



REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

OCTOBER 2 AND 22, 2019

A Regular Meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, October 2, 2019, at 9:40 am, in the Council Chamber, Third Floor, City Hall. Subsequently, the meeting reconvened on Tuesday, October 22, 2019, at 9:31 am.

PRESENT: Councillor Melissa De Genova, Chair
Councillor Rebecca Bligh*
Councillor Christine Boyle
Councillor Adriane Carr
Councillor Lisa Dominato
Councillor Pete Fry*, Vice-Chair
Councillor Colleen Hardwick*
Councillor Sarah Kirby-Yung*
Councillor Jean Swanson
Councillor Michael Wiebe*

ABSENT: Mayor Kennedy Stewart (Leave of Absence – Civic Business)

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

CITY CLERK'S OFFICE: Tina Penney, Deputy City Clerk
Irina Dragnea, Meeting Coordinator

* Denotes absence for a portion of the meeting.

WELCOME

The Chair 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 Chair 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.

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VARY AGENDA

MOVED by Councillor Carr

THAT the Committee vary the order of the agenda to consider Item 6 – False Creek Flats Arterial Grade Separation, as the second item of business.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY
(Councillor Kirby-Yung absent for the vote)

Note: for ease of reference, the minutes are recorded in chronological order.

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Prior to considering the agenda items, the Chair reminded the Committee of the meeting procedures pilot project approved earlier this year and subsequently extended into the fall.

MOVED by Councillor Carr
SECONDED by Councillor Boyle

THAT, under Section 6.8 of the Procedure By-law, the Committee suspend rules 13.8 and 13.9 of the Procedure By-law. Suspending rule 13.8 will permit members of the public up to three minutes to address the Committee, and suspending rule 13.9 will permit Committee members up to three minutes to ask questions of speakers.

CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

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MATTERS ADOPTED ON CONSENT

MOVED by Councillor Carr

THAT Council adopt Items 3, 4 and 5, on consent.

CARRIED UNANIMOUSLY

1. Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles June 24, 2019

Kathryn Holm, Chief Licence Inspector and Director of Licensing and Community Standards, and Lon LaClaire, Director of Transportation, provided a presentation, and along with Development, Buildings and Licensing staff and the City Manager, responded to questions.

The Committee heard from nine speakers who spoke in general support of the recommendations with concerns surrounding the proposed annual per vehicle fee of \$100.

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At 11:55 am, during the hearing of speakers, it was

MOVED by Councillor Boyle

THAT the meeting be extended to complete hearing from speakers on Item 1.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

The Committee recessed at 12:05 pm and reconvened at 2:13 pm.

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MOVED by Councillor Carr

THAT the Committee recommend to Council

- A. THAT Council approve the street management policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles."
- B. THAT Council approve the business licensing policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles."
- C. THAT Council direct staff to work with other municipalities in Metro Vancouver and with TransLink to develop an inter-municipal business licence for Transportation Network Services (TNS) and limousine companies.
- D. THAT Council approve, in principle, changes to the Street and Traffic By-law No. 2849 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix A of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Street and Traffic By-law No. 2849 as generally outlined in Appendix A of the above-noted report.

- E. THAT Council approve, in principle, changes to the Licence By-law No. 4450 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix B of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Licence By-law No. 4450 as generally outlined in Appendix B of the above-noted report.

- F. THAT Council approve, in principle, changes to the Vehicles for Hire By-law No. 6066 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix C of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Vehicles for Hire By-law No. 6066 as generally outlined in Appendix C of the above-noted report.

- G. THAT Council approve, in principle, changes to the Parking Meter By-law No. 2952 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix D of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Parking Meter By-law No. 2952 as generally outlined in Appendix D of the above-noted report.

- H. THAT Council approve, in principle, changes to the Granville Mall By-law No. 9978 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix E of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Granville Mall By-law No. 9978 as generally outlined in Appendix E of the above-noted report.

amended

AMENDMENT MOVED by Councillor Kirby-Yung

THAT A be amended to add the words "with the addition that the Congestion and Curbside Management Permit passenger pick-up and passenger drop-off fees also be applied to taxis, subject to staff bringing back a report indicating any necessary bylaw considerations and changes," at the end;

FURTHER THAT B be amended to add the words "specifically the annual licence fee, but that Council not approve an annual per vehicle fee of \$100," at the end.

LOST (Vote No. 04928)
(Councillors Boyle, Carr, Dominato, Fry, Swanson and Wiebe opposed)

REFERRAL MOVED by Councillor Kirby-Yung
THAT the Committee recommend to Council

THAT the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," be referred to staff, to bring back at the earliest opportunity for further work including giving consideration to the following:

- a. That Council approve the street management policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," with the addition that the Congestion and Curbside Management Permit passenger pick-up and passenger drop-off fees also be applied to taxis, subject to staff bringing back a report indicating any necessary bylaw considerations and changes; and
- b. That Council approve the business licensing policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the above-noted report, specifically the annual license fee, but that Council not approve an annual per vehicle fee of \$100.

not put

At 2:30 pm, during discussion on the referral, Councillor Carr rose on a Point of Order under Section 4.3(c) of the *Procedure By-law*, and noted that the referral should be ruled out of order as the language is substantially the same as a motion the Committee had previously decided on in the same meeting.

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The Committee recessed at 2:31 pm and reconvened at 2:34 pm.

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Following the recess, the Chair ruled in favour of Councillor Carr's Point of Order, and the referral was ruled out of order.

AMENDMENT MOVED by Councillor Swanson

THAT the motion be amended to add I and J as follows:

- I. THAT Council ask the Province of BC to enact further measures to increase accessibility and the use of zero emission vehicles.

- J. THAT Council ask the Province of BC to enact further measures that require Transport Network Services to treat drivers as employees rather than contractors.

carried

The amendment was put and severed with I having CARRIED UNANIMOUSLY (Vote No. 04929) with Councillor Hardwick abstaining from the vote, and J having CARRIED (Vote No. 04930) with Councillors Bligh, Dominato and Kirby-Yung opposed and Councillors Hardwick and Wiebe abstaining from the vote.

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."

AMENDMENT MOVED by Councillor Boyle

THAT the motion be amended to add K as follows:

- K. THAT Council direct the City Manager to forward the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," along with the recommendations adopted by Council, to both the B.C. Minister of Transportation and Infrastructure and the Passenger Transportation Board.

CARRIED UNANIMOUSLY (Vote No. 04931)
(Councillor Hardwick abstained from the vote)

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."

AMENDMENT MOVED by Councillor Wiebe

THAT B be amended to add the following at the end:

FURTHER THAT Council direct staff to work with the Province of BC on a Transportation Network Systems Accessibility Plan that ensures that all citizens have equal and safe access to publically available transportation including data on legislative impacts, accessibility incentives, transparent use of provincial disability fund, safety standards, disability driver training requirements, an expanded TaxiSavers program, increased payment options, safety cameras and alternative booking portals.

CARRIED UNANIMOUSLY (Vote No. 04932)
(Councillor Hardwick abstained from the vote)

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."

AMENDMENT MOVED by Councillor Dominato

THAT B be amended to add the following at the end:

FURTHER THAT Council direct staff to bring forward an amended bylaw that enables a per annum vehicle fee of \$100 up to an aggregate of \$50,000 and enables the City Engineer to issue a Non-Core congestion and curbside management permit to a transportation network services provider for a fee of \$0.10 per pick up outside the Metro core for all trips facilitated by the services, excluding any trips after 500,000 completed trips in a calendar year, where zero-emission vehicles are excluded from this threshold;

AND FURTHER THAT Council direct staff, in conjunction with their metro counterparts, after six months to review the implications of the \$100/ per vehicle fee on our regional transportation model and to explore the legal tools to enable per trip fees that could be shared between municipalities.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Wiebe

THAT the proposed amendment to B be deleted and replaced with the following:

AND FURTHER THAT Council direct staff, in conjunction with their metro counterparts, after six months to review the implications of the \$100 per vehicle fee and curbside management permit to a transportation network services provider for a fee of \$0.10/\$0.25 per pick up in the Metro core for all trips facilitated by the services on our regional transportation model and to explore the legal tools to enable per trip fees that could be shared between municipalities.

carried

The amendment to the amendment was put and CARRIED with Councillors Bligh and Swanson opposed and Councillor Hardwick abstaining from the vote; the amendment as amended was CARRIED. (Vote No. 04934)

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."

REFERRAL MOVED by Councillor Bligh

THAT the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," be referred back to staff for further consideration of fees structure.

LOST (Vote No. 04935)

(Councillors Boyle, Carr, Fry, Swanson and Wiebe opposed)

(Councillors De Genova and Hardwick abstained from the vote)

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."

Prior to the vote, the Committee agreed to separate the components of the motion, as amended.

- A. THAT Council approve the street management policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles."
- B. THAT Council approve the business licensing policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles."
- C. THAT Council direct staff to work with other municipalities in Metro Vancouver and with TransLink to develop an inter-municipal business licence for Transportation Network Services (TNS) and limousine companies.
- D. THAT Council approve, in principle, changes to the Street and Traffic By-law No. 2849 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix A of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Street and Traffic By-law No. 2849 as generally outlined in Appendix A of the above-noted report.

- E. THAT Council approve, in principle, changes to the Licence By-law No. 4450 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix B of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Licence By-law No. 4450 as generally outlined in Appendix B of the above-noted report.

- F. THAT Council approve, in principle, changes to the Vehicles for Hire By-law No. 6066 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix C of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Vehicles for Hire By-law No. 6066 as generally outlined in Appendix C of the above-noted report.

- G. THAT Council approve, in principle, changes to the Parking Meter By-law No. 2952 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix D of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Parking Meter By-law No. 2952 as generally outlined in Appendix D of the above-noted report.

- H. THAT Council approve, in principle, changes to the Granville Mall By-law No. 9978 as detailed in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles" and Appendix E of the same report;

FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Granville Mall By-law No. 9978 as generally outlined in Appendix E of the above-noted report.

CARRIED (Vote No. 04936)

(Councillor Kirby-Yung opposed)

(Councillors Bligh and Hardwick abstained from the vote)

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."

- B.1 FURTHER THAT Council direct staff to work with the Province of BC on a Transportation Network Systems Accessibility Plan that ensures that all citizens have equal and safe access to publically available transportation including data on legislative impacts, accessibility incentives, transparent use of provincial disability fund, safety standards, disability driver training requirements, an expanded TaxiSavers program, increased payment options, safety cameras and alternative booking portals;

CARRIED UNANIMOUSLY (Vote No. 04937)

(Councillor Hardwick abstained from the vote)

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."

- B.2 AND FURTHER THAT Council direct staff, in conjunction with their metro counterparts, after six months to review the implications of the \$100/ per vehicle fee and curbside management permit to a transportation network services provider for a fee of \$0.10/\$0.25 per pick up in the Metro core for all trips facilitated by the services on our regional transportation model and to explore the legal tools to enable per trip fees that could be shared between municipalities.

CARRIED (Vote No. 04938)

(Councillor Bligh opposed)

(Councillor Hardwick abstained from the vote)

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."

- I. THAT Council ask the Province of BC to enact further measures to increase accessibility and the use of zero emission vehicles.

CARRIED UNANIMOUSLY (Vote No. 04939)

(Councillor Hardwick abstained from the vote)

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."

- J. THAT Council ask the Province of BC to enact further measures that require Transport Network Services to treat drivers as employees rather than contractors.

CARRIED (Vote No. 04940)

(Councillors Bligh and Dominato opposed)

(Councillors Hardwick and Wiebe abstained from the vote)

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."

- K. THAT Council direct the City Manager to forward the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," along with the recommendations adopted by Council, to both the B.C. Minister of Transportation and Infrastructure and the Passenger Transportation Board.

CARRIED UNANIMOUSLY (Vote No. 04941)

(Councillors Hardwick and Wiebe abstained from the vote)

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

- A. THAT Council approve the street management policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles."
- B. THAT Council approve the business licensing policies that support the introduction of ride-hailing vehicles and continue to support the operation of taxis and limousines in Vancouver as outlined in the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles;"

FURTHER THAT Council direct staff to work with the Province of BC on a Transportation Network Systems Accessibility Plan that ensures that all citizens have equal and safe access to publically available transportation including data on legislative impacts, accessibility incentives, transparent use of provincial disability fund, safety standards, disability driver training requirements, an expanded TaxiSavers program, increased payment options, safety cameras and alternative booking portals;

AND FURTHER THAT Council direct staff, in conjunction with their metro counterparts, after six months to review the implications of the \$100 per vehicle fee and curbside management permit to a transportation network services provider for a fee of \$0.10/\$0.25 per pick up in the Metro core for all trips facilitated by the services on our regional transportation model and to explore the legal tools to enable per trip fees that could be shared between municipalities.

- C. THAT Council direct staff to work with other municipalities in Metro Vancouver and with TransLink to develop an inter-municipal business licence for Transportation Network Services (TNS) and limousine companies.
- D. THAT Council approve, in principle, changes to the Street and Traffic By-law No. 2849 as detailed in the Policy Report dated June 24, 2019, entitled “Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles” and Appendix A of the same report;
- FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Street and Traffic By-law No. 2849 as generally outlined in Appendix A of the above-noted report.
- E. THAT Council approve, in principle, changes to the Licence By-law No. 4450 as detailed in the Policy Report dated June 24, 2019, entitled “Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles” and Appendix B of the same report;
- FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Licence By-law No. 4450 as generally outlined in Appendix B of the above-noted report.
- F. THAT Council approve, in principle, changes to the Vehicles for Hire By-law No. 6066 as detailed in the Policy Report dated June 24, 2019, entitled “Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles” and Appendix C of the same report;
- FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Vehicles for Hire By-law No. 6066 as generally outlined in Appendix C of the above-noted report.
- G. THAT Council approve, in principle, changes to the Parking Meter By-law No. 2952 as detailed in the Policy Report dated June 24, 2019, entitled “Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles” and Appendix D of the same report;
- FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Parking Meter By-law No. 2952 as generally outlined in Appendix D of the above-noted report.
- H. THAT Council approve, in principle, changes to the Granville Mall By-law No. 9978 as detailed in the Policy Report dated June 24, 2019, entitled “Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles” and Appendix E of the same report;
- FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Granville Mall By-law No. 9978 as generally outlined in Appendix E of the above-noted report.
- I. THAT Council ask the Province of BC to enact further measures to increase accessibility and the use of zero emission vehicles.

- J. THAT Council ask the Province of BC to enact further measures that require Transport Network Services to treat drivers as employees rather than contractors.
- K. THAT Council direct the City Manager to forward the Policy Report dated June 24, 2019, entitled "Adapting to Provincial Legislative Changes Related to Passenger Directed Vehicles," along with the recommendations adopted by Council, to both the B.C. Minister of Transportation and Infrastructure and the Passenger Transportation Board.

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The Committee recessed at 3:50 pm and reconvened at 3:59 pm.

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Prior to considering Item 6, the Committee dealt with Item 9.

Note: for ease of reference, the minutes are recorded in chronological order.

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9. Establishing an Independent Auditor General Office for the City of Vancouver

At the Regular Council meeting on October 1, 2019, Council referred the above-noted motion to the Standing Committee on City Finance and Services meeting on October 2, 2019, in order to hear from speakers, with a start time of 6 pm.

REFERRAL MOVED by Councillor Hardwick

THAT the Committee refer Item 9 – Establishing an Independent Auditor General Office for the City of Vancouver to the Standing Committee on Policy and Strategic Priorities meeting on October 23, 2019.

CARRIED UNANIMOUSLY (Vote No. 04942)

6. False Creek Flats Grade-Separated Road Alignment September 24, 2019

At the Regular Council meeting on October 1, 2019, Council referred the above-noted Staff Report to the Standing Committee on City Finance and Services meeting on October 2, 2019, to continue with debate and decision.

Jerry Dobrovlny, General Manager of Engineering Services, responded to questions.

MOVED by Councillor Fry

THAT the Committee recommend to Council

- A. THAT Council support grade-separating the Burrard Inlet Rail Line with an underpass along the Prior/Venables Street alignment at no cost to the City;

FURTHER THAT Council endorse that the Prior/Venables Street underpass include an all-ages-and-abilities route for the Adanac Bikeway, provide accessible walking connections, facilitate access to local businesses via Raymur Avenue, and be integrated with public spaces and an enjoyable public realm.
- B. THAT Council direct staff to work with the neighbourhood to design “great street” treatments (e.g. wider sidewalks, green infrastructure, street trees, curb bulges, etc.) on Prior/Venables Street to reduce vehicle speeds; improve walkability and access to the park; and enhance the public realm, walking, and cycling connections throughout the neighbourhood, as outlined in this report; and that staff report back on a funding and implementation strategy as part of the capital planning process to pursue improvements in the near-term before the Prior/Venables Street underpass is completed.
- C. THAT Council recommend any changes to park boundary due to the Prior/Venables Street underpass result in a net increase of permanent park space to Strathcona Park by exchanging portions of existing street right-of-way and park land.
- D. THAT Prior/Venables Street be downgraded to a collector street, with a 30km/h speed limit near Strathcona Park.
- E. THAT staff implement a pilot to reduce traffic volumes and speeds on Prior/Venables Street with low cost initiatives in the near term, such as all-day parking on both sides and temporary curb bulges, in order to facilitate permanently restricting traffic to one traffic lane in each direction; and that staff monitor travel time and reliability impacts to transit and emergency services, shortcutting on local residential streets, and traffic and safety impacts on other neighbourhoods; and that this will inform the future street and underpass design, which is intended to be one general purpose through-traffic lane in each direction.
- F. THAT staff work with the Strathcona neighbourhood to prepare a summary of capital investment priorities for the next 10-15 years, including investments in community facilities, and parks and open spaces, and report back to Council in mid-2020.
- G. THAT existing City right-of-ways and priority truck routing on Malkin Avenue be retained and enhanced as necessary, to facilitate access to hospital and produce terminals by way of National Avenue at Station Street, and Raymur Avenue at Prior Street respectively, and to explore the opportunity to decommission Hawks Avenue between Prior Street and Malkin Avenue to facilitate a contiguous greenway connection.

amended

AMENDMENT MOVED by Councillor Carr

THAT the motion be amended to add H as follows:

- H. THAT staff monitor the impacts of street and traffic changes and work with the Strathcona and City-Gate neighbourhoods to minimize negative impacts.

CARRIED UNANIMOUSLY (Vote No. 04943)

AMENDMENT MOVED by Councillor Dominato

THAT E be amended by adding the words “and nearby road arterials” after the word “neighbourhoods;”

FURTHER THAT the motion be amended to add I as follows:

- I. THAT Council direct the Mayor to write the Federal and Provincial governments respectively, to encourage them to work with industry to accelerate the adoption of electric commercial and freight trucks and expedite charging station infrastructure to support these vehicles in an effort to address the environmental impact of particulate matter.

CARRIED UNANIMOUSLY (Vote No. 04944)

AMENDMENT MOVED by Councillor Wiebe

THAT the motion be amended to add J and K as follows:

- J. THAT staff work with all partners to reconnect Strathcona with the ocean with a blue way/greenway from central Strathcona to False Creek following the traditional wetland waterways from Skwahchays/Skwachiice to Khiwah'esks.
- K. THAT staff prioritize active transportation upgrades along the corridor and work with the community to identify best options including exploring relocation of a AAA bike route to Prior Street.

CARRIED UNANIMOUSLY (Vote No. 04945)

(Councillor Hardwick abstained from the vote)

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.”

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the motion be amended to add L as follows:

- L. THAT Council direct staff to work with CN Rail, the Port of Vancouver and Metro Vancouver to mitigate and combat health and environmental impacts on air quality, pollution and diesel particulate matter that would accrue from the anticipated increase in rail traffic on the Burrard Inlet Rail Line as well as related truck activity and volumes.

CARRIED UNANIMOUSLY (Vote No. 04946)

AMENDMENT MOVED by Councillor Kirby-Yung

THAT C be amended by deleting the words “existing street right-of-way and.”

amended

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The Committee recessed at 4:37 pm and reconvened at 4:41 pm.

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AMENDMENT TO THE AMENDMENT MOVED by Councillor Kirby-Yung

THAT C no longer be amended by deleting the words “existing street right-of-way and;”

FURTHER THAT C be amended by adding the words “excluding Malkin Avenue rights-of-way” at the end.

CARRIED (Vote No. 04948)
(Councillor Boyle opposed)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 04949) with Councillor Boyle abstaining from the vote.

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.”

At 4:50 pm, Councillor Kirby-Yung rose on a Point of Order under Section 4.3(f) of the *Procedure By-law*, and noted that the language in E might be seen as contradictory by having the words “pilot” and “permanently” in the same clause. The Chair ruled in favour of Councillor Kirby-Yung’s Point of Order, and suggested to the Committee that the language should be clearer.

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At 4:57 pm, it was

MOVED by Councillor Dominato

THAT the meeting be extended to complete Item 6.

**CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY**

The Committee recessed at 4:57 pm and reconvened at 5:02 pm.

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AMENDMENT MOVED by Councillor Carr

THAT E be amended by deleting the words “in order to facilitate permanently restricting” and replacing with the words “with the intent to permanently restrict”.

CARRIED UNANIMOUSLY (Vote No. 04950)

(Councillor Hardwick abstained from the vote)

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.”

Prior to the vote, the Committee agreed to separate the components of the motion, as amended.

A. THAT Council support grade-separating the Burrard Inlet Rail Line with an underpass along the Prior/Venables Street alignment at no cost to the City;

FURTHER THAT Council endorse that the Prior/Venables Street underpass include an all-ages-and-abilities route for the Adanac Bikeway, provide accessible walking connections, facilitate access to local businesses via Raymur Avenue, and be integrated with public spaces and an enjoyable public realm.

CARRIED (Vote No. 04951)

(Councillors Bligh and Hardwick opposed)

- B. THAT Council direct staff to work with the neighbourhood to design “great street” treatments (e.g. wider sidewalks, green infrastructure, street trees, curb bulges, etc.) on Prior/Venables Street to reduce vehicle speeds; improve walkability and access to the park; and enhance the public realm, walking, and cycling connections throughout the neighbourhood, as outlined in this report; and that staff report back on a funding and implementation strategy as part of the capital planning process to pursue improvements in the near-term before the Prior/Venables Street underpass is completed.

CARRIED UNANIMOUSLY (Vote No. 04952)

(Councillor Hardwick abstained from the vote)

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.”

- C. THAT Council recommend any changes to park boundary due to the Prior/Venables Street underpass result in a net increase of permanent park space to Strathcona Park by exchanging portions of existing street right-of-way and park land excluding Malkin Avenue rights-of-way.

CARRIED UNANIMOUSLY (Vote No. 04955)

(Councillor Hardwick abstained from the vote)

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.”

- D. THAT Prior/Venables Street be downgraded to a collector street, with a 30km/h speed limit near Strathcona Park.

CARRIED UNANIMOUSLY (Vote No. 04957)

- E. THAT staff implement a pilot to reduce traffic volumes and speeds on Prior/Venables Street with low cost initiatives in the near term, such as all-day parking on both sides and temporary curb bulges, with the intent to permanently restrict traffic to one traffic lane in each direction; and that staff monitor travel time and reliability impacts to transit and emergency services, shortcutting on local residential streets, and traffic and safety impacts on other neighbourhoods and nearby road arterials; and that this will inform the future street and underpass design, which is intended to be one general purpose through-traffic lane in each direction.

CARRIED (Vote No. 04958)

(Councillor Bligh opposed)

- F. THAT staff work with the Strathcona neighbourhood to prepare a summary of capital investment priorities for the next 10-15 years, including investments in community facilities, and parks and open spaces, and report back to Council in mid-2020.

CARRIED UNANIMOUSLY (Vote No. 04960)

- G. THAT existing City right-of-ways and priority truck routing on Malkin Avenue be retained and enhanced as necessary, to facilitate access to hospital and produce terminals by way of National Avenue at Station Street, and Raymur Avenue at Prior Street respectively, and to explore the opportunity to decommission Hawks Avenue between Prior Street and Malkin Avenue to facilitate a contiguous greenway connection.

CARRIED UNANIMOUSLY (Vote No. 04961)

(Councillor Hardwick abstained from the vote)

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."

- H. THAT staff monitor the impacts of street and traffic changes and work with the Strathcona and City-Gate neighbourhoods to minimize negative impacts.

CARRIED UNANIMOUSLY (Vote No. 04963)

- I. THAT Council direct the Mayor to write the Federal and Provincial governments respectively, to encourage them to work with industry to accelerate the adoption of electric commercial and freight trucks and expedite charging station infrastructure to support these vehicles in an effort to address the environmental impact of particulate matter.

CARRIED UNANIMOUSLY (Vote No. 04964)

- J. THAT staff work with all partners to reconnect Strathcona with the ocean with a blue way/greenway from central Strathcona to False Creek following the traditional wetland waterways from Skwahchays/Skwachiice to Khiwah'esks.

CARRIED UNANIMOUSLY (Vote No. 04966)

(Councillor Hardwick abstained from the vote)

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."

- K. THAT staff prioritize active transportation upgrades along the corridor and work with the community to identify best options including exploring relocation of a AAA bike route to Prior Street.

CARRIED (Vote No. 04967)

(Councillors De Genova and Hardwick opposed)

- L. THAT Council direct staff to work with CN Rail, the Port of Vancouver and Metro Vancouver to mitigate and combat health and environmental impacts on air quality, pollution and diesel particulate matter that would accrue from the anticipated increase in rail traffic on the Burrard Inlet Rail Line as well as related truck activity and volumes.

CARRIED UNANIMOUSLY (Vote No. 04968)

FINAL MOTION AS APPROVED

- A. THAT Council support grade-separating the Burrard Inlet Rail Line with an underpass along the Prior/Venables Street alignment at no cost to the City;
- FURTHER THAT Council endorse that the Prior/Venables Street underpass include an all-ages-and-abilities route for the Adanac Bikeway, provide accessible walking connections, facilitate access to local businesses via Raymur Avenue, and be integrated with public spaces and an enjoyable public realm.
- B. THAT Council direct staff to work with the neighbourhood to design “great street” treatments (e.g. wider sidewalks, green infrastructure, street trees, curb bulges, etc.) on Prior/Venables Street to reduce vehicle speeds; improve walkability and access to the park; and enhance the public realm, walking, and cycling connections throughout the neighbourhood, as outlined in this report; and that staff report back on a funding and implementation strategy as part of the capital planning process to pursue improvements in the near-term before the Prior/Venables Street underpass is completed.
- C. THAT Council recommend any changes to park boundary due to the Prior/Venables Street underpass result in a net increase of permanent park space to Strathcona Park by exchanging portions of existing street right-of-way and park land excluding Malkin Avenue rights-of-way.
- D. THAT Prior/Venables Street be downgraded to a collector street, with a 30km/h speed limit near Strathcona Park.
- E. THAT staff implement a pilot to reduce traffic volumes and speeds on Prior/Venables Street with low cost initiatives in the near term, such as all-day parking on both sides and temporary curb bulges, with the intent to permanently restrict traffic to one traffic lane in each direction; and that staff monitor travel time and reliability impacts to transit and emergency services, shortcutting on local residential streets, and traffic and safety impacts on other neighbourhoods and nearby road arterials; and that this will inform the future street and underpass design, which is intended to be one general purpose through-traffic lane in each direction.
- F. THAT staff work with the Strathcona neighbourhood to prepare a summary of capital investment priorities for the next 10-15 years, including investments in community facilities, and parks and open spaces, and report back to Council in mid-2020.
- G. THAT existing City right-of-ways and priority truck routing on Malkin Avenue be retained and enhanced as necessary, to facilitate access to hospital and produce terminals by way of National Avenue at Station Street, and Raymur Avenue at Prior Street respectively, and to explore the opportunity to decommission Hawks Avenue between Prior Street and Malkin Avenue to facilitate a contiguous greenway connection.
- H. THAT staff monitor the impacts of street and traffic changes and work with the Strathcona and City-Gate neighbourhoods to minimize negative impacts.

- I. THAT Council direct the Mayor to write the Federal and Provincial governments respectively, to encourage them to work with industry to accelerate the adoption of electric commercial and freight trucks and expedite charging station infrastructure to support these vehicles in an effort to address the environmental impact of particulate matter.
- J. THAT staff work with all partners to reconnect Strathcona with the ocean with a blue way/greenway from central Strathcona to False Creek following the traditional wetland waterways from Skwahchays/Skwachiice to Khiwah'esks.
- K. THAT staff prioritize active transportation upgrades along the corridor and work with the community to identify best options including exploring relocation of a AAA bike route to Prior Street.
- L. THAT Council direct staff to work with CN Rail, the Port of Vancouver and Metro Vancouver to mitigate and combat health and environmental impacts on air quality, pollution and diesel particulate matter that would accrue from the anticipated increase in rail traffic on the Burrard Inlet Rail Line as well as related truck activity and volumes.

**3. Contract Award for Supply and Delivery of Mineral Aggregates
September 10, 2019**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Engineering Services, the City's Director of Legal Services, and the City's Chief Procurement Officer and enter into a contract with Mainland Construction Materials ULC for the supply and delivery of mineral aggregates, for an initial term of three (3) years, with the City's option to extend for three (3) additional two (2) year terms, with an estimated contract value of \$13,745,250 plus applicable taxes over the initial 3-year term, which will be funded through the 2019 Engineering Operating and Capital Approved Budgets.
- B. THAT the City's Director of Legal Services, Chief Procurement Officer and General Manager of Engineering Services be authorized to execute on behalf of the City the contract contemplated by A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until such contract is executed by the authorized signatories of the City as set out in this motion.

ADOPTED ON CONSENT (Vote No. 04979)

**4. Contract Award for Towing Services
September 3, 2019**

THAT the Committee recommend to Council

- A. THAT Council authorize City staff to negotiate to the satisfaction of the City's General Manager of Engineering, City's Director of Legal Services, and the City's Chief Procurement Officer and enter into a contract with All Tech Transport Ltd. dba Busters Towing, for towing services, for a term of seven (7) years, with the option to extend for three (3) additional one (1) year) terms. This contract consists of two transactions; (1) City expenses for services rendered; estimated contract value of \$6,615,000; and (2) City revenue collected from All Tech Transport Ltd. dba Busters for the use (lease) of City properties associated with providing towing services at an estimated contract value of \$5,082,000 for an estimated net contract value of \$1,533,000. Funding will be provided through the operating budget of the respective City departments requesting for towing services.
- B. THAT the Director of Legal Services, Chief Procurement Officer and General Manager of Engineering be authorized to execute on behalf of the City the contract contemplated by A above.
- C. THAT no legal rights or obligations will be created by Council's adoption of A and B above unless and until such contract is executed by the authorized signatories of the City as set out in this motion.

ADOPTED ON CONSENT (Vote No. 04980)

**5. 2020 Exempt Seniors Housing
September 23, 2019**

THAT the Committee recommend to Council

- A. THAT Council approve, in principle, the by-law for 2020 Exempt Seniors Housing attached as Appendix A of the Administrative Report dated September 23, 2019, entitled "2020 Exempt Seniors Housing".
- B. That Council instruct the Director of Legal Services to bring forward for enactment a by-law generally in accordance with Appendix A of the Administrative Report dated September 23, 2019, entitled "2020 Exempt Seniors Housing".
- C. THAT Council affirm its policy that Seniors Housing projects constructed after March 31, 1974, should not be approved for a permissive tax exemption under section 396F of the *Vancouver Charter*, and that the Chishaun Housing Project, whose request for an exemption is set out in Appendix B of the Administrative Report dated September 23, 2019, entitled "2020 Exempt Seniors Housing", should be denied.

ADOPTED ON CONSENT (Vote No. 04981)

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The Committee recessed at 5:35 pm and reconvened at 6:30 pm.

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Prior to considering Item 7, which was set to start at 6 pm per the amended meeting procedures pilot project, the Committee dealt with Item 2.

Note: for ease of reference, the minutes are recorded in chronological order.

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**6. Broadway Plan – Phase 1 Engagement and Proposed Guiding Principles
September 25, 2019**

REFERRAL MOVED by Councillor Carr

THAT the Committee refer Item 2 – Broadway Plan – Phase 1 Engagement and Proposed Guiding Principles to a reconvened Standing Committee on City Finance and Services meeting on October 3, 2019, starting at 6 pm.

reconsidered

7. Improving Transportation Safety Around Vancouver Schools

At the Regular Council meeting on October 1, 2019, Council referred the following motion to the Standing Committee on City Finance and Services meeting on October 2, 2019, in order to hear from speakers, with a start time of 6 pm.

The Committee heard from eight speakers in support of the motion.

MOVED by Councillor Boyle

THAT the Committee recommend to Council

WHEREAS

1. The City of Vancouver recognizes that the safety and wellbeing of children is of the utmost importance;
2. The city is growing. Over the next 30 years, we're expecting about 130,000 new residents and close to 90,000 new jobs, bringing more trips and more life to the city. The street infrastructure is largely built out, leaving few opportunities for building new roads;
3. The increased use of non-arterial roads adjacent to schools and parks is creating increased concerns over the safety of children and pedestrians;

4. The City of Vancouver's Transportation 2040 Plan, envisioned a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy future for its citizens and the planet. The Transportation 2040 Plan identified the following goals:
 - a. Move toward zero traffic-related fatalities;
 - b. Promoting healthy citizens in a safe, accessible, and vibrant city;
 - c. Promoting a city that enhances its natural environment, ensuring a healthy future for its people and the planet;
5. The City's Engineering department has a School Active Travel Planning (SATP) program, and school safety is part of the City's "Moving Towards Zero" traffic-related fatalities program as well as the "Grandma on the Move" traffic safety campaign;
6. The City and the Vancouver School Board recently signed an MOU for a two-year pilot for a school active travel coordinator, after a couple years of discussion and work to figure out scope and details. This City-funded position will work closely with the district to improve active travel within our schools;
7. In May 2019, Council unanimously approved a Pilot project for 30km/hour speed limits on select streets;
8. Despite being involved in fewer than 2% of collisions, pedestrians make up the majority of transportation related fatalities (45%);
9. The financial burden of physical inactivity is substantial, costing the provincial health care system more than \$570 million in 2005. We can help reverse this trend by making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily rhythm of life;
10. Increasing the visibility and viability of walking or rolling to secondary and elementary schools decreases accessibility barriers to vulnerable and minority communities;
11. The promotion and introduction of walking and rolling transportation options at an early age promotes active lifestyles later in life;
12. Climate change is already having impacts around the world, and conditions will worsen unless greenhouse gas emissions are sharply reduced. Replacing vehicle trips with safe walking, rolling, and cycling modes would reduce the probability of vehicle accidents, help reduce carbon emissions, increase physical activity, and promote vibrant neighbourhoods;
13. In the City of Vancouver, vehicles account for over 30% of greenhouse gas emissions;

14. The Transportation 2040 Plan. The 2012 Pedestrian Safety Report provided useful transportation safety information, but did not focus explicitly on school zones;
15. Vancouver City Council is considering launching a City-wide Planning Process, where prior, City Council has expressed key goals and objectives to guide a city-wide planning effort, which includes:
 - a. Maintaining Vancouver as a diverse and inclusive community;
 - b. Enhancing social well-being;
 - c. Addressing the city's transportation needs;
 - d. Improving public amenity provisions;
 - e. Rapidly reducing green-house gas emissions to help tackle the climate crisis;
 - f. Enhancing sociable and safe places for people and vibrant livable, well-designed neighbourhoods.

THEREFORE BE IT RESOLVED THAT City Council direct staff to collaborate with the Vancouver School Board and report back on recommendations for improving transportation safety in Vancouver's school zones, while actively promoting walking or rolling to schools. This report should include:

- a. A review of current infrastructure and City policies pertaining to pedestrian and cyclist safety around Vancouver's schools, any necessary infrastructure or policy changes to ensure increased safety of children, staff and families, and proposed budgets and timelines;
- b. Engagement and consultation with the public, schools and Parent Advisory Councils (PACs), the District Parent Advisory Council (DPAC), local and Provincial Public Health authorities, and the City's Transportation Advisory Committee;
- c. Specific standards that can be applied to all schools including for speed zone reductions, traffic calming, pedestrian crossings, and cycling infrastructure;
- d. Where recommendations for future work (particularly speed zones) could require support from Legal staff or from the Vancouver Police Department, that should be outlined in the report;
- e. This report back happen within the 2019/2020 school year;

FURTHER THAT Council direct the Mayor to write a letter to the Provincial Ministers of Education and Transportation informing them of Council's goal of improving transportation safety around schools, and request their support and participation.

amended

AMENDMENT MOVED by Councillor Carr

THAT the motion be amended as follows:

- in a. add the words “in concert with reports on the Greenways and Slower, Safer Streets programs,” after the word “review;”
- in b. add the words “as integrated with and complementary to the city-wide planning process,” at the end;
- e. to become f.;
- the new e. to say the following:
 - “A review of the cycling education programs in city schools, in consultation with HUB;” and
- in the “FURTHER THAT” add the word “Health,” after the word “Education.”

CARRIED UNANIMOUSLY (Vote No. 04969)
(Councillors Fry and Hardwick absent for the vote)

AMENDMENT MOVED by Councillor Dominato

THAT the motion be amended to add the following at the end:

AND FURTHER THAT Council direct staff to review and reconsider its policy of not installing 30km/hr school zones and signage on arterials.

CARRIED UNANIMOUSLY (Vote No. 04970)
(Councillors Fry and Hardwick absent for the vote)

The amendments having carried, the motion as amended was put and
CARRIED UNANIMOUSLY (Vote No. 04971) with Councillors Fry and Hardwick absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. The City of Vancouver recognizes that the safety and wellbeing of children is of the utmost importance;
2. The city is growing. Over the next 30 years, we’re expecting about 130,000 new residents and close to 90,000 new jobs, bringing more trips and more life to the city. The street infrastructure is largely built out, leaving few opportunities for building new roads;
3. The increased use of non-arterial roads adjacent to schools and parks is creating increased concerns over the safety of children and pedestrians;
4. The City of Vancouver’s Transportation 2040 Plan, envisioned a city with a smart and efficient transportation system that supports a thriving economy while increasing affordability; healthy citizens who are mobile in safe, accessible, and vibrant city; and a city that enhances its natural environment to ensure a healthy

future for its citizens and the planet. The Transportation 2040 Plan identified the following goals:

- a. Move toward zero traffic-related fatalities;
 - b. Promoting healthy citizens in a safe, accessible, and vibrant city;
 - c. Promoting a city that enhances its natural environment, ensuring a healthy future for its people and the planet;
5. The City's Engineering department has a School Active Travel Planning (SATP) program, and school safety is part of the City's "Moving Towards Zero" traffic-related fatalities program as well as the "Grandma on the Move" traffic safety campaign;
 6. The City and the Vancouver School Board recently signed an MOU for a two-year pilot for a school active travel coordinator, after a couple years of discussion and work to figure out scope and details. This City-funded position will work closely with the district to improve active travel within our schools;
 7. In May 2019, Council unanimously approved a Pilot project for 30km/hour speed limits on select streets;
 8. Despite being involved in fewer than 2% of collisions, pedestrians make up the majority of transportation related fatalities (45%);
 9. The financial burden of physical inactivity is substantial, costing the provincial health care system more than \$570 million in 2005. We can help reverse this trend by making active transportation choices like walking and cycling more convenient and comfortable, so that physical activity becomes part of the daily rhythm of life;
 10. Increasing the visibility and viability of walking or rolling to secondary and elementary schools decreases accessibility barriers to vulnerable and minority communities;
 11. The promotion and introduction of walking and rolling transportation options at an early age promotes active lifestyles later in life;
 12. Climate change is already having impacts around the world, and conditions will worsen unless greenhouse gas emissions are sharply reduced. Replacing vehicle trips with safe walking, rolling, and cycling modes would reduce the probability of vehicle accidents, help reduce carbon emissions, increase physical activity, and promote vibrant neighbourhoods;
 13. In the City of Vancouver, vehicles account for over 30% of greenhouse gas emissions;
 14. The Transportation 2040 Plan. The 2012 Pedestrian Safety Report provided useful transportation safety information, but did not focus explicitly on school zones;

15. Vancouver City Council is considering launching a City-wide Planning Process, where prior, City Council has expressed key goals and objectives to guide a city-wide planning effort, which includes:
- a. Maintaining Vancouver as a diverse and inclusive community;
 - b. Enhancing social well-being;
 - c. Addressing the city's transportation needs;
 - d. Improving public amenity provisions;
 - e. Rapidly reducing green-house gas emissions to help tackle the climate crisis;
 - f. Enhancing sociable and safe places for people and vibrant livable, well-designed neighbourhoods.

THEREFORE BE IT RESOLVED THAT City Council direct staff to collaborate with the Vancouver School Board and report back on recommendations for improving transportation safety in Vancouver's school zones, while actively promoting walking or rolling to schools. This report should include:

- a. A review, in concert with reports on the Greenways and Slower, Safer Streets programs, of current infrastructure and City policies pertaining to pedestrian and cyclist safety around Vancouver's schools, any necessary infrastructure or policy changes to ensure increased safety of children, staff and families, and proposed budgets and timelines;
- b. Engagement and consultation with the public, schools and Parent Advisory Councils (PACs), the District Parent Advisory Council (DPAC), local and Provincial Public Health authorities, and the City's Transportation Advisory Committee, as integrated with and complementary to the city-wide planning process;
- c. Specific standards that can be applied to all schools including for speed zone reductions, traffic calming, pedestrian crossings, and cycling infrastructure;
- d. Where recommendations for future work (particularly speed zones) could require support from Legal staff or from the Vancouver Police Department, that should be outlined in the report;
- e. A review of the cycling education programs in city schools, in consultation with HUB;
- f. This report back happen within the 2019/2020 school year;

FURTHER THAT Council direct the Mayor to write a letter to the Provincial Ministers of Education, Health, and Transportation informing them of Council's goal of improving transportation safety around schools, and request their support and participation;

AND FURTHER THAT Council direct staff to review and reconsider its policy of not installing 30km/hr school zones and signage on arterials.

8. Back to Basics: Prioritizing Public Realm Maintenance and Cleanliness in Vancouver

At the Regular Council meeting on October 1, 2019, Council referred the following motion to the Standing Committee on City Finance and Services meeting on October 2, 2019, in order to hear from speakers, with a start time of 6 pm.

The Committee heard from one speaker in support for the motion.

MOVED by Councillor Kirby-Yung
THAT the Committee recommend to Council

WHEREAS

1. The maintenance and cleanliness of roads, street medians, and sidewalks, as well as the management of litter and litter receptacles in the public realm, are among the core – most basic – jurisdictional responsibilities of local governments such as the City of Vancouver;
2. Under the heading “Street and sidewalk cleaning and maintenance”, the City of Vancouver website states that “Keeping our streets, sidewalks, and green spaces safe and clean for everyone to enjoy is a City priority;”;
3. In recent years, the people who live and work in Vancouver, as well as visitors to our city, have noted and openly commented on a significant decline in the physical state and cleanliness of our city, offering up and reporting on numerous examples such as streets with potholes, overgrown street medians, and neglected sidewalks that represent a variety of safety hazards, and the increased amount of litter on sidewalks, overflowing garbage cans, and discarded food items that attract insects and other pests, all of which has resulted in the diminishment of basic civic pride and confidence in the day-to-day management of the City;
4. In July 2019, Vancouver City Council approved the 2020-2024 Budget Outlook, signalling the start of the annual budget process that seeks to align available funds with the priorities and service level expectations of the people who live and work in Vancouver;
5. The City of Vancouver regularly refocuses its spending in response to changes in service demands and priorities over time, and, when necessary and informed by feedback from the public, public consultation and other valued sources, the City makes new investments in emerging issues;
6. Residents and businesses in Vancouver are genuinely dismayed that while the taxes and fees levied by the City of Vancouver constantly go up, services appear to continually diminish, and that the city appears dirty and neglected from the perspective of basic maintenance and commonly accepted standards of cleanliness;

7. The majority of the funds to cover the cost of the annual City of Vancouver budget – i.e. the money the City uses to run the city – come from property taxes and utility fees collected from homeowners and businesses, as well as from renters through the rent paid to landlords;

NOTE: Under the City of Vancouver 2019 Operating Budget, a median single-family home assessed at \$1,832,000 paid an estimated \$3,805 in total City of Vancouver taxes and fees in 2019 while a median business property assessed at \$618,000 paid an estimated \$5,512 in total City taxes and fees (this amount does not include Provincial taxes and fees collected by the City for the Province);

8. The people who live and work in Vancouver have a reasonable expectation that the taxes and fees they pay to the City of Vancouver will be used to appropriately maintain Vancouver's roads, sidewalks and street medians, and to keep them in a state of good repair and cleanliness, along with prompt attention to the removal of litter and attending to public litter receptacles in a timely manner;
9. In 2017, Dillon Consulting Limited conducted a "Street Litter Audit" for the City of Vancouver at 108 pre-selected locations in the city and observed that the most common categories for large litter were cups (20%) and paper/fibre material (19%) while the most common categories for small litter were cigarette butts/debris (37%) and chewing gum (25%), with large litter items being equal to or larger than 4 square inches and small litter items being smaller than 4 square inches;
10. The City of Vancouver website prominently lists "Improved street cleaning, including more litter and recycling receptacles" and "Cleaner parks with improved litter pick-up" as being among the many benefits derived from the City's annual budgets – notably stating that the benefits from taxes and fees paid to the City accrue "in your home, on your street, in your community, and throughout your city;"
11. The Vancouver Board of Parks and Recreation plays a key role, and is a key partner of the City of Vancouver, in keeping the city's public realm clean and in a good state of repair, notably the city's traffic medians and shared spaces that the Park Board maintains for the City of Vancouver under a contract service arrangement;
12. Gaining physical access to street medians has become increasingly difficult for the Park Board (e.g. Knight Street), as has access to the necessary financial resources to achieve a proper standard of maintenance;
13. In 2017, the City of Vancouver implemented a new "Street Cleaning Utility fee" with the stated purpose to reduce illegal dumping and create cleaner and safer public realm spaces;

14. The City's website states: "Garbage illegally dumped in a laneway – if not cleaned up promptly – attracts more garbage. Abandoned garbage can also cause health and environmental risks, sends a message that illegal activity is tolerated in our neighbourhoods and costs taxpayers over a million dollars a year;"
15. The City's stated commitment to "Keeping our streets, sidewalks, and green spaces safe and clean for everyone to enjoy" as a City priority is best demonstrated through action and a jurisdictionally appropriate emphasis and prioritization of maintenance and cleanliness standards in conjunction with the most prudent and effective use of taxpayer dollars.

THEREFORE BE IT RESOLVED

- A. THAT Vancouver City Council direct staff to elevate the priority given to the maintenance of the City's roads, street medians, and sidewalks, and that this be a key guiding element in the preparation of the City's 2020 Budget, with an aim to improve the state of good repair and safety and cleanliness of these assets, including direction to staff to take immediate steps to elevate the priority given to sidewalk repair and street litter removal and public litter receptacles in accordance with the reasonable expectations of the people who live and work in Vancouver for the public realm to be well maintained, safe and clean;

FURTHER THAT Council direct staff to bring forward as part of the 2020 Budget process the expenditures required to achieve the maintenance and cleanliness objectives noted above, including a proposed reallocation of funds from other City of Vancouver budget items of lesser public impact and effectiveness (noting that such reallocation of funds need not be restricted to the streets and sanitation portion of the City's Budget), that would not add to the total tax load imposed on the City's taxpayers through taxes and fees that are yet to be levied in the City's 2020 Budget.

- B. THAT Council direct staff to report back prior to the presentation of the 2020 Proposed Budget with an update on any and all impediments that may exist for the Park Board as it relates to its ability to fulfill the contracted maintenance of the city's street medians, including recommendations for how these impediments can be overcome in a timely and cost-effective manner.
- C. THAT Council direct staff to report back prior to the presentation of the 2020 Proposed Budget on the "Street Cleaning Utility fee" implemented in 2017, a fee that sought to reduce illegal dumping and create cleaner and safer public realm spaces, including information on how the funds have been applied, results achieved, and an identification of areas where additional support is required to achieve the desired results, such that the level of safety and cleanliness in the public realm is fully consistent with the reasonable expectations of those who live and work and pay taxes and fees in Vancouver.

- D. THAT Council signal its ongoing commitment to the timely and sufficient maintenance and cleanliness of the city's roads, sidewalks and street medians to keep them in a state of safety and good repair, as well as the effective and prompt management of street litter and litter receptacles in the public realm, by directing staff to include language in the City's proposed 2020 Operating Budget that keeping our streets, sidewalks, and public spaces safe and clean for everyone to enjoy is a Council priority and among the core jurisdictional responsibilities of the City of Vancouver.

amended

Prior to the vote, the Committee agreed to separate the components of the amendment.

AMENDMENT MOVED by Councillor Boyle

THAT the first clause of A be amended as follows:

- delete the words "direct staff to elevate the priority given to the" and replace with the word "specify;"
- delete the words "and that that this be a key guiding element in the preparation of" and replace with the words "as part of the shared Council priority to maintain or strengthen core city services within;" and
- delete the words "direction to staff to take immediate steps to elevate the priority given to;"

LOST (Vote No. 04972)

(Councillors Bligh, De Genova, Dominato and Kirby-Yung opposed)

(Councillors Fry and Hardwick absent for the vote)

FURTHER THAT the second clause of A be amended as follows:

- insert the word "recommendations" after the word "forward;" and
- delete the phrase "including a proposed reallocation of funds from other City of Vancouver budget items of lesser public impact and effectiveness (noting that such reallocation of funds need not be restricted to the streets and sanitation portion of the City's Budget), that would not add to the total tax load imposed on the City's taxpayers through taxes and fees that are yet to be levied in the City's 2020 Budget;"

CARRIED (Vote No. 04973)

(Councillors Bligh, Dominato and Kirby-Yung opposed)

(Councillors Fry and Hardwick absent for the vote)

AND FURTHER THAT D be amended by deleting the phrase "by directing staff to include language in the City's proposed 2020 Operating Budget that keeping our streets, sidewalks, and public spaces safe and clean for everyone to enjoy is a Council priority and among the core jurisdictional responsibilities of the City of Vancouver."

LOST (Vote No. 04974)

(Councillors Bligh, De Genova, Dominato, Kirby-Yung and Wiebe opposed)

(Councillors Fry and Hardwick absent for the vote)

The amendment having lost and carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 04975) with Councillors Fry and Hardwick absent for the vote.

FINAL MOTION AS APPROVED

WHEREAS

1. The maintenance and cleanliness of roads, street medians, and sidewalks, as well as the management of litter and litter receptacles in the public realm, are among the core – most basic – jurisdictional responsibilities of local governments such as the City of Vancouver;
2. Under the heading “Street and sidewalk cleaning and maintenance”, the City of Vancouver website states that “Keeping our streets, sidewalks, and green spaces safe and clean for everyone to enjoy is a City priority;”
3. In recent years, the people who live and work in Vancouver, as well as visitors to our city, have noted and openly commented on a significant decline in the physical state and cleanliness of our city, offering up and reporting on numerous examples such as streets with potholes, overgrown street medians, and neglected sidewalks that represent a variety of safety hazards, and the increased amount of litter on sidewalks, overflowing garbage cans, and discarded food items that attract insects and other pests, all of which has resulted in the diminishment of basic civic pride and confidence in the day-to-day management of the City;
4. In July 2019, Vancouver City Council approved the 2020-2024 Budget Outlook, signalling the start of the annual budget process that seeks to align available funds with the priorities and service level expectations of the people who live and work in Vancouver;
5. The City of Vancouver regularly refocuses its spending in response to changes in service demands and priorities over time, and, when necessary and informed by feedback from the public, public consultation and other valued sources, the City makes new investments in emerging issues;
6. Residents and businesses in Vancouver are genuinely dismayed that while the taxes and fees levied by the City of Vancouver constantly go up, services appear to continually diminish, and that the city appears dirty and neglected from the perspective of basic maintenance and commonly accepted standards of cleanliness;
7. The majority of the funds to cover the cost of the annual City of Vancouver budget – i.e. the money the City uses to run the city – come from property taxes and utility fees collected from homeowners and businesses, as well as from renters through the rent paid to landlords;

NOTE: Under the City of Vancouver 2019 Operating Budget, a median single-family home assessed at \$1,832,000 paid an estimated \$3,805 in total City of Vancouver taxes and fees in 2019 while a median business

property assessed at \$618,000 paid an estimated \$5,512 in total City taxes and fees (this amount does not include Provincial taxes and fees collected by the City for the Province);

8. The people who live and work in Vancouver have a reasonable expectation that the taxes and fees they pay to the City of Vancouver will be used to appropriately maintain Vancouver's roads, sidewalks and street medians, and to keep them in a state of good repair and cleanliness, along with prompt attention to the removal of litter and attending to public litter receptacles in a timely manner;
9. In 2017, Dillon Consulting Limited conducted a "Street Litter Audit" for the City of Vancouver at 108 pre-selected locations in the city and observed that the most common categories for large litter were cups (20%) and paper/fibre material (19%) while the most common categories for small litter were cigarette butts/debris (37%) and chewing gum (25%), with large litter items being equal to or larger than 4 square inches and small litter items being smaller than 4 square inches;
10. The City of Vancouver website prominently lists "Improved street cleaning, including more litter and recycling receptacles" and "Cleaner parks with improved litter pick-up" as being among the many benefits derived from the City's annual budgets – notably stating that the benefits from taxes and fees paid to the City accrue "in your home, on your street, in your community, and throughout your city;"
11. The Vancouver Board of Parks and Recreation plays a key role, and is a key partner of the City of Vancouver, in keeping the city's public realm clean and in a good state of repair, notably the city's traffic medians and shared spaces that the Park Board maintains for the City of Vancouver under a contract service arrangement;
12. Gaining physical access to street medians has become increasingly difficult for the Park Board (e.g. Knight Street), as has access to the necessary financial resources to achieve a proper standard of maintenance;
13. In 2017, the City of Vancouver implemented a new "Street Cleaning Utility fee" with the stated purpose to reduce illegal dumping and create cleaner and safer public realm spaces;
14. The City's website states: "Garbage illegally dumped in a laneway – if not cleaned up promptly – attracts more garbage. Abandoned garbage can also cause health and environmental risks, sends a message that illegal activity is tolerated in our neighbourhoods and costs taxpayers over a million dollars a year;"
15. The City's stated commitment to "Keeping our streets, sidewalks, and green spaces safe and clean for everyone to enjoy" as a City priority is best demonstrated through action and a jurisdictionally appropriate emphasis and prioritization of maintenance and cleanliness standards in conjunction with the most prudent and effective use of taxpayer dollars.

THEREFORE BE IT RESOLVED

- A. THAT Vancouver City Council direct staff to elevate the priority given to the maintenance of the City's roads, street medians, and sidewalks, and that this be a key guiding element in the preparation of the City's 2020 Budget, with an aim to improve the state of good repair and safety and cleanliness of these assets, including direction to staff to take immediate steps to elevate the priority given to sidewalk repair and street litter removal and public litter receptacles in accordance with the reasonable expectations of the people who live and work in Vancouver for the public realm to be well maintained, safe and clean;

FURTHER THAT Council direct staff to bring forward recommendations as part of the 2020 Budget process the expenditures required to achieve the maintenance and cleanliness objectives noted above.

- B. THAT Council direct staff to report back prior to the presentation of the 2020 Proposed Budget with an update on any and all impediments that may exist for the Park Board as it relates to its ability to fulfill the contracted maintenance of the city's street medians, including recommendations for how these impediments can be overcome in a timely and cost-effective manner.
- C. THAT Council direct staff to report back prior to the presentation of the 2020 Proposed Budget on the "Street Cleaning Utility fee" implemented in 2017, a fee that sought to reduce illegal dumping and create cleaner and safer public realm spaces, including information on how the funds have been applied, results achieved, and an identification of areas where additional support is required to achieve the desired results, such that the level of safety and cleanliness in the public realm is fully consistent with the reasonable expectations of those who live and work and pay taxes and fees in Vancouver.
- D. THAT Council signal its ongoing commitment to the timely and sufficient maintenance and cleanliness of the city's roads, sidewalks and street medians to keep them in a state of safety and good repair, as well as the effective and prompt management of street litter and litter receptacles in the public realm, by directing staff to include language in the City's proposed 2020 Operating Budget that keeping our streets, sidewalks, and public spaces safe and clean for everyone to enjoy is a Council priority and among the core jurisdictional responsibilities of the City of Vancouver.

10. Expediting an Elementary School for the Olympic Village Community – the City's Role

At the Regular Council meeting on October 1, 2019, Council referred the following motion to the Standing Committee on City Finance and Services meeting on October 2, 2019, in order to hear from speakers, with a start time of 6 pm.

The Committee heard from three speakers in support for the motion.

MOVED by Councillor Dominato
THAT the Committee recommend to Council

WHEREAS

1. The City of Vancouver, together with the Vancouver School Board (VSB), has long planned for a school to be built in the Olympic Village, to support the objectives of creating a diverse, vibrant community where individuals, families, and children can live and thrive;
2. The City of Vancouver's Official Development Plan (ODP) for South East False Creek anticipated that an elementary school for the Olympic Village would be built in concert with other core amenities and, as one of several stated goals for the project, be in place by 2020;
3. Schedule A of the Southeast False Creek Official Development Plan (April 2007) includes numerous references to an elementary school, including:
 - Section 4.3.5 (*Cultural, recreational, and institutional uses*) states: "Development is to include the following facilities: **(a) one K-7 community elementary school having a floor area of at least 3 700 m² , and including a gymnasium in area 2A;**"
 - Section 4.4 (*Phasing of parks and community facilities*) states: "Phasing decisions for the parks, community centre and non-motorized boating centre, and other community facilities are to happen at the time of the applicable CD-1 re-zonings; and are to include **every effort to co-ordinate delivery of the elementary school** in a time frame compatible with the delivery of such other facilities;"
 - Section 5.4.2 (*Area 2A – The central "shipyard" neighbourhood*) states: "... A cluster of community services via Front Street and the seaside greenway/bikeway are to connect to the community heart. Such services are to include a community centre combined with a non-motorized recreational boating facility and day care facility to animate the waterfront and **an elementary school, which may include more child care and after-school care, located within easy walking distance of the community centre and boating facility and beside the park that is to be large enough for a playfield.** The waterfront park near the school is to provide a community demonstration garden including garden plots and sustainability education lessons for children and adults."
4. The development of the Southeast False Creek community was intended to be "a leading model of sustainable development" – a "complete neighbourhood" with goods and services within walking distance, and housing and jobs that are accessible by transit;
5. Southeast False Creek was designed as a mixed-use community, with a total population of 11,000 – 13,000 people, with a focus on residential housing;

6. The reasonable expectation that an elementary school would be in place for the Olympic Village community by 2020, as noted in the South East False Creek ODP, led many to choose the Olympic Village as a neighbourhood where they could build their lives and livelihoods and start families;
7. To date, an elementary school for the Olympic Village community has received neither approval nor funding from the provincial Ministry of Education;
8. The existing catchment school for the Olympic Village neighbourhood – Simon Fraser Elementary – is significantly overcapacity and receives nearly three times the in-catchment applications for kindergarten than it can handle;
9. The overcapacity conditions at Simon Fraser Elementary are forcing families to send students to schools well outside their neighbourhood, with students attending more than two dozen different schools throughout the city, exacerbating traffic congestion and air pollution in a city that strives to be the greenest city in the world while seriously undermining the human connections between students, friends, and neighbours that are the foundation of a healthy, thriving community;
10. Many other Olympic Village families are simply giving up on the prospect of a neighbourhood school being built in time for their children to attend and are therefore moving from the community to more established areas where there are existing schools – a loss to the Olympic Village community and to these young families alike;
11. In June 2018, Education Minister Rob Fleming stated that he wants to see the Vancouver school district build schools more quickly and noted that it takes longer to build schools in Vancouver – five years – than in other districts, such as Surrey, where it takes about three years;
12. In May 2018, the VSB considered a motion, brought forward by Trustee Lisa Dominato, calling on the City of Vancouver to fast-track development and building permits for Vancouver schools (new schools, replacements, additions, and renovations) by means of a “Nexus” style fast-track approval process – the motion failed narrowly in a tie vote;
13. There is currently no City of Vancouver policy that prioritizes applications for building and development permits for the Vancouver school district. The school district’s applications are processed alongside permit applications for all city developments including commercial, single family dwellings, laneways, condominium developments, housing projects, and community centres;
14. In May 2018, it reportedly took – on average – 12 months for the school district to receive a development permit and 8 months to receive a building permit for new and replacement schools, which added more than one year to school capital projects;
15. Last year, the VSB entered into an agreement with BC Hydro whereby a subsurface parcel at the Lord Roberts Annex site was sold to accommodate a much needed electrical substation in the West End / Downtown core;

16. A portion of the VSB proceeds from the Lord Roberts Annex site subsurface sale agreement with BC Hydro will go toward the capital cost of a new school in Coal Harbour, which means the Province has saved money on a capital expenditure and could re-allocate that funding to build an Olympic Village Elementary school;
17. In Year One of the VSB 2020/21 Capital Plan, the school district is seeking Ministry of Education approval for the acquisition of a school site for a South East False Creek / Olympic Village Elementary school;
18. It is crucially important that funding for an elementary school in Olympic Village be secured and made available as soon as possible to get the school project underway, and the City of Vancouver has various tools and potential options available within its jurisdictional domain to do its part and to help accomplish this longstanding goal for the South East False Creek community.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to create a “fast-track” process, on an urgent basis, whereby the approval of development and building permits for Vancouver schools (new schools, replacements, additions, and renovations) can be expedited to ensure that Vancouver school facilities can be built, replaced, added to, and/or renovated in a timely manner, to help build strong, diverse, sustainable neighbourhoods and communities in our city, with staff to report back to Council by January 2020 regarding actions taken in this regard.
- B. THAT Council direct staff to work with the Vancouver School Board staff to explore ways to work together on a collective basis to improve and streamline various City approval processes in pursuit of the timely construction, replacement, and/or renovation to Vancouver Schools, including an elementary school in Southeast False Creek / Olympic Village.
- C. THAT Council call on the Province to prioritize capital funds for a new school in South East False Creek / Olympic Village, on an urgent basis, acknowledging the pressing need for a school in this area, as well as the fact that the Vancouver School Board (VSB) is fully funding the new Coal Harbour school through proceeds from the Lord Roberts Annex site subsurface sale by the VSB to BC Hydro which relieves the Province of this related capital expense.
- D. THAT Council acknowledge its role and responsibility to ensure that there is adequate and appropriate space for the learning needs of our city’s youngest residents, and that Council direct staff to explore the possibility of:
 - i. Leasing the City-owned land in Southeast False Creek/ Olympic Village, on an urgent basis, to the Vancouver School Board for a nominal sum as a means to expedite construction of a long-anticipated elementary school in lieu of a direct acquisition through a sale or land transfer;

- ii. Enabling the construction of a “modular school” if a lack provincial funding or other delays fail to address the school facility needs of the Southeast False Creek / Olympic Village neighbourhood in a timely manner.
- E. THAT a copy of this motion to be sent to the Trustees and Senior Staff of the Vancouver School Board.

amended

AMENDMENT MOVED by Councillor Carr

THAT D be referred to a future In Camera meeting of City Council.

CARRIED UNANIMOUSLY (Vote No. 04976)
(Councillors Fry and Hardwick absent for the vote)

The amendment having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 04977) with Councillor Fry abstaining from the vote and Councillor Hardwick absent for the vote.

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. The City of Vancouver, together with the Vancouver School Board (VSB), has long planned for a school to be built in the Olympic Village, to support the objectives of creating a diverse, vibrant community where individuals, families, and children can live and thrive;
2. The City of Vancouver’s Official Development Plan (ODP) for South East False Creek anticipated that an elementary school for the Olympic Village would be built in concert with other core amenities and, as one of several stated goals for the project, be in place by 2020;
3. Schedule A of the Southeast False Creek Official Development Plan (April 2007) includes numerous references to an elementary school, including:
 - Section 4.3.5 (*Cultural, recreational, and institutional uses*) states: “Development is to include the following facilities: **(a) one K-7 community elementary school having a floor area of at least 3 700 m2 , and including a gymnasium in area 2A,**”
 - Section 4.4 (*Phasing of parks and community facilities*) states: “Phasing decisions for the parks, community centre and non-motorized boating centre, and other community facilities are to happen at the time of the applicable CD-1 re-zonings; and are to include **every effort to co-**

ordinate delivery of the elementary school in a time frame compatible with the delivery of such other facilities;”

- Section 5.4.2 (*Area 2A – The central “shipyard” neighbourhood*) states: “... A cluster of community services via Front Street and the seaside greenway/bikeway are to connect to the community heart. Such services are to include a community centre combined with a non-motorized recreational boating facility and day care facility to animate the waterfront and **an elementary school, which may include more child care and after-school care, located within easy walking distance of the community centre and boating facility and beside the park that is to be large enough for a playfield.** The waterfront park near the school is to provide a community demonstration garden including garden plots and sustainability education lessons for children and adults.”
4. The development of the Southeast False Creek community was intended to be “a leading model of sustainable development” – a “complete neighbourhood” with goods and services within walking distance, and housing and jobs that are accessible by transit;
 5. Southeast False Creek was designed as a mixed-use community, with a total population of 11,000 – 13,000 people, with a focus on residential housing;
 6. The reasonable expectation that an elementary school would be in place for the Olympic Village community by 2020, as noted in the South East False Creek ODP, led many to choose the Olympic Village as a neighbourhood where they could build their lives and livelihoods and start families;
 7. To date, an elementary school for the Olympic Village community has received neither approval nor funding from the provincial Ministry of Education;
 8. The existing catchment school for the Olympic Village neighbourhood – Simon Fraser Elementary – is significantly overcapacity and receives nearly three times the in-catchment applications for kindergarten than it can handle;
 9. The overcapacity conditions at Simon Fraser Elementary are forcing families to send students to schools well outside their neighbourhood, with students attending more than two dozen different schools throughout the city, exacerbating traffic congestion and air pollution in a city that strives to be the greenest city in the world while seriously undermining the human connections between students, friends, and neighbours that are the foundation of a healthy, thriving community;
 10. Many other Olympic Village families are simply giving up on the prospect of a neighbourhood school being built in time for their children to attend and are therefore moving from the community to more established areas where there are existing schools – a loss to the Olympic Village community and to these young families alike;

11. In June 2018, Education Minister Rob Fleming stated that he wants to see the Vancouver school district build schools more quickly and noted that it takes longer to build schools in Vancouver – five years – than in other districts, such as Surrey, where it takes about three years;
12. In May 2018, the VSB considered a motion, brought forward by Trustee Lisa Dominato, calling on the City of Vancouver to fast-track development and building permits for Vancouver schools (new schools, replacements, additions, and renovations) by means of a “Nexus” style fast-track approval process – the motion failed narrowly in a tie vote;
13. There is currently no City of Vancouver policy that prioritizes applications for building and development permits for the Vancouver school district. The school district’s applications are processed alongside permit applications for all city developments including commercial, single family dwellings, laneways, condominium developments, housing projects, and community centres;
14. In May 2018, it reportedly took – on average – 12 months for the school district to receive a development permit and 8 months to receive a building permit for new and replacement schools, which added more than one year to school capital projects;
15. Last year, the VSB entered into an agreement with BC Hydro whereby a subsurface parcel at the Lord Roberts Annex site was sold to accommodate a much needed electrical substation in the West End / Downtown core;
16. A portion of the VSB proceeds from the Lord Roberts Annex site subsurface sale agreement with BC Hydro will go toward the capital cost of a new school in Coal Harbour, which means the Province has saved money on a capital expenditure and could re-allocate that funding to build an Olympic Village Elementary school;
17. In Year One of the VSB 2020/21 Capital Plan, the school district is seeking Ministry of Education approval for the acquisition of a school site for a South East False Creek / Olympic Village Elementary school;
18. It is crucially important that funding for an elementary school in Olympic Village be secured and made available as soon as possible to get the school project underway, and the City of Vancouver has various tools and potential options available within its jurisdictional domain to do its part and to help accomplish this longstanding goal for the South East False Creek community.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to create a “fast-track” process, on an urgent basis, whereby the approval of development and building permits for Vancouver schools (new schools, replacements, additions, and renovations) can be expedited to ensure that Vancouver school facilities can be built, replaced, added to, and/or renovated in a timely manner, to help build strong, diverse, sustainable neighbourhoods and communities in our city, with staff to report back to Council by January 2020 regarding actions taken in this regard.

- B. THAT Council direct staff to work with the Vancouver School Board staff to explore ways to work together on a collective basis to improve and streamline various City approval processes in pursuit of the timely construction, replacement, and/or renovation to Vancouver Schools, including an elementary school in Southeast False Creek / Olympic Village.
- C. THAT Council call on the Province to prioritize capital funds for a new school in South East False Creek / Olympic Village, on an urgent basis, acknowledging the pressing need for a school in this area, as well as the fact that the Vancouver School Board (VSB) is fully funding the new Coal Harbour school through proceeds from the Lord Roberts Annex site subsurface sale by the VSB to BC Hydro which relieves the Province of this related capital expense.
- D. THAT the following be referred to a future In Camera meeting of City Council:
- THAT Council acknowledge its role and responsibility to ensure that there is adequate and appropriate space for the learning needs of our city's youngest residents, and that Council direct staff to explore the possibility of:
- i. Leasing the City-owned land in Southeast False Creek/ Olympic Village, on an urgent basis, to the Vancouver School Board for a nominal sum as a means to expedite construction of a long-anticipated elementary school in lieu of a direct acquisition through a sale or land transfer;
 - ii. Enabling the construction of a "modular school" if a lack provincial funding or other delays fail to address the school facility needs of the Southeast False Creek / Olympic Village neighbourhood in a timely manner.
- E. THAT a copy of this motion to be sent to the Trustees and Senior Staff of the Vancouver School Board.

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The Committee recessed at 8:18 pm and reconvened at 8:23 pm.

* * * * *

11. A Collaborative and New Approach to Oppenheimer Park and Other Public Spaces

At the Regular Council meeting on October 1, 2019, Council referred the following motion to the Standing Committee on City Finance and Services meeting on October 2, 2019, in order to hear from speakers, with a start time of 6 pm.

* * * * *

At 9:05 pm, during the hearing of speakers, it was

MOVED by Councillor Dominato

THAT the meeting be extended to complete hearing from speakers, debate and decision on Item 11.

withdrawn

Councillor Dominato requested to withdraw the motion to extend, the Committee so agreed.

At 9:55 pm, during the hearing of speakers, it was

MOVED by Councillor Carr

THAT the meeting be extended to complete hearing from speakers on Item 11.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

(Councillor Kirby-Yung abstained from the vote)

(Councillor Hardwick absent for the vote)

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."

The Committee recessed at 9:56 pm and reconvened at 10:03 pm.

* * * * *

During the hearing of speakers, the Committee agreed to deal with a procedural matter.

* * * * *

RECONSIDERATION MOVED by Councillor Carr

SECONDED by Councillor De Genova

THAT the Committee reconsider the decision to refer Item 2 to a reconvened Standing Committee on City Finance and Services meeting on October 3, 2019, starting at 6 pm.

*CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY*

(Councillor Hardwick absent for the vote)

REFERRAL MOVED by Councillor Carr

THAT the Committee refer Item 2 to a reconvened Standing Committee on City Finance and Services meeting on October 3, 2019, starting at 6 pm.

LOST

*(Concillors Bligh, Boyle, Carr, De Genova, Fry, Kirby-Yung, Swanson and Wiebe opposed
(Councillor Hardwick absent for the vote)*

REFERRAL MOVED by Councillor Carr

THAT the Committee refer Item 2 – Broadway Plan – Phase 1 Engagement and Proposed Guiding Principles and debate and decision on Item 11 - A Collaborative and New Approach to Oppenheimer Park and Other Public Spaces, to the Regular Council meeting on October 22, 2019, as Unfinished Business.

amended

AMENDMENT MOVED by Councillor Dominato

THAT the motion be deleted and replaced with the following:

THAT the Committee refer Item 2 – Broadway Plan – Phase 1 Engagement and Proposed Guiding Principles to the Regular Council meeting on October 22, 2019, as Unfinished Business;

FURTHER THAT the Committee complete hearing from speakers, debate and decision on Item 11, this evening.

CARRIED

*(Councillors Boyle, Carr and De Genova opposed)
(Councillor Fry abstained from the vote)
(Councillor Hardwick absent for the vote)*

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.”

The motion as amended was put and CARRIED with Councillors Boyle, Carr and De Genova opposed, Councillor Fry abstaining from the vote, and Councillor Hardwick absent for the vote.

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.”

** * * * **

The Committee heard from 12 speakers in opposition and three speakers in general support of the motion with concerns surrounding implementation.

* * * * *

At 10:40 pm, during the hearing of speakers on Item 11, the Chair called for a recess.

On October 2, 2019, the Committee recessed at 10:41 pm.

On October 22, 2019, the Committee reconvened at 9:31 am and adjourned at 9:32 am.

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Note: The remaining three speakers, debate and decision on Item 11 will continue at the Standing Committee on Policy and Strategic Priorities meeting on October 23, 2019, starting at 2 pm.



**REGULAR COUNCIL MEETING MINUTES
STANDING COMMITTEE OF COUNCIL ON
CITY FINANCE AND SERVICES**

OCTOBER 2, 2019

A Regular Meeting of the Council of the City of Vancouver was held on Wednesday, October 2, 2019, at 5:36 pm, in the Council Chamber, Third Floor, City Hall, following the Standing Committee on City Finance and Services meeting, to consider the recommendations and actions of the Committee. Subsequently, the meeting reconvened on Tuesday, October 22, 2019, at 9:32 am.

- PRESENT:** Councillor Pete Fry, Deputy Mayor
Councillor Rebecca Bligh
Councillor Christine Boyle
Councillor Adriane Carr
Councillor Melissa De Genova
Councillor Lisa Dominato
Councillor Colleen Hardwick
Councillor Sarah Kirby-Yung
Councillor Jean Swanson
Councillor Michael Wiebe*
- ABSENT:** Mayor Kennedy Stewart (Leave of Absence – Civic Business)
- CITY MANAGER’S OFFICE:** Sadhu Johnston, City Manager
- CITY CLERK’S OFFICE:** Tina Penney, Director, Legislative Operations
Irina Dragnea, Meeting Coordinator

* Denotes absence for a portion of the meeting.

COMMITTEE REPORTS

Report of Standing Committee on City Finance and Services
Wednesday, October 2, 2019

Council considered the report containing the recommendations and actions taken by the Standing Committee on City Finance and Services. Its items of business included:

1. Adapting to Provincial Legislative Changes Relating to Passenger Directed Vehicles
3. Contract Award for Supply and Delivery of Mineral Aggregates
4. Contract Award for Towing Services
5. 2020 Exempt Seniors Housing
6. False Creek Flats Grade-Separated Road Alignment

Items 1, 3 to 5, and 6

MOVED by Councillor Carr
SECONDED by Councillor Bligh

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of October 2, 2019, as contained in items 1, 3 to 5, and 6, be approved.

CARRIED UNANIMOUSLY

UNFINISHED BUSINESS

At the Regular On October 1, 2019, Council referred the following item to the Regular Council meeting, immediately following the Standing Committee on City Finance and Services meeting on October 2, 2019, as Unfinished Business.

**1. CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus)
September 17, 2019**

MOVED by Councillor Kirby-Yung
SECONDED by Councillor Dominato

A. THAT the application by IBI Group on behalf of Providence Health Care Society to rezone 1002 Station Street [*PID 018-550-185; Lot A District Lots 196 and 2037 Plan LMP14138*], and 250-298 Prior Street [*Lot 19 District Lots 181, 196 and 2037 Plan 6780; and Lots C and D both of Blocks 15 to 18 District Lots 196 and 2037 Plan 12884; PIDs 010-813-217, 008-776-300 and 008-776-326 respectively*] from I-3 (Industrial) District and 310 Prior Street [*Lots E and F both of District Lots 196 and 2037 Plan 13449; PIDs 008-126-780 and 008-126-798 respectively*] from I-2 (Industrial) District all to CD-1 (Comprehensive Development) District to allow for the phased construction of the New St. Paul's Hospital and Health Campus comprised of four development parcels with 231,182 sq. m of hospital, office and research uses on a main Health Campus Parcel; 66,638 sq. m of hotel and office uses on a West Parcel; 6,700 sq. m of hotel and office uses on a South Parcel; and 7,554 sq. m of rental housing for health care workers on a North Parcel, with all parcels also having grade-level retail-service uses on the major street frontages, and with maximum building heights generally ranging from 24 to 62 m, be referred to public hearing together with:

- (i) plans prepared by IBI Group, received August 9, 2018;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A of the Policy Report dated September 17, 2019, entitled "CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus);"

- (iii) draft CD-1 Guidelines, generally as presented in Appendix D of the above-noted report; and
- (iv) 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 Rezoning 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, if the application is referred to a public hearing, the application to amend the Sign By-law to establish regulations for the new CD-1, generally as set out in Appendix C of the Policy Report dated September 17, 2019, entitled “CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul’s Hospital and Health Campus),” be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C of the above-noted report, for consideration at the public hearing.

- C. THAT, if the application is referred to a public hearing, a consequential amendment to Figure 1 in the I-3 District Schedule of the Zoning and Development By-law to remove 1002 Station Street and 250 Prior Street from sub-area B, generally as set out in Appendix C of the Policy Report dated September 17, 2019, entitled “CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul’s Hospital and Health Campus),” be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C of the above-noted report, for consideration at the public hearing.

- D. THAT, if the application is referred to a public hearing, a consequential amendment to the Regional Context Statement Official Development Plan By-law to change the Regional Designation of the lands planned for rental housing (sub-area D in the CD-1) from “Mixed Employment” to “General Urban”, generally as set out in Appendix C of the Policy Report dated September 17, 2019, entitled “CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul’s Hospital and Health Campus),” be referred to the same public hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law, generally as set out in Appendix C of the above-noted report, for consideration at the public hearing.

- E. THAT, subject to enactment of the new CD-1 By-law, the Noise Control By-law be amended to establish regulations for the new CD-1 in accordance with Schedule A, generally as set out in Appendix C of the Policy Report dated September 17, 2019, entitled "CD-1 Rezoning: 1002 Station Street and 250-310 Prior Street (New St. Paul's Hospital and Health Campus);"

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

- F. THAT A through E 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; 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 bylaw 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.

CARRIED UNANIMOUSLY

BY-LAWS

MOVED by Councillor De Genova
SECONDED by Councillor Dominato

THAT Council enact the by-laws listed on the agenda for this meeting as numbers 1 through 5 and authorize the Mayor and City Clerk to sign and seal the enacted by-laws.

CARRIED UNANIMOUSLY

1. A By-law to amend Street and Traffic By-law No. 2849 regarding Transportation Network Services (By-law No. 12556)
2. A By-law to amend License By-law No. 4450 regarding Passenger Directed Vehicles (By-law No. 12557)
3. A By-law to amend Vehicles for Hire By-law No. 6066 regarding the Passenger Transportation Amendment Act and inflationary adjustment Fees for 2020 (By-law No. 12558)

4. A By-law to amend Parking Meter By-law No. 2952 regarding Transportation Network Services (By-law No. 12559)
5. A By-law to amend Granville Mall By-law No. 9978 regarding Transportation Network Services (By-law No. 12560)

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On October 2, 2019, Council recessed at 5:40 pm.

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Note: On October 2, 2019, Council did not reconvene the Council meeting to adopt the outstanding actions and recommendations from the Standing Committee, contained in the following items:

7. *Improving Transportation Safety Around Vancouver Schools*
8. *Back to Basics: Prioritizing Public Realm Maintenance and Cleanliness in Vancouver*
10. *Expediting an Elementary School for the Olympic Village Community – the City's Role*

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On October 22, 2019, Council reconvened at 9:32 am.

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ADJOURNMENT

MOVED by Councillor De Genova
SECONDED by Councillor Boyle

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY
(Councillor Wiebe absent for the vote)

On October 22, 2019, Council adjourned at 9:32 am.

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