



ADMINISTRATIVE REPORT

Report Date: April 30, 2014
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Meeting Date: May 27, 2014

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Minor Amendments to the Street and Traffic By-law 2849 and the Contracting Protocol for Antenna Installations on City-Owned Poles

RECOMMENDATION

- A. THAT Council amend the Street and Traffic By-Law, as described in this report and as generally set out in Appendix A.
- B. THAT the Director of Legal Services be requested to prepare the necessary amendments to the Street and Traffic By-law.
- C. THAT Council approve the amendment and restatement of the last paragraph (Section 8) of the "Contracting Protocol for Antenna Installations on City-Owned Poles" approved by Council on February 12, 2013 (the "Protocol") such that the last paragraph reads, in full, as follows: "License Agreements shall be based on the form approved by Vancouver City Council on July 24, 2013."

REPORT SUMMARY

This report recommends several minor amendments to the Street and Traffic By-law as well as an amendment to the Contracting Protocol for Antenna Installations on City-owned Poles (The Protocol). These amendments have been gathered and reported together as they all relate to changes to the Street and Traffic By-law.

This report has been broken down into the following sections:

- **Residential Parking Permit Regulations** - Establishes clearer regulations regarding the use of residential parking permits

- **Oversize Vehicle Time of Day Restrictions** - Modifies the time oversized vehicles are prohibited from using City streets from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. to 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:00 p.m.
- **Doors or Gates onto Lanes** - Introduces stopping regulations that prohibit stopping in front of doors or gates in lanes (currently only prohibited for fire doors and fire gates)
- **Motor Vehicles Stopping on Bicycle Lanes** - Enables Parking Enforcement Officers to issue tickets for motor vehicles stopping on bicycle lanes
- **Defacing Poles - Street Light Attachment Exceptions** - Adds additional exceptions as to what can be affixed to lighting poles to allow for more flexibility for attaching equipment and other items, including bike racks, to light poles and other poles on City streets.
- **Contracting Protocol for Installations on City-Owned Poles** - Modifies the Protocol so that the Protocol clearly states that license agreements for street light attachments will be based on the form approved by Council on July 24th, 2013.
- **Regulating Advertising Devices** - Delegates authority to the City Engineer to regulate advertising on City Streets

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Council has the authority to amend the Street and Traffic By-law. As it relates to the issues contained in this report, the current by-law:

- sets the prices of residential parking permits;
- delegates authority to the City Engineer to designate portions of the street as permit parking areas, determine the form of permits, and set other miscellaneous regulations;
- sets oversized vehicle time of day restrictions;
- sets parking and stopping regulations on streets;
- sets parking and stopping regulations in front of fire doors and fire gates in lanes (amended in 2012 to include fire gates);
- specifies what can be attached to light standards and other poles; and
- regulates advertising on City streets.

The Protocol was approved by Council on February 13, 2013 and the license agreement for attaching telecommunications infrastructure to City poles was approved on July 24, 2013. The Protocol allows telecommunications companies to install telecommunications equipment on City-owned poles by way of a license agreement with the City.

REPORT

This report recommends several minor amendments to the Street and Traffic By-law as well as an amendment to the Protocol. These amendments have been gathered and reported together as they all relate to changes to the Street and Traffic By-law.

Residential Parking Permit Regulations

Background/Context

In 2013, the City successfully launched new service channels to sell residential parking permits online and through 311. Prior to the launch of this new service, residential parking permits could only be purchased in person by residents. Today, less than one year after launch of the new service channels, approximately 55% of permit sales occur online and 5%

through 311. Development of these new service channels involved review of all existing processes related to the issuance of parking permits. As a result of this review, staff identified opportunities to strengthen and clarify existing by-laws.

The Street and Traffic By-law states that the City Engineer may determine the form of permits, may make regulations as to the area and period for which the permits shall be valid, how they shall be displayed and distributed, and such other miscellaneous regulations as may be required, and may issue other permits which appear appropriate. It also states that no holder of a permit authorizing parking in an area specified in the permit shall sell, assign or otherwise transfer that person's interest in the permit.

Strategic Analysis

Although the current regulations in the Street and Traffic By-law give staff flexibility in the administration of the residential parking permit program, there are additional regulations that staff recommend explicitly stating to improve enforceability and communication to the public. These new regulations include:

- strengthened clauses regarding the responsibilities and requirements of permit holders;
- new clauses that prevent all persons from providing false information in permit applications;
- new clauses that prevent all persons from displaying copies of permits, permits issued for other vehicles, or permits that they are no longer eligible to hold;
- explicitly stating permit fees for short-term permits available for visitors;
- explicitly stating permit fees for short-term permits available for tradespeople that are constructing or renovating a home in a permit area.

To modify regulations regarding the issuance and use of residential parking permits as outlined above, Staff recommend amending the Street and Traffic By-law as proposed in Appendix A.

Oversize Vehicle Time of Day Restrictions

Background/Context

Oversize vehicles are larger than normal vehicles and require a special permit to operate on City streets since they are wider, higher, or heavier than several criteria set in the Street and Traffic By-law.

The Street and Traffic By-law states that oversized vehicle movement may be prohibited from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. in the downtown. This restriction is in place to help mitigate congestion and safety impacts. In practice, Engineering Services specifies that travel for oversized vehicles is not permitted from 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:00 p.m. citywide. These times of restriction are in line with rush period regulations in the City.

Strategic Analysis

To improve consistency between the Street and Traffic By-law and current practice staff recommend that the times of prohibited travel be changed to 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:00 p.m. and be in effect across the entire city.

Doors or Gates onto Lanes

Background/Context

Currently, the Street and Traffic By-law prohibits stopping in front of doorways marked as fire doors or fire gates in lanes but does not speak to other types of pedestrian access. As a consequence, pedestrians may be obstructed by vehicles parked directly in front of unmarked doors or gates; this may be especially difficult for individuals with disabilities or parents/guardians of small children with strollers.

Furthermore, the terms "fire door" and "fire gate" are poorly defined in the Street and Traffic By-law.

Strategic Analysis

Staff recommend amending the Street and Traffic By-law to prohibit stopping in front of any door, gate or opening in a wall that permits pedestrian access between public and private property in addition to doors marked as "fire doors" or "fire gates". This recommendation is guided by policy set in Transportation 2040.

Enforcement of lanes is frequently conducted on a complaint basis and staff will monitor the effectiveness and the enforcement implications of these changes.

To modify parking near doors and gates in lanes as outlined above, Staff recommend amending the Street and Traffic By-law as proposed in Appendix A.

Motor Vehicles Stopping on Bicycle Lanes

Background/Context

Both the British Columbia Motor Vehicle Act and the City's Street and Traffic By-law prohibit motor vehicles from stopping on bicycle lanes. The British Columbia Motor Vehicle Act states that a person must not drive, operate, stand or park a motor vehicle in a designated use lane. Bicycle lanes are considered designated use lanes. The Street and Traffic By-law states that stopping is prohibited on any portion of a street indicated by a sign as reserved for one or more particular class of vehicle, except for vehicles of that class and readily recognizable as such.

Although the British Columbia Motor Vehicle act clearly prohibits stopping on bicycle lanes, these regulations can only be enforced by the Vancouver Police Department, and not Parking Enforcement Officers. Furthermore, while the intent of the Street and Traffic By-law is to prohibit vehicles from stopping on cycling facilities, there are nuances in the wording that have made it difficult for the City's Parking Enforcement Officers to enforce when there is no nearby signage. Essentially, it refers only to signed bicycle lanes; however, in many situations bicycle lanes can be designated with road markings and have no nearby signage.

Strategic Analysis

To strengthen the Street and Traffic By-law and allow it to be enforced as intended with respect to motor vehicles stopping on bicycle lanes, staff recommend expanding the wording of the by-law to allow for portions of street dedicated to certain classes of vehicles to be delineated by either signage or other markings.

To modify stopping in bicycle lanes as outlined above, Staff recommend amending the Street and Traffic By-law as proposed in Appendix A.

Defacing Poles - Street Light and Street Furniture (Bike Rack) Attachment Exceptions

Background/Context

Section 85A of the Street and Traffic By-law states that no person shall attach anything to light poles, street furniture (including bicycle racks), or other poles on City streets with a few limited exceptions listed (signs, decorations, public notices, etc.). This section of the Street and Traffic By-law needs to be revised in order to permit City staff to approve other attachments to City poles and to allow a person to attach a bicycle to a bicycle rack. This will allow staff to move forward with the Protocol and other innovations where City poles can be utilized, pursuant to an agreement, to provide a public benefit.

Strategic Analysis

Expanding the Street and Traffic By-law to allow for other attachments outside of the exceptions currently listed (banners, signs, decorations, etc.) in the Street and Traffic By-law will give staff the capacity to move on Council initiatives such as using city infrastructure to attach recycling receptacles or to test and implement new, innovative technologies. This will also clarify the authority to execute license agreements for antenna attachments, as approved by Council, and thus it is critical for these changes to be made for purposes of such license agreements.

In addition, changes are required to remove ambiguity around the authority to attach bicycles to bicycle racks.

To modify the regulations related to attachments to poles and bicycle racks, Staff recommend amending the Street and Traffic By-law as proposed in Appendix A.

Contracting Protocol for Installations on City-Owned Poles

Background/Context

City staff is seeking to revise the "Contracting Protocol for Antenna Installations on City-Owned Poles" (the "Protocol"), attached to this report as Appendix B, so that the Protocol clearly states that license agreements for street light attachments will be based on the form approved by Council on July 24th, 2013. The Protocol is used as a means to permit antenna installations on City-owned poles by way of a license agreement with the City.

Strategic Analysis

As a further consequential amendment flowing from the approval by Council of the form of antenna license agreement on July 24, 2013, this report also seeks Council approval to amend the Protocol.

The last paragraph (Section 8) of the current Protocol contains certain general language about the form of antenna agreements, including a statement to the effect that agreements will be terminable by the City, including in cases in which antennae are opposed. The definitive form of license agreement that Council has approved implements this general direction by providing specifically as follows: (i) the term of each license is broken up into an initial term and two automatic renewal terms; (ii) the provisions of the agreement create various obligations in order to minimize the risk of opposition; and (iii) the agreement is terminable at the City's discretion in any automatic renewal term and otherwise in the case of breach of the agreement. City staff will manage the duration of license terms, and particularly initial terms, to protect City interests.

This report seeks Council approval to amend the last paragraph of the Protocol to state simply and for the avoidance of doubt that each license agreement must be in the form that Council has previously approved.

Regulating Advertising Devices

Background/Context

Sections 81 and 82 of the Street and Traffic By-law divides the authority to regulate advertising devices on City streets between the City Engineer, the Chief Constable and Council. Advertising includes material on a moving or static vehicle, or a person carrying an advertising device.

Strategic Analysis

Sections 81 and 82 regulates advertising devices on City streets. The current authority is divided between Council, the Chief Constable and the City Engineer. Staff recommend granting authority to the City Engineer, as is consistent with other regulatory authorities of the City Engineer.

CONCLUSION

Staff recommend that Council approve the regulations as outlined in the foregoing report and as set out in Appendix A for the following general subjects:

- **Residential Parking Permit Regulations** - Establish clearer regulations regarding the use of residential parking permits
- **Oversize Vehicle Time of Day Restrictions** - Modifies the time oversize vehicles are prohibited from using City streets from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. to 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:00 p.m.

- **Doors or Gates onto Lanes** - Introduce stopping regulations in lanes that prohibit stopping in front of doors of gates (currently only prohibited for fire doors and fire gates)
- **Motor Vehicles Stopping on Bicycle Lanes** - Improve the ability of Parking Enforcement Officers to issue tickets for stopping on bicycle lanes
- **Defacing Poles - Street Light Attachment Exceptions** - Adds additional exceptions as to what can be affixed to poles to allow for more flexibility for attaching equipment and other items to light poles and other poles on City streets, including bike racks.
- **Contracting Protocol for Installations on City-Owned Poles** - Modifies the "Contracting Protocol for Antenna Installations on City-Owned Poles" (the "Protocol") so that the Protocol clearly states that license agreements for street light attachments will be based on the form approved by Council on July 24th, 2013.
- **Regulating Advertising Devices** - Delegate authority to the City Engineer to regulate advertising on City Streets

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BY-LAW NO. _____

A By-law to amend
Street and Traffic By-law No. 2849
Regarding Miscellaneous Issues

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of By-law No. 2849.
2. Council strikes the current section 17.2(j) and replaces it with the following:

“(j) on any portion of street indicated by a sign or other marker as reserved for one or more class of vehicle, except for vehicles of that class.”
3. Council strikes the current section 19.1 (f), and replaces it with the following:

“(f) within a rectangular area extending:

 - (i) 0.5 metres along the lane from either edge of a door, gate or opening in a wall or other barrier that permits pedestrian access between public and private property; and
 - (ii) 3 metres into the lane from the front of either edge of a door, gate or opening in a wall or other barrier that permits pedestrian access between public and private property;”
4. Council strikes the current section 23.2 and replaces it with the following:

“23.2 The City Engineer may:

 - (a) issue any permit required under section 23;
 - (b) determine the form of permit; and
 - (c) impose conditions related to the area and period for which the permit is valid, how the permit shall be displayed and such other safety concerns as may be warranted.”
5. Council strikes the current section 23.3 and replaces it with the following:

“23.3 No holder of a permit issued under section 23 authorizing parking in an area specified in the permit may cause or allow the permit to be:

 - (a) altered, copied, sold, assigned or otherwise transferred;
 - (b) placed on a vehicle other than the vehicle for which the permit was issued; or

(c) used or displayed in contravention of the conditions of the permit.”

6. Council inserts as a new section 23.3A, the following:

“23.3A No person may:

- (a) possess or display on a vehicle a copy of a permit issued under section 23;
- (b) display a permit on a vehicle other than the vehicle for which it was issued; or
- (c) display a permit on a vehicle after the person is no longer eligible to hold the permit.”

7. Council inserts as a new section 23.3B, the following:

“23.3B No person may provide false information on an application for a permit issued under section 23.”

8. Council inserts as a new section 23.3C, the following:

“23.3C Any person who provides false information on an application for a permit under section 23 may not apply for another permit for a period of 6 months.”

9. Council inserts as a new section 23.8, the following:

“23.8 The City Engineer may issue:

- (a) a one-week permit for a vehicle operated by a visitor to an area subject to residential parking permits for a fee of \$10;
- (b) a daily permit for a vehicle operated by a tradesperson, working in an area subject to residential parking permits for a fee of \$5.”

10. Council strikes “Chief Constable” from section 82 and replaces it with “City Engineer”.

11. In section 85A:

- (a) Council strikes the word “or” from the end of section 85A (d);
- (b) Council strikes the “.” at the end of section 85A (e) and replaces it with “;”;
- (c) Council adds as sections 85A (f) and (g), the following:

“(f) installing such other devices or fixtures as are authorized by an agreement with the City; or

(g) attaching a bicycle, by way of a locking device, to a bicycle rack.”

12. Council strikes the current section 94(3) and replaces it with the following:

“(3) A permit issued pursuant to this section may, in addition to any other limitations, prohibit the operation or driving of the vehicle concerned on any through street or transit route or on any street within the downtown during the periods from 7:00 a.m. to 9:30 a.m. and 3:00 p.m. to 6:00 p.m.”

13. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.

14. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2014

Mayor

City Clerk

ENGINEERING SERVICES UTILITIES MANAGEMENT BRANCH

CONTRACTING PROTOCOL FOR ANTENNA INSTALLATIONS ON CITY-OWNED POLES

PURPOSE

The purpose of this protocol is to set forth certain guidelines and decision-criteria to be applied by the City of Vancouver (the “City”) in assessing whether, and on what terms, to enter into agreements that grant persons rights to install antennae on City-owned poles. The City urges persons seeking to enter into such agreements with the City (“Proponents”) to refer to this protocol before proposing any such agreements. The City reserves the right to revise this protocol at any time, and from time to time.

SCOPE

This protocol applies to the assessment of all proposed agreements between the City and other parties relating to antenna installations on poles owned by the City, as well as ancillary street level-systems. In the circumstances in which the City enters into an agreement that grants a Proponent a right to install any such antenna, the Proponent is not required to obtain a building or development permit, but the Proponent must obtain any other required permits.

REGULATORY CONTEXT

In Canada, the federal government, through Industry Canada and Health Canada, is primarily responsible for regulating wireless telecommunications and antennae. Proponents are responsible for ensuring that they comply with all federal legal requirements, including, without limitation and to the extent applicable, Industry Canada’s Client Procedures Circular 2-0-03 and Health Canada’s Safety Code 6. The City may require evidence of compliance with applicable federal, provincial or City requirements before it enters into an agreement with a Proponent that grants the Proponent the right to install antennae on City-owned poles (any such agreement, a “License Agreement”).

GUIDING PRINCIPLES

The following guiding principles describe certain City objectives that inform the remainder of this protocol.

Infrastructure Investment

Facilitate telecommunication infrastructure growth that supports the technology needs of the Vancouver business community and propels economic development.

Promoting Green Initiatives

Encourage undertakings that support the Greenest City Action Plan, such as the provision of power for food carts, special events and electric vehicle charging stations.

Partnerships & Collaborations Cultivate strong business relationships and seek opportunities to leverage benefits from strategic partnerships and collaborations.

DESIGN PRINCIPLES

The following design principles have been established by the City to support a well-balanced approach to integrating antenna systems into the public realm.

- Efforts should be made to minimise the size of antenna systems.
- Design and site decisions should respect view corridors.
- Antenna systems should be sympathetic to their environment and be designed in a manner that compliments the surrounding architecture and built form.
- Innovation in design, including the integration of public amenities into antenna systems, is encouraged.

CITY GUIDELINES AND REQUIREMENTS

1. PROPOSAL AND APPROVAL PROCESS

1.1 Pre-Proposal Consultation

The City's Engineering Services Department requires that Proponents undertake pre-proposal consultation, with City staff, to discuss proposed antenna system installations on City-owned poles.

1.2 Proposal Requirements

A Proponent must submit a proposal to the City's Engineering Services Department before the City will enter into any License Agreement. At minimum, the Proponent must provide:

- A company name and contact information;
- A description of the intended purpose of the antenna system;
- A site plan identifying the proposed locations of antennae and associated mechanical equipment, as well as the locations of existing antenna systems;
- Photo-realistic renderings of the proposed antenna system;
- Any other information requested during the pre-proposal consultation.

The proposal must be accompanied by the plan review charge.

1.3 Proposal Review and Approval Process

The review and approval process established by the City is outlined below.

1. The City will review the proposal submitted for completeness.
2. An onsite meeting may be required to discuss the proposed installation.
3. Following the proposal review and the onsite meeting, if any, the City will respond within seven business days, either granting preliminary approval or notifying the Proponent of the City's decision to not enter into a License Agreement.
4. Following preliminary approval, if any, the Proponent must submit an engineering drawing of the proposed installation, including a site-plan and detailed side-view,

with dimensions and elevations. Drawing submissions must adhere to the specifications set out in the City's [Utilities Design and Construction Manual](#).

5. The City will endeavour to issue final drawing approvals within 10 business days, unless drawing revisions are necessary.
6. Final permission to proceed will be granted only upon the execution of a License Agreement with the City.

Engineering Services may establish more specific review and approval procedures in conformity with the foregoing.

1.4 Proponent Responsibilities

Each Proponent will be responsible for:

- Securing all required authorizations, approvals and permits, prior to commencing construction (including required City permits);
- All costs associated with modifying or replacing City-owned poles; and
- Provision for supplying and maintaining power and all other associated costs.

2. NOTIFICATION REQUIREMENTS

Engineering Services may establish public or community notification requirements in respect of particular types of poles and placement locations from time to time in conformity with this protocol.

3. LOCATION AND SITING

3.1 Antenna Placement Criteria

When considering placements of antennae on City-owned poles, the City will be guided by the following preferences. It is preferable that antennae be:

- Within commercial and industrial-zoned districts;
- On arterial streets (see "reference streets" on VanMap);
- Adjacent to parks, green spaces, golf courses and industrial areas;
- In a manner that does not adversely impact view corridors; and
- Not directly in front of doors, windows, balconies or residential frontages.

The City may enter into License Agreements contrary to these preferences in its discretion, but in those circumstances, the City is more likely to require the relevant Proponent to undertake public or community notification.

3.2 Mechanical Equipment Placement Criteria

Mechanical equipment, namely antenna kiosks, shall meet the requirements set out in Sections 3.8, 6.12 and 6.13 of the [Utilities Design and Construction Manual](#).

Exceptions to mechanical equipment placement criteria will be evaluated on a case-by-case basis, however where requirements cannot be met, the City may require such equipment to be located in an underground vault.

4. DESIGN GUIDELINES

4.1 General

- Proponents will be responsible for all design work, including but not limited to, geotechnical investigation, structural and foundation design, and electrical design work for antenna systems.
- All underground design work must adhere to the requirements set out in the [Utilities Design and Construction Manual](#).

4.2 Pole and Antenna Design

- Antennae designed to be mounted on top of a City-owned pole must be cylindrical in form and fabricated to match the diameter of the supporting pole. Panel antennae will only be permitted exceptionally;
- The total height of a City-owned pole and any attached antenna must be no more than 14.9 metres; and
- When possible, an antenna must be painted and textured to match the supporting pole.

4.3 Mechanical Equipment Design

- Kiosks must be designed in a manner which integrates them into their surroundings, including through the use of decorative wraps that are graffiti-resistant;
- Kiosk dimensions must not exceed 1 cubic metre; and
- Cables and wires must be concealed or covered.

5. CONSTRUCTION REQUIREMENTS

All construction work must meet the requirements set out in the [Utilities Design and Construction Manual](#).

6. CONTRACT CHARGES

6.1 Minicell Installations

Plan Review

Prior to entering into a License Agreement for a minicell installation, the City will require the payment of \$1,200 to offset City costs for plan review.

Annual Payments for Pole Use

The ongoing consideration required by the City under License Agreements for minicell installations will be as follows:

- \$3,000 per pole, for each new pole installation where the total height of the new pole-antenna combination is less than or equal to 12.0m;
- \$4,000 per pole, for each new pole installation where the total height of the new pole-antenna combination is greater than 12.0m but less than or equal to 13.0m;
- \$5,000 per pole, for each new pole installation where the total height of the new pole-antenna combination is greater than 13.0m but less than or equal to 14.0;
- \$6,000 per pole, for each new pole installation where the total height of the new pole-antenna combination is greater than 14.0m but less than or equal to 14.4m; and

- \$7,000 per pole, for each new pole installation where the total height of the new pole-antenna combination is greater than 14.4m but less than or equal to 14.9m.

Special Considerations

As an incentive for pole-antenna combinations that both (1) incorporate innovative design or engineering and (2) provide power outlets, the City will reduce the annual charges for pole use by ten percent for a period of ten years for such installations (as determined by the City).

In addition, the annual payment for pole use will be reduced by \$500 for those installations that do not require an aboveground kiosk.

For purposes hereof "minicell" refers to a top-mount antenna, cylindrical in form that is integrated into the top of a street light pole.

6.2 Microcell and Wi-Fi Installations

Plan Review

Prior to entering into a License Agreement for any installation other than a minicell installation, the City will require the payment of \$150 to offset City costs for plan review.

Annual Payments for Pole Use

It is anticipated that the ongoing consideration required by the City under License Agreements for installation of microcell or Wi-Fi devices will range from \$250 to \$500 per pole. Charges for these installations shall be approved by Vancouver City Council at a later date.

7. PUBLIC BENEFITS

Proponents are encouraged to consider innovative designs that incorporate public amenities into antenna systems. On occasion, the City may require Proponents to integrate power supply for amenities into their designs or provide other public benefits, and be responsible for all associated costs. Power could be used for, among other things, food carts, special events, power washing, lighting or electric vehicle charging. In such cases, annual pole use payments would be reduced (or would not apply for a period of time) in order to offset the costs of the amenities or other public benefits (but without taking into account Proponent's financing charges).

8. LICENSE AGREEMENT TERMS

License Agreements shall be in the form approved by Vancouver City Council. License agreements shall be terminable by the City, including as a result of any community or neighbourhood opposition.