



REGULAR COUNCIL MEETING MINUTES

MAY 14, 2019

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, May 14, 2019, at 9:35 am, in the Council Chamber, Third Floor, City Hall.

PRESENT:

- Mayor Kennedy Stewart
- Councillor Rebecca Bligh
- Councillor Christine Boyle*
- Councillor Adriane Carr
- Councillor Melissa De Genova*
- Councillor Lisa Dominato*
- Councillor Pete Fry
- Councillor Colleen Hardwick*
- Councillor Sarah Kirby-Yung
- Councillor Jean Swanson
- Councillor Michael Wiebe

CITY MANAGER'S OFFICE: Sadhu Johnston, City Manager
Paul Mochrie, Deputy City Manager

CITY CLERK'S OFFICE: Katrina Leckovic, City Clerk
Terri Burke, Meeting Coordinator
Irina Dragnea, Meeting Coordinator

* Denotes absence for a portion of the meeting.

WELCOME

The Mayor acknowledged we are on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations and we thank them for having cared for this land and look forward to working with them in partnership as we continue to build this great city together.

The Mayor also recognized the immense contributions of the City of Vancouver's staff who work hard every day to help make our city an incredible place to live, work, and play.

PROCLAMATION – Childcare Month

Mayor Stewart proclaimed the month of May 2019 as Child Care Month in the city of Vancouver, and invited Kim Adamson, General Manager, Early Years and Family Development at the YMCA of Greater Vancouver, to the podium to receive the proclamation and say a few words. Ms. Adamson was accompanied by children from the YMCA Kids at Heather Child Care Centre.

IN CAMERA MEETING

MOVED by Councillor Wiebe
SECONDED by Councillor Carr

- A. THAT Council will go into meetings later this week which are closed to the public, pursuant to Section 165.2(1) of the *Vancouver Charter*, to discuss matters related to paragraphs:
- (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the city or another position appointed by the city;
 - (b) personal information about an identifiable individual who is being considered for an award or honour, or who has offered to provide a gift to the city on condition of anonymity;
 - (e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the city;
 - (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
 - (k) negotiations and related discussions respecting the proposed provision of an activity, work or facility that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the city if they were held in public.
- B. THAT Council will go into a meeting on May 27, 2019, which is closed to the public, pursuant to Section 165.2(1) of the *Vancouver Charter*, to discuss matters related to paragraphs:
- (c) labour relations or other employee relations;
 - (k) negotiations and related discussions respecting the proposed provision of an activity, work or facility that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the city if they were held in public.

CARRIED UNANIMOUSLY
(Councillor Dominato absent for the vote)

ADOPTION OF MINUTES

1. Regular Council – April 23, 2019

MOVED by Councillor Carr
SECONDED by Councillor Boyle

THAT the Minutes of the Regular Council meeting of April 23, 2019, be approved.

CARRIED UNANIMOUSLY
(Councillor Dominato absent for the vote)

2. Regular Council (City Finance and Services) – April 24 and 29, 2019

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT the Minutes of the Regular Council meeting following the Standing Committee on City Finance and Services meeting of April 24 and 29, 2019, be approved.

CARRIED UNANIMOUSLY
(Councillor Dominato absent for the vote)

MATTERS ADOPTED ON CONSENT

At the March 13, 2019, City Finance and Services Standing Committee meeting, Council agreed to consider suspending and varying certain provisions in the Procedure By-law for the Regular Council and Standing Committee meetings during April and May as part of the Council meeting procedures pilot project. The motions below are a result of those changes.

The Mayor noted requests to speak to Administrative Report 5 had been received.

* * * * *

MOVED by Councillor Carr
SECONDED by Councillor Wiebe

THAT under Section 6.8 of the Procedure By-law, Council suspend rule 13.7 of the Procedure By-law, to allow public delegation's permission to speak.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

* * * * *

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Bligh

THAT under Section 6.8 of the Procedure By-law, Council suspend rule 13.8 of the Procedure By-law, to allow members of the public to speak up to three minutes;

FURTHER THAT under Section 6.8 of the Procedure By-law, Council suspend rule 13.9 of the Procedure By-law, to allow Council members up to three minutes for questions and answers of public speakers.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

* * * * *

MOVED by Councillor De Genova
SECONDED by Councillor Bligh

THAT Council adopt Administrative Report 2 and Policy Reports 1 and 3 to 5, on consent.

CARRIED UNANIMOUSLY

REPORT REFERENCE

1. **May is Childcare Month – Childcare Update and Celebration**

Sandra Singh, General Manager, Arts, Culture and Community Services, and Catherine Buckham, Senior Social Planner, provided an update on Childcare, including the City's role, policy and research, space creation and regulation, funding, and partnerships.

Professor Susan Herrington, Chair of UBC's School of Landscape Architecture, provided a presentation on research on "Outdoor Play Spaces at Childcare Centres".

Ms. Singh, Ms. Buckham, and Professor Herrington, along with Mary Clare Zak, Managing Director, Social Policy and Projects Division, and Mark Pickersgill, Social Planner, responded to questions.

UNFINISHED BUSINESS

1. **Review of SNC-Lavalin Relationship with the City of Vancouver**

On April 23, 2019, Vancouver City Council referred this matter to the Standing Committee on City Finance and Services meeting on April 24, 2019, in order to hear from speakers. Subsequently, on April 24, 2019, Council heard from speakers and referred debate and decision on the matter to the Regular Council meeting following the Standing Committee meeting, as Unfinished Business.

On April 29, 2019, at the reconvened Regular Council meeting following the Standing Committee meeting, Council referred debate and decision on the above-noted motion to the Regular Council meeting to be held on May 14, 2019, as Unfinished Business.

The motion below was on the floor.

MOVED by Councillor Hardwick
SECONDED by Councillor De Genova

WHEREAS

1. On January 30, 2019, Vancouver City Council endorsed a SkyTrain Millennium Line extension from Arbutus Street to the University of British Columbia (UBC);
2. SkyTrain is TransLink's name for the Vancouver region's rail system which has two main types of technology, the Canada Line that is conventional and the Expo and Millennium Lines that are unconventional. The unconventional Millennium Line technology would apply to the proposed extension to UBC, of which SNC Lavalin (track and electrics) and Bombardier (cars) partnered to build the SkyTrain Millennium Line;
3. On February 11, 2019, it was announced that Federal Ethics Commissioner Mario Dion will investigate allegations that the Prime Minister's Office pressured former attorney general Jody Wilson-Raybould to help Quebec engineering firm SNC-Lavalin avoid criminal prosecution;
4. Ongoing media reports since February 6, 2019, have exposed the current status of corruption charges related to the SNC-Lavalin Group Inc., involving alleged bribery and fraud. In the wake of a failed bid for judicial review, the appearance is that Public Prosecution Service of Canada is likely to proceed with a trial rather than a negotiated settlement agreement;
5. Bombardier is also reported as being investigated for allegations of corruption through a World Bank audit and has been struggling to produce trains for existing orders for rail equipment or to fix equipment problems. The New York City Transit Authority announced as reported on January 24, 2019, that they are halting delivery of any new train cars from Bombardier until more of the existing ones are fixed;
6. City Council endorsement of Broadway rapid transit extension to UBC as SkyTrain Millennium Line technology was rushed in consideration of potential funding in the Federal budget announced March 19, 2019, that did not materialize;
7. City of Vancouver statements of financial information show a total of \$2,916,452 in payments to SNC-Lavalin between 2010 and 2017;

8. Part of the project approval process for the subway SkyTrain Millennium Line extension is the consideration by the TransLink Mayors' Council, which endorsed SkyTrain at their meeting on February 15, 2019, subject to confirmation from staff regarding the proprietary rights of SNC-Lavalin and the ability to get competitive bids;
9. The recent 2019 McElhanney draft report, that both the City of Vancouver and the TransLink Mayors' Council based the decision to endorse SkyTrain technology for a Millennium Line extension of the subway Arbutus to UBC, was an update of the former 2012 report by SNC-Lavalin / Steer Davies Gleave report that recommended the SkyTrain Millennium Line extension to Broadway;
10. A criminal conviction against SNC-Lavalin could result in them not being allowed to bid on either the phase 1 Millennium Line extension Broadway subway from VCC to Arbutus or the phase 2 extension from Arbutus to UBC;
11. Council requires all related information to make informed decisions.

THEREFORE BE IT RESOLVED

- A. THAT Council instruct staff to report back to Council with a thorough review of the existing relationship between the City of Vancouver, SNC Lavalin, and Bombardier, including the procurement relationship.
- B. THAT Council instruct staff to report back to Council with information on how SkyTrain use as a Millennium Line extension could be affected by further outcomes of the criminal prosecution for corruption charges of SNC-Lavalin Group Inc. and the World Bank's audit of Bombardier for allegations of corruption.
- C. THAT Council instruct staff to consult with TransLink staff and report back to Council on the results as soon as available from the TransLink staff report to the Mayors' Council on any proprietary rights or bidding advantage of SNC-Lavalin and Bombardier for the SkyTrain Millennium Line extension and the ability for other firms to bid competitively.
- D. THAT the above information be provided to Council, and before any further Council decisions are made on a Broadway subway phase 1 or phase 2 for a SkyTrain Millennium Line extension, Council should consider whether any information required by this motion has not been presented to Council, and whether any decision should be delayed until that information is fully reviewed and confirmed to Council's satisfaction.

Following discussion, Council agreed to separate the vote on the components of the motion.

The Motion was put with A CARRIED with Councillor Boyle and Mayor Stewart opposed (Vote No. 04374), B CARRIED with Councillors Boyle, Carr, Fry and Mayor Stewart opposed (Vote No. 04375), C CARRIED with Councillor Boyle opposed and Councillor Dominato

abstaining from the vote (Vote No. 04376), and D LOST with Councillors Bligh, Boyle, Carr, Dominato, Fry, Kirby-Yung, Swanson, Wiebe and Mayor Stewart opposed, and Councillor De Genova abstaining from the vote (Vote No. 04377).

Section 145.1 of the Vancouver Charter states "Where a member present at a meeting abstains from voting, they are deemed to have voted in the affirmative."

FINAL MOTION AS APPROVED

WHEREAS

1. On January 30, 2019, Vancouver City Council endorsed a SkyTrain Millennium Line extension from Arbutus Street to the University of British Columbia (UBC);
2. SkyTrain is TransLink's name for the Vancouver region's rail system which has two main types of technology, the Canada Line that is conventional and the Expo and Millennium Lines that are unconventional. The unconventional Millennium Line technology would apply to the proposed extension to UBC, of which SNC Lavalin (track and electrics) and Bombardier (cars) partnered to build the SkyTrain Millennium Line;
3. On February 11, 2019, it was announced that Federal Ethics Commissioner Mario Dion will investigate allegations that the Prime Minister's Office pressured former attorney general Jody Wilson-Raybould to help Quebec engineering firm SNC Lavalin avoid criminal prosecution;
4. Ongoing media reports since February 6, 2019, have exposed the current status of corruption charges related to the SNC-Lavalin Group Inc., involving alleged bribery and fraud. In the wake of a failed bid for judicial review, the appearance is that Public Prosecution Service of Canada is likely to proceed with a trial rather than a negotiated settlement agreement;
5. Bombardier is also reported as being investigated for allegations of corruption through a World Bank audit and has been struggling to produce trains for existing orders for rail equipment or to fix equipment problems. The New York City Transit Authority announced as reported on January 24, 2019, that they are halting delivery of any new train cars from Bombardier until more of the existing ones are fixed;
6. City Council endorsement of Broadway rapid transit extension to UBC as SkyTrain Millennium Line technology was rushed in consideration of potential funding in the Federal budget announced March 19, 2019, that did not materialize;
7. City of Vancouver statements of financial information show a total of \$2,916,452 in payments to SNC-Lavalin between 2010 and 2017;
8. Part of the project approval process for the subway SkyTrain Millennium Line

extension is the consideration by the TransLink Mayors' Council, which endorsed SkyTrain at their meeting on February 15, 2019, subject to confirmation from staff regarding the proprietary rights of SNC-Lavalin and the ability to get competitive bids;

9. The recent 2019 McElhanney draft report, that both the City of Vancouver and the TransLink Mayors' Council based the decision to endorse SkyTrain technology for a Millennium Line extension of the subway Arbutus to UBC, was an update of the former 2012 report by SNC-Lavalin / Steer Davies Gleave report that recommended the SkyTrain Millennium Line extension to Broadway;
10. A criminal conviction against SNC-Lavalin could result in them not being allowed to bid on either the phase 1 Millennium Line extension Broadway subway from VCC to Arbutus or the phase 2 extension from Arbutus to UBC;
11. Council requires all related information to make informed decisions.

THEREFORE BE IT RESOLVED

- A. THAT Council instruct staff to report back to Council with a thorough review of the existing relationship between the City of Vancouver, SNC Lavalin, and Bombardier, including the procurement relationship.
- B. THAT Council instruct staff to report back to Council with information on how SkyTrain use as a Millennium Line extension could be affected by further outcomes of the criminal prosecution for corruption charges of SNC-Lavalin Group Inc. and the World Bank's audit of Bombardier for allegations of corruption.
- C. THAT Council instruct staff to consult with TransLink staff and report back to Council on the results as soon as available from the TransLink staff report to the Mayors' Council on any proprietary rights or bidding advantage of SNC-Lavalin and Bombardier for the SkyTrain Millennium Line extension and the ability for other firms to bid competitively.

2. Safer Slower Streets: 30 km/h Residential Street Pilot

On April 23, 2019, Vancouver City Council referred the motion below to the Standing Committee on City Finance and Services meeting on April 24, 2019, in order to hear from speakers. Subsequently, on April 24, 2019, Council heard from speakers and referred debate and decision on the matter to the Regular Council meeting following the Standing Committee meeting, as Unfinished Business.

On April 29, 2019, at the reconvened Regular Council meeting following the Standing Committee meeting, Council referred debate and decision on the above-noted motion to the Regular Council meeting to be held on May 14, 2019, as Unfinished Business.

The motion below was on the floor.

MOVED by Councillor Fry
SECONDED by Councillor Carr

WHEREAS

1. Currently, the Motor Vehicle Act (“MVA”) stipulates a speed limit of 50 kilometers per hour (“km/h”) within city limits;
2. The probability of pedestrian survival is about 90% if struck by a motor vehicle travelling at 30 km/h, while survival is reduced to 20% if struck by a motor vehicle travelling at 50 km/h;
3. Lower speed limits are more compatible with active transportation, and create safer, better engaged, healthier and more inclusive communities;
4. In 2012, the City of Vancouver’s *Pedestrian Safety Study* identified that mixed mode roadways allow for shared use of space by motor vehicles, pedestrians, and bicyclists without lane assignment. These roadways typically have posted reduced speed limits, while improving public realm, social connectivity, and increasing active transportation;
5. In 2015, the BC Road Safety Strategy set out the goal of zero traffic fatalities and serious injuries and discussed safe speeds. In 2016, the Provincial Health Officer’s Annual Report also recommended a 30 km/h speed limit in urban areas;
6. In 2016, the City of Vancouver launched its action plan “Moving Towards Zero” which is linked to *Vision Zero*, an international framework and project that prioritizes road traffic safety over speed or convenience and emphasizes that the responsibility for safety is shared by transportation system designers and road users;
7. In June 2016, as part of its position paper, *Modernizing the BC Motor Vehicle Act*, the British Columbia-based Road Safety Law Reform Group recommended: “A default provincial speed limit of 30 km/h for local (no centre line) streets should be included in the *Motor Vehicle Act*, with municipalities enabled to increase speed limits on local streets in a case-by-case basis by by-law and posted signage.”;
8. In 2018, the provincial government’s *B.C. Community Road Safety Toolkit* recommended lower speed limits in downtown areas and residential roads;
9. Today, Vancouver has a 30 km/h limit on designated bike routes, in school and playground zones during posted times and on local streets. Additionally, Vancouver has designated a portion of Hastings Street, 29th Avenue and Victoria Drive with 30 km/h limit. However, a blanket speed limit reduction for local streets would require changes to the *Motor Vehicle Act* or significant signage and roadwork by the city;

10. Vancouver's goal is *Moving Towards Zero Fatalities and Serious Injuries*.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to submit the following resolution along with the above preamble (articles 1, 2, 3, 5, 7, 8) for consideration at the Lower Mainland Local Government Association and/or working with other municipalities to present at Union of BC Municipalities: "THEREFORE BE IT RESOLVED *that the Union of BC Municipalities lobby the province to amend the Motor Vehicle Act to a default speed limit of 30 kilometers per hour for local streets with municipalities enabled to increase speed limits on local streets in a case-by-case basis by by-laws and posted signage.*"
- B. THAT Council direct staff to develop a pilot 30 kilometers per hour speed limit demonstration project, focused on mixed mode use, reduced speeds, and complimentary road design with a mechanism to record and analyze before and after data.
- C. THAT Council direct staff to identify a local street, area, or areas within the city to pilot a 30 kilometer per hour speed limit demonstration project and report back with implementation strategy, timing, and budget as well as proposed road design changes by Q3 2019.

amended

AMENDMENT MOVED by Councillor Fry
SECONDED by Councillor Carr

THAT A be amended by striking the words after "THEREFORE BE IT RESOLVED", and inserting the following:

"that the Minister of Transportation and Infrastructure be asked to consider an amendment to the Motor Vehicle Act that would allow incorporated municipalities to institute blanket speed zones in residential areas."

CARRIED UNANIMOUSLY (Vote No. 04378)

AMENDMENT MOVED by Councillor Kirby-Yung
SECONDED by Councillor Wiebe

THAT the following be added as D:

THAT Council direct staff to report to Council on the Moving Towards Zero Safety Action Plan with an update on progress towards the zero fatalities goal, as well as other initiatives the City could undertake recognizing that traffic related fatalities typically occur on main streets and arterials.

AMENDMENT TO THE AMENDMENT MOVED by Councillor Carr
SECONDED by Councillor Fry

THAT the words “Fatalities and Serious Injuries” be inserted between the words “Zero” and “Safety”;

FURTHER THAT the following words be struck:

“recognizing that traffic related fatalities typically occur on main streets and arterials”.

CARRIED UNANIMOUSLY (Vote No. 04379)

The amendment to the amendment having carried unanimously, the amended amendment was put and CARRIED UNANIMOUSLY (Vote No. 04380)

AMENDMENT MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT in B, the words “for all vehicles” be added after the words “per hour”;

FURTHER THAT the following be added to the end of the motion:

- E. THAT Council direct staff to report back to Council with a complete budget in a memo for this pilot project before any work begins;
- F. THAT Council direct staff to explore funding opportunities for this pilot program, including but not limited to, ICBC.

Council agreed to separate the vote on the components of the amendment.

The amendment was put with B CARRIED with Councillors Boyle, Fry, Kirby-Yung, Swanson and Wiebe opposed (Vote No. 04381), and E CARRIED with Councillors Boyle, Carr, Fry, Swanson and Wiebe opposed (Vote No. 04382), and F was CARRIED UNANIMOUSLY (Vote No. 04383)

Following the votes on the amendments, the amended motion was put and CARRIED UNANIMOUSLY (Vote No. 04384).

FINAL MOTION AS APPROVED

WHEREAS

1. Currently, the Motor Vehicle Act (“MVA”) stipulates a speed limit of 50 kilometers per hour (“km/h”) within city limits;
2. The probability of pedestrian survival is about 90% if struck by a motor vehicle

travelling at 30 km/h, while survival is reduced to 20% if struck by a motor vehicle travelling at 50 km/h;

3. Lower speed limits are more compatible with active transportation, and create safer, better engaged, healthier and more inclusive communities;
4. In 2012, the City of Vancouver's Pedestrian Safety Study identified that mixed mode roadways allow for shared use of space by motor vehicles, pedestrians, and bicyclists without lane assignment. These roadways typically have posted reduced speed limits, while improving public realm, social connectivity, and increasing active transportation;
5. In 2015, the BC Road Safety Strategy set out the goal of zero traffic fatalities and serious injuries and discussed safe speeds. In 2016, the Provincial Health Officer's Annual Report also recommended a 30 km/h speed limit in urban areas;
6. In 2016, the City of Vancouver launched its action plan "Moving Towards Zero" which is linked to Vision Zero, an international framework and project that prioritizes road traffic safety over speed or convenience and emphasizes that the responsibility for safety is shared by transportation system designers and road users;
7. In June 2016, as part of its position paper, Modernizing the BC Motor Vehicle Act, the British Columbia-based Road Safety Law Reform Group recommended: "A default provincial speed limit of 30 km/h for local (no centre line) streets should be included in the Motor Vehicle Act, with municipalities enabled to increase speed limits on local streets in a case by-case basis by by-law and posted signage.";
8. In 2018, the provincial government's B.C. Community Road Safety Toolkit recommended lower speed limits in downtown areas and residential roads;
9. Today, Vancouver has a 30 km/h limit on designated bike routes, in school and playground zones during posted times and on local streets. Additionally, Vancouver has designated a portion of Hastings Street, 29th Avenue and Victoria Drive with 30 km/h limit. However, a blanket speed limit reduction for local streets would require changes to the Motor Vehicle Act or significant signage and roadwork by the city;
10. Vancouver's goal is Moving Towards Zero Fatalities and Serious Injuries.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to submit the following resolution along with the above preamble (articles 1, 2, 3, 5, 7, 8) for consideration at the Lower Mainland Local Government Association and/or working with other municipalities to present at Union of BC Municipalities: "THEREFORE BE IT RESOLVED that the Minister of Transportation and Infrastructure be asked to consider an amendment to the Motor Vehicle Act that would allow incorporated municipalities to institute blanket

speed zones in residential areas.”

- B. THAT Council direct staff to develop a pilot 30 kilometers per hour for all vehicles speed limit demonstration project, focused on mixed mode use, reduced speeds, and complimentary road design with a mechanism to record and analyze before and after data.
- C. THAT Council direct staff to identify a local street, area, or areas within the city to pilot a 30 kilometer per hour speed limit demonstration project and report back with implementation strategy, timing, and budget as well as proposed road design changes by Q3 2019.
- D. THAT Council direct staff to report to Council on the Moving Towards Zero Fatalities and Serious Injuries Safety Action Plan with an update on progress towards the zero fatalities goal, as well as other initiatives the City could undertake.
- E. THAT Council direct staff to report back to Council with a complete budget in a memo for this pilot project before any work begins.
- F. THAT Council direct staff to explore funding opportunities for this pilot program, including but not limited to, ICBC.

ADMINISTRATIVE REPORTS

1. Quarterly Capital Budget Adjustments and Closeouts May 1, 2019

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During discussion, Council recessed at 12 pm and reconvened at 3:11 pm.

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During questions to staff, Councillor De Genova rose to declare a possible conflict of interest on the questions being asked to staff regarding the Vancouver Police Department fleet, as she has a family member in the VPD. Councillor De Genova left the chamber at 3:22 pm and did not return until 3:31 pm, after the vote. Subsequently, she noted that she received advice from the City's Legal Department she was not in conflict of interest.

* * * * *

MOVED by Councillor Carr
SECONDED by Councillor Dominato

- A. THAT Council approve an increase of \$4.5 million to the 2019-2022 Capital Plan as outlined in the Administrative Report dated May 1, 2019, entitled “Quarterly Capital Budget Adjustments and Closeouts”, and in Appendix 2 of the same report.

- B. THAT Council approve budget and funding adjustments totalling a net increase of \$10.1 million to Multi-Year Capital Project Budgets as outlined in the Administrative Report dated May 1, 2019, entitled “Quarterly Capital Budget Adjustments and Closeouts”, and in Appendix 2 of the same report, with no change to the current overall 2019 Capital Expenditure Budget.
- C. THAT, as part of the quarterly Capital Budget closeout process, Council approve the closeout of 14 capital projects that were completed with a surplus or deficit exceeding \$200,000 as outlined in the Administrative Report dated May 1, 2019, entitled “Quarterly Capital Budget Adjustments and Closeouts”, and in Appendix 3 of the same report.
- D. THAT Council receive for information the budget surpluses or deficits for capital projects included in this quarter closeout that were funded by voter-approved capital funding, as noted in Appendix 4 of the Administrative Report dated May 1, 2019, entitled “Quarterly Capital Budget Adjustments and Closeouts”.

CARRIED (Vote No.04392)
(Councillor Hardwick opposed)
(Councillor De Genova absent for the vote)

**2. Vancouver Heritage Foundation Board – Annual Report 2018
April 16, 2019**

- A. THAT Council approve the 2018 Annual Report of Vancouver Heritage Foundation attached as Appendix A of the Administrative Report dated with April 16, 2019, entitled “Vancouver Heritage Foundation Board – Annual Report 2018”.
- B. THAT Council approve payment of a grant to Vancouver Heritage Foundation in the amount of \$132,650 to be used as operating funds for the third year of the three-year operating agreement (2017-2019), source of funding the 2019 Operating Budget.
- C. THAT Council authorize the Director of Legal Services to draft and execute a new three-year operating agreement at a base annual cost of \$135,304, plus inflationary increases, for 2020, 2021 and 2022 calendar years, for the Vancouver Heritage Foundation’s services, and that the new operating agreement be to the satisfaction of the Director of Legal Services and the City Manager. Funding for 2020 – 2022 to be addressed as part of the annual operating budget process.

ADOPTED ON CONSENT AND
BY THE REQUIRED MAJORITY (Vote No. 04393)

**3. 2019 Property Taxation: Rating By-laws and Averaging Resolutions
May 3, 2019**

MOVED by Councillor Carr

SECONDED by Councillor Boyle

- A. THAT Council adopt the 2019 rating by-laws that establish the municipal general purpose tax rate and the Metro Vancouver Regional District tax rate for each property class.
- B. THAT Council adopt the 2019 averaging resolutions that substitute the tax rates established by other taxing authorities to give effect to the targeted land assessment averaging program.

carried

AMENDMENT MOVED by Councillor Bligh

SECONDED by Councillor Kirby-Yung

THAT the following be added to the end of B:

“,except for the BC Additional School Tax, to allow for further discussions with the province”.

FURTHER THAT the following be added to the end of the motion:

- C. THAT Council direct City officials to follow up with the City's previous request to the province to withdraw the BC Additional School Tax, to again emphasize objections to the proposed \$100.6 million encroachment onto the municipal tax base of the BC Additional School Tax, and to request to the province to reconsider other options to mitigate the impact on both residents and small businesses, with a staff report back to Council with various options for Council consideration prior to 2019 municipal tax notices being released.
- D. THAT Council direct staff to make it clear to the province that the City will not collect the 2019 BC Additional School Tax without changes to make it more fair to city of Vancouver tax payers.

not put

Following information provided by the City Manager, Councillor Bligh requested to withdraw her amendment. Council unanimously agreed in favour of the withdrawal.

Council agreed to separate the vote on the components of the motion.

The motion was put with A CARRIED with Councillor Kirby-Yung opposed, Councillor Bligh abstaining from the vote, and Councillor Hardwick absent for the vote (Vote No. 04386) and B CARRIED UNANIMOUSLY, with Councillor Hardwick absent for the vote (Vote No. 04387).

Section 145.1 of the Vancouver Charter states "Where a member present at a meeting abstains from voting, they are deemed to have voted in the affirmative."

**4. Final Report on the Public Art Boost
May 1, 2019**

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Wiebe

THAT Council approve grant allocations of \$87,885 to support three projects, as listed in Table 4 of the Administrative Report dated May 1, 2019, entitled "Final Report on the Public Art Boost", source of funding is the Public Art Boost Innovation Funding previously approved by Council on June 29, 2016 (RTS 11505). These three projects fulfil the objectives of the Public Art Boost motion and enable the City to advance goals of Reconciliation by bringing significant temporary public art projects by local Indigenous artists and South Asian artists to the city.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY (Vote No. 04395)
(Councillor Hardwick absent for the vote)

**5. Canada Place Tour Bus Zone Fees
April 16, 2019**

Council heard from one speaker in support of the recommendations.

MOVED by Councillor Carr
SECONDED by Councillor Dominato

- A. THAT Council introduce a permit requirement and an associated fee and penalty structure for tour buses to access the tour bus zone on Canada Place as outlined in the Administrative Report dated April 16, 2019, entitled "Canada Place Tour Bus Zone Fees".
- B. THAT Council approve, in principle, amendments to the Street and Traffic By-law No. 2849 and the By-law Notice Enforcement By-law No. 10201 generally as set out in the Administrative Report dated April 16, 2019, entitled "Canada Place Tour Bus Zone Fees", and in Appendix A of the same report;

FURTHER THAT Council instruct the Director of Legal Services to bring forward for enactment amendments to the Street and Traffic By-law No. 2849 and the By-law Notice Enforcement By-law No. 10201 as generally set out in Appendix A of the above-noted report.

CARRIED UNANIMOUSLY (Vote No. 04396)
(Councillor Hardwick absent for the vote)

POLICY REPORTS

1. **Rezoning: 404-434 West 23rd Avenue April 9, 2019**

- A. THAT the application by Belford (23rd) Nominee Ltd., the registered owner, to rezone 404-434 West 23rd Avenue [Lots 18, 19, 20, 21 and 22, all of Block 661, District Lot 526, Plan 2913; PIDs: 013-343-807, 013 343-815, 013-343-831, 013-343-858, 013-343-955 respectively] all from RS-1 (One-Family Dwelling) District to RM-8A (Multiple Dwelling) District, be referred to a Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, subject to the Conditions of Approval contained in Appendix B of the Policy Report dated April 9, 2019, entitled "Rezoning: 404-434 West 23rd Avenue";

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law generally in accordance with Appendix A of the above-noted report for consideration at the Public Hearing.

- B. THAT, subject to the enactment of the amending by-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated April 9, 2019, entitled "Rezoning: 404-434 West 23rd Avenue";

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the amending by-law.

- C. THAT A and B above be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and

- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

ADOPTED ON CONSENT (Vote No. 04397)

**2. CD-1 Rezoning: 4575 Granville Street
April 30, 2019**

MOVED by Councillor De Genova
SECONDED by Councillor Carr

- A. THAT the application by Stuart Howard Architects Inc., on behalf of Jagmohan Singh Pabla and Kamlesh Rani Pabla, the registered owners, to rezone 4575 Granville Street [Lot 13, Block 790, District Lot 526, Plan 6011; PID 011-002-689] from RS-5 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 1.33 and the height from 10.7 m (35 ft.) to 12.6 m (41 ft.) to permit the development of two residential buildings containing a total of 21 secured market rental housing units, be referred to a Public Hearing together with:
 - (i) Plans prepared by Stuart Howard Architects Inc., received on February 16, 2018;
 - (ii) Draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 4575 Granville Street"; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B of the above-noted report;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A of the above-noted report for consideration at Public Hearing.

- B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 4575 Granville Street";

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- C. THAT, if after Public Hearing Council approves in principle this rezoning and the Housing Agreement described in Appendix B of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 4575 Granville Street", the Director of Legal Services be instructed to prepare the necessary Housing Agreement

By-law for enactment, after the Housing Agreement has been agreed to and signed by the applicant and its mortgagee(s) and prior to enactment of the CD-1 By-law contemplated by the above-noted report.

- D. THAT A to C above be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner;
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

CARRIED (Vote No. 04388)
(Councillors Bligh and Kirby-Yung opposed)
(Councillors Dominato and Hardwick absent for the vote)

**3. Rezoning: 6218-6230 Oak Street
April 30, 2019**

- A. THAT the application by CitiWest Consulting Ltd. on behalf of Bingzheng Li and 1131441 B.C. Ltd. , the registered owners, to rezone 6218-6230 Oak Street [Lot 1 and 2 of Lot H, Block 1008 District Lot 526, Plan 10874; PIDs 009-271-988 and 009-271-996 respectively] all from RS-1 (One-Family Dwelling) District to RM-8AN (Multiple Dwelling) District, be referred to a Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, subject to the Conditions of Approval contained in Appendix B of the Policy Report dated April 30, 2019, entitled "Rezoning: 6218-6230 Oak Street";

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law generally in accordance with Appendix A of the above-noted report for consideration at the Public Hearing.

- B. THAT, subject to the enactment of the amending by-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated April 30, 2019, entitled "Rezoning: 6218-6230 Oak Street";

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the amending by-law.

- C. THAT A and B above be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

ADOPTED ON CONSENT (Vote No. 04399)

**4. CD-1 Rezoning: 708-796 Renfrew Street
April 30, 2019**

- A. THAT the application by GBL Architects on behalf of Bains Holding Group Inc, the registered owner, to rezone 708-796 Renfrew Street [Lots 1 to 7, of Lot 82, Town Of Hastings Suburban Lands Plan 2688; PIDs 013-548-263, 013-548-271, 013-548-298, 013-548-310, 013-548-328, 013-548-336 and 013-243-993 respectively], from RS-1 (One Family Dwelling) District to CD-1 (Comprehensive Development) District to increase the permitted floor space ratio (FSR) from 0.60 to 2.07 and the building height from 10.7 m (35.1 ft.) to 16.3 m (53.5 ft.) to permit the development of two five storey residential buildings with 73 rental units, be referred to a Public Hearing, together with:
- (i) Plans prepared by GBL Architects Inc., received October 3, 2018;
 - (ii) Draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 708-796 Renfrew Street"; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, including approval in principle of the form of development, subject to the Conditions of Approval contained in Appendix B of the above-noted report;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A of the above-noted report for consideration at Public Hearing.

- B. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 708-796 Renfrew Street";

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the CD-1 By-law.

- C. THAT, if after Public Hearing Council approves in principle this rezoning and the Housing Agreement described in Appendix B of the Policy Report dated April 30, 2019, entitled "CD-1 Rezoning: 708-796 Renfrew Street", the Director of Legal Services be instructed to prepare the necessary Housing Agreement By-law for enactment, after the Housing Agreement has been agreed to and signed by the applicant and its mortgagee(s) and prior to enactment of the CD-1 By-law contemplated by the above-noted report.
- D. THAT A to C above be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

ADOPTED ON CONSENT (Vote No. 04400)

**5. Rezoning: 1008 West 52nd Avenue
May 1, 2019**

- A. THAT the application by Gradual Architecture on behalf of Haymax Homes Development Inc., the registered owner, to rezone 1008 West 52nd Avenue [Lot 6, Block S of Blocks 12 and 17A, District Lot 526, Plan 6339; PIDs: 010-904-425] from RS-1 (One-Family Dwelling) District to RM 8AN (Multiple Dwelling) District, be referred to a Public Hearing, together with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve the application in principle, subject to the Conditions of Approval contained in Appendix B of the Policy Report dated May 1, 2019, entitled "Rezoning: 1008 West 52nd Avenue";

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law generally in accordance with Appendix A of the above-noted report for consideration at the Public Hearing.
- B. THAT, subject to the enactment of the amending By-law, the Subdivision By-law be amended generally as set out in Appendix C of the Policy Report dated

May 1, 2019, entitled “Rezoning: 1008 West 52nd Avenue”;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the amending by-law.

C. THAT A and B above be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
- (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

ADOPTED ON CONSENT (Vote No. 04401)

BY-LAWS

Councillor Bligh advised she had reviewed the proceedings of the meeting related to by-law 5, and would be voting on the enactment.

MOVED by Councillor De Genova

SECONDED by Councillor Carr

THAT Council, except for those members ineligible to vote as noted below, enact the by-laws listed on the agenda for this meeting as numbers 1 to 8 inclusive, and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

(Councillors Boyle, Dominato and Hardwick absent for the vote)

1. A By-law to enact a Housing Agreement for 1168 Pendrell Street (By-law No. 12417)
2. A By-law to levy rates on all taxable real property in the City of Vancouver, to raise a sum which added to the estimated revenue of the City of Vancouver from other sources, will be sufficient to pay all debts and obligations of the City of Vancouver falling due within the year 2019 and not otherwise provided for (By-law No. 12418)

3. A By-law to levy a rate on property to raise monies required to be paid to the Metro Vancouver Regional District (By-law No. 12419)
4. A By-law to enact a Housing Agreement for 478-496 West 48th Avenue (By-law No. 12420)
5. A By-law to amend CD-1 (582) By-law No. 11069 regarding increases to floor space ratio and building height (1768 Cook Street (201 West 2nd Avenue)) (By-law No. 12421)
(Councillor De Genova ineligible for the vote)
6. A By-law to amend Southeast False Creek Official Development Plan By-law No. 9073 regarding maximum permitted floor area (By-law No. 12422)
7. A By-law to amend Sewer and Watercourse By-law No. 8093 regarding 2019 fee increases (By-law No. 12423)
8. A By-law to enact a Housing Agreement for 3350 East Kent Avenue South (By-law No. 12424)

MOTIONS

A. Administrative Motions

1. Approval of Form of Development – 1128 West Georgia Street

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT the form of development for this portion of the site known as 1128 West Georgia Street be approved generally as illustrated in the Development Application Number DP-2018-01072, prepared by James KM Cheng, and stamped "Received, Community Services Group, Development Services", on November 26, 2017, provided that the Director of Planning may impose conditions and approve design changes which would not adversely affect either the development character of the site or adjacent properties.

CARRIED UNANIMOUSLY
(Councillors Boyle, Dominato and Hardwick absent for the vote)

2. 2019 Tax Levies for Provincial Schools

MOVED by Councillor De Genova
SECONDED by Councillor Carr

WHEREAS

1. Pursuant to Section 119(3) of the *School Act*, the Lieutenant Governor in Council

determines the tax rate on the net taxable value of all land and improvements in the City of Vancouver;

2. By Order in Council No. 192 and No. 193 approved on April 15, 2019, the Lieutenant Governor in Council determined the following tax rates on Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other:

Class 1 Residential	0.89920
Class 5 Light Industry	3.70000
Class 6 Business & Other	3.70000

being dollars of tax for each one thousand dollars of taxable value, for the 2019 taxation year, which when applied to the net taxable value of all land and improvements in the respective Classes in the City of Vancouver would raise the following sums:

Class 1 Residential	\$302,688,421
Class 5 Light Industry	\$9,519,125
Class 6 Business & Other	\$301,394,457

3. Pursuant to provisions of the *Vancouver Charter*, on March 13, 2019, Council enacted By-law No. 12398 which authorized adjustment of the net taxable value of land in Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other in the City of Vancouver;
4. Pursuant to By-law No. 12398, the net taxable value and the adjusted taxable value of land in the above-noted Classes subject to taxation under the *School Act* for the year 2019 are as follows:

	<u>Net Taxable Value</u>	<u>Adjusted Taxable Value</u>
Class 1 Residential	\$336,619,685,418	\$329,822,708,994
Class 5 Light Industry	\$2,572,736,500	\$2,007,041,290
Class 6 Business & Other	\$81,457,961,347	\$76,388,490,886

5. Council is obliged to vary the tax rates set by the Administrator in Council to produce the same amount of revenue that would have been raised if the net taxable value of land in the above-noted Classes had not been adjusted;

THEREFORE BE IT RESOLVED THAT in the case of Class 1 Residential, the rate of 0.91773 is hereby substituted for the rate of 0.89920; in the case of Class 5 Light Industry, the rate of 4.74286 is substituted for the rate of 3.70000; and in the case of Class 6 Business & Other, the rate of 3.94555 is substituted for the rate of 3.70000 for taxation pursuant to the School Act in the City of Vancouver for the 2019 taxation year.

CARRIED UNANIMOUSLY

(Councillors Boyle, Dominato and Hardwick absent for the vote)

3. 2019 Tax Levies for South Coast British Columbia Transportation Authority (“TransLink”)

MOVED by Councillor De Genova

SECONDED by Councillor Carr

WHEREAS

1. Pursuant to Section 25 of the *South Coast British Columbia Transportation Authority Act*, the South Coast British Columbia Transportation Authority (“TransLink”) in each year levies a tax on the net taxable value of all land and improvements in the City of Vancouver (excluding property taxable for school purposes only by special act);
2. By *South Coast British Columbia Transportation Authority 2019 Property Tax By-law No. 129-2019* and *Replacement Tax By-law No. 130-2019*, TransLink levied the following tax rates on Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other:

Class 1 Residential	0.22160
Class 5 Light Industry	1.02480
Class 6 Business & Other	0.83900

being dollars of tax for each one thousand dollars of taxable value, for the 2019 taxation year, which when applied to the net taxable value of all land and improvements in the respective Classes in the City of Vancouver (excluding property taxable for school purposes only by special act) would raise the following sums:

Class 1 Residential	\$74,591,753
Class 5 Light Industry	\$2,636,540
Class 6 Business & Other	\$68,115,232

3. Pursuant to provisions of the *Vancouver Charter*, on March 13, 2019, Council enacted By-law No. 12398 which authorized adjustment of the net taxable value of land in Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other, in the City of Vancouver;
4. Pursuant to By-law No. 12398, the net taxable value and the adjusted taxable value of land in the above-noted Classes subject to taxation under the *South Coast British Columbia Transportation Authority Act* for the year 2019 are as follows:

	<u>Net Taxable Value</u>	<u>Adjusted Taxable Value</u>
Class 1 Residential	\$336,605,384,418	\$329,808,407,994
Class 5 Light Industry	\$2,572,736,500	\$2,007,041,290
Class 6 Business & Other	\$81,186,212,147	\$76,134,136,268

5. Council is obliged to vary the tax rates set by TransLink in order to produce the same amount of revenue that would have been raised if the net taxable value of land in the above-noted Classes had not been adjusted;

THEREFORE BE IT RESOLVED THAT, in the case of Class 1 Residential, the rate of 0.22617 is hereby substituted for the rate of 0.22160; in the case of Class 5 Light Industry, the rate of 1.31365 is substituted for the rate of 1.02480; and in the case of Class 6 Business & Other, the rate of 0.89467 is substituted for the rate of 0.83900 for taxation pursuant to the *South Coast British Columbia Transportation Authority Act* in the City of Vancouver for the 2019 taxation year.

CARRIED UNANIMOUSLY

(Councillors Boyle, Dominato and Hardwick absent for the vote)

4. 2019 Tax Levies for British Columbia Assessment Authority

MOVED by Councillor De Genova

SECONDED by Councillor Carr

WHEREAS

1. Pursuant to Section 17(2) of the *Assessment Authority Act*, the British Columbia Assessment Authority ("BC Assessment") in each year levies a tax on the net taxable value of all land and improvements in the City of Vancouver (excluding property taxable for school purposes only by special act);
2. By *2019 Assessment Authority By-law No. 62*, BC Assessment levied the following tax rates on Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other:

Class 1 Residential	0.03890
Class 5 Light Industry	0.10820
Class 6 Business & Other	0.10820

being dollars of tax for each one thousand dollars of taxable value, for the 2019 taxation year, which when applied to the net taxable value of all land and improvements in the respective Classes in the City of Vancouver (excluding property taxable for school purposes only by special act) would raise the following sums:

Class 1 Residential	\$13,093,949
Class 5 Light Industry	\$278,370
Class 6 Business & Other	\$8,784,348

3. Pursuant to provisions of the *Vancouver Charter*, on March 13, 2019, Council enacted By-law No. 12398 which authorized adjustment of the net taxable value of land in Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other in the City of Vancouver;

4. Pursuant to By-law No. 12398, the net taxable value and the adjusted taxable value of land in the above-noted Classes subject to taxation under the *Assessment Authority Act* for the year 2019 are as follows:

	<u>Net Taxable Value</u>	<u>Adjusted Taxable Value</u>
Class 1 Residential	\$336,605,384,418	\$329,808,407,994
Class 5 Light Industry	\$2,572,736,500	\$2,007,041,290
Class 6 Business & Other	\$81,186,212,147	\$76,134,136,268

5. Council is obliged to vary the tax rates set by BC Assessment in order to produce the same amount of revenue that would have been raised if the net taxable value of land in the above-noted Classes had not been adjusted;

THEREFORE BE IT RESOLVED THAT, in the case of Class 1 Residential, the rate of 0.03970 is hereby substituted for the rate of 0.03890; in the case of Class 5 Light industry, the rate of 0.13870 is substituted for the rate of 0.10820; and in the case of Class 6 Business & Other, the rate of 0.11538 is substituted for the rate of 0.10820 for taxation pursuant to the *Assessment Authority Act* in the City of Vancouver for the 2019 taxation year.

CARRIED UNANIMOUSLY

(Councillors Boyle, Dominato and Hardwick absent for the vote)

5. 2019 Tax Levies for Municipal Finance Authority of British Columbia

MOVED by Councillor De Genova

SECONDED by Councillor Carr

WHEREAS

1. Pursuant to Sections 17, 18(2) and 19 of the *Municipal Finance Authority Act*, the Municipal Finance Authority of British Columbia ("MFABC") in each year levies a tax on the net taxable value of all land and improvements in the City of Vancouver (excluding property taxable for school purposes only by special act);
2. By *Municipal Finance Authority of British Columbia Resolution No. 152, 2019*, MFABC levied the following tax rates on Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other:

Class 1 Residential	0.00020
Class 5 Light Industry	0.00070
Class 6 Business & Other	0.00050

being dollars of tax for each one thousand dollars of taxable value, for the 2019 taxation year, which when applied to the net taxable value of all land and improvements in the respective Classes in the City of Vancouver (excluding property taxable for school purposes only by special act) would raise the following sums:

Class 1 Residential	\$67,321
Class 5 Light Industry	\$1,801
Class 6 Business & Other	\$40,593

3. Pursuant to provisions of the *Vancouver Charter*, on March 13, 2019, Council enacted By-law No. 12398 which authorized adjustment of the net taxable value of land in Class 1 Residential, Class 5 Light Industry, and Class 6 Business & Other in the City of Vancouver;
4. Pursuant to By-law No. 12398, the net taxable value and the adjusted taxable value of land in the above-noted Classes subject to taxation under the *Municipal Finance Authority Act* for the year 2019 are as follows:

	<u>Net Taxable Value</u>	<u>Adjusted Taxable Value</u>
Class 1 Residential	\$336,605,384,418	\$329,808,407,994
Class 5 Light Industry	\$2,572,736,500	\$2,007,041,290
Class 6 Business & Other	\$81,186,212,147	\$76,134,136,268

5. Council is obliged to vary the tax rates set by MFABC in order to produce the same amount of revenue that would have been raised if the net taxable value of land in the above-noted Classes had not been adjusted;

THEREFORE BE IT RESOLVED THAT, in the case of Class 1 Residential, the rate of 0.00020 is hereby substituted for the rate of 0.00020; in the case of Class 5 Light Industry, the rate of 0.00090 is substituted for the rate of 0.00070; and in the case of Class 6 Business & Other, the rate of 0.00053 is substituted for the rate of 0.00050 for taxation pursuant to the *Municipal Finance Authority Act* in the City of Vancouver for the 2019 taxation year.

CARRIED UNANIMOUSLY
(Councillors Boyle, Dominato and Hardwick absent for the vote)

B. Motions on Notice

* * * * *

MOVED by Councillor Carr
SECONDED by Councillor Wiebe

THAT under section 6.8 of the Procedure By-law, Council suspend rule 10.6 of the Procedure By-law to allow members two minutes to introduce motions and one minute to ask questions of the mover.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY
(Councillors Boyle, Dominato and Hardwick absent for the vote)

* * * * *

1. Request for Leave of Absence

MOVED by Councillor Carr

SECONDED by Councillor De Genova

THAT Councillor Bligh be granted a Leave of Absence for personal reasons from all meetings to be held on Wednesday, May 29, 2019, from 5 pm onwards.

CARRIED UNANIMOUSLY (Vote No. 04405)

(Councillors Boyle, Dominato and Hardwick absent for the vote)

2. Supporting the Ban on Shark Fin Importation Act Bill S238

MOVED by Councillor Kirby-Yung

SECONDED by Councillor Wiebe

WHEREAS

1. On April 11, 2017, Senator Michael MacDonald introduced Bill S-238, "An Act to amend the Fisheries Act and the Wild Animal and Plant Protection and Regulation of International and Interprovincial Trade Act (importation of shark fins)", also referred to as "The Ban on Shark Fin Importation Act". This Bill will create a law that will prohibit the inhumane act of shark finning in Canada and ban the importation of shark fins that have been harvested through shark finning;
2. The Canadian Government has banned "shark finning" in Canadian waters since 1994 as has the United States (2009) and the European Community (2003), but the sale and importation of shark fins continues in cities across Canada and the world;
3. In September, 2012, Vancouver City Council unanimously passed a motion instructing staff to work directly with the cities of Richmond and Burnaby in order to develop a common approach to ban the sale of shark fin in the three cities;
4. In April, 2017, Toronto City Council passed a motion expressing its support to the Prime Minister and Government of Canada for Bill S238, The Ban on Shark Fin Importation Act;
5. Shark finning is a wasteful, inhumane practice that involves cutting off a shark's fins and then tossing the still-live shark back overboard to drown, bleed to death, or be eaten alive by other animals. Each year, up to 73 million sharks are killed primarily for their fins, threatening one-third of open ocean sharks with extinction;
6. A ban on the importation of shark fin would have a significant impact on the shark fin industry in Canada and would reduce the demand for shark fin imports and subsequently the practice of shark finning. Endorsing Bill S-238 will demonstrate Council's commitment to protecting shark populations and help prevent the extinction of shark species.

THEREFORE BE IT RESOLVED THAT Council endorse Bill S238, The Ban on Shark Fin Importation Act expressing its support for protecting shark populations and the role they play in our marine ecosystems;

FURTHER THAT the Mayor, on behalf of Council, forward this motion to the Federation of Canadian Municipalities asking them to encourage other municipalities to express their support for Bill S-238.

CARRIED UNANIMOUSLY (Vote No. 04406)
(Councillor Hardwick absent for the vote)

3. Formalize the False Creek to the Fraser River Blueways

MOVED by Councillor Wiebe
SECONDED by Councillor Kirby-Yung

WHEREAS

1. A blueway is a network of bodies of water, either on the surface (like rivers, creeks and lakes) or subsurface (aquifers). All blueways exist within a watershed – an area of land that catches rain/snow and where water flows downward into a specific river, stream, lake or aquifer. Blueways either exist in the present or formerly existed in the past. Present day blueways can be managed from the perspective of ecological preservation and stormwater management while former blueways are treated by restoring or daylighting them. Existing blueways and restored/daylighted blueways revive and protect ecosystems within our urban communities to help cities deal with the impacts of climate change. They improve water quality, absorb carbon and heavy rainfall, buffer floods, protect and expand urban forests, and increase biodiversity and wildlife habitats. By incorporating trails and bike paths, blueways can improve health and wellbeing, connect us to each other, and provide active ways of moving around the region. Currently, various creek networks exist within two watersheds: the China Creek Watershed and the Brunette Watershed;
2. Much of the creek network runs alongside the existing Central Valley Greenway and BC Parkway and is within close proximity to public transit at all points. Connecting and formalizing this blueway would increase access to water for local residents across three of BC's largest communities. By advancing the use of blueways in urban areas, the City of Vancouver can limit its biodiversity loss while educating the public on the value and benefits of reconnecting habitats and rehabilitating natural areas in order to allow species not only to survive, but thrive;
3. Significant work has already been done to create the Central Valley Greenway and BC Parkway through a collaborative effort by Translink, MetroVan, and the cities of Vancouver, Burnaby, and New Westminister. Many environmental stewardship groups have also kept the restoration of Still Creek and the Brunette

River as a high profile issue. This blueways transformation process will enhance, restore and connect ecologically important systems along these paths;

4. In July 1988, Council endorsed Still Creek to be maintained as an open watercourse, and committed to pursuing day-lighting, alongside a continuous pedestrian/bicycle pathway linking Burnaby Lake to the B.C. Parkway at 29th Avenue Station. In July 2000, Council established the Still Creek Greenway Enhancement Fund. In July 2002, Council adopted the Grandview Boundary Industrial Area Rezoning and Development Policies and Guidelines which contain specific guidelines and a 10 and 50 year action plan to protect and enhance Still Creek. In December 2006, Council endorsed the Integrated Stormwater Management Plan (ISMP) for the Still Creek Watershed which identifies private and public actions to improve stormwater management, recreational opportunities, and creek health. In April 2008, Council authorized that the annual income from the lease of 2500 Skeena Street be held in the Still Creek Greenway Enhancement Fund for ongoing initiatives. Still Creek illustrates successful collaboration on ecosystem restoration between the cities of Vancouver and Burnaby in Metro Vancouver. Partnership, creative governance, community engagement, and innovative funding approaches were all essential components that helped the two cities come together to invest in ecosystem health and restore Still Creek, one of only two daylight streams in the City of Vancouver. After decades of pollution and neglect, this collaboration led to many benefits, including the return of spawning salmon, yet there still remains a lot of work to do;
5. Over the past 30 years, Burnaby and New Westminister have demonstrated strong leadership in creek restoration, natural asset protection, and ecosystem rehabilitation along this blueway. This intermunicipal work in the rehabilitation of the creek helped chum salmon return to the Vancouver section of Still Creek in 2012 for the first time in nearly 80 years. With the renewal of the Burnaby Lake lease there is an opportunity for Metro Vancouver to create a Regional Blueway that supports this effort;
6. The majority of work that remains lies in daylighting China Creek in Vancouver, expanding natural ecosystems and habitats along the entire blueway, and connecting it to other Green spaces along the way. The first step is developing a blueway transition plan to ensure the retention and protection of Vancouver's existing natural assets and real property along the route. The plan will aim to daylight creeks, expand biodiversity, create amenities and public spaces, and develop sub trails connecting it to other natural assets such as Trout Lake and Renfrew Ravine. There are many opportunities for different stakeholders, cities, regions, and nonprofits to join in a collaborative effort to realize a complete Blueway from False Creek to the Fraser River;
7. China Creek is currently buried in the False Creek flats. False Creek Flats may see significant redevelopment in the coming years under the False Creek Flats Area Plan (approved by Council on May 17, 2017), which can be built around or upon the daylighting of China Creek;

8. In 2019, Vancouver City Council passed a Watershed Revival Plan, directing staff to report back with a scope of work to develop a comprehensive watershed management plan that includes prioritized strategies, including new land acquisition, protecting existing waterway and habitat connections, daylighting streams, and intergovernmental coordination with local First Nations and neighbouring municipalities;
9. The Vancouver Park Board's Parks and Recreation Services Master Plan set 10 goals to shape the next 25 years of Vancouver's parks and recreation. Goal 6 is to "create a green network that will connect our parks, waterfront and recreation areas" and includes a draft concept for an interconnected green network;
10. The Vancouver School Board approved the first ever Environmental Sustainability Plan in 2019 to advance five key themes: sustainability in education, green spaces, resource conservation and climate change, sustainability transportation and leadership in sustainability. Multiple schools will have connections to outdoor learning on the blueway, with Nootka Elementary having the potential to enhance a portion of the creek on VSB land;
11. Metro Vancouver develops and manages municipal components of the Regional Recreation Greenway Network, working with municipalities and First Nations to identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features;
12. The British Columbia Salmon Restoration and Innovation Fund, a contribution program funded jointly by the federal and provincial government, will deliver up to \$142.85 million over 5 years to support BC's fish and seafood sector, and to ensure the restoration, protection and maintenance of healthy and diverse salmon populations and their habitats;
13. Infrastructure Canada will deliver \$3.917 Billion to municipalities through a bilateral agreement with the Province of British Columbia under four funding streams, including green infrastructure, over the next ten years;
14. The findings of a United Nations-backed report from the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) were approved by representatives of 132 governments in Paris in May 2019. The report warns that nature is declining globally at rates unprecedented in human history – and the rate of species extinctions is accelerating, with grave impacts on people around the world. The report also tells us that it is not too late to make a difference, but only if we start now at every level from local to global.

THEREFORE BE IT RESOLVED THAT Council direct City staff to develop a blueways transformation plan from False Creek to the Fraser River through Trout and Burnaby Lake and report back to Council in November 2019. The Plan is to:

1. Honour, respect and learn from the Musqueam, Squamish, Tsleil-Waututh and Kwikwetlem First Nations traditional and contemporary relationship to the land

and waterways and to explore opportunities to collaboratively plan for the future;

2. Align with current and developing City plans, policies and strategies, including the Shore to Core work already underway and to include this plan as part of the report back to Council in November 2019;
3. Clarify roles and responsibilities amongst the City of Vancouver, the Vancouver Park Board and the Vancouver School Board, in the delivery of the blueways from False Creek to Boundary Road;
4. Explore opportunities for collaborative planning with Metro Vancouver, the City of Burnaby and the City of New Westminster on a regional strategy, and;
5. Outline appropriate resourcing and coordination of staff, including exploring the establishment of a Blueways Enhancement Fund.

referred

The Mayor noted requests to speak had been received.

MOVED by Councillor De Genova
SECONDED by Councillor Fry

THAT the motion entitled "Formalize the False Creek to the Fraser River Blueways" be referred to the Standing Committee on Policy and Strategic Priorities meeting on May 15, 2019, in order to hear from speakers, starting at 3 pm.

CARRIED UNANIMOUSLY
(Councillor Hardwick absent for the vote)

4. Considering Animal Welfare in Vancouver's Procurement Policies

MOVED by Councillor Fry
SECONDED by Councillor Kirby-Yung

WHEREAS

1. Procurement of goods and services by the City of Vancouver are guided by the Ethical Purchasing Policy (AF-014-01) and the Supplier Code of Conduct: these policies ensure that purchases by the City are informed by values like ethics and fair trade, fair wages and environmental impacts;
2. The City of Vancouver Procurement Policy, Ethical Purchasing Policy and Supplier Code of Conduct are not currently or explicitly informed by animal welfare, specifically but not limited to pest control, or animal related businesses;

3. The City of Vancouver purchases animal food products for hosted events can source third-party certified products;
4. Animal welfare is the scientific assessment of an animal's physical and mental state in relation to its quality of life, including experiences in life and death;
5. The basic necessities to ensure the welfare of animals under human control are legally enshrined and internationally recognized by the BC SPCA, Humane Canada, the Canadian Medical Veterinary Association, and many other professional groups as the Five Freedoms:
 - i. freedom from hunger, malnutrition and thirst;
 - ii. freedom from fear and distress;
 - iii. freedom from physical and thermal discomfort;
 - iv. freedom from pain, injury and disease; and
 - v. freedom to express normal patterns of behaviour;
6. Animal welfare accreditation and certification programs serve to further improve animals' quality of life in addition to the basic Five Freedoms. For example, auditing animal-related businesses (e.g. pest control, dog training, boarding, etc.) to ensure they follow a set of evidence-based standards, and use the kindest, most humane methods. Many of these said animal-related business services are accessed by the City of Vancouver, for building maintenance contracts and animal control directives;
7. Animal welfare farm certification programs offer third-party certification for the animal farming industry with assurance that the food products come from farms with "higher welfare" standards in place;
8. Foods such as foie gras (fatty liver of force-fed ducks or geese) or shark fin (slicing off a shark's fin and discarding the rest of the still-living animal to die) are harvested in an inherently inhumane manner and inconsistent with animal welfare practices;
9. In February 2019, the BC Ministry of Agriculture acknowledged the value of animal welfare by adopting into legislation the NFACC codes of practice for the care and handling of farm animals, which outline minimum care standards for animals;
10. In 2013, Vancouver became the first city in Canada to embrace "Meatless Monday," encouraging residents to forego meat for one day a week for the sake of the planet and their health, including lighter environmental footprint, and animal welfare.

THEREFORE BE IT RESOLVED

- A. THAT Council affirms a commitment to progressive animal welfare as part of any ethical purchasing policies by the City of Vancouver.

- B. THAT staff review the City of Vancouver's Ethical Purchasing Policy and report back to Council with recommendations on how to incorporate animal welfare language into it.
- C. THAT staff review the City of Vancouver's Supplier Code of Conduct to ensure that City suppliers and their sub-contractors will operate, where applicable, within recognized animal welfare accreditation standards, specifically but not limited to pest control, or animal related businesses.

referred

The Mayor noted requests to speak had been received.

MOVED by Councillor De Genova
SECONDED by Councillor Carr

THAT the motion entitled "Considering Animal Welfare in Vancouver's Procurement Policies" be referred to the Standing Committee on Policy and Strategic Priorities meeting on May 15, 2019, in order to hear from speakers, starting at 3 pm.

CARRIED UNANIMOUSLY
(Councillor Hardwick absent for the vote)

5. Dealing with Doggie Doo Doo in Support of Vancouver's Zero Waste Goals and Cleaner Parks and Streets

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Wiebe

WHEREAS

1. The City of Vancouver is currently undertaking a dog waste collection pilot project that started in 2016 and involves six city parks. Red dog waste collection carts have been located at Charleson Park, Coopers Park, Grimmett Park, John Hendry (Trout Lake) Park and Hinge Park. Only minor expansion is currently contemplated for a further one to two parks in the coming year;
2. The goal of the dog waste pilot is to increase diversion of dog waste away from the landfill. Dog waste at the landfill creates methane, a powerful greenhouse gas;
3. The dog waste pilot program aligns with the City's Zero Waste goal;
4. By providing dog owners with a convenient disposal option, the collection pilot is also intended to support cleaner parks, green spaces, and streets. Keeping dog waste off the ground is important as people walk on paths and parks and no one

wants to step or slip in dog waste. Dog waste is also smelly and poses health risks if not cleaned up and disposed of properly. Plus dog waste is not a fertilizer, and does not disappear in the rain;

5. When red dog waste carts or bins are not available in public spaces, people's only disposal option is to place dog waste bags in general litter bins, which means contributing to the landfill. Disposal for residents involves bagging the waste before placing in a designated cart or in the garbage;
6. This motion aligns with recommendation 2.10 of the People, Parks and Dogs Strategy, to "Expand the separated dog waste program and promote initiatives to effectively manage dog waste". During the public engagement process, Vancouver residents were very supportive of more separated waste bins to address both odor issues and broader sustainability benefits;
7. In addition to the cost of bins, the City's processing of dog waste involves collection and manually separating waste from the bags. Bags are disposed as garbage, and dog waste is taken to the waste water treatment plant;
8. Metro Vancouver estimates that over 350,000 dogs produce dog waste each day;
9. Vancouver's urban dog population is growing. 2016 data from the City of Vancouver Animal Services group shows a steady increase in the number of licensed dogs over the last 12 years, with 21,332 licensed dogs. However the actual estimated dog population in Vancouver is between 32,390 and 55,947;
10. Currently there is only one vendor providing dog waste services across several municipalities;
11. For resident dog owners disposing privately, dog waste can be flushed in toilets and treated at a wastewater treatment plant with other sewage. Waste needs to be removed from bags; it cannot be flushed in them as they will clog plumbing and sewers. It should not be put in storm sewers on streets as these carry rain to natural creeks. Other private disposal options include using a collection service or building a composter.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to report back on costs, and barriers to expanding dog waste collection services throughout the City, as well as possible options to address any identified barriers.
- B. THAT the report back be provided to Council in time to enable consideration of the inclusion of expanded collection and waste management services in the 2020 operating budget.
- C. THAT staff consult and engage with Metro Vancouver staff to identify available waste management services and the opportunity for shared services.

- D. THAT staff engage with the Vancouver Park Board staff to include any further considerations in the report back to Council.

CARRIED UNANIMOUSLY (Vote No. 04389)
(Councillor Hardwick absent for the vote)

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At 5 pm, Council agreed to refer Motions on Notice 6, 7 and 8 to the Regular Council meeting following the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, May 15, 2019, due to time constraints.

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6. Supporting the Call for Changing the Cheque Day Paradigm

Due to time constraints, Council referred this item to the Regular Council meeting following the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, May 15, 2019.

7. Recovering Outstanding City of Vancouver Related Costs from 4/20 Vancouver 2019, held in Sunset Beach Park and Affirm Support for the Mandatory Event Permit Process for Large Events and Festivals in the City of Vancouver

Due to time constraints, Council referred this item to the Regular Council meeting following the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, May 15, 2019.

8. Recognition and Action on the International Year of Indigenous Languages

Due to time constraints, Council referred this item to the Regular Council meeting following the Standing Committee on Policy and Strategic Priorities meeting on Wednesday, May 15, 2019.

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Council recessed at 5 pm and reconvened at 9:56 pm.

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NOTICE OF MOTION

1. Moratorium on Demolition of Purpose-Built Rental

Councillor Swanson submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

2. Change the Rental Housing Official Development Plan so it Applies to C2 Areas

Councillor Swanson submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

3. Work with Other Levels of Governments to Reduce the Pollution Level Coming From Trucks

Councillor Swanson submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

4. Comprehensive Strategy for Night Economy

Councillor Dominato submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

5. Punjabi Market at 50 – Celebrating the Past and Planning for the Future

Councillor Fry submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

6. Exploring New Forms of Hospitality in Housing Tenure to Support Purpose-Built Rental

Councillor Fry submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

7. Addressing the Harms and Negative Impacts of Zoning Restrictions to Cannabis Stores in the Downton East Side

Councillor Bligh submitted a Notice of Motion on the above-noted matter. The motion will be placed on the May 28, 2019, Regular Council agenda as a Motion on Notice.

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At 10 pm, it was

*MOVED by Councillor De Genova
SECONDED by Councillor Wiebe*

THAT the meeting be extended to complete the business on the agenda.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

* * * * *

ENQUIRIES AND OTHER MATTERS

1. Park Board Initiative

Councillor Kirby-Yung discussed the Park Board's Request for Expressions of Interest (RFEOI) which was issued for the West End Waterfront Park and Beach Avenue Master Plan. She requested a briefing around the intended scope of the RFEOI and to receive some information around an envisioned source of funds for the project. The City Manager agreed to provide information.

2. Priority of Council Motions

Councillor De Genova enquired about the staff priority of Council motions. The City Manager provided a response.

ADJOURNMENT

MOVED by Councillor Hardwick
SECONDED by Councillor Bligh

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY
(Councillor Boyle absent for the vote)

Council adjourned at 10:11 pm.