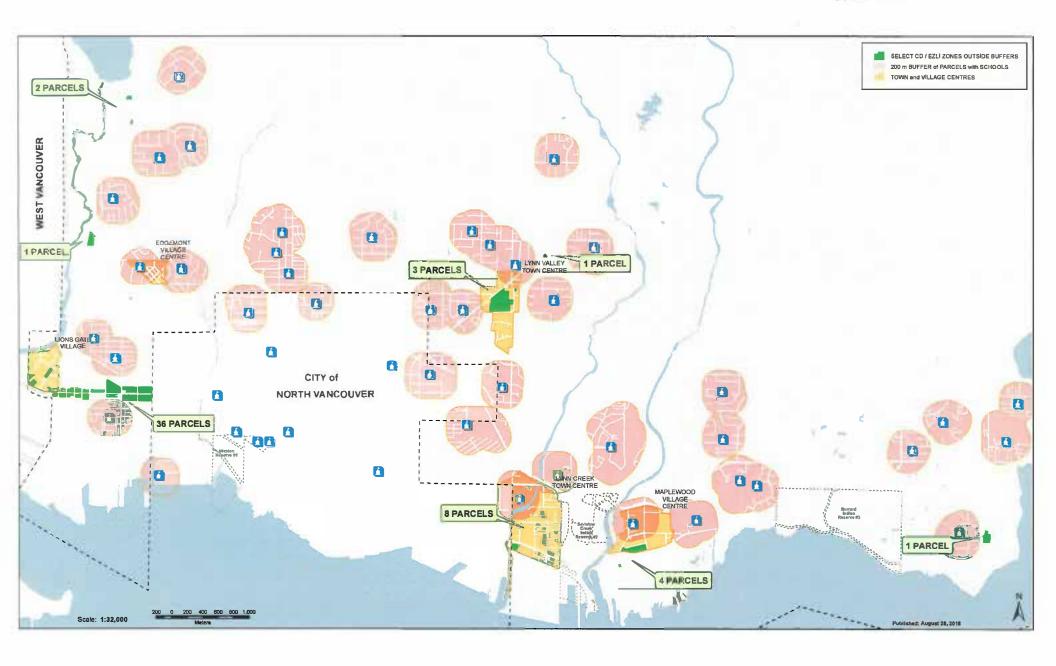


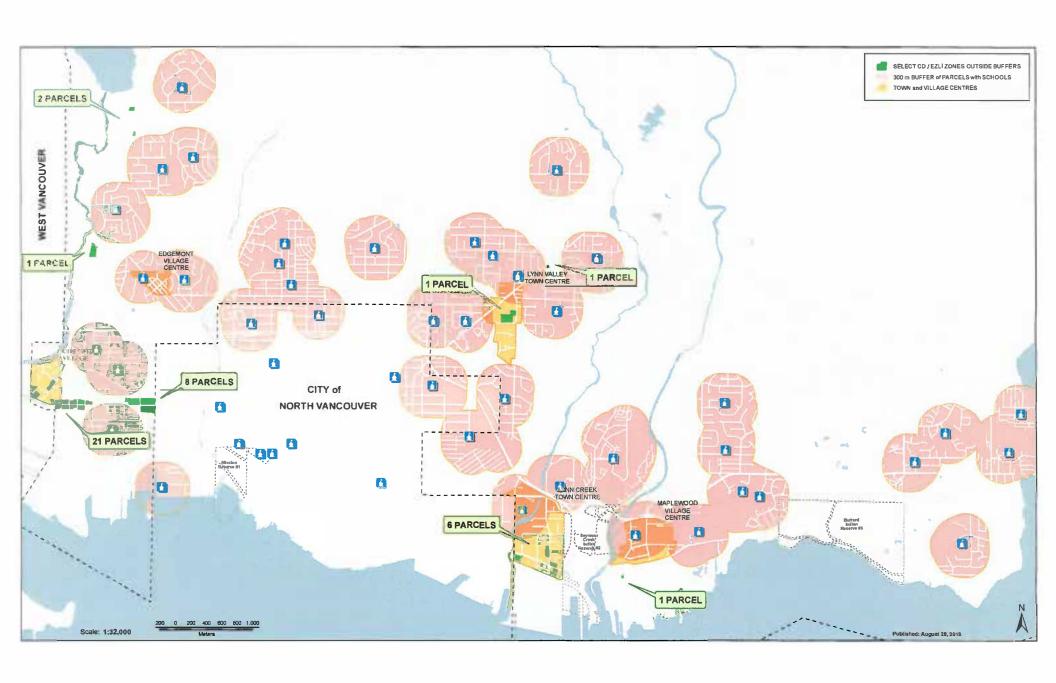
**NVanDistrict** 



@NVanDistrict









# Agenda

- Overview of the District's draft approach
- Feedback received
- Recommended approach
- Next Steps

NORTH

## Current Regulations

- Non-medical cannabis production and distribution are prohibited in all zones in the District - (Zoning Bylaw, Part 403A)
- October 17, 2018 non-medical cannabis becomes legal in Canada

NORTH VANCOUVER

## **Timeline and Process**

- 1. Online Survey (Open from July 20 September 7, 2018)
- 2. Retail sector working session (August 28, 2018)
- 3. Stakeholder meeting (September 7, 2018)



2

# **Draft Zoning Bylaw Amendments**

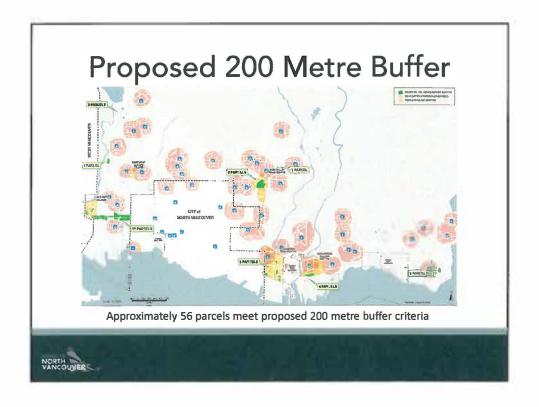
## Land Use Regulations

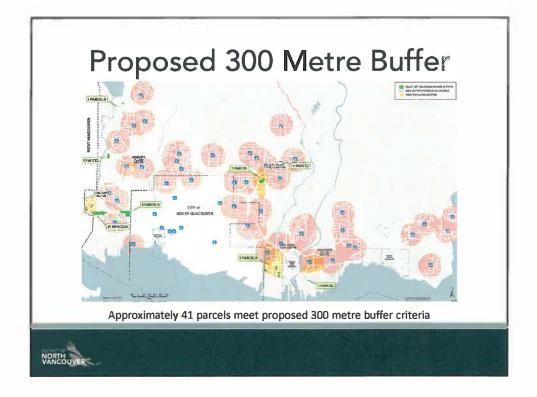
## Option A:

NORTH VANCOUVER

- Retail Use
  - Allows non-medical cannabis retail stores in zones that allow liquor stores with a 200 or 300 metre buffer around elementary and high schools







# **Draft Zoning Bylaw Amendments**

## Option B:

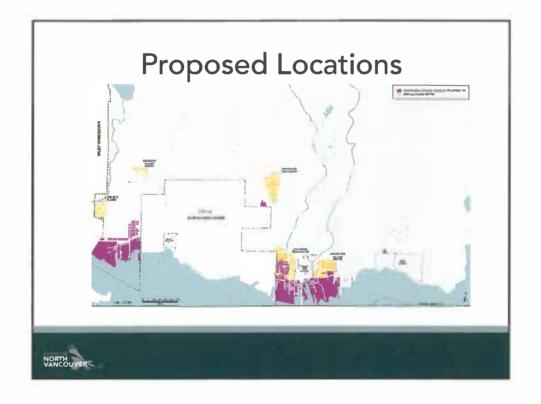
- Case by case rezoning applications for cannabis retail stores
  - Allows Council to control specific locations of each store



# **Draft Zoning Bylaw Amendments**

- Warehouse Use
  - Allows government "cannabis warehouses" to distribute cannabis in all zones that permit warehousing and warehouse uses





# **Draft Bylaw Amendments**

- Business Licence Bylaw
  - Include retail cannabis stores as a new business class

#### Must Not:

- Hold more than 1 cannabis retail store licence
- Operate any other business from the premises
- Sell or offer to sell edible cannabis products or concentrates
- Operate the business at any other time than between the hours of (9am to 9pm or 9am to 10pm)

#### Comparison

- Provincial hours of operation (9am to 11pm)



# **Draft Bylaw Amendments**

- Fees and Charges Bylaw
  - Include "non-medical cannabis retail store" in the list of permitted business types
  - Proposed fee of \$5,000

#### Intent

 Business licence fee based on the estimated cost to administer this type of business



# **Draft Bylaw Amendments**

Bylaw Notice Enforcement Bylaw adds penalty amounts for any contravention regarding cannabis:

- Failure to comply with regulations
- Terms and conditions
- Operating other business
- Selling edible cannabis or concentrates
- Remaining open outside of permitted hours
- Operating within 200 or 300 (to be determined) metres of school



## Feedback Received

- 200 metre buffer from elementary and high schools
- 9 am 9 pm as the preferred hours of operation
- Restrict the number of stores permitted in the municipality
- Locate in Town and Village Centres



# Recommended Approach for Regulating Cannabis

- Consider the dispensing or sale of cannabis (marihuana) in the District of North Vancouver on a <u>case-by-case</u> basis;
- Limit to Town and Village Centres
- Develop policy to include:
  - Locational and evaluation criteria
  - Application process
  - Public consultation process



# **Next Steps**

- Return to Regular Meeting of Council policy for consideration
- Bylaw amendments for:
  - warehouse use
  - Business licence
  - Fees and Charges
  - Bylaw Notice Enforcement

