

AGENDA

PUBLIC MEETING

Monday, March 9, 2020

7:15 p.m.

Council Chambers, 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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PUBLIC MEETING

**7:15 p.m.
Monday, March 9, 2020
Council Chambers, Municipal Hall,
355 West Queens Road, North Vancouver**

AGENDA

Inter-municipal Transportation Network Services Business Licence Bylaw

- 1. OPENING BY THE MAYOR**
- 2. INTRODUCTION OF BYLAW BY CLERK**

Inter-Municipal Transportation Network Services Business Licence Bylaw 8434, 2020

Purpose of Bylaw:

Bylaw 8434 proposes to establish an Inter-municipal Transportation Network Services (TNS) Business Licence to allow ride-hailing services to operate in the District of North Vancouver.

The Inter-municipal business licence would streamline the licensing process across the region and allow ride-hailing companies to operate in all participating municipalities with a single business licence.

Bylaw 8434 details the conditions of the TNS Business Licence, including but not limited to:

- Licence issuing authority
- Licence Fees
- Suspension and termination of licences
- Conditions for withdrawal from the TNS Business Licence
- Scheme

- 3. PRESENTATION BY STAFF**
- 4. REPRESENTATIONS FROM THE PUBLIC**
- 5. QUESTIONS FROM COUNCIL**

6. COUNCIL RESOLUTION

Recommendation:

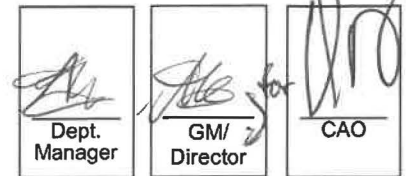
THAT the March 9, 2020 Public Meeting is closed;

AND THAT "Inter-Municipal Transportation Network Services Business Licence Bylaw 8434, 2020" is returned to Council for further consideration.

REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: March 2, 2020
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

February 20, 2020
File: 16.8620.01/017.000

AUTHOR: Zachary Mathurin, NS Mobility Options Coordinator
Ingrid Weisenbach, Transportation Planner

SUBJECT: Bylaw and Bylaw Amendments to Support Ride-Hailing

RECOMMENDATION:

THAT "Inter-municipal Transportation Network Services Business Licence Agreement Bylaw 8430, 2020" is given FIRST, SECOND and THIRD Readings;

AND THAT "Inter-Municipal Transportation Network Services Business Licence Bylaw 8434, 2020" is given FIRST, SECOND and THIRD Readings;

AND THAT "District of North Vancouver Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8431, 2020 (Amendment 20)" is given FIRST, SECOND and THIRD Readings;

AND THAT "Fees & Charges Bylaw 6481, 1992 Amendment Bylaw 8432, 2020 (Amendment 64)" is given FIRST, SECOND and THIRD Readings.

AND THAT "Bylaw Notice Enforcement Bylaw 7458, 2004 Amendment Bylaw 8433, 2020 (Amendment 51)" is given FIRST, SECOND and THIRD Readings;

AND THAT pursuant to Section 59 (2)(b) of the *Community Charter*, "Inter-Municipal Transportation Network Services Business Licence Bylaw 8434, 2020" is referred to a Public Meeting to provide an opportunity for persons who consider they are affected by the bylaw to make representations to Council;

AND THAT pursuant to Sections 59 (2)(a) and (3) of the *Community Charter*, staff is directed to give notice of its intention to hold a Public Meeting as follows:

1. The notice shall state the following:
 - a. the time and date of the Public Meeting;
 - b. the place of the Public Meeting;
 - c. in general terms the purpose of the bylaw; and
 - d. the place and the times and dates when copies of bylaw may be inspected.

2. The notice shall be published in at least 2 consecutive issues of a newspaper, the last publication to appear not less than 3 days and not more than 10 days before the Public Meeting;

REASON FOR REPORT:

The purpose of this report is to introduce bylaws to participate in the regional Inter-Municipal Business Licence (IMBL) for ride-hailing companies. The report also introduces amendments to the following bylaws that would enable the District of North Vancouver (District) and its North Shore partners to address the impacts of ride-hailing activities on our streets and curbs: Street & Traffic Bylaw, Fees & Charges Bylaw, and Bylaw Notice Enforcement Bylaw.

SUMMARY:

This report covers two initiatives and the associated bylaws and/or bylaw amendments relating to ride-hailing:

- Regional IMBL, and
- North Shore regulatory framework

Regional IMBL

This report recommends the District participate in an IMBL for ride-hailing companies (Transportation Network Services; TNS) on the basis of the terms noted in this report, effective on April 1, 2020. The IMBL will streamline the licensing process across the region and allow ride-hailing companies to operate in all participating municipalities (Appendix A) with a single business licence.

Licensing Authority: The City of Vancouver will be the licensing authority for the IMBL which means that ride-hailing companies will need to purchase the licence from the City of Vancouver. The licence will allow companies to operate in all participating Region 1 municipalities.

Licence Fee: The annual IMBL fee will be \$155 per company plus vehicle fees of

- \$150 per standard vehicle,
- \$30 per zero-emission vehicle, and
- \$0 per wheelchair accessible vehicle.

The proposed fees are set to be program cost recoverable and not to be prohibitive for companies.

Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover costs for set-up and administration of the licence program (Appendix B) and remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality.

Licence Conditions: Companies will be required to comply with the municipal bylaws and regulations of each participating municipality. Each municipality retains authority to enforce

its own bylaws, for example street and traffic regulations, and also to suspend or cancel an IMBL. Staff in participating municipalities have established a shared protocol for escalating enforcement and have agreed to communicate enforcement actions between each other prior to any municipality considering suspension or cancellation of a licence.

To meet the Provincial timeline requirements, the terms of the ride-hailing IMBL were developed on a compressed timeline, and could be considered as interim. Staff of participating municipalities will continue to collaborate over the coming months on opportunities for future refinement. The proposed IMBL for ride-hailing supports the District's ride-hailing principles, and its commitment to regionally coordinated transportation.

NS Regulatory Framework

The District partnered with City of North Vancouver and District of West Vancouver to develop street and curb management measures following Council's endorsement of key principles and actions at its December 9, 2019 council workshop. These actions require amendments to the Street and Traffic Bylaw and Fees and Charges Bylaw. They include:

1. Creating a new Congestion and Curbside Management Permit (CCMP) for ride-hailing companies in the District and City of North Vancouver,
2. Harmonizing loading zone definitions across the three North Shore municipalities, and
3. Introducing geo-fencing as a traffic control device to manage access to our streets.

These measures are based on best practices across Canada and North America and will enable staff to achieve council priorities such as managing and reducing congestion and optimizing our streets for all modes of transportation. These changes, combined with data, will create an opportunity to vary rates by day of the week, by season, or by location as a congestion management tool. Together with our North Shore partners, the District will deliver a regionally coordinated approach to address the opportunities and challenges created by ride-hailing activities and set the standard for leadership in ride-hailing in the region.

BACKGROUND:

Regional IMBL

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

On December 12, 2019 the Mayors' Council on Regional Transportation directed TransLink to facilitate an expedited IMBL development process with Region 1 municipalities with agreement on bylaw terms by January 31, 2020.

Region 1 municipalities commenced work in late December 2019. An IMBL Working Group was established and met weekly to develop the proposal for an IMBL for ride-hailing throughout the month of January 2020. The proposed IMBL bylaws establish licensing authority; licence fee and structure; licence conditions; and licence fee revenue sharing among participating municipalities.

Participating municipalities will bring reports to their Councils in February and March 2020 recommending approval of the bylaws as presented. If approved, the IMBL will take effect on April 1, 2020. For any participating municipalities that enact the bylaw after April 1, 2020, the licence will take effect in that municipality on the day of enactment.

Given the expedited process for development, the terms of the bylaw should be understood as interim. Participating municipalities will assess the effectiveness of the licence over the coming months, as more companies are licensed and operating.

As of February 18, 2020 the Passenger Transportation Board (PTB) has authorized five ride-hailing companies to operate in Region 1. Should the IMBL be approved, all Region 1 PTB authorized companies will be able to apply to operate under that licence.

The District's participation in an IMBL for ride hailing will not affect its ability to regulate street use under the Street and Traffic Bylaw, which includes the issuance of the CCMP (details provided in the 'North Shore Regulatory Framework' sections).

The IMBL bylaws establish the following: licensing authority, licence fee and structure, licence fee revenue sharing, and licence requirements.

Licensing Authority: The City of Vancouver will be the licensing authority for the IMBL which means that ride-hailing companies will need to purchase the licence from the City of Vancouver. The licence will allow companies to operate in all participating Region 1 municipalities.

Licence Fee and Structure: The annual licence fee will be a company fee of \$155 plus per vehicle fees of:

- \$150 for each vehicle
- \$30 for each zero emission vehicle
- \$0 for each wheelchair accessible.

The discounted fee for zero emission vehicles provides a meaningful incentive while acknowledging that these vehicles do have an administrative cost and physical impact on streets. Wheelchair accessible vehicles are understood to be more expensive to purchase and maintain than non-accessible vehicles, and municipalities want to encourage their participation in ride-hailing as much as possible. Therefore, a \$0 per vehicle fee is proposed.

Licence fees are to be pro-rated to align with the City of Vancouver's calendar licensing structure.

Companies will self-report monthly all new vehicles operating under their licence, and whether they are standard, zero emission or wheelchair accessible. Once a vehicle has been

reported and the associated fee paid, the vehicle may operate for the remainder of the calendar year.

The per vehicle fee structure was agreed upon as it can be implemented immediately; it enables incentives for specific vehicle types; and it is equitable among companies of all fleet sizes.

The per vehicle fee of \$150 was set with the aim of achieving administrative program cost recovery, and recovery of costs to participating municipalities associated with monitoring business activity and impacts in their communities. Because ride-hailing is a new business type the full costs of licensing and monitoring are not yet known. The licence fee is comparable to licensing fees in other Canadian jurisdictions such as the City of Calgary.

Licence Fee Revenue Sharing: Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover costs for set-up and administration of the licence program and remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality.

Year 1 of the IMBL program includes set-up costs that are expected to fall in subsequent years as the program is regularized. At the end of each licence year, the City of Vancouver will provide participating municipalities with a year-end account of costs, and revenue to be shared.

Licence Requirements: Companies will be required to comply with the municipal bylaws and regulations of each participating municipality.

Each participating municipality will retain authority to enforce its own bylaws, for example street and traffic regulations, and also to suspend or cancel an IMBL. Because suspension or cancellation of a licence would affect all participating municipalities, staff in participating municipalities will establish a shared protocol for escalating enforcement prior to any municipality considering suspension or cancellation. This protocol will include communicating with the Province about on-going concerns with a company or vehicle.

Monitoring Industry Impacts – Access to Data: Access to detailed trip data is critical for municipalities in understanding the impact of ride-hailing in their communities at both the system-wide and street levels. At the system-wide level trip data will assist in identifying changes in travel mode share like transit use, cycling and walking. At the street level data can be used to establish solutions to mitigate safety concerns and congestion impacts such as identification of ride-hailing pick-up and drop-off zones. It can also highlight locations that may require enforcement attention.

The Province requires comprehensive vehicle and trip data from companies. In early February, the Province confirmed that municipalities will be able to access data on a regular, on-going basis through a Partnership Agreement with the Province. Consequently, detailed trip data will not be a requirement of the IMBL; municipalities will benefit from access to provincial data, and companies will benefit from not having to duplicate data submission efforts.

As a condition of the IMBL, licenced ride-hailing companies will still be required to report the total number of pick-ups and drop-offs occurring in each participating municipality so as to enable the City of Vancouver to calculate the share of revenue owed to each participating municipality.

Next Steps: Should the proposed IMBL bylaws be approved by Council and by other participating municipalities, City of Vancouver staff are prepared to issue IMBL licences on April 1, 2020; prepare invoices; and set-up revenue distribution.

The IMBL terms were developed on an expedited time frame; staff will work with participating municipalities to monitor its effectiveness and consider refinement of terms. For example, there may be opportunities to further encourage wheelchair accessible or zero emission vehicles. Industry representatives requested a fee structure that more accurately reflects their business model such as a monthly fee based on active vehicles. As more companies are licensed and staff come to better understand the costs for licensing and for monitoring industry impacts, such changes may be considered.

In considering adjustments to the ride-hailing IMBL, staff will consider opportunities to include limousines as they are also authorized by the PTB to operate across municipal boundaries. The PTB has indicated that it will review its regulations with regard to taxi operating areas, but taxis cannot be considered for an IMBL at this time as the PTB restricts their operations to be within municipal boundaries.

NS Regulatory Framework

On December 9, 2019, Council endorsed principles and objectives to address ride-hailing and to develop a North Shore regulatory framework for ride-hailing with the City of North Vancouver and District of West Vancouver.

To meet these ends, Council endorsed the following measures recommended by staff:

1. Harmonize definitions for passenger loading zones and street use regulations so that they are consistent and predictable across the North Shore municipalities;
2. Ability to geo-fence areas to manage access to key areas to each municipality's needs and make visible to drivers and passengers within the mobile application platforms of each company; and
3. Ability to collect a pick-up and drop-off based congestion and curb access surcharge similar to the City of Vancouver that would apply during peak times based on current evidence and could be adjusted according to future congestion and TNS data.

These measures represent best practices across Canada and North America for responding to the increases in congestion and frequency of curbside interactions.

Ride-hailing services are now operating in the District and these services will continue to grow.

At least one operator is serving the North Shore, and operators not yet serving the North Shore have indicated to staff that they want to expand their service area to include the North

Shore when they have enough drivers signed up to their platform. One operator that has not yet launched services anywhere has indicated its service area will focus on the North Shore.

Local bylaw changes will enable regional coordination for managing our network and promote safety.

Now that ride-hailing services are available in our community, managing the space where people can be picked up and dropped off becomes more critical to manage congestion, ensure the safety of passengers and drivers, manage limited road and curb space, and ensure coordination with our neighbours and the region in developing our regulatory approach.

To achieve these ends, staff drafted amendments to the Street and Traffic Bylaw and Fees and Charges Bylaw to create a new CCMP, to update loading zone definitions, and to introduce geo-fencing as a traffic control device.

Introducing a CCMP to pro-actively manage dynamic street conditions is best practice.

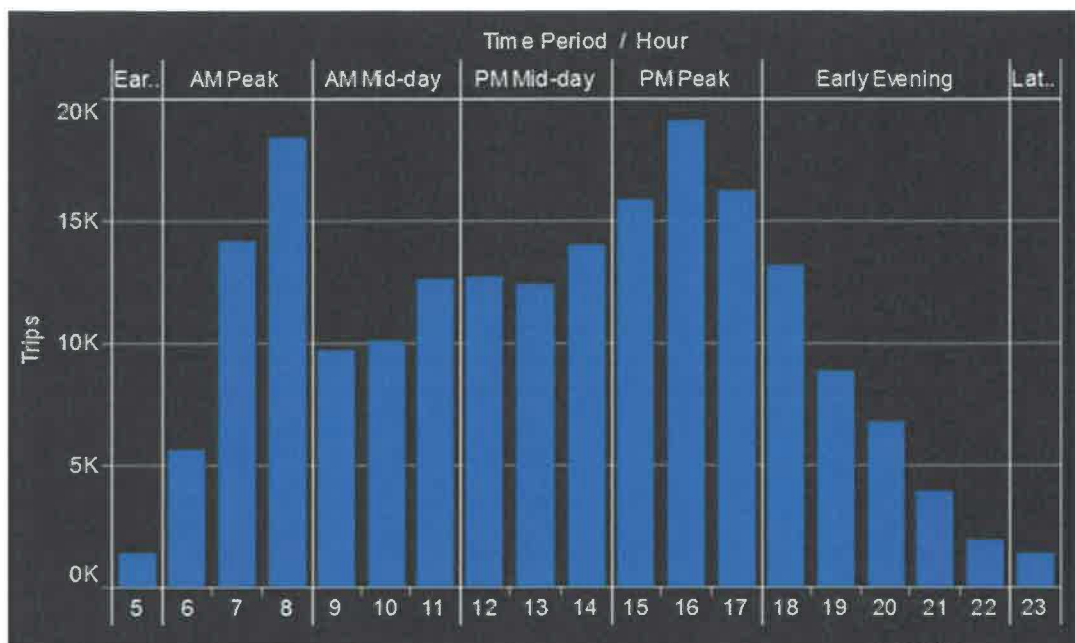
The key tool endorsed in December 2019 was a surcharge applied to ride-hailing companies upon pick-up and drop-off of customers, similar to the permit system the City of Vancouver adopted in October 2019. A surcharge applied to trips during peak hours is a best practice solution used across Canada (see Appendix C) and a significant tool to manage congestion. Trip surcharges send a signal to users that their choice has impacts on the road network when there is more congestion and alternatives such as transit are at peak service levels, or to consider taking their trip at a different time if they have flexibility. In a region where local governments are looking to improve equity within our transportation networks, revenues collected from the surcharge can also be used to address municipal priorities such as reducing congestion, protecting vulnerable road users, improving accessibility, and investing in active transportation.

The surcharge would apply to all pick-ups and drop-offs within the District and the City of North Vancouver during peak times only, which is consistent with the practice developed in the City of Vancouver. Standard practice in Canada typically applies these surcharges to pick-ups only; however, staff recognize that the stops at the end of trips to unload passengers affect our street network just as much as pick-ups, and thus recommend that the surcharges apply to both. The Street and Traffic Bylaw and Fees and Charges Bylaw amendments would create a new CCMP to meet many of the principles and objectives Council endorsed in December 2019, including building a foundation for future policy, maximizing safety, minimizing congestion, and reducing the burden to municipal resources.

The 2017 trip diary data (Figure 1) denote times when road space is most in demand (congested), which is the basis for when the surcharge would be in effect, as outlined in Table 1. Staff have heard from residents and Council about the need to manage congestion in the District, which could be exacerbated by ride-hailing as it has in other comparable metropolitan areas. Other street impacts have already started to manifest themselves on the North Shore including loading in bike lanes and instances of double-parking. As such, staff recommend introducing the permit soon after adoption in the two participating municipalities.

Staff will monitor the data collected from ride-hailing companies to evaluate whether longer peak times are needed, whether the permit should apply on weekends, and whether to increase the cost per pick-up or drop-off.

Figure 1: Driver Trips by Time Period



Source: 2017 Trip Diary

The CCMP for ride-hailing services would adhere to the parameters found in Table 1 below.

Table 1. Summary of Congestion and Curbside Management Permit

Area in effect	Entirety of District of North Vancouver
Hours in effect	Monday to Friday, 7 AM to 9 AM and 2 PM to 6 PM
Cost	\$0.10/pick-up \$0.10/drop-off
Discounts	50% discount for zero-emission vehicles 100% discount for accessible vehicles
Payment frequency	Monthly, within five (5) business days of the end of the month

The District and the City of North Vancouver are united in developing the CCMP. Staff at both municipalities are introducing the same permit model outlined in this report to their respective councils and would implement it at the same time.

Should North Vancouver councils adopt the proposed bylaw amendments, the permit would go into effect April 20, 2020 to allow the ride-hailing companies enough time to make the technical adjustments required to collect and remit the charges collected to the appropriate municipality.

Harmonizing loading zone definitions to improve consistency and predictability at the curbside.

North Shore staff developed a set of consistent loading zone definitions for the three municipalities so that passengers and drivers can access these areas in consistent and predictable ways, no matter where they are located.

There are subtle differences in how each of the three North Shore municipalities handle loading zones. The new definitions would make the allowed users and time limits for each loading zone type consistent across the North Shore.

While the amendments would take effect immediately, this would not significantly alter how loading zones are currently deployed. Should council adopt the amendments, staff will monitor how they are used and evaluate whether new loading zones should be introduced, and where, with the help of the ride-hailing data the Province will share with municipalities.

Enabling management of access to our curbside through geo-fencing protects people and our most critical places.

Through their mobile application-based platforms, ride-hailing companies can define virtual boundaries and perimeters to restrict or redirect how and where passengers can be picked-up and dropped-off. Local governments can collaborate with ride-hailing companies to define and manage access to areas experiencing congestion, establish areas that are optimized for the safety of all road and curb users, or direct users to reserved spaces away from conflict areas, such as construction and congestion, using a high degree of geographic precision.

North Shore staff propose to introduce two new definitions relating to geo-fences and geo-fenced areas to formalize each municipality's ability to work with ride-hailing companies to establish these virtual boundaries. These new definitions would allow staff to work with companies to place virtual boundaries that are visible within the mobile applications used by ride-hailing companies.

Staff will use data the Province collects from ride-hailing companies to evaluate the locations and conditions in which geo-fences would be implemented to help manage ride-hailing activities on our streets.

ANALYSIS:

Timing/Approval Process:

Regional IMBL

Councils across the Metro Vancouver, Fraser Valley, and Squamish-Lillooet regional districts will consider joining the IMBL between late February and early April. The IMBL would go into effect on April 1, 2020 should Council adopt the IMBL bylaws.

NS Regulatory Framework

Ride-hailing services are already available in the District. While their availability has been somewhat limited in the region by the number of drivers registered with the approved operators, the impacts of ride-hailing on local streets on the North Shore are being felt. The Street and Traffic Bylaw and Fees and Charges Bylaw amendments are necessary now for staff to be able to respond to issues that are arising such as instances of loading in bike lanes and double parking, enforceable by Bylaw Services and RCMP. After adoption, staff expect to implement the CCMP on April 20, 2020 to begin charging for pick-ups and drop-offs during peak times to recover the cost of addressing the impacts of ride-hailing. Staff will also use ride-hailing data that the Province will share with municipalities to begin monitoring and evaluating the need for additional loading zones and creating geo-fenced areas.

Concurrence:

Staff from the Districts' Community Planning, Bylaw Services, Legal Counsel, Finance, and Engineering and Parks departments have worked in partnership with staff at the City of North Vancouver and District of West Vancouver to contribute to the IMBL process and develop the bylaw amendments to enable the North Shore regulatory framework.

Financial Impacts:

Regional IMBL

Year one (2020) set up and administration of the IMBL is estimated to cost the City of Vancouver \$140,000. It is anticipated that these costs will be recovered through licence fee revenue. Should year one licence fee revenue be insufficient for cost recovery, the City of Vancouver will seek to recover outstanding costs from future year IMBL revenues.

Included in the City of Vancouver's administrative costs is the addition of one half-time licence clerk at an approximate cost of \$33,000 per year.

The District will obtain a share of the licence fee revenue that remains, once administrative program costs have been recovered. That share will be based on the District's proportion of regional pick-ups and drop-offs and will be used to offset costs related to monitoring industry impacts in the municipality.

NS Regulatory Framework

Funds collected through the CCMP could be used to manage ride-hailing impacts, fund accessible transportation, and improve our active transportation network. The revenue generated from the permit will depend on the demand for ride-hailing services on the North Shore. As noted during the December 9 Council Meeting, the provincial requirement for class 4 licences for drivers will, in the short-term, affect the supply of drivers on the North Shore and likely limit the number of trips. Staff expect revenues from the CCMP to be relatively modest in the first year of operations but are likely to grow over time based on the experience of comparable metropolitan regions. If and when driver supply catches up with demand, which typically also rises as the availability of ride-hailing services rises, pick-up and drop-off revenues could offset the cost of responding to the street impacts of ride-hailing and address municipal priorities.

Liability/Risk:

Regional IMBL

The terms proposed in the IMBL for ride-hailing have been developed and agreed to by staff from the municipalities that participated in the Working Group. Should Council seek to amend terms of the bylaws at this time, further consultation with all participating municipalities would be required. Consequently, the proposed effective date for implementation of the licence, April 1, 2020, would likely be delayed.

The IMBL will be effective in all participating municipalities that adopt the bylaws and enter into agreement. If Council chooses not to support the proposed bylaws as presented, the District will not be included as a participant in the IMBL. Ride-hailing companies holding the licence will not be able to operate under that licence in the District. As a result, residents may not be able to access regionally integrated ride-hailing services. Operators may still have the option to seek a business licence for individual municipalities should they be interested in operating in only a single municipality, provided said municipality has a business licence available for purchase.

NS Regulatory Approach

The measures developed by North Shore staff represent best practices in addressing the congestion, safety, and road allocation impacts of ride-hailing. They allow staff to respond to evidence and data from ride-hailing companies in order to optimize how local streets, which are a limited resource, are used and address municipal priorities such as reducing congestion and protecting vulnerable users. If Council chooses not to adopt the Street and Traffic Bylaw and Fees and Charges Bylaw amendments to enable the CCMP, consistent loading zone definitions, and introduction of geo-fencing, staff may be unable to respond to concerns from the public, riders, and drivers regarding congestion and conflicts caused by ride-hailing.

Social Policy Implications:

The availability of ride-hailing services could improve the mobility of certain groups who do not have access to a reliable vehicle or transit or who cannot rely on active transportation, such as late-night workers and seniors. Seniors in particular have faced barriers to travel around the community due to the North Shore's hill-laden topography, the lack of reliable access to taxi services, and relatively infrequent transit options.

Environmental Impact:

Based on evidence from other jurisdictions, the introduction of ride-hailing could unfavourably impact municipal streets and increase vehicle kilometers travelled by private vehicles. Other jurisdictions report the following impacts in their communities:

- While many trips taken with a ride-hailing vehicle substitute trips that passengers would have otherwise driven themselves, travel surveys indicate that between 42% and 61% of

urban ride-hailing users would have taken transit, walked, biked, or not taken the trip at all if ride-hailing services had not been available;

- Up to 40% of the vehicle kilometres travelled by ride-hailing vehicles carry no passengers at all, resulting in “deadhead” kilometres ride-hailing drivers travel while looking for patrons; this increases congestion and greenhouse gas emissions associated with transportation.
- In August 2019, Uber and Lyft shared some of their own data which indicated that ride-hailing accounted for 1.7% up to 13.4% of all vehicle kilometres travelled (VKT) in core urban areas and between 1.0% and 2.9% in suburban areas.

The impacts of the introduction of ride-hailing in the District and the Lower Mainland will be better understood once the District and region have access to ride-hailing trip data.

Public Input:

Regional IMBL

The working group held an industry information session on January 22, 2020, inviting the 17 ride-hailing operators who had applied to the Province to operate in Region 1 at that time. Participants were informed about the proposed IMBL framework, including specifics, such as fee structure and data requirements. At the time of the consultation, the proposed IMBL included data submission requirements that have since been removed. Fifteen of the applicants invited sent representatives.

In addition to the comments given during the information session, three companies submitted written comments following the session. The working group reviewed and considered all comments submitted.

Ride-hailing industry representatives were generally appreciative of the expedited IMBL process, particularly as two of the applicants received PTB approval during the process and had a more urgent need for an IMBL.

The key concerns heard by the working group were:

1. Fee structure and smaller operators: The working group heard concerns that the fee structure disadvantaged smaller operators who are less able to absorb the per-vehicle charges compared to larger operators.
2. Fee structure and ride-hailing fluidity: The working group heard concerns that the way that fees are charged – based on vehicles that sign on with the company rather than number of vehicles in operation – do not match the fluid nature of the ride-hailing industry which tends to have high driver turnover.
3. Data requirements and granularity: The working group also heard concerns about the level of granularity required for data submissions, with respect to customer privacy.

The working group will take key concerns 1 and 2 under advisement and consider options to address these concerns as part of the ongoing development of a permanent IMBL. The concerns are significant and industry perspectives vary enough that further work and

consultation is required, and was not possible prior to the January 31 deadline for the interim IMBL.

Regarding data requirement concerns, the working group has since determined that detailed data submission will not be required as part of the IMBL. Municipalities will access provincially collected data through a Partnership Agreement with the Province.

NS Regulatory Framework

Staff plan to engage with the North Shore Advisory Committee on Disability Issues to seek input on the amendments and their implementation.

Prior to bringing the framework to Council in December 2019, staff met with representatives from the local business community and ride-hailing companies throughout the process to develop mutually acceptable solutions and receive feedback on the proposed measures. The feedback was positive and ride-hailing companies have been supportive of the work being pursued. The business community noted that road space optimization would be beneficial to the growing number of breweries events in the Lower Lonsdale area and events by elevating a safe alternative to driving at night and bringing more people to the neighbourhood, which has limited parking options.

Conclusion:

There is strong public support for ride-hailing in the Lower Mainland, and the Province has now authorized five companies to operate in Region 1. The ride-hailing IMBL supports the regional rollout of the industry as companies will be able to operate in participating municipalities with only one business license. Additional measures in the Street and Traffic Bylaw and the Fee and Charges Bylaw provide staff with the tools to manage the street and curb impacts in a way that is customized for the District and North Shore. Should Council approve the recommendations under the terms noted in this report, the license will be effective as of April 1, 2020 and the North Shore regulatory tools will be effective as of April 20, 2020.

Options:

1. Give the bylaws First, Second and Third Readings and refer Bylaw 8434 to a Public Meeting;
2. Refer the bylaws back to staff; or,
3. Give no Readings to the bylaws.

Respectfully submitted,



Zachary Mathurin
NS Mobility Options Coordinator



Ingrid Weisenbach
Transportation Planner

Attached documents include the following:

- Appendix A: List of Participating Municipalities
- Appendix B: IMBL Administrative Program Cost
- Appendix C: Trip-based Charges in Other Canadian Jurisdictions
- Appendix D: Bylaw 8430
- Appendix E: Bylaw 8431
- Appendix F: Bylaw 8432
- Appendix G: Bylaw 8433
- Appendix H: Bylaw 8434

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input checked="" type="checkbox"/> Finance	<i>fw</i>	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input checked="" type="checkbox"/> Bylaw Services	<i>at</i>		
<input checked="" type="checkbox"/> Review and Compliance	<i>BSO</i>	<input type="checkbox"/> Planning	_____		

APPENDIX A: List of Participating Municipalities

1. Bowen Island Municipality
2. City of Abbotsford
3. City of Burnaby
4. City of Chilliwack
5. City of Coquitlam
6. City of Delta
7. City of Maple Ridge
8. City of Port Moody
9. City of Richmond
10. City of Surrey
11. District of Squamish
12. Resort Municipality of Whistler
13. The City of Pitt Meadows
14. The City of Vancouver
15. The Corporation of the City of Langley
16. The Corporation of the City of New Westminster
17. The Corporation of the City of North Vancouver
18. The Corporation of the City of Port Coquitlam
19. The Corporation of the City of White Rock
20. The Corporation of the District of North Vancouver
21. The Corporation of the District of West Vancouver
22. The Corporation of the Township of Langley
23. Village of Anmore
24. Village of Harrison Hot Springs
25. Village of Lions Bay

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APPENDIX B: IMBL Administrative Program Cost

City of Vancouver's Estimated Year 1 Total Cost: \$140,000

Direct and indirect costs and investments Include:

- Privacy Management,
- Legal Services,
- Policy Development,
- Corporate Overhead, Materials and Rent, and
- Licence processing including fee administration and reconciliation.

The City of Vancouver will retain licence fee revenue sufficient to recover IMBL administrative program costs. Any remaining funds will be distributed among participating municipalities based on the percent of total regional pick-ups and drop-offs that occur within each of their boundaries.

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APPENDIX C: Trip-based Charges in Other Canadian Jurisdictions

Municipality	Trip charge type	Trip charge cost
Calgary, AB	Per trip fee (pick-up)	\$0.20
	Accessible Taxi Incentive Program trip fee (pick-up)	\$0.10
Edmonton, AB	Per trip fee (pick-up)	\$0.30
Vancouver, BC	Per pick-up and/or drop-off fee	\$0.30 each 50% discount for ZEV 100% discount for wheelchair accessible vehicles
Winnipeg, MB	Per trip fee (pick-up)	\$0.20
	Accessibility fee (pick-up)	\$0.07
	Safety fee (pick-up)	\$0.03
Guelph, ON	Per trip fee (pick-up)	\$0.11
	Accessibility fee (pick-up)	\$0.07
London, ON	Per trip fee (pick-up)	\$0.25
Mississauga, ON (Pilot bylaw)	Per trip fee (pick-up)	\$0.30
Ottawa, ON	Per trip fee (pick-up)	\$0.11
Toronto, ON	Per trip fee (pick-up)	\$0.30
	Accessibility Fund Program trip fee (pick-up)	\$0.10
Halifax, NS (Proposed)	Per trip fee (pick-up)	\$0.13
	Accessibility fee (pick-up)	\$0.07
Regina, SK	Per trip fee (pick-up)	\$0.20
	Accessibility fee (pick-up)	\$0.07
Saskatoon, SK	Per trip fee (pick-up)	\$0.20
	Accessibility fee (pick-up)	\$0.07

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APPENDIX D

The Corporation of the District of North Vancouver

Bylaw 8430

A bylaw to enter into an agreement among the *Participating Municipalities* regarding an Inter-municipal Transportation Network Services Business Licence Scheme

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

Citation

1. This bylaw may be cited as "Inter-municipal Transportation Network Service Business Licence Agreement Bylaw 8430, 2020".
2. Council hereby authorizes the District to enter into an agreement with the Participating Municipalities (as defined in the agreement attached to this Bylaw as Schedule A) in substantially the form and substance attached to this Bylaw as Schedule A (the "Agreement"), and also authorizes the Mayor and Clerk to execute the Agreement on behalf of the District, and to deliver it to the Participating Municipalities on such terms and conditions as the Municipal Solicitor deems fit.

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Schedule A to Bylaw 8430

Inter-municipal TNS Business Licence Agreement

WHEREAS the City of Abbotsford, the Village of Anmore, the Bowen Island Municipality, the City of Burnaby, the City of Chilliwack, the City of Coquitlam, the City of Delta, the Village of Harrison Hot Springs, the Corporation of the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the Corporation of the City of New Westminster, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the City of Richmond, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the Corporation of the City of White Rock (the "*Participating Municipalities*"), wish to permit transportation network services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the *Participating Municipalities* agree as follows:

1. The *Participating Municipalities* agree to establish an *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a by-law to implement an *Inter-municipal TNS Business Licence* scheme effective April 1, 2020 if this Agreement is ratified and a by-law is enacted prior to or on April 1, 2020, or upon the date of enactment if this Agreement is ratified and a by-law is enacted after April 1, 2020.
3. In this Agreement:
 - "*Accessible Vehicle*" means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;
 - "*Administrative Costs*" means the direct and indirect costs and investments attributable to setting up and administering the *Inter-municipal TNS Business Licence* scheme, including wages, materials, corporate overhead and rent;
 - "*Business*" has the same meaning as in the *Community Charter*;
 - "*Community Charter*" means the *Community Charter*, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;
 - "*Inter-municipal TNS Business*" means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“Inter-municipal TNS Business Licence” means a business licence which authorizes an *Inter-municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

“Inter-municipal TNS Business Licence By-law” means the by-law adopted by the Council of each *Participating Municipality* to implement the *Inter-municipal TNS Business Licence* scheme contemplated by this Agreement;

“Mobility Aid” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Municipal Business Licence” means a licence or permit, other than an *Inter-municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

“Participating Municipality” means any one of the *Participating Municipalities*;

“Premises” means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

“TNS Business” means a person carrying on the business of providing *Transportation Network Services*;

“Transportation Network Services” has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of the *Inter-municipal TNS Business Licence By-law*, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.

5. All *Inter-municipal TNS Business Licences* will be issued by the City of Vancouver.

6. The City of Vancouver may issue an *Inter-municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-municipal TNS Business* and meets the requirements of the *Inter-municipal TNS Business Licence By-law*, in addition to the requirements of the City of Vancouver’s License By-law No. 4450.

7. Notwithstanding that a *TNS Business* may hold an *Inter-municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence by-law in addition to those under any other by-laws,

regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.

8. Any *Participating Municipality* may require that the holder of an *Inter-municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.

9. The annual *Inter-municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-municipal TNS Business Licence* fee owing under this section 9.

10. The fee for any additional vehicles that begin operating under the authority of an *Inter-municipal TNS Business License* holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

11. The City of Vancouver will distribute the revenue generated from *Inter-municipal TNS Business Licence* fees amongst all *Participating Municipalities* based on the City of Vancouver retaining an amount to cover its *Administrative Costs*, with the remaining fees to be distributed proportionally to the *Participating Municipalities*, including the City of Vancouver, based on the number of pick-ups and drop-offs in that *Participating Municipality*. The City of Vancouver will provide the other *Participating Municipalities* with an itemized accounting of the fees collected and disbursed, including an accounting of its *Administrative Costs*, at the time it distributes the remaining fees to those *Participating Municipalities*.

12. If the revenue generated from *Inter-municipal TNS Business Licence* fees in the initial year is insufficient to cover the *Administrative Costs* relating to the initial set up of the scheme, then the City of Vancouver may retain such portion of the *Inter-municipal TNS Business Licence* fees collected in the subsequent year or years as is necessary to reimburse the City of Vancouver for such initial *Administrative Costs*, until the full amount has been recovered.

13. Any revenue payable to a *Participating Municipality* in the initial year will be offset by any fees collected and not refunded by that *Participating Municipality* for a *Municipal Business License* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence*, and if the fees collected by the *Participating Municipality* exceed the amount owing to that *Participating Municipality*, then that *Participating Municipality* shall remit the difference to the City of Vancouver for inclusion in the revenue distribution set out above.

14. The revenue generated from *Inter-municipal TNS Business Licence* fees collected from January 1 to December 31 inclusive that is to be distributed to the *Participating Municipalities* in accordance with section 11, including the fees collected for any additional vehicles under section 10, will be distributed by the City of Vancouver by February 28 of the year following the year in which fees were collected.

15. The length of term of an *Inter-municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-municipal TNS Business Licence* issued to an *Inter-municipal*

TNS Business by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Inter-municipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

16. An *Inter-municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with the *Inter-municipal TNS Business Licence By-law*, then the *Inter-municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.

17. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence by-law of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.

18. A *Participating Municipality* may exercise the authority of the of the City of Vancouver as the issuing municipality and cancel an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence by-law of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.

19. The suspension or cancellation of an *Inter-municipal TNS Business Licence* under section 17 or 18 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-municipal TNS Business Licence*.

20. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.

21. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:

- (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
- (b) include a certified copy of the municipal Council resolution or by-law authorizing the municipality's withdrawal from the *Inter-municipal TNS Business Licence* scheme.

22. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Councils of the *Participating Municipalities*. Further, nothing contained or implied in this Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligations in the exercise of their functions pursuant to the *Community Charter, Vancouver Charter*, or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, by-laws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.

23. Despite any other provision of this Agreement, an *Inter-municipal TNS Business Licence* granted in accordance with the *Inter-municipal TNS Business Licence Bylaw* does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. Furthermore, a business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Agreement even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

24. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and may be delivered by email or facsimile transmission, and each such counterpart, howsoever delivered, shall be deemed to be an original. Such counterparts together shall constitute one and the same instrument, notwithstanding that all of the *Participating Municipalities* are not signatories to the original or the same counterpart.

25. In the event that the municipal Council of a *Participating Municipality* other than the City of Vancouver does not ratify this Agreement, then that municipality will not be considered a *Participating Municipality* for the purposes of this Agreement, and the terms and conditions of this Agreement shall be effective as among the other *Participating Municipalities*.

Signed and delivered on behalf of the *Participating Municipalities*, the Councils of each of which have, by By-law, ratified this Agreement and authorized their signatories to sign on behalf of the respective Councils, on the dates indicated below.

The City of Abbotsford

Mayor

Corporate Officer

Date

Village of Anmore

Mayor

Corporate Officer

Date

Bowen Island Municipality

Mayor _____

Corporate Officer _____

Date _____

City of Burnaby

City Clerk _____

Date _____

City of Chilliwack

Mayor _____

Corporate Officer _____

Date _____

City of Coquitlam

Mayor _____

City Clerk _____

Date _____

City of Delta

Mayor _____

City Clerk _____

Date _____

Village of Harrison Hot Springs

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of Langley

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the Township of Langley

Mayor _____

Township Clerk _____

Date _____

Village of Lions Bay

Mayor _____

Corporate Officer _____

Date _____

City of Maple Ridge

Presiding Member _____

Corporate Officer _____

Date _____

The Corporation of the City of New Westminster

Mayor _____

City Clerk _____

Date _____

The Corporation of the City of North Vancouver

Mayor _____

City Clerk _____

Date _____

The Corporation of the District of North Vancouver

Mayor _____

Municipal Clerk _____

Date _____

The City of Pitt Meadows

Mayor _____

Corporate Officer _____

Date _____

The Corporation of the City of Port Coquitlam

Mayor _____

Corporate Officer _____

Date _____

City of Port Moody

Mayor

Corporate Officer

Date

The City of Richmond

Chief Administrative Officer

General Manager

Corporate and Financial Services

Date

District of Squamish

Mayor

Corporate Officer

Date

City of Surrey

Mayor

City Clerk

Date

The City of Vancouver

Director of Legal Services

Date

The Corporation of the District of West Vancouver

Mayor

Corporate Officer

Date

Resort Municipality of Whistler

Mayor

Municipal Clerk

Date

The Corporation of the City of White Rock

Mayor

Director of Corporate Administration

Date

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APPENDIX E

The Corporation of the District of North Vancouver

Bylaw 8431

A bylaw to amend District of North Vancouver Street and Traffic Bylaw 7125, 2004

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 Street and Traffic Bylaw 7125, 2004 Amendment Bylaw 8431, 2020 (Amendment 20)”.

Amendments

2. District of North Vancouver Street and Traffic Bylaw 7125, 2004 is amended by:
 - a) the addition of the following definitions to section 302:

Accessible Passenger Directed Vehicle has the meaning set out in the *Passenger Transportation Act*.

Commercial Loading Zone means an area or space on a Highway to be used exclusively by Commercial Vehicles.

Commercial Vehicle means a vehicle defined as such in, and licensed under, the *Commercial Transport Act* (British Columbia), as amended from time to time, or a vehicle not so licensed but being used in the ordinary course of a business for the regular collection or delivery of materials or goods.

Congestion and Curbside Management Permit means a permit issued by the Municipal Engineer under section 541 of this Bylaw.

Geo-fence means a virtual boundary between two geographic areas or a virtual perimeter around a geographic area, the location and delineation of which shall be determined by the Municipal Engineer.

Geo-fenced Area means the area within a Geo-fence, or on one side of a Geo-fence, as determined by the Municipal Engineer.

Loading Zone means the area or space on a Highway established for the exclusive use of vehicles during the loading or unloading of goods, materials or passengers.

Passenger Directed Vehicle has the meaning set out in the *Passenger Transportation Act*.

Passenger Transportation Act means the *Passenger Transportation Act*, SBC 2004, c.39, as the same may be amended from time to time.

Passenger Zone means the area or space on a Highway established for the exclusive use of vehicles during the loading or unloading of passengers.

Transportation Network Services has the meaning set out in the *Passenger Transportation Act*.

Weekdays means Monday through Friday.

Zero-emission Vehicle means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source, or a motor vehicle that has been approved by the Municipal Engineer as a Zero-emission Vehicle.

- b) the deletion of the definitions of “Co-op Vehicle” and “Co-op Parking Zone” from section 302;
- c) the replacement of section 403.6 with the following:

“establishment, designation and use of Loading Zones, Commercial Loading Zones, and Passenger Zones in the District;”
- d) the deletion of section 403.12;
- e) the re-numbering of section 403.13 and 403.14 as sections 403.12 and 403.13;
- f) the replacement of section 403.13 (previously section 403.14) with

“designation of Cycle Paths; and”
- g) the addition of the following section 403.14:

“establishment, designation and delineation of Geo-fenced Areas and the regulation, prohibition or control of traffic within such Geo-fenced Areas in accordance with sections 403.1 through 403.13.”
- h) the replacement of section 501.38 with the following:

“on any portion of a Highway where the curb or edge of the Roadway is painted yellow;”
- i) the replacement of the heading preceding section 515 with the following:

“Passenger Zones, Commercial Loading Zones and Loading Zones”

- j) the replacement of sections 515 through 520 with the following:

“515. Every Passenger Zone, Commercial Loading Zone and Loading Zone authorized by a bylaw or an order under a bylaw and established for the purpose of loading and unloading persons, materials or goods, and existing prior to adoption of this Bylaw, is authorized.

516. The Municipal Engineer may, by causing Traffic Control Devices to be placed or erected on any portion of a Highway, establish the designated portion of that Highway as a Loading Zone, Passenger Zone, or Commercial Loading Zone, and designate the area and define the rights, duties and obligations of traffic with respect to that Loading Zone, Passenger Zone, or Commercial Loading Zone.

517. No person may stop, stand or park a vehicle in a Passenger Zone, except for a passenger vehicle for a maximum of five minutes while loading or unloading persons.

518. No person shall stop, stand or park a vehicle in a Loading Zone except for the purpose of loading or unloading passengers, goods or materials, and no person shall stop, stand or park a vehicle in a Loading Zone for longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for longer than five minutes for the loading or unloading of passengers or 30 minutes for the loading or unloading of goods or materials.

519. No person shall stop, stand or park a vehicle other than a Commercial Vehicle in a Commercial Loading Zone.

520. No person shall stop, stand or park a vehicle in a Commercial Loading Zone except for the purpose of loading or unloading goods or materials, and no person shall stop, stand or park a vehicle in a Loading Zone for longer than the maximum period indicated on any Traffic Control Device, or in the absence of such posted time limit, for longer than 30 minutes.”

- k) the deletion of section 538; and

- l) the addition of the following as sections 538, 539 and 540:

“Transportation Network Services

538. The Municipal Engineer may establish and designate Geo-fenced Areas and regulate and control the operation of Transportation Network Services within any Geo-fenced Area, including the regulation or prohibition of stopping and loading by any Transportation Network Services provider within a Geo-fenced Area.

539. Except for Accessible Passenger Directed Vehicles, a Transportation Network Services provider must not cause, allow, or permit any Passenger Directed Vehicles being operated under the licence issued to them under the *Passenger Transportation Act* to stop to pick up or drop off any passengers on any Highway within the District of North Vancouver on Weekdays between the hours of 7:00 a.m. and 9:00 a.m. or the hours of 2:00 p.m. and 6:00 p.m. unless they hold a valid Congestion and Curbside Management Permit, in which case the Passenger Directed Vehicles may stop at any place where stopping is permitted at such times for the purposes of picking up or dropping off passengers.

540. The Municipal Engineer may issue a Congestion and Curbside Management Permit to a Transportation Network Services provider for the fee set out in the Fees and Charges Bylaw 6481, 1992, as amended from time to time, which fee may vary among vehicle types, and which fee shall be payable monthly at the end of each month in a manner satisfactory to the Municipal Engineer. No permit shall be required for Accessible Passenger Directed Vehicles used by a Transportation Network Services provider.”

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

APPENDIX F

The Corporation of the District of North Vancouver

Bylaw 8432

A bylaw to amend Fees and Charges Bylaw 6481, 1992

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

Citation

1. This bylaw may be cited as "Fees and Charges Bylaw 6481, 1992 Amendment Bylaw 8432, 2020 (Amendment 64)".

Amendments

2. Fees and Charges Bylaw 6481, 1992 is amended as follows:
 - a) The following is added to the end of the table entitled "Permit" in Schedule F:

Congestion and Curbside Management Permit (Transportation Network Services)	
Vehicles other than Zero-emission Vehicles and Accessible Passenger Directed Vehicles	\$0.10 per pick up and drop off
Zero-emission Vehicles	\$0.05 per pick up and drop off

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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APPENDIX G

The Corporation of the District of North Vancouver

Bylaw 8433

A bylaw to amend 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 8433, 2020 (Amendment 51)".

Amendments

2. Schedule A to Bylaw Notice Enforcement Bylaw 7458, 2004 is amended by:
 - a) Replacing sections 517, 518, 519 and 520 and replacing with the following

Bylaw Section	Description	A1 Penalty Amount	A2 Discounted Penalty: Within 14 days	A3 Late Payment: After 28 days	A4 Compliance Agreement Available	A5 Compliance Agreement Discount
	The following fines apply to the contraventions below:	(\$)	(\$)	(\$)		(\$)
Street and Traffic Bylaw 7125, 2004						
410	Place unauthorized Traffic Control Device	130	100	195	NO	N/A
517	Stop, stand or Park in Passenger Zone or exceed time in Passenger Zone	75	55	115	NO	N/A
518	Stop, stand or Park in Loading Zone or exceed time in Loading Zone	75	55	115	NO	N/A
519	Stop, stand or Park in Commercial Loading Zone	75	55	115	NO	N/A
520	Exceed time in a Commercial Loading Zone	75	55	115	NO	N/A

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 8434

A bylaw to enter into an Inter-municipal Transportation Network Services Business Licence Scheme

WHEREAS the municipalities that have entered or will enter into the Inter-municipal TNS Business Licence Agreement (the "*Participating Municipalities*") wish to permit licensed transportation network services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

AND WHEREAS each of the *Participating Municipalities* has or will adopt a similar bylaw to implement the *Inter-municipal TNS Business Licence* scheme;

AND WHEREAS the Corporation of the District of North Vancouver is a *Participating Municipality*;

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

Citation

1. This bylaw may be cited as "Inter-Municipal Transportation Network Services Business Licence Bylaw 8434, 2020".

Definitions

2. In this bylaw:

Accessible Vehicle means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

Business has the same meaning as in the *Community Charter*;

Community Charter means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

Inter-municipal TNS Business means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

Inter-municipal TNS Business Licence means a business licence which authorizes an *Inter-municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

Mobility Aid has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39. as may be amended or replaced from time to time;

Municipal Business Licence means a licence or permit, other than an *Inter-municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

Participating Municipality means any one of the *Participating Municipalities*;

Premises means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

TNS Business means a person carrying on the business of providing *Transportation Network Services*;

Transportation Network Services has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

Vancouver Charter means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

Zero Emission Vehicle means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

Establishment of Inter-municipal TNS Business Licence Scheme

3. There is hereby established an *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.
4. Subject to the provisions of this Bylaw, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.
5. All *Inter-municipal TNS Business Licences* will be issued by the City of Vancouver.
6. The City of Vancouver may issue an *Inter-municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-municipal TNS Business* and meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver's License By-law No. 4450.

7. Notwithstanding that a *TNS Business* may hold an *Inter-municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.
8. Any *Participating Municipality* may require that the holder of an *Inter-municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.
9. The annual *Inter-municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-municipal TNS Business Licence* fee owing under this section 9.
10. The fee for any additional vehicles that begin operating under the authority of an *Inter-municipal TNS Business License* holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The length of term of an *Inter-municipal TNS Business Licence* is 12 months, except that the length of term of the initial *Inter-municipal TNS Business Licence* issued to an *Inter-municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Intermunicipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
12. An *Inter-municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter-municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with this Bylaw, then the *Inter-municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.

13. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence bylaw of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.
14. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and cancel an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence bylaw of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.
15. The suspension or cancellation of an *Inter-municipal TNS Business Licence* under section 12 or 13 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-municipal TNS Business Licence*.
16. Nothing in this Bylaw affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.
17. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:
 - (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
 - (b) include a certified copy of the municipal Council resolution or bylaw authorizing the municipality's withdrawal from the *Inter-municipal TNS Business Licence* scheme.
18. Despite any other provision of this Bylaw, an *Inter-municipal TNS Business Licence* granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*.

19. A business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Bylaw, even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

Severability

20. The invalidity or unenforceability of any provision of this bylaw shall not affect the validity or enforceability of any other provisions of this bylaw and any such invalid or unenforceable provision shall be deemed to be severable.

READ a first time

READ a second time

READ a third time

NOTICE given under Section 59 of the *Community Charter* on _____ and _____, 2020

OPPORTUNITY for representations to Council provided in accordance with Section 59 of the *Community Charter* on _____

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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PUBLIC MEETING

Inter-municipal Transportation Network Services Business Licence Bylaw

What: A Public Meeting for Bylaw 8434, which proposes to establish an Inter-municipal Transportation Network Services (TNS) Business Licence to allow ride-hailing services to operate in the District of North Vancouver.

The Inter-municipal business licence would streamline the licensing process across the region and allow ride-hailing companies to operate in all participating municipalities with a single business licence.

Bylaw 8434 details the conditions of the TNS Business Licence, including but not limited to:

- Licence issuing authority
- Licence Fees
- Suspension and termination of licences
- Conditions for withdrawal from the TNS Business Licence scheme

When: 7:15pm, Monday, March 9, 2020.

Where: Council Chambers, District of North Vancouver Municipal Hall, 355 West Queens Road, North Vancouver, BC

How can I provide input?

If you or your interests are affected by the bylaw, please attend this public meeting. You can speak in person by signing up at the meeting, or you can provide a written submission to the Municipal Clerk at input@dnv.org or by mail to Municipal Clerk, District of North Vancouver, 355 West Queens Road, North Vancouver, BC, V7N 4N5, before the conclusion of the public meeting.

Need more info?

Relevant background material and copies of the bylaw are available for review at the Municipal Clerk's Office or online at **[DNV.org/public_hearing](https://dnv.org/public_hearing)** from March 3 to March 9, 2020. Office hours are Monday to Friday, 8 am to 4:30 pm, except statutory holidays.

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